

DTI Interchange



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



Above is a pair of 30,000 lb forklifts loading 40' long plates onto one of Dalton's CARB compliant 2008 tractors.

From Australia, Iron Ore in the form of Steel Plate

There was a time not too long ago when West Coast imported steel was thought of as coming from Japan or Korea or maybe China. Australia's strong raw material situation is changing that thinking. Abundant coal and iron reserves makes Australia a competitor in the world market.

Recently Dalton Trucking, Inc. (DTI) handled its fifth ship load of imported plate steel, all three in the past seven months. Initially, a long time warehouse customer asked DTI to provide a quote for loading, trucking and inventory control for a 1,500 ton imported order. Del Britton knew we could handle this volume during the 'free demurrage' period offered by the terminal operator. This initial cargo worked so well that we handled four more in the last five months. The latest was 100 truckloads.

In addition to being price and service competitive, DTI has the required CARB compliant tractors staffed by TWIC card carrying drivers. All these orders were handled without demurrage charges in under seven days.

The imported plate was transferred to our Dalton Logistical Services warehouse/rail yard located in Bloomington, CA. Here almost half of it is typically reloaded onto UPRR flatcars destined for Houston. Steel straps measuring 3/4" x 4" were heated and bent to tie the plates onto the railroad cars. Several of the loads were transferred directly from inbound trucks to waiting flatcars. These cars had previously just delivered rebar into our DLS facility from Texas/Utah. This speeds up our customers' delivery.

If you have trucking and are thinking about loading in or out of the LA/Long Beach Harbor, call Del Britton at 909/823-0663 ext 2100 for a quote and 'peace of mind'.

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Saving Rainwater



Pictured above is the Dalton Team at work expanding the berms that is being used to retain rain water and run off from the near by hills.

Like a lot of us, the collective Pomona Valley water agencies were hoping for an El Nino Season with above average rainfall. In preparation for this hoped for event, we have again this year been awarded a contract to expand the water retention capacity of the north Claremont flood plain basins. DTI has held a C-12 Grading and Excavation License for over 20 years to perform this type of work.

This year's project included the construction of three berms 20' high with a combined length of approximately 2500 feet. Behind these berms, the rocky, porous nature of the native soils allow for a very efficient absorption rate of ground water.

This in turn benefits all the water agencies

down stream pumping water from the ancient alluvial San Gabriel Mountain fan aquifer.

Our construction team, headed by Dennis (Flash) Imamura and supported by John Ratzlaff (former Vice President and partner in Dalton Trucking) again completed this project on budget and time. Toby Jensen, our Heavy Equipment Supervisor, did an excellent job of providing operating leadership for the seven pieces of equipment including dozer, excavator, loader and water truck operators.

Dalton's bulk fuel truck, utilizing on site personnel did an efficient job of fueling and servicing our equipment. If you have a need for grading/land clearing/berm construction, consider calling Flash Imamura at 800/333-2400 ext 1550, cell 951/743-6614 for a bid.

DTI Delivers with Covered Dome Hoppers

Dalton Trucking, Inc. has delivered roofing granules to our customer in Mira Loma for over twenty years using covered dome hoppers.

These covered dome trailers are set up to haul granular, dry bulk products. They are some of the least glamorous trailers we operate. They are essentially bottom dumps with lids. Yet, because of their inherent efficiency, they are very attractive and efficient to operate. This design has been in use for over 60 years. The trailers are light weight, yielding high payloads. In addition, they are low maintenance with a minimum of discharge hardware as compared to a pneumatic set up. However, because of these attributes, covered dome hoppers operate in a very competitive niche.

Yet Dalton has been successful with several local manufacturers, including composite shingle producers, which are set up to receive product from these trailers. If you have a product that requires covered dome hoppers, give us a call at (909) 823-0663. Ask for Richard Abernathy ext 1552.



Pictured left is a set of Dalton's covered dome hopper trailers, setting in place to unload product into a grizzly. Top, the granular bulk commodities are gravity unloaded into a grizzly. Note the canvas boot used to reduce dust.

Long High Load Solution



Left is a 40' imported machine in Long Beach makes good use of one of our deck extensions. Note the container is slightly longer than the 34' now in the well.

Sometimes the 20' to 22' length in the well of a typical lowbed trailer isn't long enough, and often overhanging the load over the rear 16 tire tandem results in overloading that group (even though the trailer group is permissible to 60,000 lbs).

A good fix for this problem is a deck extension that attaches to an existing trailer. This adds 15' of usable deck space by attaching to the existing trailers' gooseneck onto the front end and then also attaching it to the existing trailer front pins on the back end of the 15' deck. This then results in a 37' well.

Our deck extensions allow the weight of the load to be more evenly split between both axle grouping thus not overloading the trailer group. Since the load does not have to be blocked up due to the higher height of the rear axle group, it also will lower the overall height of the load allowing easier height permitting. DTI has four deck extensions for your use.

If you're facing a weight imbalance situation, remember to call either Mike Bigham (ext 1562) or Matt Klenske (ext 1560) for a quote.

For Lowbed Dial 3

These days more and more companies are eliminating live receptionists and substituting computerized phone machines and voice mail to save administrative labor. Here at Dalton, we believe that the majority of our valued business partners would much rather talk to a live human and know their message/order or request was heard and responded to rather than merely leaving a message.

While leaving messages works fine in many circumstances, when you want to check on the status of your move, or get our freight rate, you need an answer right away. For that reason, we staff our front office with a real receptionist from 7:00 am to 5:30 pm – ten and one-half hours a day. And if our receptionist can't reach your desired party, they will take a message and then will get someone to get back to you right away. Dalton's main number has been 909/823-0663 for the past forty years.



Pictured above, is Debbie Bristol, 'Accounts Payable Manager and Office Supervisor' with Dalton's Receptionist, Alicia Avalos, to her left.

Dalton Logistical Services Keeps Trains Rolling



One of two hydraulic ram attachments for our forklifts handle a newly refurbished axle/wheel set for reloading.

Dalton Logistical Services (DLS) helps keep railcars rolling for the Union Pacific Railroad (UPRR). Our facility in Bloomington is an ideal location to serve the combined needs of both the UPRR and their rail car wheel supplier.

Periodically during the life of railcars and train engines, the wheels, bearings and axels get worn and need to be either replaced or rebuilt. DLS has embarked on a venture to bring a unique service to the UPRR's West Colton Switching Yard.

Used wheels, called Dirtyties, enter the DLS yard on specially modified flatbed railcars. These axles and wheels are removed from the railcars and loaded on trucks and taken to Greenbrier Rail Service in San Bernardino for repairs. A special hydraulically operated forklift attachment grabs the axles and wheels to transfer them from one vehicle to the other. (See photos) Once in San Bernardino the old wheels are removed from the axels and checked to exacting standards. The repaired units are then sent back to DLS and reloaded back onto the special flatbed railcars. Some are turned on a lathe and reinstalled; others are replaced with new wheels, referred to as blanks.

New wheels are sent to DLS in boxcars. Then a portable dock is placed at the railcars open door and unloaded by forklift. The blanks are stored until the customer requests delivery by truck. Subsequently they are shipped to rail yards at various locations through out the United States.

DLS is a well rounded premier transloading facility handling a wide variety of commodities for customers who are not rail served. DLS takes great pride in fast, courteous service for 'Will Call', as well as DTI delivery services. For more information, contact Del Britton at 909/823-0663 ext 2100.



Above, two forklifts work together to unload railroad car wheel 'blanks'.

Portable Screening Plants



Dalton currently operates a Powerscreen Commander at California Steel Industries. We have been involved at CSI/Kaiser Steel for over 25 years, at an annual volume average of approximately 20,000 tons. The operation produces finished iron fines called mill scale. This is a by-product of CSI rolling thick steel slabs into thin coils and sheets. This product is then utilized in the manufacture of Portland Cement which adds strength and a consistent grey color to the cement.

Employing a Reade RD 90 portable plant working in flood control basins, we have screened out 8" to 12" boulders for decorative rock applications by eliminating the smaller finer stone from the mix. We also have also used this rocky material to line detention/retention basin spillways to minimize water erosion. This finished sand product is typically used as a pipeline bedding protective cover.

For a period of 10 years, Dalton crushed Koalin clay for TXI/Riverside Cement at a remote mine site located in Orange County. We produced approximate 30,000 tons per year. It was used in the production of white cement. This plant included a impact crusher, 100KW genset and a 80' radial stacker, D-8L dozer, 966D Loader, 3000 gal water truck and 12F Motor grader. Economics and reduced volumes forced TXI to close their white cement plant in 2008 and hence their mine.

If you are considering the need for a specialized, but limited scale crushing or screening operation, Daltons' low overhead non-union format may be the competitive solution. For more information, contact John James, Bulk Division General Manager at 909/823-0663 ext 1556.

Things you might see around the Dalton Trucking, Inc. Yard.

This M1-A1 Abrams Tank, being hauled by DTI driver, Ron Jackson, made a stop in the yard on its way to the Joint Forces Training Center in Los Alamitos.

Dalton is a trusted carrier for the Government. If you have a valuable load that needs to be protected during a haul, call Matt Klenske at 909/823-0663 ext 1560.



Safety Successes—21 years of Consecutive BIT Passes



Dalton has passed every BIT inspection at our Fontana facility since 1989. The California Highway Patrol is required to inspect and certify that all permitted motor carriers meet minimum safety requirements. This is done every two years and is known as a Bi-Annual Inspection of Terminal (BIT). The BIT inspections focus on both drivers and equipment.

Logs by drivers are reviewed for hours of service compliance. Their driver licenses are checked to insure they are valid and for truck type. Also medical permits are reviewed to insure they are valid (a complete physical is required every 2 years). Driver violations and total ticket point count violations are also reviewed. If any drivers are found out of compliance, both they and the company are written up. There is a significant penalty for employing non-compliant drivers.

Equipment must pass a rigorous inspection by CHP personnel. Everything from air brake loss, brake adjustments, frame cracks and oil leaks to suspensions and tires are checked on approximately 10% of the fleet. Dalton is involved with the CHP to the extent that we actually train their personnel on BIT inspections, because of the variety of our vehicles and our commitment to safety.

Passing this inspection since 1989 speaks volumes about Dalton's emphasis on safety. Moreover, when a shipper uses a carrier with this strong safety record, it helps send a message to the populace about their commitment to public safety. It also reduces the opportunity for a plaintiffs attorney to file a "negligent hire" lawsuit in the event of a wreck involving DTI and your cargo.

What's a TWIC card?

Since 9-11, our country has been striving to improve security from terrorist attacks. Several years ago this resulted in the Transportation and Security Administration (TSA) working with Congress to pass legislation that requires all personnel who have access to certain high value risk areas, like airports, sea ports, rail yards to meet additional security screening requirements.



All cleared personnel are issued a document called a Transportation Worker Identification Credential (TWIC). In order to qualify for a TWIC card, the applicant (or company in our case) must pay a \$132.50 fee per employee for a FBI background and fingerprint check, not have any felony arrest's and meet other safeguards like being legally entitled to work in this country. These cards have biometric imprints for eye retina and finger print scanning.

Dalton currently has 130 drivers and administrative staff that have TWIC cards. What does this means to our shipper partners? It means we are doing all we can do to insure public safety by providing cleared employees to your facility. Recently, Dalton has gained two new customers that rely on our TWIC card program.

If you desire more information on TWIC credentials, contact Matt Klenske – Flatbed/Lowbed, John James-Bulk Fontana/Adelanto or Del Britton – DLS. Call 800/333-2400.

Decorative Stone Solves Landscape Dilemma's

As more emphasis is placed on conserving water used for lawn care and providing more for drinking and residential uses, expanded applications for decorative rock have developed. Often area's landscaped with black, burgundy and red volcanic cinder can be highlighted with a large white/grey 4'-6' river rounded boulders' to create a pleasing contrast in shapes and colors. Stone ground cover uses no water and requires almost zero maintenance.

Because Dalton is often involved in the refurbishing of flood plain recharging basins, we usually must deal with stones and boulders larger than are convenient or efficient to utilize in the reconstruction of the required berms. The result is that we maintain an extensive inventory of these excess stones/boulders at our main Fontana facility for resale. Sizes range from plus 12" to approximately 72".

A specialized rock bucket on our 980F Cat loader is employed to separate fines from the larger, more useful stones. This loader is also equipped with an onboard scale in order to properly size stone for legal truck loading and on-site placement.

Should you have a decorative stone need, please consider asking either Dennis (Flash) Imamura 800/333-2400 ext 1550 or John James at ext 1556 for a bid proposal. Naturally, we can include freight. Placement by our own truck crane or forklift is also available.



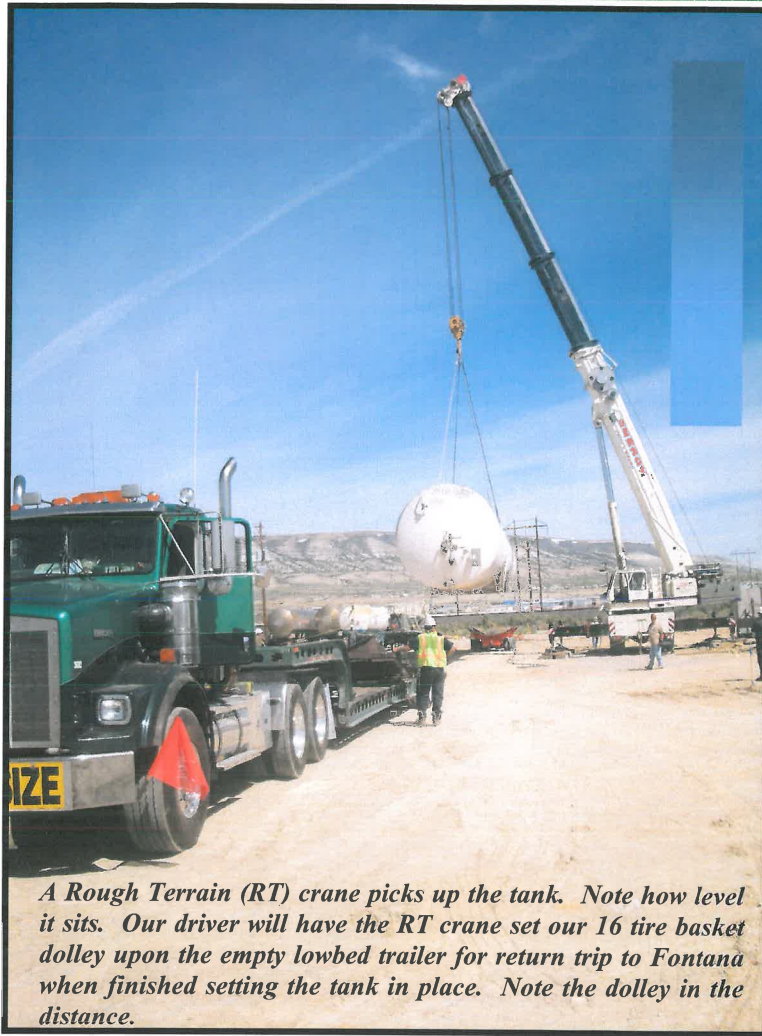
Above, Front View of the skeleton bucket to sort out finer material from desired sizes. Below, Partial view of Dalton's boulder inventory stored in Fontana for easy sorting, loading and delivery.



Above, carefully loading a 3-4 ton stone in one of our semi-end trailers. Below, Entrance to Dalton's Fontana facility demonstrates contrast between red cinder and grey granite boulder.



LPG Tank Move



A Rough Terrain (RT) crane picks up the tank. Note how level it sits. Our driver will have the RT crane set our 16 tire basket dolley upon the empty lowbed trailer for return trip to Fontana when finished setting the tank in place. Note the dolley in the distance.

Manufacturing, testing and certifying a LP storage tanks is a big deal. Particularly a 100,000 gallon tank! Sometimes, circumstances change and the tank is no longer needed at that location. That makes it worth it to move from its original site to a new location – even one 500 miles away.

However, moving this tank from Southern California into Nevada barely presented a challenge to the Dalton team. The empty tank, 12’ diameter X 100’ long X 110,000 lbs was a cinch for the ‘Can Do Crew’! We used a special ‘Dalton designed’ bolster to cradle the back half of the tank.



Above, our driver/pilot team congratulates themselves with a hug at the top of Hwy 6 grade in route to Tonopah. Note the snow on the peaks in the distance.

Our crew safely moved the pressure vessel up Hwy 395 to Bishop, over Hwy 6 on Montgomery Pass to its new home in Nevada. The tractor used was on of ten new CARB compliant units certified as “air friendly” until 2022. Remember to call Matt Klenke, Todd Peirce or Mike Bigham in our Lowbed office for your next interesting move. They can do it smoothly! Call them for a competitive quote at 909/823-0663 from 7:00 am to 5:30 pm weekdays.

Fall Protection!



Dalton Trucking, Inc. utilizes a diverse group of specialized equipment and loading methods. Any procedure that exposes Drivers or loading staff to a dangerous fall requires the use of fall protection equipment.

At Dalton Trucking, we have a number of fall protection systems in place to protect our personnel. In most cases, we’ve had to engineer the system in our own shops. Pictured here are only two of the many ‘shop built’ fall protection systems used at Dalton.

