

DTI Interchange



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

Truck Crane Offers Easy Handling Solutions

Sometimes a highly portable truck crane is the most efficient vehicle to place a hard to handle object. Dalton Trucking has over ten (10) years experience operating a 22-ton National crane mounted on a 3-axle tractor. Our skilled drivers have placed everything from air conditioners on three story office buildings to sheet-metal elephant cutouts at Los Angeles County Zoo. The following is a collage of action shots of our crane.



Elephant Walk

Los Angeles County Zoo wanted to better portray the differences in elephant genus or species. In order to accomplish this comparison, the Zoo commissioned five sheet metal life size lazer cut outs. These depict differences in size and shape.

Our crane easily handled this assignment. By the way, elephant species cannot be crossbred. These species are the African, Indian, Asian (Cambodian) among the living and Mammoths and Mastodons are extinct.

Arcadia Archway: The picture to the right shows Dalton's crane lifting a new shopping mall's archway into place as the contractors' crew secures it to the posts they provided.



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Continue: Truck Crane Offers Easy Handling Solutions

Rancho Cucamonga Office Complex

The owner of this Rancho Cucamonga Office Complex (below) had this beautiful fountain installed while building their new office complex. Dalton was called by the contractor installing the fountain to set the metal cylinders. Water will run up and over the cylinders when in full operation.



Adding Instant Interest

Claremont College wanted to create some architectural interest in a otherwise drab corridor. The solution was a pair of pre-fabricated steel frames. The contractor called Dalton to set it into place.



Our Lady Queen of the Angels

Our 22-ton Truck Crane was perfect to put into place these doors and sculpture (left) crafted by world-renowned artist, Mr. Robert Graham (right) who passed away last year.



Suffering Sulfur! Where's all that yellow stuff go?

Insuring clean air by refining out impurities from crude oil helps us all breathe better. One of the big impurities refined out of crude is sulfur. This has created a big opportunity for the firms that congeal molten sulfur into dry prills.

Eliminating sulfur from diesel and gas is one reason Southern California air no longer has that yellow tinge to it. For example, new EPA rules have reduced the amount of sulfur in diesel from 500 PPM to just 15 PPM. Actually, most refiners are aiming for around 6 PPM which has resulted in a huge increase of sulfur as a by-product.

Sulfur is used in everything from an agricultural dust to control pests to fertilizer and explosives/gunpowder. Aside from domestic consumption, exports can total more than 500,000 tons per year.

Because of the demurrage cost associated with delaying a ship while loading, reliable high production is necessary. Dalton meets California Sulfur and Baker Bros' two shift target of 10,000 metric tons per day. This must be accomplished by using only TWIC certified drivers and using Port air compliant tractors. Further, the bottom dump gates must seal 100% without even a whisper of leaking sulfur. This criterion really separates the professional carrier from competition.

Dalton supplied all company drivers backed up by three vans shuttling drivers back and forth from Fontana to meet the ports' two shift loading operation.

In addition, Dalton provides two highly skilled mechanics complete with fully equipped service



This picture shows a partial view of California Sulphur stockpile with approximately 80,000 tons in inventory. This gives an indication of the volume of product processed and handled. The last cargo shipped was approximately 50,000 tons.

trucks to supply instant help in resolving any mechanical or tire problem(s). One mechanic is on hand to support each of the shifts.

Moreover, to save our drivers time and miles, our DTI fuel truck wet-hoses our trucks with fuel at the end of each evening shift. This helps reduce congestion and pollution resulting from driving our trucks to a fuel station. Dalton also provides two fulltime site specific managers including our Safety Director Charles Carter and Ray Maxim, Safety Supervisor. They supervise and adjust operations and/or resolve any problems as necessary.

If your are in need of this type of service including site supervision, maintenance service, TWIC certified drivers



To speed loading, two loaders are used. One loader places three scoops in the front (semi) trailer and while the second places two scoops in the rear (pull) trailer. Payloads are approximately 24.5 metric tons.

and port compliant tractors, contact one of the "Can Do Crew" team. You can reach our General Manager of Bulk Operations, John James or Richard Abernathy, Bulk Asset Manager, at our main number 909/823-0663 ext 1556/1552 (or ask for them by name).

Trucking our way into the 21st Century with CSA



Martin Kiefer, Dalton's Risk Manager, joined DTI's team as a driver 16 years ago. He was a natural when he was promoted to Risk Manager in early 2010.

Comprehensive Safety Analysis

Trucking in the 21st century is a new ballgame. Dispatchers, Drivers & Shop personal, must now really work together for a safer way of doing business.

With the implementation of CSA (Comprehensive Safety Analysis) this year, the trucking industry has had to reinvent its safety programs. The early 80's saw the dawn of roadside inspections and the accident rate declined. The late 80's brought us the BIT inspections and then SafeStat and now the evolution to CSA. Each of these programs has caused the accident rate to continue to decline.

CSA is going to replace SafeStat with a new Safety Measurement System (SMS) that measures the previous two years of roadside inspections, moving violations and crash data. With this program, all inspections count, not just out of service violations as in the past, so the performance of both driver and carrier are monitored.

In an effort to be proactive, nine months ago Dalton promoted Martin Kiefer as its 'Risk Manager' to collect the raw data from FMCSA (that has been collected from the roadside inspections). After analyzing this information, he puts it into a format that can be easily understood and then distributes to our department managers. This was implemented to improve our safety program here at Dalton Trucking.

Clean Air Forklifts

In one way or another, everything that uses fuel as an energy source creates some amount of pollution. In an effort to help further improve air quality, the South Coast Air Quality Management District (SCAQMD) at one time made funds available through their so-called Carl Moyer Fund to help deter the cost of engine upgrades. The theory is that, given continued steady use, over time these upgrades could off-set the social cost related to operating dirtier, original equipment manufactured engines. This is especially true for 30 year old equipment.

Turns out that Dalton owns four forklifts with lifting capacities of from 25,000 lb to 55,000 lb that meet SCAQMD's air attainment criteria. In a typical year, each of these forklifts would run around 1800 hours. Spread over an extended ten year operating life, the cost per hour for an engine conversion becomes reasonable. Especially given that a new 55,000 lb forklift can cost over \$250,000. Comparing that with a \$65,000 engine upgrade makes sense.

Dalton has been paying around 10% of the cost of the engine conversions which includes new diesel Perkins electronic engines including cooling, exhaust and electrical sub systems. The last two, which cost \$65,000 each, had Diesel Particulate Filters installed on them. They were custom adapted to our forklifts. After some initial bugs were worked out, these units are performing as expected. One thing you can rely on, if you select Dalton as your logistical partner, you'll know that you're doing your part to help improve air quality.

For more information, you can contact Del Britton at Dalton Logistical Services or Matt Klenske at our Fontana Flatbed/Lowbed Services. Both can be reached through our central switchboard; 909/823-0663 from 7:00 am to 5:30 pm Monday through Friday.



Dalton to the Rescue!

Disaster Situations: Each year Dalton receives requests to assist in disaster relief operations. For example, in cooperation with the California State Office of Emergency Services, we worked around-the-clock delivering badly-needed drinking water to the hardest hit areas of the 1994 Northridge earthquake. In addition, 7 trucks and drivers from our lowbed division assisted in the movement of railroad cars derailed during the quake. When heavy rains washed out major portions of highway along the California coast in 1995, the ability of Dalton's equipment to negotiate tight turns was critical in transporting cranes to Orick in Northern California. In addition, in 1996, when the Gila River overflowed its banks near Yuma, AZ, Dalton supplied lowbed equipment to facilitate a rapid deployment of earth moving equipment to Arizona. Our scraper trailer and dolly combinations hauled a huge spread for C.A. Rasmussen, Inc. to Weldon, a small town 30 miles outside of Yuma. Recently, Dalton carried seven truckloads of oil booms to Mississippi used to help control the BP oil spill off the Florida Keys.

This year, in anticipation of the much-publicized El Nino storm events, and the possible destruction its adverse weather conditions can cause, Dalton is prepared to assist your company in any we can. Our 24-7 managers' after hour emergency cell phone numbers are: (see below)

Emergency Phone List				
Main Phone Number 909/823-0663 or 800/333-2400				
Equipment Type	Name	Ext.	Cell	
Lowbed/Flatbed Heavy Equipment	Matt Klenske	1560	951/743-6502	
Lowbed/Flatbed Sales	Chris Bowman	1590	951/743-6585	
Lowbed 5-Axle	Mike Bigham	1562	951/743-2345	
Lowbed 9-Axle	Todd Peirce	1561	951/743-6518	
Adelanto Terminal	Jim Swegles	3101	760/646-5198	
Bulk/Off Road	Flash (Dennis) Imamura	1550	951/743-6614	
Bulk Operations	John James	1556	760/559-1716	
Bulk - Fontana	Richard Abernathy	1552	951/743-0303	
Bulk - Orange Co	Andy Van Schaik	1552	951/743-5945	
Rail Service/Warehousing	Del Britton	2100	951/743-6514	
Safety	Charles Carter	1512	951/743-6649	
Equipment Maintenance	Josh Klenske	1526	951/743-6615	

“Mom, What’s That For?”

No it is not a mobile gallows! The vehicle pictured right is a specially modified water truck used for cleaning out rail hopper cars. The truck was modified to serve Dalton's rail served warehouse and railcar transloading facility on Slover Avenue in Bloomington, CA, adjacent to the UPR Colton Railyards.

Dalton fabricators began with a normal water truck and engineered a platform that allows a crewmember to climb to the upper level and blast the interior of a hopper car to clean it prior to reloading. The gallows-like arm is actually a lanyard anchor that allows a harnessed 'hose operator' to safely walk from the upper platform of the truck to the top of the hopper car without risk of falling.

Contamination can be a real problem in the transport of many bulk commodities, and this water truck is just one of the measures Dalton employs to ensure purity.

Our rail served facility is available for industrial raw materials, bulk (grains or granules), plate steel, rebar, lumber, human food grade commodities, etc for warehousing and transloading. Give us a call today, ask for Del Britton, 909/823-0663 ext 2100.



100 Year Old Oak Moved for Golfers' Benefit



Since the advent of Golf as we more or less currently play it in 15th Century Europe (from England to Italy, the Netherlands to Scotland – they were all developing a similar version of golf played on a standardized course), obstacles have always presented golfers challenges.

Recently, management at the Mountain Meadows Golf Course on Fairplex Dr in Pomona helped solve this problem for their players. They hired Dalton to move this historic 100 year old California Black Oak approximately 150 yards to a new, more player friendly location. As the story was repeated to our driver, the former trees' location proved to present too much of a stroke penalty for other than the best players.

Our role in this endeavor was the simplest part. The arborist had to determine the minimum root ball size that would be needed to insure

the trees' survival. An excavator then dug a trench around the root ball, the contractor then framed supporting sides and worked steel I-beams under the trees' root ball to lift it out. Two 100-ton cranes were then employed to lift the tree and place it on our lowbed.

The process was then reversed at the trees' new home site. Naturally, an appropriate size hole had already been prepared. After setting the tree, the I-Beams and framed sides were removed.

Our "Can Do Crew" of Matt Klenske (Ext 1560), Mike Bigham (Ext 1562), or Todd Peirce (Ext 1561) can help you move more than trees. The next time your game is on the line, remember to call one of them at 909/823-0663.

Innovation Assists Army



When the Army needed several of its 8 X 8 Oshkosh all terrain fuel tankers unloaded from a flatcars, they approached the Union Pacific Railroad (UPRR). How can we get them unloaded without the help of a concrete loading/unloading dock? The UPRR knew who to ask, "Del Britton at Dalton Logistical Services (DLS) in Bloomington".

The tankers were consigned to UPRR's team track in Wilmington's Los Angeles Harbor for shipment overseas. Del, our General Manager at DLS several years ago realized the need to offload vehicles in transit so he had our shop modify two 40' flatbed trailers for just this application. Our trailers worked perfect in this application.

These trailers have 1 1/8" thick steel plates on the floor plus 4' fold down sides made of the same materials. This creates a 16' wide deck of 1 1/8" plate. Adjustable stiff leg supports drop down from the folding sides on 4' centers to carry the weight out on the side extensions. These trailers are also designed to kneel to allow forklifts to drive onto them. This also allows vehicles to be driven off flatcars, down the sloped trailer bed and onto the ground.

The next time you face a challenge involving the railroad, remember your friends at Dalton. In addition, we can handle bulk material railroad cars as well. Del Britton can be reached through our main number 909/823-0663 ext 2100.

Dalton Logistical Services (DLS) Custom Work For Our Customers

At our DLS facility we have diversified into several different fields. The unloading and the loading of railcars with commodities ranging from 72,000 lb steel coils to canned vegetables are the normal tasks handled at DLS. We are also able to provide mobile rail services like adjusting overloads or shifted cargo to our customers through out Southern California. We have a very experienced crew of lift operators that can handle plate steel from 3/16" x 96" x 240" up to 4" x 96" x 240". We also receive plates that are 360" and 480" in length with varying thicknesses.

On many occasions our customers' sales staff may sell plate steel that need to be cut into smaller pieces. We have the capabilities and the knowledge to cut plates to order for our customers. Demonstrated below by Assistant Mgr and Yard Supervisor, Randy Marek, is a piece of 1"x 96" x 240" plate that is being cut into 4pcs of 1"x 48" x 120" for one of our customers.

If you have a need for 'custom work' for your customers, call Del Britton at 909/823-0663 ext 2100.



Meet some of our staff at DLS



Pictured right is Del Britton, the General Manager of DLS. Call him for a quote.

Pictured left is Steve Dart, Inventory Control Manager. His specialty is keeping track of goods movement within DLS's Control.



J Klenske Fabrication & Manufacturing



Pictured above, standing next to the Custom Designed 6' Deck Extension is Josh Klenske, the fabricator who owns J Klenske Fabrication & Manufacturing.

Dalton Trucking used J Klenske Fabrication & Manufacturing for this custom designed 6' deck extension for Dalton's 9 axle Aspen combination rated at 80 tons and with 18" T-1 main rails and 4" pins.

Josh does general fabrication and machining specializing in heavy haul component manufacturing. They will make anything from airplanes to steam locomotives.

- ♦ J Klenske Fabrication & Manufacturing's Specializes in Heavy Haul Trailer Structural Repair and Modifications
- ♦ Manufacturing of Specialty Heavy Haul Trailer components such as Saddles for loads, Adapters, Turn-Tables, Bolster Plates, Deck Extensions.
- ♦ Fabrication and Installation of Truck Components, Truck Ramps, Low Profile Electrical & Air Mounts, Deck Plates, Chain / Tool Boxes.

[E-mail josh@jklenskefabrication.com](mailto:josh@jklenskefabrication.com) Phone # 1-909-702-5176

Canadian Copter Goes Home



Trucks are expensive to run. The driver, fuel, maintenance, tires, depreciation, interest and insurance all add up to an escalating total. Nevertheless, if time and terrain are not a problem, a truck is still way cheaper than flying a helicopter. Recently, Dalton's 22-ton truck crane came in handy to transfer a helicopter with some experimental modifications on it to a truck for its return trip to Canada.

The copter had been in southern California undergoing a series of performance evaluations. When the testing was completed, trucking it home in a curtain van was the most cost efficient option. Dalton's 15 year certified crane-man and driver, Bill Moyer, effortlessly handled the transloading it onto the van.

Next time you need a lift, remember to call Matt Klenske at ext 1560 or Mike Bigham at ext 1562 (909/823-0663).



Matt Klenske has over 25 years experience at Dalton.