



**Western
Logistics**

NEWS *september '07*

Atlantic Canada, here we come!

On October 1, 2007, Western Logistics will establish a full-service Distribution Centre in Burnside Industrial Park, Dartmouth, as the base to serve the furniture communities in all four provinces of Atlantic Canada. Erick Haines, "Mr. Atlantic" to us, will manage this terminal, which features over 9,000 sq. ft. with six dock level doors, two cube-van doors, and lots of truck space for the ultimate convenience in processing shipments for a complex market.



Regional switch trucks like this will soon be seen frequently in Atlantic Canada, moose guards and all.

Atlantic Canada now "joins the other Western Logistics dots," with the result that product will soon be able to move from St. John's, NL, to Victoria, BC, or vice-versa, entirely with WLI trucks and personnel in a so-called "seamless" manner and with the same level of careful handling, service options, and communication throughout. Many new service areas in Atlantic Canada will be opened for the first time.

"This will be a wonderful territory to develop," said Erick. "I'm familiar with almost every inch of it, including Newfoundland.

We have great dealers who appreciate reliable service, clean equipment and cheerful personnel, which is what we're going to give them. There will be huge amounts of activity within Atlantic Canada, which fits perfectly into the international specialized freight system that WLI operates. Over the next six months, we will develop a series of reliable regional services that will 'amaze and delight' our customers in all four provinces. Best of all, we've got a terrific team of people lined up to execute with the excellent new equipment that's coming soon. My lifetime dream for Atlantic Canada is now coming true!"

Did you know?

Western Logistics is continuing to expand its air-ride trailer fleet, mostly for medium-haul business and regional deliveries. Twenty new 53' units are now being delivered, and 11 new trailer pups are arriving for regional services, some for A-train "doubles" operation. All trailers feature translucent roofs for pleasant loading and unloading and full logistics track for decking and load securement. For the first time, we are fitting five of these pups with tuck-away power gates, very useful for site deliveries. Some are 28' and some 40'. Some of the 40's are at the lower 12'6" height. These are mostly for use with single-axle tractors which are able to "dive into" the downtown towers not accessible with full-height (13' 6") equipment.



Single-axle pups 12' high 40' long are perfect for site deliveries into tight and/or low-clearance receiving areas

Corporate Office

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Vancouver Terminal

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**Western
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the uncommon carrier