



DTI INTERCHANGE

A Forum of Communication Between Dalton Trucking, Inc. and Its Customers

Sack Haul Switches

In an ongoing effort to provide additional value to its customers, TXI/Riverside Cement is now providing its pool-sand customers with sacked limestone produced in Lucerne Valley. Formerly this high-quality product was produced at Sherre Quarry near Victorville.



Dalton flatbed loaded with sacks of limestone.

DTI presently operates two flatbed sets of doubles in full dedicated service transporting this product to TXI's Crestmore plant. From there it is distributed to TXI/Riverside Cement customers.

In fact, DTI operates several sets of lightweight flatbeds capable of legally hauling over 26 tons of payload. These doubles work out of Fontana, Adelanto and San Juan Capistrano. For more information or a bid proposal for your product, contact *Harold* at extension 552, *Bill* in Adelanto at (760) 246-4141, or *Bob* in Capistrano at (714) 728-0614.

Beach Assault

Colonel El Nino and Major High Tide teamed up to attack Seal Beach, California during January and February, 1998. Against overpowering and seemingly invincible forces stood General Dalton Trucking, Inc. camouflaged in green and bearing 31 yard-buckets of sand.



An empty scraper returns for more sand, while million-dollar homes are held hostage by Colonel El Nino.

Colonel El Nino and Major High Tide hammered with a frontal assault while General Dalton launched a daring flank attack. Cat scrapers blazed into the surf-torn, no-man's land against wave after wave of hurtling devastation.

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Finished product pours from radial stacker at San Bernardino County Disposal Site near Phelan, CA.

County Site at Phelan to Include New "MRF"

The San Bernardino County Disposal site near Phelan has a new look with performance capabilities in the making. Material Reclamation Facilities (MRF) are bursting out all over the place as municipalities require sorting of trash materials by the homeowner, as well as disposal haulers.

What were once commonly known as "dump grounds" have been amended

linguistically to "land fills." They have also been amended in fact due to the creation of separate hazardous waste sites and the sorting-out of recyclable materials (e.g., plastics, metals, paper and cardboard, wood, and green waste).

DTI employs a screening plant operation with loader to provide on-site processing of aggregate for topfill on the improved Phelan site. We have processed approximately 40,000

cubic yards of product during a one-month campaign.

As world population grows and consumption increases, we expect to see new and ongoing engineering in the handling of waste materials. Dalton actively participates in the transportation support of such technology.

For more information on screening aggregate or other materials on your site, contact *John Ratzlaff* at extension 506.

Omya (California), Inc.

Omya (California), Inc., formerly Pluess-Stauffer, Inc., has a major commitment to the Lucerne Valley. It is there they conduct most of their present mining and all of their processing operation.



Following a 135-mile trip from Amboy, Dalton's truck & pup (needed for stockpiling) exits Omya's Lucerne Valley plant.

The unique, high quality of the calcium carbonate (limestone) they mine near Amboy, California is one of the few national resources of pharmaceutical quality limestone. At this site, Dalton provides its own frontend loading to accurately load its trucks. The product is then hauled over 135 miles to Lucerne Valley for processing.

The majority of world limestone production is a common grade used in the manufacture of cement for concrete construction materials. The Omya

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California Portland Cement (CPC)

Cement is a basic commodity of construction. When mixed with rock, sand and water, concrete is produced. This is the glue that helps hold our society together. California Portland Cement has manufactured this product at Mt. Slover in Colton since 1894. Portland Cement got its name in 1824 when one Joseph Aspdin of England developed and patented hydraulic cement. The new invention was an improvement on the natural limestone/clay deposit found on the Isle of Portland in South England.

From the fall of the Roman Empire, in approximately 476 A.D., until 1824, no dependable durable cement/mortar substance was in use in the western world. Obviously there were mortars with varying qualities adequate to bind brick work and bond carefully-fit rock work, but there was nothing again developed like the heated manmade products of the Early Romans.



**Dalton loads high-alumina clay
for delivery to California Portland Cement's Colton plant.**

Roman Cement contained a natural volcanic ash product mined near the village of Pozzuoli, Italy. Henceforth, the ash binders used in cement formulas are called "pozzolana" or simply "pozzolan." The great Roman aqueducts are still carrying water because of the durability of the long-lost pozzolana cement formula.

The great medieval castles could not depend upon the natural mortar of the time. Instead, the great

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Beach Assault ...

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Salt-soaked residents of Seal Beach stood aghast as the battle raged! Higher and higher came the waves; higher and higher went the berm! Here a breach, there a breach - hurry, hurry! More supplies! More sand power!

Then Heaven be praised! The breeches were closed.

Coast Rail Services bid the beach re-supply project and supplied the rail cars and locomotive power. Dalton supplied the unloading and spreading forces and equipment. The job is ongoing as of this date with a total of approximately 55,000 tons of sand to be put in place. 🚧



**Coast Rail's engine pushes hopper cars across the under rail emptying pit, feeding a conveyor.
The sand is loaded into Cat 631 scrapers for hauling to the beach 5 miles away.**

Intermodal Update

DTI continues to develop intermodal activities with local clients. Pictured here are rail cars of lime shipped from Nelson, Arizona, on the Burlington Northern Santa Fe (BNSF) railroad. These cars are being unloaded at the Etiwanda Siding for trans-shipment to TAMCO in Rancho Cucamonga. Chemical Lime typically ships three cars per week to Fontana where DTI unloads it.



Reliable delivery is the key to success in this endeavor. For information about intermodal-related hauling, please contact *Dennis Parham* at extension 550.

Dalton unloads Chemical Lime shipments for delivery to TAMCO.

Diesel Exhaust & Proposition 65

By Andy Busby, Vice President of Administration

DTI is greatly concerned about the current campaign of propaganda and scare tactics launched by the California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) being aimed at the public. Because a 25% share of any settlement is allowed environmental groups, bounty hunting enviro lawyers are suing in the hope of a share of an out-of-court settlement. The goal is to ensure their agenda is accomplished at any cost.

The claim: Diesel exhaust causes cancer. CARB/OEHHA alleges 200 to 2,000 lung cancers per million are attributable to ambient exposure to diesel exhaust. Therefore, they propose diesel exhaust be identified as a Toxic Air Contaminant (TAC).

Their data: It appears a word search was performed using diesel exhaust and cancer. Within this search, two studies were used to help support the claim. The first study was done by a Dr. Mauderly who tested the effects of diesel exhaust on rats. It was discovered that rats bombarded with diesel exhaust contracted cancerous tumors. When the levels of diesel exhaust were applied consistent with normal human exposure, the cancerous tumors did not appear. (Incidentally, Dr. Mauderly formally opposed OEHHA's use of the rat model for quantitative risk assessment.)

The second quoted study, performed by a Dr. Garshick, involved railroad workers and their exposure to diesel exhaust. An exposure value was arbitrarily assigned to different workers according to where they may have worked. The results of the study indicated that diesel exhaust caused lung cancer. However, the arbitrary assigning of exposure did not take into account the length of time a worker worked in a particular area, whether that worker was actually exposed to diesel exhaust or, if so, in what amounts. In addition, because this study included such a long time frame, the question exists if the steam-powered smoke, soot and asbestos

also may have contributed to the unfavorable results. (For the record, Dr. Garshick also formally opposed OEHHA's risk assessment.)

Where is the scientific data? Where is the responsibility of our government agencies?

The facts: Diesel exhaust is not a chemical. 99.4% of diesel mixture contains elements found in ambient air, including nitrogen, oxygen, carbon dioxide, and water vapors.

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**Reinforced-concrete bridge beams
being precisely placed over a Newport channel.
(Note proximity to residential property
and watercrafts.)**

"Beam Me Up, Scotty"

Captain's log: Stardate 1998. An identified contact from the nearby 'galaxy' of Perris, California contracted the 'roadship' Dalton to deliver 52 reinforced concrete beams over a three-day period. The crew aboard CORSLAB required precise scheduling and committed delivery in order to meet the needs of their close allies, Brutoco Engineering of Fontana.

As requested, Dalton flatbed dispatcher Scott Johnson coordinated the 'trek' to the Newport channel where the beams were used to form an inlet bridge. The erection crew (rumored to include Bones, Data, and Mr. Spock) had to contend with heavy traffic congestion and changing tides, but the beams were successfully delivered with no interruptions to the contractor's schedule.

Once again, Dalton dares "to boldly go where some men have gone before." Those interested in more information about coordinated moves should contact *Chris Bowman* on the bridge of the roadship Dalton (extension 590). 🚀



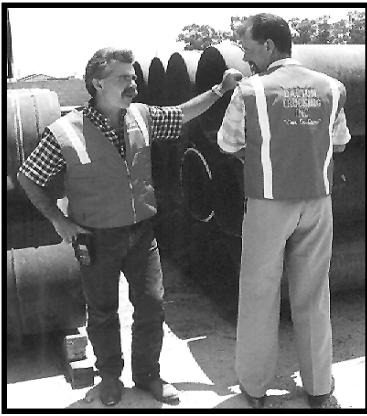
Omya of California Continued from Page 2

products are some of the purist known in their natural state. Additionally, Omya has developed techniques and processes to adapt their products to serve a large market. Included are products each one of us uses, such as toothpaste, chewing gum, insecticides, shoe polish, and baking powder. Other uses not commonly associated with limestone are in the processing and manufacturing of latex, PVC pipe, paint, roofing glue, plastics, dyes, crayons, fabrics and many other surprisingly common-use materials most of us take for granted.

DTI has full respect for the need to protect the purity of these materials during loading and shipment. Our participation with Omya offers a welcome chance to learn new things about the world of limestone products.

Service for these hauls is provided by our Adelanto terminal, which is managed by Bill Cole. Our close proximity reduces equipment service delays, while our steady cadre of experienced drivers helps us keep a clear corporate memory of what each account requires.

Bill Cole can be reached at (760) 246-4141. 🚛



Phil Moessmer and Chris Bowman show off their Can-Do Crew vests

The Can-Do Crew

Back in August of 1996, Chris Bowman and Phil Moessmer took on a seemingly impossible job. When the job was completed on time and under budget, the deserved title of "The Can-Do Crew" was bestowed. Among their responsibilities, Chris and Phil often assist in the field handling of restocked pipes.

For "impossible jobs" or to see what The Crew Can Do for you, call extension 590. 🐾

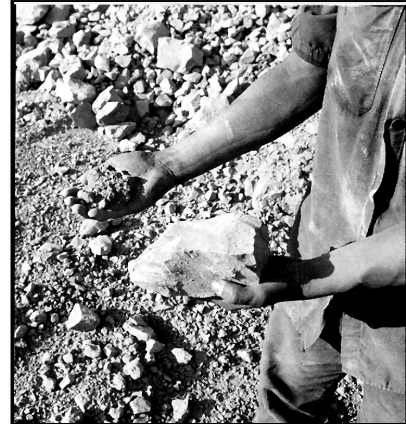
California Portland Cement ...

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stones were carefully hewn and fitted to compensate for the undependable natural mortar.

Cement clinker is truly a manmade rock and is the first product made in the process of producing cement. Temperatures nearing 2800 degrees Fahrenheit melt the ingredients that form basic Portland Cement. Usually that mixture is 60-65% limestone, 10-25% silica (sand), 2-4% iron oxide, and 5-10% alumina (clay). After this mixture is cooked into clinker, it is ground in a ball mill and gypsum is added to control setup time. Pozzolan (fly ash) is still used as an additive in some cement mixes, such as the material in the California aqueduct.

Since the lion's share of the cement mixture is limestone, it is logical that Portland Cement plants are located upon large limestone deposits. The other materials, including the coke or coal for fuel, are then railed or trucked. DTI hauls clay containing the needed alumina, as well as iron and gypsum, for several of the Southern California cement companies. Thousands of tons of clay are needed year-round by every producing cement plant.



For easier handling, the clay is ripped and pushed up

And that's good news for Dalton! 🐾

Pipe Partners

In April of 1997, Dalton Trucking and U.S. Pipe & Foundry entered into a program to supply the Southern California area with a pipe stockyard and service to the construction industry. A full scale storage facility has been created at Dalton's Fontana yard, including pipe, gaskets, accessories and repair supplies. These items are organized and arranged for immediate accessibility.

When releases are faxed to DTI from the U.S. Pipe Brea office, they are received and processed. The order is assembled for will-call or is loaded onto a Dalton truck for expedient transport.



This type of arrangement is available for a variety of inventories and storage requirements, including rail transloading. To find out more, contact *Phil Moessmer* at extension 590. 🐾

Rhodia Round-Up

DTI recently completed the annual resupply of approximately 8,000 tons of aluminite chemical for Rhodia, Inc. in Martinez, California. This product is used for water filtration and is imported from Australia.

This year, for the first time, Koch Carbon discharged the ship at their private terminal in Long Beach. From there, Dalton trucked it to Carson where we pushed it up into a stockpile for use during the rest of the year.

Due to environmental pressures, Kaiser International has been forced out of the stevedoring business. As a consequence, this cargo was shifted to Koch's facility.

Your Dalton contact for more information on handling imported bulk discharges is *Harold Taylor* at extension 552. 🐾



Dalton's loader stockpiles aluminite chemical for Rhodia in Carson.

Diesel Exhaust ...

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Proposition 65: In 1991, diesel exhaust was (we believe erroneously) placed on the Governor's list as a chemical known to the State of California to cause cancer. As a result, over 130 diesel-users have been served notice, and another 40 companies are being sued, for knowingly causing cancer to pedestrians on the streets of various cities. When CTA approached the plaintiffs with regards to what it would take to settle these suits, they received the following response: 1) Commit to end diesel-vehicle use over the next 5 years. 2) Commit all rebuilds to be retrofitted to non-diesel, alternative fuel, natural-gas. 3) Pay a fee for diesel use over a 5-year phase out. 4) Contribute to mitigation of cancer claims through a worker's compensation fund (similar to tobacco settlement). 5) Pay \$1250 per vehicle, per day retroactive to the listing for retribution of violation. 6) Cover attorney's fees.

DO YOUR PART

Take the time to write to our elected officials. Let them know that what is being done by CARB/OEHHA is reckless and will cost billions of dollars.

Do you hear what I hear? It sounds like they are attempting to eliminate the use of diesel fuel in California. They are not just talking about trucks! Everything but personal vehicles are in question. At what cost? And to the detriment of whom?

The direction these environmental groups and agencies are heading is irresponsible to all citizens of California. The largest user of diesel in this state is the State, yet they are exempt. Is this to say State employees and "exposed" pedestrians are somehow protected from the "cancer-causing" effects of diesel exhausted by State vehicles only?

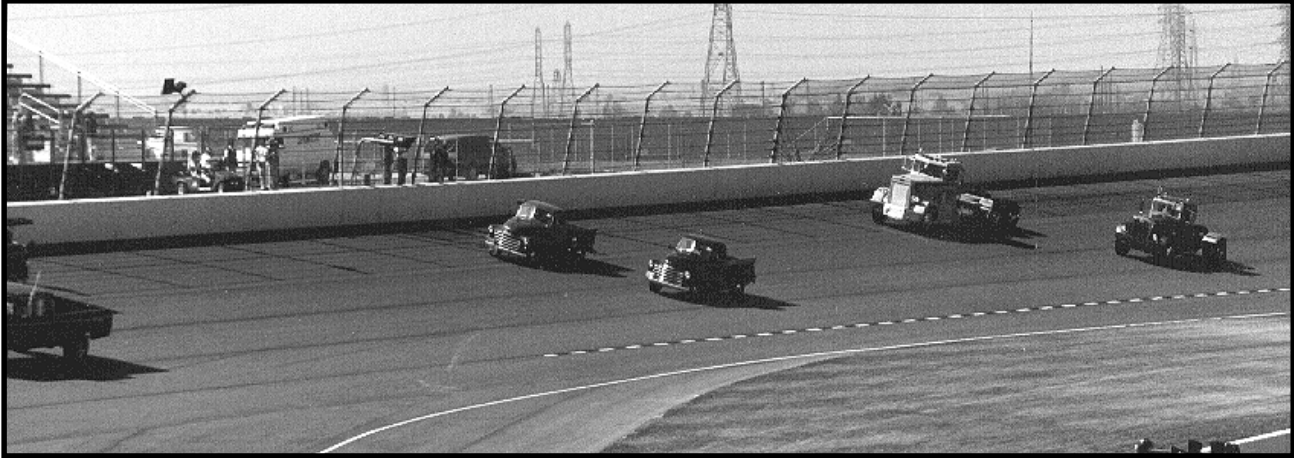
What can be done? Take the time to write to our elected officials. Let them know that what is being done by CARB/OEHHA is reckless. Remind them that what is being proposed is ludicrous and will cost the business communities in the state of California billions of dollars. 🐾

California Speedway Record Set

DTI's 1948 Autocar is the oldest Class 8 truck to ever race the California Speedway. Shown above is our '48 Autocar gaining ground on Heavy Transport's '56 Peterbilt. Directly in front of the Autocar is Dalton's 1950 Chevy squared off against a 1951 GMC. Entering 17° banked turn #4, speeds topped 35mph.

Race participants at the October 25, 1997, event included Matt Klenske in his Autocar, Al Leon driving a 1962 Freightliner; Ray Edwards at the wheel of the '50 Chevy; Sean Cover driving a '61 White; and Terry Klenske in his 1953 Kenworth.

Dalton has restored 10 classic trucks and displays them at truck shows nationwide. Some of DTI's antiques have also been seen in motion pictures, including *Three Wishes* and *L.A. Confidential*. 🚚



Dalton's 1948 Autocar takes the checkered flag at the California Speedway.

FORWARDING & ADDRESS CORRECTION REQUESTED

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DTI interchange