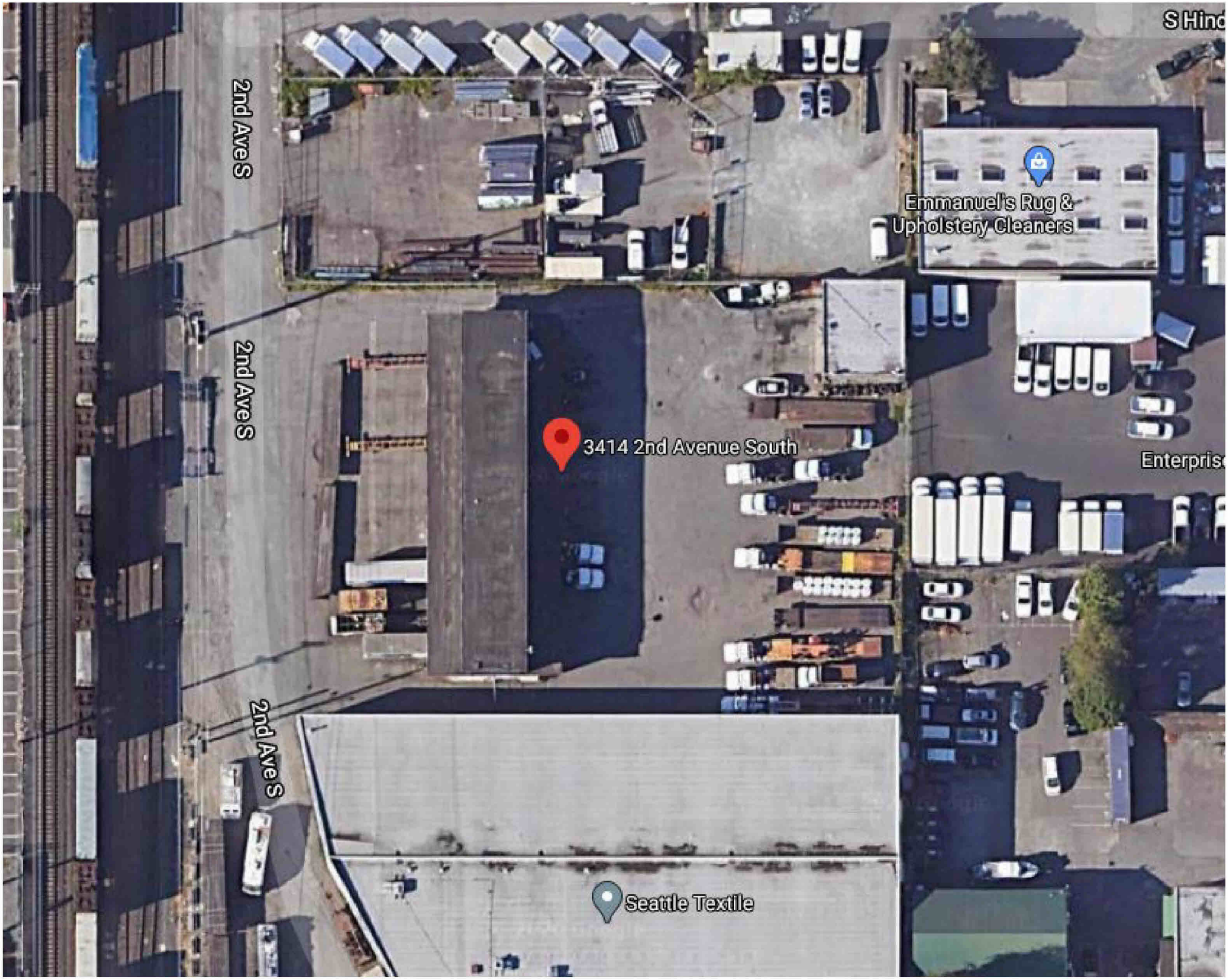
S Hind
2nd Ave S
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Emmanuel's Rug &
Upholstery Cleaners
3414 2nd Avenue South
Enterpris
Seattle Textile

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Pre-treatment System
Emmanuel's Rug & Upholstery Cleaners
NW Cascade Leased Area (approx.)
Service Building
3414 2nd Avenue South
Enterpris
Seattle Textile

**DBA's**
Honey Buckets
FloHawks
NCS

**Related Parties**
NWC#5 Partnership, LLC

| PC-50 | | | | | | | STD | | | | | | pressure | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | |
| | | | | | | | | | | | | | | |
| C182 | | INTL | 96 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | For Gorge | No | |
| C185 | * | INTL | 97 | 4700 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | N | | YES | |
| C189 | * | INTL | 97 | 4700 SERIES | ROUTE | Spokane | 2 | 650 | 300 | NO | N | elec problems, new trans, ug | YES | |
| C286 | | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | For Gorge | YES | |
| C304 | | Mack | 89 | CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | For Gorge | YES | |
| C396 | * | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | |
| C408 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 400 | 150 | NO | N | | YES | |
| C409 | * | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | |
| C420 | * | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | |
| C421 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | |
| C462 | | Ford | 2004 | F-550 super duty 4wd | Route | Rathdrum | 2 | 650 | 300 | no | yes | From Seattle maint | | |
| C-469 | | Chev | 1996 | Chev 1 ton,3500 kt | Route | Spokane | 2 | 550 | 200 | no | no | From newbill | yes | |
| C336 | | FORD | 95 | F-150, 4 wd | Jamie | Rathdrum | 2 | | | NO | Y | | | |
| C205 | | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | 0 | 0 | Yes | Y | | | |
| C430 | * | FORD | 2005 | F-250, Paul | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | |
| C459 | * | Ford | 2006 | F-250 Stan | SALES | Spokane | 2 | 120 | 65 | YES | Y | Was 251 | | |
| C288 | * | FORD | 2000 | F-250, | RT SUP | Rathdrum | 2 | 120 | 65 | YES | YES | | | |
| T177 | | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | | | | | | |
| T111 | | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | W/ UNIT TRAYS, FROM NW SAN | | |
| T112 | | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | | | | | W/ SIDERAILS,FROM NW SAN | | |
| T113 | | H-MADE | 1988 | UNIT CARRIER | TRL | Rathdrum | 6 | | | | | W/ SIDERAILS,FROM NW SAN | | |
| T148 | | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | | | | | | |
| T182 | | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | W/ BEAM | | |
| T185 | | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | |
| T220 | | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | | | | | from newbill | | |
| T97 | | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | 700 | 0 | | | | | |
| | | | | | | | | | | | | | | |
| PC-56 | | | | | | | STD | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | |
| T139 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | | | |
| T140 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | ONE ROOM (UNISEX) | | |
| T145 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | |
| T146 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | |
| T153 | | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | | | | | ONE ROOM (UNISEX) | | |
| C405 | | Chevrolet | 2000 | 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | | | |
| C220 | | FORD | 92 | F-250 | Terry | Portland | 3 | 0 | 0 | NO | Y | MEN & WOMEN | | |
| C223 | * | FORD | 99 | F-250, Paul | SALES | Portland | 2 | 120 | 65 | YES | N | | | |
| C242 | * | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | | |
| C262 | | FORD | 99 | F-150, Jamie G | other | Portland | 3 | 0 | 0 | YES | N | | | |
| C263 | * | FORD | 99 | F-250, Johny N | SALES | Coburg | 2 | 120 | 65 | YES | N | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C264 | * | FORD | 99 | F-250, Fred R | RT SUP | Salem | 2 | 120 | 65 | YES | Y | | | |
| C??? | * | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | | |
| C268 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | |
| C269 | * | INTL | 2000 | 4700 SERIES | ROUTE | Coburg | 2 | 650 | 300 | NO | N | | | |
| C271 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | | | |
| C276 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | |
| C279 | * | FORD | 2001 | F-250, Alberto | RT SUP | Salem | 2 | 120 | 65 | YES | Y | | | |
| C284 | | FORD | 99 | F-250, 4 wd | Jason | Salem | 3 | | | YES | Y | | | |
| C289 | * | FORD | 2000 | F-250, Cecil | SALES | Longview | 2 | 120 | 65 | YES | YES | | | |
| C299 | * | INTL | 2001 | 4700 SERIES | ROUTE | Portland | 2 | 650 | 300 | NO | N | | | |
| C300 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | |
| C301 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | |
| C317 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | |
| C319 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | |
| C324 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | |
| C325 | * | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | |
| C337 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | |
| C341 | * | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | |
| C342 | * | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | |
| C369 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | | |
| C394 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | | | |
| C401 | * | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | |
| C413 | * | FORD | 2004 | F-250, Richard | SALES | Coburg | 2 | 120 | 65 | YES | N | | | |
| C432 | * | FORD | 2005 | F-250 Damion | SALES | Salem | 2 | 120 | 65 | YES | N | | | |
| C442 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | Was used tank | Y | |
| C443 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | |
| C73 | | INTL | 82 | CABOVER | PUMPER | Salem | 0 | 3500 | 0 | NO | Y | | | |
| C280 | | FRTL | 86 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | |
| X 088 | | Hummer | 1999 | Hummer | | | | | | | | | | |
| T130 | | ACSI | 99 | COMFORT STATION | TRL | Salem | 0 | 800 | 0 | | | Container delivery | | |
| T131 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | |
| T132 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | |
| T169 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | |
| T197 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | 1000 | 0 | YES | | ADA unit | | |
| T116 | | OLYMPIC | 97 | SHOWER CS | TRL | Salem | 0 | 700 | 0 | | | | | |
| T156 | | Higgy | 2001 | Higgy | TRL | Portland | 0 | | | | | | | |
| T212 | | Higgy | 2005 | Higgy | TRL | Portland | 0 | | | | | | | |
| T66 | | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | |
| T95 | | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | | | | | | |
| T99 | | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | | | | | | |
| T100 | | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | | | | | | | |
| T114 | | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | |
| T133 | | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | | | | | | |
| T137 | | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | | | | | | |
| T183 | | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | | | | | | |
| T188 | | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T-211 | | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | | | | | | |
| **PC55** | | | | | | | STD | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | |
| C186 | * | INTL | 97 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | |
| C198 | * | INTL | 97 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | |
| C201 | * | GMC | 97 | SLOPE NOSE | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| C224 | * | FORD | 98 | F-250,Greg Bagget | SALES | Woodinville | 2 | 120 | 65 | YES | N | | | |
| C258 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | 0 | 0 | YES | N | | | |
| C270 | * | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | moved from 5 | | |
| C272 | * | INTL | 2000 | 4700 SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | NO | Moved from 5 | | |
| C274 | * | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| C287 | * | FORD | 2000 | F-250, Jack | SALES | Woodinville | 2 | 120 | 65 | YES | N | | | |
| C294 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 600 | 300 | NO | N | Rolled & replaced tank then rolled again | | |
| C295 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | |
| C296 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 600 | 300 | NO | N | | | |
| C297 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | |
| C320 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | |
| C321 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | |
| C323 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | |
| C348 | * | FORD | 2003 | F-250, Vitaliy | Rt Sup | Woodinville | 2 | 120 | 65 | YES | Y | | | |
| C376 | * | FRTL | 2002 | Freightliner | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | from WMI | | |
| C387 | * | Ford | 2000 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | |
| C388 | * | Ford | 2001 | F 550 | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | from WMI | | |
| C389 | * | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | |
| C400 | * | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| C402 | * | INTL | 2004 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 500 | NO | Y | | | |
| C412 | * | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | |
| C419 | * | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | |
| C433 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | | | | |
| C434 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | | | | |
| C436 | * | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | | | | |
| C437 | * | FORD | 2005 | Eric J | Rt Sup | Mt Vernon | 6 | 300 | 100 | YES | Y | | | |
| C447 | * | INTL | 2006 | 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | Was 175 | Y | |
| C448 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 500 | NO | Y | Was 363 (WMI) | | |
| C452 | * | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | Y | |
| C453 | * | INTL | 1999 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | Used cab | Y | |
| C454 | * | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | Y | |
| T101 | | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | | | | | FLATBED, 4 UNIT HUMP | | |
| T110 | | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | 100 | | | | | |
| T161 | | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | | | | | FLATBED, 2 UNIT HUMP | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T162 | | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | | | | | from AAA | | |
| T186 | | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | | | | | in mt vernon | | |
| T187 | | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | | | | fenders | | |
| T210 | | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | W/ BEAM | | |
| T31 | | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | | | |
| T61 | | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | | | | | | |
| T67 | | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | | | | | FLATBED, 4 UNIT HUMP | | |
| T224 | | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | |
| | | | | | | | | | | | | | | |
| **PC5** | | | | | | | STD | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | |
| C163 | * | INTL | 95 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | Y | | | |
| C179 | * | INTL | 96 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | |
| C180 | * | INTL | 96 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | |
| C190 | * | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | |
| C229 | * | FORD | 98 | F-800 | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | |
| C230 | * | FORD | 99 | F-800 | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | |
| C240 | * | PETE | 97 | SLOPE | ROUTE | Puyallup | 3 | 1700 | 300 | NO | Y | | | |
| C241 | * | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | |
| C273 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | |
| C275 | * | INTL | 2000 | CONV 1600 SERIES | P & D | Puyallup | 6 | 450 | 225 | YES | Y | | No | |
| C281 | | FRTL | 86 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | |
| C293 | * | INTL | 2001 | 4700 SERIES | ROUTE | Sea | 2 | 800 | 350 | NO | NO | | | |
| C298 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | |
| C302 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | |
| C303 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | |
| C318 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | |
| C338 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | |
| C339 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | From puy | | |
| C340 | * | INTL | 2002 | 4300 series | ROUTE | Sea | 2 | 600 | 300 | NO | NO | HBU Veh | | |
| C362 | * | INTL | 95 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI | | |
| C364 | * | INTL | 95 | 4700 SERIES | ROUTE | Belfair | 2 | 1000 | 500 | NO | Y | from WMI | | |
| C365 | * | INTL | 96 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI | | |
| C367 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | |
| C368 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | |
| C385 | * | FORD | 99 | F 550 | P & D | Puyallup | 6 | 450 | 250 | YES | YES | from WMI | | |
| C395 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | |
| C397 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | | | |
| C398 | * | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | |
| C399 | * | INTL | 2004 | 4300 SERIES | ROUTE | Puyallup | 2 | 800 | 500 | NO | Y | | | |
| C403 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | |
| C418 | * | INTL | 2005 | 4300 SERIES | ROUTE | Puyallup | 2 | 700 | 300 | NO | NO | | | |
| C422 | * | INTL | 99 | 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | |
| C444 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C445 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 825 | 315 | NO | N | Was used tank | | |
| C446 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | was 164 | Y | |
| C449 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) | Y | |
| C450 | * | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | |
| C451 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | |
| C194 | | dodge | 1997 | Ram 1500 | PU | Sea | 2 | 0 | 0 | 0 | 0 | | | |
| C415 | | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | |
| C254 | | FORD | 99 | F-250, Tim P | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | | |
| C266 | * | FORD | 99 | F-250, Stuart Loving | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | |
| C283 | * | FORD | 2000 | F-250, Greg Brandner | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | | | |
| C354 | * | FORD | 2003 | F-250, Bill Schied | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | |
| C355 | * | FORD | 2003 | F-250, Dennis | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | |
| C356 | * | FORD | 2003 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | N | | | |
| C391 | * | Ford | 2001 | F-250 Blaine | SALES | Puyallup | 2 | 120 | 65 | YES | YES | from WMI | | |
| C410 | * | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | |
| C411 | * | FORD | 2004 | F-250, Steve T | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | |
| C428 | * | FORD | 2005 | F-250, Scott P | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | |
| C429 | * | FORD | 2005 | F-250, Dave Wiggins | RT SUP | Sea | 2 | 120 | 65 | YES | YES | | | |
| RT2 | | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | |
| RT3 | | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | |
| T56 | | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | | | | | FLATBED, LONG TONGUE | | |
| T98 | | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | | | | | W/RAIL, FROM B & B | | |
| T109 | | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | | | | | | | |
| T143 | | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | W/ BEAM | | |
| T150 | | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | | | | | W/ BEAM | | |
| T178 | | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Scotts | | |
| T179 | | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | fenders | | |
| T184 | | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | | | |
| T189 | | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | | |
| T190 | | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Scotts | | |
| T192 | | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | FLATBED - ITS DEAD | | |
| T208 | | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | | | | | W/ BEAM | | |
| T209 | | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | | | | | W/ BEAM | | |
| T219 | | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | | | | | from newbill | | |
| T174 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | | | | | | |
| T175 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | | | | | | |
| T222 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | |
| T223 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pump | mileage | miles 2006 | CPM | R & M 2006 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | |
| C163 | 5 | * | INTL | 95 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 271,463 | 23,192 | $1.16 | $17,110 | $0.74 |
| C198 | 55 | * | INTL | 97 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 262,376 | 15,238 | $1.43 | $12,757 | $0.84 |
| C201 | 55 | * | GMC | 97 | SLOPE NOSE | P & D | 6 | 450 | 250 | YES | Y | | | 245,903 | 16,665 | $0.79 | $6,693 | $0.40 |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 192,000 | 24,628 | $0.85 | $10,932 | $0.44 |
| C275 | 5 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 225 | YES | Y | | No | 229,812 | 20,842 | $1.83 | $18,864 | $0.91 |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 234,000 | 21,855 | $0.83 | $8,046 | $0.37 |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 169,143 | 21,421 | $0.77 | $7,095 | $0.33 |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 227,365 | 21,152 | $0.85 | $8,523 | $0.40 |
| C302 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 235,000 | 28,231 | $1.03 | $14,051 | $0.50 |
| C303 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERH | | 237,534 | 38,587 | $0.94 | $21,525 | $0.56 |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 160,000 | 8,593 | $1.15 | $2,111 | $0.25 |
| C385 | 5 | * | FORD | 99 | F 550 | P & D | 6 | 450 | 250 | YES | YES | from WMI | | 220,503 | 17,705 | $1.30 | $9,275 | $0.52 |
| C387 | 55 | * | Ford | 2000 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 133,333 | 13,250 | $2.15 | $14,013 | $1.06 |
| C388 | 55 | * | Ford | 2001 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 126,340 | 14,161 | $1.87 | $14,009 | $0.99 |
| C389 | 55 | * | Ford | 2002 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 98,355 | 15,572 | $1.84 | $15,018 | $0.96 |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 72,240 | 23,793 | $0.74 | $3,119 | $0.13 |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | 6 | 450 | 225 | YES | Y | | YES | 101,725 | 31,909 | $0.93 | $9,081 | $0.28 |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 77,314 | 20,194 | $1.25 | $3,157 | $0.16 |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | 6 | 450 | 250 | YES | Y | | | 80,000 | 32,915 | $0.98 | $8,129 | $0.25 |
| C409 | 50 | * | Ford | 2004 | F-550 super duty 4wd | P & D | 6 | 400 | 175 | YES | Y | | YES | 92,456 | 33,183 | $0.87 | $6,450 | $0.19 |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | No | 74,380 | 40,466 | $0.90 | $9,862 | $0.24 |
| | | | | | | | | | | | | | | | | | | |
| C179 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 292,202 | 33,951 | $0.97 | $19,590 | $0.58 |
| C180 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 290,000 | 25,502 | $1.18 | $18,495 | $0.73 |
| C185 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | YES | 261,378 | 23,383 | $1.03 | $12,830 | $0.55 |
| C186 | 55 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 200,000 | 20,731 | $1.12 | $11,698 | $0.56 |
| C189 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | elec problems | YES | 238,654 | 18,343 | $2.16 | $29,121 | $1.59 |
| C190 | 5 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 236,364 | 25,840 | $1.34 | $23,269 | $0.90 |
| C229 | 5 | * | FORD | 98 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 257,241 | 30,577 | $0.98 | $17,446 | $0.57 |
| C230 | 5 | * | FORD | 99 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 234,555 | 12,383 | $2.31 | $17,951 | $1.45 |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 197,000 | 26,248 | $1.32 | $15,419 | $0.59 |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 207,000 | 24,958 | $1.04 | $13,022 | $0.52 |
| C270 | 55 | * | INTL | 2000 | 4700SERIES | ROUTE | 2 | 600 | 300 | NO | N | moved from 5 | | 105,000 | 20,247 | $1.00 | $9,108 | $0.45 |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | | 158,000 | 35,404 | $0.84 | $13,063 | $0.37 |
| C272 | 55 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | Moved from 5 | | 92,374 | 17,348 | $1.25 | $11,349 | $0.65 |
| C273 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 109,266 | 14,083 | $1.16 | $6,371 | $0.45 |
| C293 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 800 | 350 | NO | NO | | | 96,000 | 16,851 | $1.45 | $12,887 | $0.76 |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | Rolled & replaced tank t | | 130,000 | 13,933 | $4.71 | $57,395 | $4.12 |
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 138,707 | 19,485 | $1.27 | $12,541 | $0.64 |
| C296 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 156,186 | 23,263 | $1.55 | $24,439 | $1.05 |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 127,000 | 19,690 | $1.57 | $18,246 | $0.93 |
| C298 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 187,391 | 30,943 | $1.03 | $17,051 | $0.55 |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 210,000 | 24,000 | $0.88 | $10,808 | $0.45 |
| C318 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 206,150 | 30,472 | $1.43 | $23,070 | $0.76 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 250 | NO | N | | | 206,746 | 21,234 | $1.45 | $14,629 | $0.69 |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 175,903 | 35,339 | $0.95 | $14,350 | $0.41 |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 170,000 | 26,172 | $1.46 | $21,067 | $0.80 |
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 160,974 | 26,105 | $1.50 | $22,010 | $0.84 |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 165,000 | 30,902 | $1.02 | $13,559 | $0.44 |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 189,212 | 26,640 | $1.16 | $14,299 | $0.54 |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | | | 144,953 | 30,153 | $0.89 | $9,883 | $0.33 |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | HBU Veh | | 92,491 | 15,613 | $2.39 | $19,020 | $1.22 |
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 143,947 | 23,863 | $1.21 | $8,925 | $0.37 |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 700 | 350 | NO | N | | | 194,999 | 36,362 | $1.04 | $16,738 | $0.46 |
| C362 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 346,459 | 22,926 | $1.42 | $16,964 | $0.74 |
| C364 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 260,813 | 26,454 | $1.28 | $10,743 | $0.41 |
| C365 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 352,764 | 25,344 | $1.49 | $21,223 | $0.84 |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 134,159 | 22,726 | $1.33 | $8,191 | $0.36 |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 153,306 | 19,489 | $1.73 | $13,808 | $0.71 |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 3 | 800 | 500 | NO | N | | | 72,348 | 22,552 | $1.51 | $11,543 | $0.51 |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 650 | 300 | NO | NO | | | 51,607 | 20,920 | $1.23 | $5,483 | $0.26 |
| C399 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 94,238 | 27,639 | $1.29 | $12,999 | $0.47 |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 350 | NO | Y | Was C -285 | | 106,000 | 34,628 | $1.15 | $12,166 | $0.35 |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 49,223 | 21,006 | $1.77 | $12,604 | $0.60 |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 50,557 | 16,011 | $1.83 | $11,722 | $0.73 |
| C408 | 50 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | 2 | 400 | 150 | NO | N | | YES | 92,070 | 39,690 | $1.00 | $13,531 | $0.34 |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 700 | 300 | NO | NO | | | 63,447 | 32,579 | $0.99 | $9,509 | $0.29 |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | | | 54,960 | 31,142 | $0.96 | $6,300 | $0.20 |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | YES | 57,311 | 32,976 | $0.88 | $6,385 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 700 | 280 | NO | N | Was used tan | Y | | 20,486 | | | $0.00 |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | WAS WMI bed | N | | 13,900 | | | $0.00 |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | 22,349 | | | $0.00 |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 825 | 315 | NO | N | Was used tank | | | 12,611 | | | $0.00 |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | was 164 | Y | | 16,956 | | | $0.00 |
| C447 | 55 | * | INTL | 2006 | 4300 series | ROUTE | 2 | 800 | 300 | NO | N | Was 175 | Y | | 10,782 | | | $0.00 |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 363 (WMI) | | | 6,870 | | | $0.00 |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 372 (WMI | Y | | 12,507 | | | $0.00 |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 360 (WMI | Y | | 1,808 | | | $0.00 |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | 15,202 | | | $0.00 |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | Y | Was 162 | Y | | 9,816 | | | $0.00 |
| C453 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | Used cab / bu | Y | | 22,100 | | | $0.00 |
| C454 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 750 | 300 | NO | N | Used cab / bu | Y | | 22,320 | | | $0.00 |
| C462 | 50 | | Ford | 2004 | F-550 super duty 4wd | Route | 2 | 650 | 300 | no | yes | From Seattle maint | | 111,713 | 10,000 | $1.39 | $5,898 | $0.59 |
| C469 | 50 | | Chev | 1996 | Chev 1 ton,3500 kt | Route | 2 | 550 | 200 | no | no | From newbill | yes | 113,656 | 9,000 | $0.70 | $2,047 | $0.23 |
| | | | | | | | | | | | | | | | | | | |
| Trade trucks for container delivery ? | | | | | | | | | | | | | | | | | | |
| C422 | 5 | * | INTL | 99 | 4900 SERIES | Del | 10 | 0 | 0 | 0 | Y | Container Delivery | | 274,219 | 27,469 | $1.10 | $13,773 | $0.50 |
| C405 | 56 | | Chevrolet | 2000 | 6500 Rollback | Del | 10 | 0 | 0 | 0 | Y | | | 159,407 | 10,713 | $1.33 | $2,077 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C280 | 56 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 602,500 | 4,874 | $0.85 | $978 | $0.20 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C281 | 5 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 699,150 | 20,329 | $0.77 | $7,779 | $0.38 |
| | | | | | | | | | | | | | | | | | | |
| C240 | 5 | * | PETE | 97 | SLOPE | ROUTE | 3 | 1700 | 300 | NO | Y | | | 405,676 | 4,189 | $3.03 | $11,027 | $2.63 |
| C241 | 5 | * | PETE | 97 | SLOPE | P & D | 8 | 650 | 275 | YES | Y | | | 381,000 | 11,000 | $0.72 | $3,911 | $0.36 |
| C242 | 56 | * | INTL | 90 | 1900 SERIES | ROUTE | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | | 470,000 | 16,584 | $1.10 | $11,909 | $0.72 |
| | | | | | | | | | | | | | | | | | | |
| C304 | 50 | | Mack | 89 | CABOVER | PUMPER | 2 | 1600 | | NO | | For Gorge | YES | 274,080 | 204 | $1.50 | $112 | $0.55 |
| C182 | 50 | | INTL | 96 | 4700 SERIES | ROUTE | 2 | 800 | 300 | NO | N | For Gorge | No | 201,417 | 1,492 | $1.42 | $848 | $0.57 |
| C286 | 50 | | DODGE | 96 | 1 TON | ROUTE | 4 | 500 | 250 | NO | Y | For Gorge | YES | 256,735 | 1,110 | $2.56 | $1,480 | $1.33 |
| | | | | | | | | | | | | | | | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 68,578 | 11,187 | $1.58 | $2,944 | $0.26 |
| C376 | 55 | * | FRTL | 2002 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 96,409 | 22,596 | $1.22 | $8,306 | $0.37 |
| | | | | | | | | | | | | | | | | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 85,456 | 14,281 | $1.18 | $5,259 | $0.37 |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 141,749 | 24,380 | $1.12 | $9,607 | $0.39 |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pump | mileage | miles 2006 | CPM | R & M 2006 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C163 | 5 | * | INTL | 95 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 271,463 | 23,192 | $1.16 | $17,110 | $0.74 |
| C198 | 55 | * | INTL | 97 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 262,376 | 15,238 | $1.43 | $12,757 | $0.84 |
| C201 | 55 | * | GMC | 97 | SLOPE NOSE | P & D | 6 | 450 | 250 | YES | Y | | | 245,903 | 16,665 | $0.79 | $6,693 | $0.40 |
| C385 | 5 | * | FORD | 99 | F 550 | P & D | 6 | 450 | 250 | YES | YES | from WMI | | 220,503 | 17,705 | $1.30 | $9,275 | $0.52 |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 192,000 | 24,628 | $0.85 | $10,932 | $0.44 |
| C275 | 5 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 225 | YES | Y | | No | 229,812 | 20,842 | $1.83 | $18,864 | $0.91 |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 234,000 | 21,855 | $0.83 | $8,046 | $0.37 |
| C387 | 55 | * | Ford | 2000 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 133,333 | 13,250 | $2.15 | $14,013 | $1.06 |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 169,143 | 21,421 | $0.77 | $7,095 | $0.33 |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 227,365 | 21,152 | $0.85 | $8,523 | $0.40 |
| C302 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 235,000 | 28,231 | $1.03 | $14,051 | $0.50 |
| C303 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERH | | 237,534 | 38,587 | $0.94 | $21,525 | $0.56 |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 160,000 | 8,593 | $1.15 | $2,111 | $0.25 |
| C388 | 55 | * | Ford | 2001 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 126,340 | 14,161 | $1.87 | $14,009 | $0.99 |
| C389 | 55 | * | Ford | 2002 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 98,355 | 15,572 | $1.84 | $15,018 | $0.96 |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 72,240 | 23,793 | $0.74 | $3,119 | $0.13 |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | 6 | 450 | 225 | YES | Y | | YES | 101,725 | 31,909 | $0.93 | $9,081 | $0.28 |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 77,314 | 20,194 | $1.25 | $3,157 | $0.16 |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | 6 | 450 | 250 | YES | Y | | | 80,000 | 32,915 | $0.98 | $8,129 | $0.25 |
| C409 | 50 | * | Ford | 2004 | F-550 super duty 4wd | P & D | 6 | 400 | 175 | YES | Y | | YES | 92,456 | 33,183 | $0.87 | $6,450 | $0.19 |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | No | 74,380 | 40,466 | $0.90 | $9,862 | $0.24 |
| | | | | | | | | | | | | | | | | | | |
| C362 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 346,459 | 22,926 | $1.42 | $16,964 | $0.74 |
| C364 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 260,813 | 26,454 | $1.28 | $10,743 | $0.41 |
| C179 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 292,202 | 33,951 | $0.97 | $19,590 | $0.58 |
| C180 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 290,000 | 25,502 | $1.18 | $18,495 | $0.73 |
| C365 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 352,764 | 25,344 | $1.49 | $21,223 | $0.84 |
| C185 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | YES | 261,378 | 23,383 | $1.03 | $12,830 | $0.55 |
| C186 | 55 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 200,000 | 20,731 | $1.12 | $29,127 | $1.40 |
| C189 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | elec problems | YES | 238,654 | 18,343 | $2.16 | $10,321 | $0.56 |
| C190 | 5 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 236,364 | 25,840 | $1.34 | $23,269 | $0.90 |
| C229 | 5 | * | FORD | 98 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 257,241 | 30,577 | $0.98 | $17,446 | $0.57 |
| C230 | 5 | * | FORD | 99 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 234,555 | 12,383 | $2.31 | $17,951 | $1.45 |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 197,000 | 26,248 | $1.32 | $15,419 | $0.59 |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 207,000 | 24,958 | $1.04 | $13,022 | $0.52 |
| C270 | 55 | * | INTL | 2000 | 4700SERIES | ROUTE | 2 | 600 | 300 | NO | N | moved from 5 | | 105,000 | 20,247 | $1.00 | $9,108 | $0.45 |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | | 158,000 | 35,404 | $0.84 | $13,063 | $0.37 |
| C272 | 55 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | Moved from 5 | | 92,374 | 17,348 | $1.25 | $11,349 | $0.65 |
| C273 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 109,266 | 14,083 | $1.16 | $6,371 | $0.45 |
| C293 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 800 | 350 | NO | NO | | | 96,000 | 16,851 | $1.45 | $12,887 | $0.76 |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | Rolled & replaced tank t | | 130,000 | 13,933 | $4.71 | $57,395 | $4.12 |
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 138,707 | 19,485 | $1.27 | $12,541 | $0.64 |
| C296 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 156,186 | 23,263 | $1.55 | $24,439 | $1.05 |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 127,000 | 19,690 | $1.57 | $18,246 | $0.93 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C298 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 187,391 | 30,943 | $1.03 | $17,051 | $0.55 |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 210,000 | 24,000 | $0.88 | $10,808 | $0.45 |
| C318 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 206,150 | 30,472 | $1.43 | $23,070 | $0.76 |
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 250 | NO | N | | | 206,746 | 21,234 | $1.45 | $14,629 | $0.69 |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 175,903 | 35,339 | $0.95 | $14,350 | $0.41 |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 170,000 | 26,172 | $1.46 | $21,067 | $0.80 |
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 160,974 | 26,105 | $1.50 | $22,010 | $0.84 |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 165,000 | 30,902 | $1.02 | $13,559 | $0.44 |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 189,212 | 26,640 | $1.16 | $14,299 | $0.54 |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 134,159 | 22,726 | $1.33 | $8,191 | $0.36 |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 153,306 | 19,489 | $1.73 | $13,808 | $0.71 |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | | | 144,953 | 30,153 | $0.89 | $9,883 | $0.33 |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | HBU Veh | | 92,491 | 15,613 | $2.39 | $19,020 | $1.22 |
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 143,947 | 23,863 | $1.21 | $8,925 | $0.37 |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 700 | 350 | NO | N | | | 194,999 | 36,362 | $1.04 | $16,738 | $0.46 |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 3 | 800 | 500 | NO | N | | | 72,348 | 22,552 | $1.51 | $11,543 | $0.51 |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 650 | 300 | NO | NO | | | 51,607 | 20,920 | $1.23 | $5,483 | $0.26 |
| C399 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 94,238 | 27,639 | $1.29 | $12,999 | $0.47 |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 350 | NO | Y | Was C -285 | | 106,000 | 34,628 | $1.15 | $12,166 | $0.35 |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 49,223 | 21,006 | $1.77 | $12,604 | $0.60 |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 50,557 | 16,011 | $1.83 | $11,722 | $0.73 |
| C408 | 50 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | 2 | 400 | 150 | NO | N | | YES | 92,070 | 39,690 | $1.00 | $13,531 | $0.34 |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 700 | 300 | NO | NO | | | 63,447 | 32,579 | $0.99 | $9,509 | $0.29 |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | | | 54,960 | 31,142 | $0.96 | $6,300 | $0.20 |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | YES | 57,311 | 32,976 | $0.88 | $6,385 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 700 | 280 | NO | N | Was used tan | Y | | 20,486 | | | $0.00 |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | WAS WMI bed | N | | 13,900 | | | $0.00 |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | 22,349 | | | $0.00 |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 825 | 315 | NO | N | Was used tank | | | 12,611 | | | $0.00 |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | was 164 | Y | | 16,956 | | | $0.00 |
| C447 | 55 | * | INTL | 2006 | 4300 series | ROUTE | 2 | 800 | 300 | NO | N | Was 175 | Y | | 10,782 | | | $0.00 |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 363 (WMI) | | | 6,870 | | | $0.00 |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 372 (WMI | Y | | 12,507 | | | $0.00 |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 360 (WMI | Y | | 1,808 | | | $0.00 |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | 15,202 | | | $0.00 |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | Y | Was 162 | Y | | 9,816 | | | $0.00 |
| C453 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | Used cab / bu | Y | | 22,100 | | | $0.00 |
| C454 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 750 | 300 | NO | N | Used cab / bu | Y | | 22,320 | | | $0.00 |
| C462 | 50 | | Ford | 2004 | F-550 super duty 4wd | Route | 2 | 650 | 300 | no | yes | From Seattle maint | | 111,713 | 10,000 | $1.39 | $5,898 | $0.59 |
| C469 | 50 | | Chev | 1996 | Chev 1 ton,3500 kt | Route | 2 | 550 | 200 | no | no | From newbill | yes | 113,656 | 9,000 | $0.70 | $2,047 | $0.23 |
| | | | | | | | | | | | | | | | | | | |
| Trade trucks for container delivery ? | | | | | | | | | | | | | | | | | | |
| C422 | 5 | * | INTL | 99 | 4900 SERIES | Del | 10 | 0 | 0 | 0 | Y | Container Delivery | | 274,219 | 27,469 | $1.10 | $13,773 | $0.50 |
| C405 | 56 | | Chevrolet | 2000 | 6500 Rollback | Del | 10 | 0 | 0 | 0 | Y | | | 159,407 | 10,713 | $1.33 | $2,077 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C280 | 56 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 602,500 | 4,874 | $0.85 | $978 | $0.20 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C281 | 5 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 699,150 | 20,329 | $0.77 | $7,779 | $0.38 |
| | | | | | | | | | | | | | | | | | | |
| C240 | 5 | * | PETE | 97 | SLOPE | ROUTE | 3 | 1700 | 300 | NO | Y | | | 405,676 | 4,189 | $3.03 | $11,027 | $2.63 |
| C241 | 5 | * | PETE | 97 | SLOPE | P & D | 8 | 650 | 275 | YES | Y | | | 381,000 | 11,000 | $0.72 | $3,911 | $0.36 |
| C242 | 56 | * | INTL | 90 | 1900 SERIES | ROUTE | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | | 470,000 | 16,584 | $1.10 | $11,909 | $0.72 |
| | | | | | | | | | | | | | | | | | | |
| C304 | 50 | | Mack | 89 | CABOVER | PUMPER | 2 | 1600 | | NO | | For Gorge | YES | 274,080 | 204 | $1.50 | $112 | $0.55 |
| C182 | 50 | | INTL | 96 | 4700 SERIES | ROUTE | 2 | 800 | 300 | NO | N | For Gorge | No | 201,417 | 1,492 | $1.42 | $848 | $0.57 |
| C286 | 50 | | DODGE | 96 | 1 TON | ROUTE | 4 | 500 | 250 | NO | Y | For Gorge | YES | 256,735 | 1,110 | $2.56 | $1,480 | $1.33 |
| | | | | | | | | | | | | | | | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 68,578 | 11,187 | $1.58 | $2,944 | $0.26 |
| C376 | 55 | * | FRTL | 2002 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 96,409 | 22,596 | $1.22 | $8,306 | $0.37 |
| | | | | | | | | | | | | | | | | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 85,456 | 14,281 | $1.18 | $5,259 | $0.37 |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 141,749 | 24,380 | $1.12 | $9,607 | $0.39 |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pump | mileage | miles 2006 | CPM | R & M 2006 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C163 | 5 | * | INTL | 95 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 271,463 | 23,192 | $1.16 | $17,110 | $0.74 |
| C198 | 55 | * | INTL | 97 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 262,376 | 15,238 | $1.43 | $12,757 | $0.84 |
| C201 | 55 | * | GMC | 97 | SLOPE NOSE | P & D | 6 | 450 | 250 | YES | Y | | | 245,903 | 16,665 | $0.79 | $6,693 | $0.40 |
| C303 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERH | | 237,534 | 38,587 | $0.94 | $21,525 | $0.56 |
| C302 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 235,000 | 28,231 | $1.03 | $14,051 | $0.50 |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 234,000 | 21,855 | $0.83 | $8,046 | $0.37 |
| C275 | 5 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 225 | YES | Y | | No | 229,812 | 20,842 | $1.83 | $18,864 | $0.91 |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 227,365 | 21,152 | $0.85 | $8,523 | $0.40 |
| C385 | 5 | * | FORD | 99 | F 550 | P & D | 6 | 450 | 250 | YES | YES | from WMI | | 220,503 | 17,705 | $1.30 | $9,275 | $0.52 |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 192,000 | 24,628 | $0.85 | $10,932 | $0.44 |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 169,143 | 21,421 | $0.77 | $7,095 | $0.33 |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 160,000 | 8,593 | $1.15 | $2,111 | $0.25 |
| C387 | 55 | * | Ford | 2000 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 133,333 | 13,250 | $2.15 | $14,013 | $1.06 |
| C388 | 55 | * | Ford | 2001 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 126,340 | 14,161 | $1.87 | $14,009 | $0.99 |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | 6 | 450 | 225 | YES | Y | | YES | 101,725 | 31,909 | $0.93 | $9,081 | $0.28 |
| C389 | 55 | * | Ford | 2002 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 98,355 | 15,572 | $1.84 | $15,018 | $0.96 |
| C409 | 50 | * | Ford | 2004 | F-550 super duty 4wd | P & D | 6 | 400 | 175 | YES | Y | | YES | 92,456 | 33,183 | $0.87 | $6,450 | $0.19 |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | 6 | 450 | 250 | YES | Y | | | 80,000 | 32,915 | $0.98 | $8,129 | $0.25 |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 77,314 | 20,194 | $1.25 | $3,157 | $0.16 |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | No | 74,380 | 40,466 | $0.90 | $9,862 | $0.24 |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 72,240 | 23,793 | $0.74 | $3,119 | $0.13 |
| | | | | | | | | | | | | | | | | | | |
| C365 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 352,764 | 25,344 | $1.49 | $21,223 | $0.84 |
| C362 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 346,459 | 22,926 | $1.42 | $16,964 | $0.74 |
| C179 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 292,202 | 33,951 | $0.97 | $19,590 | $0.58 |
| C180 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 290,000 | 25,502 | $1.18 | $18,495 | $0.73 |
| C185 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | YES | 261,378 | 23,383 | $1.03 | $12,830 | $0.55 |
| C364 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 260,813 | 26,454 | $1.28 | $10,743 | $0.41 |
| C229 | 5 | * | FORD | 98 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 257,241 | 30,577 | $0.98 | $17,446 | $0.57 |
| C189 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | elec problems | YES | 238,654 | 18,343 | $2.16 | $29,127 | $1.59 |
| C190 | 5 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 236,364 | 25,840 | $1.34 | $23,269 | $0.90 |
| C230 | 5 | * | FORD | 99 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 234,555 | 12,383 | $2.31 | $17,951 | $1.45 |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 210,000 | 24,000 | $0.88 | $10,808 | $0.45 |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 207,000 | 24,958 | $1.04 | $13,022 | $0.52 |
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 250 | NO | N | | | 206,746 | 21,234 | $1.45 | $14,629 | $0.69 |
| C318 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 206,150 | 30,472 | $1.43 | $23,070 | $0.76 |
| C186 | 55 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 200,000 | 20,731 | $1.12 | $11,698 | $0.56 |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 197,000 | 26,248 | $1.32 | $15,419 | $0.59 |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 700 | 350 | NO | N | | | 194,999 | 36,362 | $1.04 | $16,738 | $0.46 |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 189,212 | 26,640 | $1.16 | $14,299 | $0.54 |
| C298 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 187,391 | 30,943 | $1.03 | $17,051 | $0.55 |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 175,903 | 35,339 | $0.95 | $14,350 | $0.41 |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 170,000 | 26,172 | $1.46 | $21,067 | $0.80 |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 165,000 | 30,902 | $1.02 | $13,559 | $0.44 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 160,974 | 26,105 | $1.50 | $22,010 | $0.84 |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | | 158,000 | 35,404 | $0.84 | $13,063 | $0.37 |
| C296 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 156,186 | 23,263 | $1.55 | $24,439 | $1.05 |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 153,306 | 19,489 | $1.73 | $13,808 | $0.71 |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | | | 144,953 | 30,153 | $0.89 | $9,883 | $0.33 |
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 143,947 | 23,863 | $1.21 | $8,925 | $0.37 |
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 138,707 | 19,485 | $1.27 | $12,541 | $0.64 |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 134,159 | 22,726 | $1.33 | $8,191 | $0.36 |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | Rolled & replaced tank t | | 130,000 | 13,933 | $4.71 | $57,395 | $4.12 |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 127,000 | 19,690 | $1.57 | $18,246 | $0.93 |
| C273 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 109,266 | 14,083 | $1.16 | $6,371 | $0.45 |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 350 | NO | Y | Was C -285 | | 106,000 | 34,628 | $1.15 | $12,166 | $0.35 |
| C270 | 55 | * | INTL | 2000 | 4700SERIES | ROUTE | 2 | 600 | 300 | NO | N | moved from 5 | | 105,000 | 20,247 | $1.00 | $9,108 | $0.45 |
| C293 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 800 | 350 | NO | NO | | | 96,000 | 16,851 | $1.45 | $12,887 | $0.76 |
| C399 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 94,238 | 27,639 | $1.29 | $12,999 | $0.47 |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | HBU Veh | | 92,491 | 15,613 | $2.39 | $19,020 | $1.22 |
| C272 | 55 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | Moved from 5 | | 92,374 | 17,348 | $1.25 | $11,349 | $0.65 |
| C408 | 50 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | 2 | 400 | 150 | NO | N | | YES | 92,070 | 39,690 | $1.00 | $13,531 | $0.34 |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 3 | 800 | 500 | NO | N | | | 72,348 | 22,552 | $1.51 | $11,543 | $0.51 |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 700 | 300 | NO | NO | | | 63,447 | 32,579 | $0.99 | $9,509 | $0.29 |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | YES | 57,311 | 32,976 | $0.88 | $6,385 | $0.19 |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | | | 54,960 | 31,142 | $0.96 | $6,300 | $0.20 |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 650 | 300 | NO | NO | | | 51,607 | 20,920 | $1.23 | $5,483 | $0.26 |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 50,557 | 16,011 | $1.83 | $11,722 | $0.73 |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 49,223 | 21,006 | $1.77 | $12,604 | $0.60 |
| | | | | | | | | | | | | | | | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 700 | 280 | NO | N | Was used tan | Y | | 20,486 | | | $0.00 |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | WAS WMI bed | N | | 13,900 | | | $0.00 |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | 22,349 | | | $0.00 |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 825 | 315 | NO | N | Was used tank | | | 12,611 | | | $0.00 |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | was 164 | Y | | 16,956 | | | $0.00 |
| C447 | 55 | * | INTL | 2006 | 4300 series | ROUTE | 2 | 800 | 300 | NO | N | Was 175 | Y | | 10,782 | | | $0.00 |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 363 (WMI) | | | 6,870 | | | $0.00 |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 372 (WMI | Y | | 12,507 | | | $0.00 |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 360 (WMI | Y | | 1,808 | | | $0.00 |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | 15,202 | | | $0.00 |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | Y | Was 162 | Y | | 9,816 | | | $0.00 |
| C453 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | Used cab / bu | Y | | 22,100 | | | $0.00 |
| C454 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 750 | 300 | NO | N | Used cab / bu | Y | | 22,320 | | | $0.00 |
| C462 | 50 | | Ford | 2004 | F-550 super duty 4wd | Route | 2 | 650 | 300 | no | yes | From Seattle maint | | 111,713 | 10,000 | $1.39 | $5,898 | $0.59 |
| C469 | 50 | | Chev | 1996 | Chev 1 ton,3500 kt | Route | 2 | 550 | 200 | no | no | From newbill | yes | 113,656 | 9,000 | $0.70 | $2,047 | $0.23 |
| | | | | | | | | | | | | | | | | | | |
| Trade trucks for container delivery ? | | | | | | | | | | | | | | | | | | |
| C422 | 5 | * | INTL | 99 | 4900 SERIES | Del | 10 | 0 | 0 | 0 | Y | Container Delivery | | 274,219 | 27,469 | $1.10 | $13,773 | $0.50 |
| C405 | 56 | | Chevrolet | 2000 | 6500 Rollback | Del | 10 | 0 | 0 | 0 | Y | | | 159,407 | 10,713 | $1.33 | $2,077 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C280 | 56 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 602,500 | 4,874 | $0.85 | $978 | $0.20 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C281 | 5 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 699,150 | 20,329 | $0.77 | $7,779 | $0.38 |
| | | | | | | | | | | | | | | | | | | |
| C240 | 5 | * | PETE | 97 | SLOPE | ROUTE | 3 | 1700 | 300 | NO | Y | | | 405,676 | 4,189 | $3.03 | $11,027 | $2.63 |
| C241 | 5 | * | PETE | 97 | SLOPE | P & D | 8 | 650 | 275 | YES | Y | | | 381,000 | 11,000 | $0.72 | $3,911 | $0.36 |
| C242 | 56 | * | INTL | 90 | 1900 SERIES | ROUTE | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | | 470,000 | 16,584 | $1.10 | $11,909 | $0.72 |
| | | | | | | | | | | | | | | | | | | |
| C304 | 50 | | Mack | 89 | CABOVER | PUMPER | 2 | 1600 | | NO | | For Gorge | YES | 274,080 | 204 | $1.50 | $112 | $0.55 |
| C182 | 50 | | INTL | 96 | 4700 SERIES | ROUTE | 2 | 800 | 300 | NO | N | For Gorge | No | 201,417 | 1,492 | $1.42 | $848 | $0.57 |
| C286 | 50 | | DODGE | 96 | 1 TON | ROUTE | 4 | 500 | 250 | NO | Y | For Gorge | YES | 256,735 | 1,110 | $2.56 | $1,480 | $1.33 |
| | | | | | | | | | | | | | | | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 68,578 | 11,187 | $1.58 | $2,944 | $0.26 |
| C376 | 55 | * | FRTL | 2002 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 96,409 | 22,596 | $1.22 | $8,306 | $0.37 |
| | | | | | | | | | | | | | | | | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 85,456 | 14,281 | $1.18 | $5,259 | $0.37 |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 141,749 | 24,380 | $1.12 | $9,607 | $0.39 |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pump | mileage | miles 2006 | CPM | R & M 2006 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C387 | 55 | * | Ford | 2000 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 133,333 | 13,250 | $2.15 | $14,013 | $1.06 |
| C388 | 55 | * | Ford | 2001 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 126,340 | 14,161 | $1.87 | $14,009 | $0.99 |
| C389 | 55 | * | Ford | 2002 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 98,355 | 15,572 | $1.84 | $15,018 | $0.96 |
| C275 | 5 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 225 | YES | Y | | No | 229,812 | 20,842 | $1.83 | $18,864 | $0.91 |
| C198 | 55 | * | INTL | 97 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 262,376 | 15,238 | $1.43 | $12,757 | $0.84 |
| C163 | 5 | * | INTL | 95 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 271,463 | 23,192 | $1.16 | $17,110 | $0.74 |
| C303 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERH | | 237,534 | 38,587 | $0.94 | $21,525 | $0.56 |
| C385 | 5 | * | FORD | 99 | F 550 | P & D | 6 | 450 | 250 | YES | YES | from WMI | | 220,503 | 17,705 | $1.30 | $9,275 | $0.52 |
| C302 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 235,000 | 28,231 | $1.03 | $14,051 | $0.50 |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 192,000 | 24,628 | $0.85 | $10,932 | $0.44 |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 227,365 | 21,152 | $0.85 | $8,523 | $0.40 |
| C201 | 55 | * | GMC | 97 | SLOPE NOSE | P & D | 6 | 450 | 250 | YES | Y | | | 245,903 | 16,665 | $0.79 | $6,693 | $0.40 |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 234,000 | 21,855 | $0.83 | $8,046 | $0.37 |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 169,143 | 21,421 | $0.77 | $7,095 | $0.33 |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | 6 | 450 | 225 | YES | Y | | YES | 101,725 | 31,909 | $0.93 | $9,081 | $0.28 |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | 6 | 450 | 250 | YES | Y | | | 80,000 | 32,915 | $0.98 | $8,129 | $0.25 |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 160,000 | 8,593 | $1.15 | $2,111 | $0.25 |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | No | 74,380 | 40,466 | $0.90 | $9,862 | $0.24 |
| C409 | 50 | * | Ford | 2004 | F-550 super duty 4wd | P & D | 6 | 400 | 175 | YES | Y | | YES | 92,456 | 33,183 | $0.87 | $6,450 | $0.19 |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 77,314 | 20,194 | $1.25 | $3,157 | $0.16 |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 72,240 | 23,793 | $0.74 | $3,119 | $0.13 |
| | | | | | | | | | | | | | | | | | | |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | Rolled & replaced tank t | | 130,000 | 13,933 | $4.71 | $57,395 | $4.12 |
| C230 | 5 | * | FORD | 99 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 234,555 | 12,383 | $2.31 | $17,951 | $1.45 |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | HBU Veh | | 92,491 | 15,613 | $2.39 | $19,020 | $1.22 |
| C296 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 156,186 | 23,263 | $1.55 | $24,439 | $1.05 |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 127,000 | 19,690 | $1.57 | $18,246 | $0.93 |
| C190 | 5 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 236,364 | 25,840 | $1.34 | $23,269 | $0.90 |
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 160,974 | 26,105 | $1.50 | $22,010 | $0.84 |
| C365 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 352,764 | 25,344 | $1.49 | $21,223 | $0.84 |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 170,000 | 26,172 | $1.46 | $21,067 | $0.80 |
| C293 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 800 | 350 | NO | NO | | | 96,000 | 16,851 | $1.45 | $12,887 | $0.76 |
| C318 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 206,150 | 30,472 | $1.43 | $23,070 | $0.76 |
| C362 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 346,459 | 22,926 | $1.42 | $16,964 | $0.74 |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 50,557 | 16,011 | $1.83 | $11,722 | $0.73 |
| C180 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 290,000 | 25,502 | $1.18 | $18,495 | $0.73 |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 153,306 | 19,489 | $1.73 | $13,808 | $0.71 |
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 250 | NO | N | | | 206,746 | 21,234 | $1.45 | $14,629 | $0.69 |
| C272 | 55 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | Moved from 5 | | 92,374 | 17,348 | $1.25 | $11,349 | $0.65 |
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 138,707 | 19,485 | $1.27 | $12,541 | $0.64 |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 49,223 | 21,006 | $1.77 | $12,604 | $0.60 |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 197,000 | 26,248 | $1.32 | $15,419 | $0.59 |
| C179 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 292,202 | 33,951 | $0.97 | $19,590 | $0.58 |
| C229 | 5 | * | FORD | 98 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 257,241 | 30,577 | $0.98 | $17,446 | $0.57 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C186 | 55 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 200,000 | 20,731 | $1.12 | $11,698 | $0.56 |
| C189 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | elec problems | YES | 238,654 | 18,343 | $2.16 | $27,127 | $1.48 |
| C298 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 187,391 | 30,943 | $1.03 | $17,051 | $0.55 |
| C185 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | YES | 261,378 | 23,383 | $1.03 | $12,830 | $0.55 |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 189,212 | 26,640 | $1.16 | $14,299 | $0.54 |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 207,000 | 24,958 | $1.04 | $13,022 | $0.52 |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 3 | 800 | 500 | NO | N | | | 72,348 | 22,552 | $1.51 | $11,543 | $0.51 |
| C399 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 94,238 | 27,639 | $1.29 | $12,999 | $0.47 |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 700 | 350 | NO | N | | | 194,999 | 36,362 | $1.04 | $16,738 | $0.46 |
| C273 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 109,266 | 14,083 | $1.16 | $6,371 | $0.45 |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 210,000 | 24,000 | $0.88 | $10,808 | $0.45 |
| C270 | 55 | * | INTL | 2000 | 4700SERIES | ROUTE | 2 | 600 | 300 | NO | N | moved from 5 | | 105,000 | 20,247 | $1.00 | $9,108 | $0.45 |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 165,000 | 30,902 | $1.02 | $13,559 | $0.44 |
| C364 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 260,813 | 26,454 | $1.28 | $10,743 | $0.41 |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 175,903 | 35,339 | $0.95 | $14,350 | $0.41 |
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 143,947 | 23,863 | $1.21 | $8,925 | $0.37 |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | | 158,000 | 35,404 | $0.84 | $13,063 | $0.37 |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 134,159 | 22,726 | $1.33 | $8,191 | $0.36 |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 350 | NO | Y | Was C -285 | | 106,000 | 34,628 | $1.15 | $12,166 | $0.35 |
| C408 | 50 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | 2 | 400 | 150 | NO | N | | YES | 92,070 | 39,690 | $1.00 | $13,531 | $0.34 |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | | | 144,953 | 30,153 | $0.89 | $9,883 | $0.33 |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 700 | 300 | NO | NO | | | 63,447 | 32,579 | $0.99 | $9,509 | $0.29 |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 650 | 300 | NO | NO | | | 51,607 | 20,920 | $1.23 | $5,483 | $0.26 |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | | | 54,960 | 31,142 | $0.96 | $6,300 | $0.20 |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | YES | 57,311 | 32,976 | $0.88 | $6,385 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 700 | 280 | NO | N | Was used tan | Y | | 20,486 | | | $0.00 |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | WAS WMI bed | N | | 13,900 | | | $0.00 |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | 22,349 | | | $0.00 |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 825 | 315 | NO | N | Was used tank | | | 12,611 | | | $0.00 |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | was 164 | Y | | 16,956 | | | $0.00 |
| C447 | 55 | * | INTL | 2006 | 4300 series | ROUTE | 2 | 800 | 300 | NO | N | Was 175 | Y | | 10,782 | | | $0.00 |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 363 (WMI) | | | 6,870 | | | $0.00 |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 372 (WMI | Y | | 12,507 | | | $0.00 |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 360 (WMI | Y | | 1,808 | | | $0.00 |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | 15,202 | | | $0.00 |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | Y | Was 162 | Y | | 9,816 | | | $0.00 |
| C453 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | Used cab / bu | Y | | 22,100 | | | $0.00 |
| C454 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 750 | 300 | NO | N | Used cab / bu | Y | | 22,320 | | | $0.00 |
| C462 | 50 | | Ford | 2004 | F-550 super duty 4wd | Route | 2 | 650 | 300 | no | yes | From Seattle maint | | 111,713 | 10,000 | $1.39 | $5,898 | $0.59 |
| C469 | 50 | | Chev | 1996 | Chev 1 ton,3500 kt | Route | 2 | 550 | 200 | no | no | From newbill | yes | 113,656 | 9,000 | $0.70 | $2,047 | $0.23 |
| | | | | | | | | | | | | | | | | | | |
| Trade trucks for container delivery ? | | | | | | | | | | | | | | | | | | |
| C422 | 5 | * | INTL | 99 | 4900 SERIES | Del | 10 | 0 | 0 | 0 | Y | Container Delivery | | 274,219 | 27,469 | $1.10 | $13,773 | $0.50 |
| C405 | 56 | | Chevrolet | 2000 | 6500 Rollback | Del | 10 | 0 | 0 | 0 | Y | | | 159,407 | 10,713 | $1.33 | $2,077 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C280 | 56 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 602,500 | 4,874 | $0.85 | $978 | $0.20 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C281 | 5 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 699,150 | 20,329 | $0.77 | $7,779 | $0.38 |
| | | | | | | | | | | | | | | | | | | |
| C240 | 5 | * | PETE | 97 | SLOPE | ROUTE | 3 | 1700 | 300 | NO | Y | | | 405,676 | 4,189 | $3.03 | $11,027 | $2.63 |
| C241 | 5 | * | PETE | 97 | SLOPE | P & D | 8 | 650 | 275 | YES | Y | | | 381,000 | 11,000 | $0.72 | $3,911 | $0.36 |
| C242 | 56 | * | INTL | 90 | 1900 SERIES | ROUTE | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | | 470,000 | 16,584 | $1.10 | $11,909 | $0.72 |
| | | | | | | | | | | | | | | | | | | |
| C304 | 50 | | Mack | 89 | CABOVER | PUMPER | 2 | 1600 | | NO | | For Gorge | YES | 274,080 | 204 | $1.50 | $112 | $0.55 |
| C182 | 50 | | INTL | 96 | 4700 SERIES | ROUTE | 2 | 800 | 300 | NO | N | For Gorge | No | 201,417 | 1,492 | $1.42 | $848 | $0.57 |
| C286 | 50 | | DODGE | 96 | 1 TON | ROUTE | 4 | 500 | 250 | NO | Y | For Gorge | YES | 256,735 | 1,110 | $2.56 | $1,480 | $1.33 |
| | | | | | | | | | | | | | | | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 68,578 | 11,187 | $1.58 | $2,944 | $0.26 |
| C376 | 55 | * | FRTL | 2002 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 96,409 | 22,596 | $1.22 | $8,306 | $0.37 |
| | | | | | | | | | | | | | | | | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 85,456 | 14,281 | $1.18 | $5,259 | $0.37 |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 141,749 | 24,380 | $1.12 | $9,607 | $0.39 |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pump | mileage | miles 2006 | CPM | R & M 2006 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C303 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERH | | 237,534 | 38,587 | $0.94 | $21,525 | $0.56 |
| C275 | 5 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 225 | YES | Y | | No | 229,812 | 20,842 | $1.83 | $18,864 | $0.91 |
| C163 | 5 | * | INTL | 95 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 271,463 | 23,192 | $1.16 | $17,110 | $0.74 |
| C389 | 55 | * | Ford | 2002 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 98,355 | 15,572 | $1.84 | $15,018 | $0.96 |
| C302 | 5 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 235,000 | 28,231 | $1.03 | $14,051 | $0.50 |
| C387 | 55 | * | Ford | 2000 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 133,333 | 13,250 | $2.15 | $14,013 | $1.06 |
| C388 | 55 | * | Ford | 2001 | F 550 | P & D | 6 | 450 | 250 | YES | Y | from WMI | | 126,340 | 14,161 | $1.87 | $14,009 | $0.99 |
| C198 | 55 | * | INTL | 97 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 262,376 | 15,238 | $1.43 | $12,757 | $0.84 |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | Y | | | 192,000 | 24,628 | $0.85 | $10,932 | $0.44 |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | No | 74,380 | 40,466 | $0.90 | $9,862 | $0.24 |
| C385 | 5 | * | FORD | 99 | F 550 | P & D | 6 | 450 | 250 | YES | YES | from WMI | | 220,503 | 17,705 | $1.30 | $9,275 | $0.52 |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | 6 | 450 | 225 | YES | Y | | YES | 101,725 | 31,909 | $0.93 | $9,081 | $0.28 |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 227,365 | 21,152 | $0.85 | $8,523 | $0.40 |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | 6 | 450 | 250 | YES | Y | | | 80,000 | 32,915 | $0.98 | $8,129 | $0.25 |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 234,000 | 21,855 | $0.83 | $8,046 | $0.37 |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 169,143 | 21,421 | $0.77 | $7,095 | $0.33 |
| C201 | 55 | * | GMC | 97 | SLOPE NOSE | P & D | 6 | 450 | 250 | YES | Y | | | 245,903 | 16,665 | $0.79 | $6,693 | $0.40 |
| C409 | 50 | * | Ford | 2004 | F-550 super duty 4wd | P & D | 6 | 400 | 175 | YES | Y | | YES | 92,456 | 33,183 | $0.87 | $6,450 | $0.19 |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 77,314 | 20,194 | $1.25 | $3,157 | $0.16 |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | | | 72,240 | 23,793 | $0.74 | $3,119 | $0.13 |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | 6 | 450 | 150 | YES | Y | | | 160,000 | 8,593 | $1.15 | $2,111 | $0.25 |
| | | | | | | | | | | | | | | | | | | |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | Rolled & replaced tank t | | 130,000 | 13,933 | $4.71 | $57,395 | $4.12 |
| C296 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 156,186 | 23,263 | $1.55 | $24,439 | $1.05 |
| C190 | 5 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 236,364 | 25,840 | $1.34 | $23,269 | $0.90 |
| C318 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 206,150 | 30,472 | $1.43 | $23,070 | $0.76 |
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 160,974 | 26,105 | $1.50 | $22,010 | $0.84 |
| C365 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 352,764 | 25,344 | $1.49 | $21,223 | $0.84 |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 170,000 | 26,172 | $1.46 | $21,067 | $0.80 |
| C179 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 292,202 | 33,951 | $0.97 | $19,590 | $0.58 |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | HBU Veh | | 92,491 | 15,613 | $2.39 | $19,020 | $1.22 |
| C180 | 5 | * | INTL | 96 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 290,000 | 25,502 | $1.18 | $18,495 | $0.73 |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 127,000 | 19,690 | $1.57 | $18,246 | $0.93 |
| C230 | 5 | * | FORD | 99 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 234,555 | 12,383 | $2.31 | $17,951 | $1.45 |
| C229 | 5 | * | FORD | 98 | F-800 | ROUTE | 2 | 600 | 300 | NO | N | | | 257,241 | 30,577 | $0.98 | $17,446 | $0.57 |
| C298 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 675 | 300 | NO | N | | | 187,391 | 30,943 | $1.03 | $17,051 | $0.55 |
| C362 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 346,459 | 22,926 | $1.42 | $16,964 | $0.74 |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 700 | 350 | NO | N | | | 194,999 | 36,362 | $1.04 | $16,738 | $0.46 |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 197,000 | 26,248 | $1.32 | $15,419 | $0.59 |
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 250 | NO | N | | | 206,746 | 21,234 | $1.45 | $14,629 | $0.69 |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 175,903 | 35,339 | $0.95 | $14,350 | $0.41 |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 189,212 | 26,640 | $1.16 | $14,299 | $0.54 |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 153,306 | 19,489 | $1.73 | $13,808 | $0.71 |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 165,000 | 30,902 | $1.02 | $13,559 | $0.44 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C408 | 50 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | 2 | 400 | 150 | NO | N | | YES | 92,070 | 39,690 | $1.00 | $13,531 | $0.34 |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | | 158,000 | 35,404 | $0.84 | $13,063 | $0.37 |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 207,000 | 24,958 | $1.04 | $13,022 | $0.52 |
| C399 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 94,238 | 27,639 | $1.29 | $12,999 | $0.47 |
| C293 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 800 | 350 | NO | NO | | | 96,000 | 16,851 | $1.45 | $12,887 | $0.76 |
| C185 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | YES | 261,378 | 23,383 | $1.03 | $12,830 | $0.55 |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 49,223 | 21,006 | $1.77 | $12,604 | $0.60 |
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 138,707 | 19,485 | $1.27 | $12,541 | $0.64 |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 350 | NO | Y | Was C -285 | | 106,000 | 34,628 | $1.15 | $12,166 | $0.35 |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 800 | 500 | NO | Y | | | 50,557 | 16,011 | $1.83 | $11,722 | $0.73 |
| C186 | 55 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 200,000 | 20,731 | $1.12 | $11,698 | $0.56 |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | 3 | 800 | 500 | NO | N | | | 72,348 | 22,552 | $1.51 | $11,543 | $0.51 |
| C272 | 55 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | Moved from 5 | | 92,374 | 17,348 | $1.25 | $11,349 | $0.65 |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | | | 210,000 | 24,000 | $0.88 | $10,808 | $0.45 |
| C364 | 5 | * | INTL | 95 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 260,813 | 26,454 | $1.28 | $10,743 | $0.41 |
| C189 | 50 | * | INTL | 97 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | elec problems | YES | 238,654 | 18,343 | $2.16 | $29,127 | $1.59 |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | 2 | 600 | 300 | NO | NO | | | 144,953 | 30,153 | $0.89 | $9,883 | $0.33 |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 700 | 300 | NO | NO | | | 63,447 | 32,579 | $0.99 | $9,509 | $0.29 |
| C270 | 55 | * | INTL | 2000 | 4700SERIES | ROUTE | 2 | 600 | 300 | NO | N | moved from 5 | | 105,000 | 20,247 | $1.00 | $9,108 | $0.45 |
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 143,947 | 23,863 | $1.21 | $8,925 | $0.37 |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI, moved from 5 | | 134,159 | 22,726 | $1.33 | $8,191 | $0.36 |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | | YES | 57,311 | 32,976 | $0.88 | $6,385 | $0.19 |
| C273 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | 2 | 600 | 300 | NO | N | | | 109,266 | 14,083 | $1.16 | $6,371 | $0.45 |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | | | 54,960 | 31,142 | $0.96 | $6,300 | $0.20 |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | 2 | 650 | 300 | NO | NO | | | 51,607 | 20,920 | $1.23 | $5,483 | $0.26 |
| | | | | | | | | | | | | | | | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 700 | 280 | NO | N | Was used tan | Y | | 20,486 | | | $0.00 |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | WAS WMI bed | N | | 13,900 | | | $0.00 |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | 22,349 | | | $0.00 |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 825 | 315 | NO | N | Was used tank | | | 12,611 | | | $0.00 |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 600 | 300 | NO | NO | was 164 | Y | | 16,956 | | | $0.00 |
| C447 | 55 | * | INTL | 2006 | 4300 series | ROUTE | 2 | 800 | 300 | NO | N | Was 175 | Y | | 10,782 | | | $0.00 |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 363 (WMI) | | | 6,870 | | | $0.00 |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 372 (WMI | Y | | 12,507 | | | $0.00 |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | 2 | 1000 | 500 | NO | Y | Was 360 (WMI | Y | | 1,808 | | | $0.00 |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | 15,202 | | | $0.00 |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | 6 | 450 | 250 | YES | Y | Was 162 | Y | | 9,816 | | | $0.00 |
| C453 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 650 | 300 | NO | N | Used cab / bu | Y | | 22,100 | | | $0.00 |
| C454 | 55 | * | INTL | 1999 | 4700 SERIES | ROUTE | 2 | 750 | 300 | NO | N | Used cab / bu | Y | | 22,320 | | | $0.00 |
| C462 | 50 | | Ford | 2004 | F-550 super duty 4wd | Route | 2 | 650 | 300 | no | yes | From Seattle maint | | 111,713 | 10,000 | $1.39 | $5,898 | $0.59 |
| C469 | 50 | | Chev | 1996 | Chev 1 ton,3500 kt | Route | 2 | 550 | 200 | no | no | From newbill | yes | 113,656 | 9,000 | $0.70 | $2,047 | $0.23 |
| | | | | | | | | | | | | | | | | | | |
| Trade trucks for container delivery ? | | | | | | | | | | | | | | | | | | |
| C422 | 5 | * | INTL | 99 | 4900 SERIES | Del | 10 | 0 | 0 | 0 | Y | Container Delivery | | 274,219 | 27,469 | $1.10 | $13,773 | $0.50 |
| C405 | 56 | | Chevrolet | 2000 | 6500 Rollback | Del | 10 | 0 | 0 | 0 | Y | | | 159,407 | 10,713 | $1.33 | $2,077 | $0.19 |
| | | | | | | | | | | | | | | | | | | |
| C280 | 56 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 602,500 | 4,874 | $0.85 | $978 | $0.20 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C281 | 5 | | FRTL | 86 | Tractor | Train | 36 | 0 | 0 | NO | | | | 699,150 | 20,329 | $0.77 | $7,779 | $0.38 |
| | | | | | | | | | | | | | | | | | | |
| C240 | 5 | * | PETE | 97 | SLOPE | ROUTE | 3 | 1700 | 300 | NO | Y | | | 405,676 | 4,189 | $3.03 | $11,027 | $2.63 |
| C241 | 5 | * | PETE | 97 | SLOPE | P & D | 8 | 650 | 275 | YES | Y | | | 381,000 | 11,000 | $0.72 | $3,911 | $0.36 |
| C242 | 56 | * | INTL | 90 | 1900 SERIES | ROUTE | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | | 470,000 | 16,584 | $1.10 | $15,500 | $0.93 |
| | | | | | | | | | | | | | | | | | | |
| C304 | 50 | | Mack | 89 | CABOVER | PUMPER | 2 | 1600 | | NO | | For Gorge | YES | 274,080 | 204 | $1.50 | $112 | $0.55 |
| C182 | 50 | | INTL | 96 | 4700 SERIES | ROUTE | 2 | 800 | 300 | NO | N | For Gorge | No | 201,417 | 1,492 | $1.42 | $848 | $0.57 |
| C286 | 50 | | DODGE | 96 | 1 TON | ROUTE | 4 | 500 | 250 | NO | Y | For Gorge | YES | 256,735 | 1,110 | $2.56 | $1,480 | $1.33 |
| | | | | | | | | | | | | | | | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 68,578 | 11,187 | $1.58 | $2,944 | $0.26 |
| C376 | 55 | * | FRTL | 2002 | Freightliner | ROUTE | 2 | 1000 | 500 | NO | Y | from WMI | | 96,409 | 22,596 | $1.22 | $8,306 | $0.37 |
| | | | | | | | | | | | | | | | | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 85,456 | 14,281 | $1.18 | $5,259 | $0.37 |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GU | | 141,749 | 24,380 | $1.12 | $9,607 | $0.39 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| c372 | rad | | | length | c inches | CF | |
| water | 60 | 30 | 2826 | 36 | 101736 | 58.875 | 438.6188 |
| waste | 60 | 30 | 2826 | 72 | 203472 | 117.75 | 877.2375 |
| | | | | | | | |
| from rt truck, lic # 54744x | | | | | | | |
| water | 48 | 24 | 1808.64 | 36 | 65111 | 37.68 | 280.716 |
| waste | 48 | 24 | 1808.64 | 90 | 162778 | 94.2 | 701.79 |
| | | | | 126 | total add to waste side of 18" barrel | | |
| tank off s/w 103? | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 36 | 18 | 1017.36 | 68 | 69180 | 40.035 | 298.2608 |
| | | | | | | | |
| tank only | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 42 | 21 | 1384.74 | 96 | 132935 | 76.93 | 573.1285 |
| | | | | | | | |
| from mints w/ motor | | | | | | | |
| water | 45 | 22.5 | 1589.625 | 34 | 54047 | 31.27734 | 233.0162 |
| waste | 45 | 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 |
| | | | | | | | |
| Tank only | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 36 | 18 | 1017.36 | 60 | 61042 | 35.325 | 263.1713 |
| | | | | | | | |
| c381 | | | | | | | |
| water | 50 | 25 | 1962.5 | 37 | 72613 | 42.02112 | 313.0574 |
| waste | 50 | 25 | 1962.5 | 89 | 174663 | 101.0778 | 753.0299 |
| | | | | 126 | with modifications | | |
| | | | | | | | |
| tank off s/w | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 36 | 18 | 1017.36 | 64 | 65111 | 37.68 | 280.716 |
| | | | | | | | |
| from rt truck, 299 | | | | | | | |
| water | 54 | 27 | 2289.06 | 32 | 73250 | 42.39 | 315.8055 |
| waste | 54 | 27 | 2289.06 | 84 | 192281 | 111.2738 | 828.9894 |
| | | | | 116 | total add of 24" of barrel length. | | |
| | | | | | | | |
| C385 | | | | | | | |
| Waste | 45 | 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 |
| | | | | | | | |
| C163 | | | | | | | |
| Waste | 40 | 20 | 1256 | 72 | 90432 | 52.33333 | 389.8833 |
| | | | | | | | |
| C302 | | | | | | | |
| Waste | 43 | 21.5 | 1451.465 | 72 | 104505 | 60.47771 | 450.5589 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| C421<br>**Waste** | 42 | **21** | **1384.74** | 83 | **114933** | **66.5124** | **495.5173** |
| C303<br>**Waste** | 42 | **21** | **1384.74** | 64 | **88623** | **51.28667** | **382.0857** |
| C395<br>**Waste** | 43 | **21.5** | **1451.465** | 68 | **98700** | **57.11784** | **425.5279** |
| C398<br>**Waste** | 42 | **21** | **1384.74** | 70 | **96932** | **56.09479** | **417.9062** |
| from out back<br>**Waste** | 42 | **21** | **1384.74** | 83 | **114933** | **66.5124** | **495.5173** |

| EQUIPT.# | PC | MAKE | YEAR | MODEL | | | |
|---|---|---|---|---|---|---|---|
| Route Trucks to Replace | | | | | | | |
| C179 | 5 | INTL | 96 | 4700 SERIES | | | |
| C185 | 50 | INTL | 97 | 4700 SERIES | | | |
| C229 | 5 | FORD | 98 | F-800 | | | |
| C230 | 5 | FORD | 99 | F-800 | | | |
| C362 | 5 | INTL | 95 | 4700 SERIES | | | |
| C364 | 5 | INTL | 95 | 4700 SERIES | | | |
| C365 | 5 | INTL | 96 | 4700 SERIES | | | |
| P & D trucks to Replace | | | | | | | |
| C163 | 5 | INTL | 95 | 4700 SERIES | | | |
| C385 | 5 | FORD | 99 | F 550 | | | |
| Route Trucks to add | | | | | | | |
| PC 55 | | | | | | | |
| PC 55 | | | | | | | |
| PC 5 | | | | | | | |
| PC 5 | | | | | | | |
| P & D Trucks to add | | | | | | | |
| PC 56 | | | | | | | |
| | | | | | | | |
| C 471 | | 11/20/2006 | | | | | |
| C Route 06 Rathdrum | Replace C185 , use same bed, use Cab on C294, look at integrity of tank, redo bed | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $0 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $10,620 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | $0 | | | | | | |
| | $62,980 | | | | | | |
| | | | | | | | |
| C 472 | | 11/27/2006 | | | | | |
| C Route 06 Puyallup | CDL replace C-364 modify tank & same bed, trade in Cab & chassis, | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $19,901 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $7,320 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | 240 | | | | | | |
| minus trade | -1750 | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | $77,831 | | | | | | |
| | $57,930 | | | | | | |
| C 473 | | 12/4/2006 | | | | | |
| C Route 06 Puyallup | CDL replace C-362 modify tank & same bed, trade in Cab & chassis, | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $18,022 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $7,320 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | 240 | | | | | | |
| minus trade | -1750 | | | | | | |
| | $75,952 | | | | | | |
| | $57,930 | | | | | | |
| C 474 | | 12/11/2006 | | | | | |
| C Route 06 Puyallup | CDL replace C-365 modify tank & same bed, trade in Cab & chassis, | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $19,921 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $6,640 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | -$1,750 | | | | | | |
| | $77,171 | | | | | | |
| | $57,250 | | | | | | |
| C 475 | | 12/18/2006 | | | | | |
| C Route 06 Puyallup | Replace C-229 modify tank and bed, trade in cab & chassis | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $0 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $12,290 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | -$1,500 | | | | | | |
| | $63,150 | | | | | | |
| C 476 | | 12/27/2006 | | | | | |
| C Route 06 Puyallup | Replace C-230 modify tank and bed, trade in cab & chassis | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $0 | | | | | | |
| move bed cost | $4,070 | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| repair pump | $0 | | | | | | |
| modify or repair bed | $12,290 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | -$1,500 | | | | | | |
| | $63,150 | | | | | | |
| | | | | | | | |
| C 477 | | 1/8/2007 | | | | | |
| C Route 06 Puyallup | Replace C-179, use same bed and tank, trade in Cab & chassis | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $0 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| new pump | $0 | | | | | | |
| modify or repair bed | $6,720 | | | | | | |
| paint | $4,100 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | -$1,500 | | | | | | |
| | $57,580 | | | | | | |
| | | | | | | | |
| C 478 | | 1/15/2007 | | | | | |
| P & D 06 Puyallup | Replace C385, use same bed, trade in Cab & chassis, check bed width and tank volumes | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $30,392 | | | | | | |
| move bed cost | 4070 | | | | | | |
| repair pump | 0 | | | | | | |
| modify or repair bed | $4,890 | | | | | | |
| paint | $3,200 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | -$1,500 | | | | | | |
| | $85,242 | | | | | | |
| | $54,850 | | | | | | |
| C 482 | | 1/22/2007 | | | | | |
| P & D 06 Puyallup | Replace C-163 use same bed, trade in cab + chassis | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $0 | | | | | | |
| move bed cost | 4070 | | | | | | |
| repair pump | 0 | | | | | | |
| modify or repair bed | $5,340 | | | | | | |
| paint | $3,200 | | | | | | |
| radio / @road | $240 | | | | | | |
| minus trade | -$1,500 | | | | | | |
| | $55,300 | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| C 483 | | 1/22/2007 | | | | | |
| P & D 06 Salem | Add: use tank from back yard in Puy | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $0 | | | | | | |
| move bed cost | $4,070 | | | | | | |
| repair pump | $2,500 | | | | | | |
| modify or repair bed | $5,000 | | | | | | |
| paint | $3,200 | | | | | | |
| radio / @road | $1,100 | | | | | | |
| minus trade | $0 | | | | | | |
| | $59,820 | | | | | | |
| | | | | | | | |
| C 479 | | 1/29/2007 | | | | | |
| Route 06 Woodinville | Add: All new aluminum bed | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $30,000 | | | | | | |
| move bed cost | $1,000 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $0 | | | | | | |
| paint | $500 | | | | | | |
| radio / @road | $1,100 | | | | | | |
| minus trade | $0 | | | | | | |
| | $76,550 | | | | | | |
| | | | | | | | |
| C 480 | | 2/12/2007 | | | | | |
| Route 06 Woodinville | Add: All new aluminum bed | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $30,000 | | | | | | |
| move bed cost | $1,000 | | | | | | |
| repair/ replace pump | $0 | | | | | | |
| modify or repair bed | $0 | | | | | | |
| paint | $500 | | | | | | |
| radio / @road | $1,100 | | | | | | |
| minus trade | $0 | | | | | | |
| | $76,550 | | | | | | |
| | | | | | | | |
| C 481 | | 2/19/2007 | | | | | |
| Route 06 Puyallup | Add: All new aluminum bed | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $30,000 | | | | | | |
| move bed cost | $1,000 | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| repair pump | $0 | | | | | | |
| modify or repair bed | $0 | | | | | | |
| paint | $500 | | | | | | |
| radio / @road | $1,100 | | | | | | |
| minus trade | $0 | | | | | | |
| | $76,550 | | | | | | |
| C 484 | | 2/26/2007 | | | | | |
| Route 06 Puyallup | Add: All new aluminum bed | | | | | | |
| Cab & Chassis cost | $43,950 | | | | | | |
| Bed cost/ book value | $30,000 | | | | | | |
| move bed cost | $1,000 | | | | | | |
| repair pump | $0 | | | | | | |
| modify or repair bed | $0 | | | | | | |
| paint | $500 | | | | | | |
| radio / @road | $1,100 | | | | | | |
| minus trade | $0 | | | | | | |
| | $76,550 | | | | | | |
| | | | | | | | |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | Location | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | mileage | miles 2005 | CPM | R & M 2005 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C194 | 5 | | dodge | 1997 | Ram 1500 | PU | Sea | 2 | | | 0 | 0 | 233,542 | 6,085 | $0.83 | $2,507 | $0.41 |
| C205 | 50 | | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | | | Yes | Y | 243,000 | 17,500 | $0.50 | $3,829 | $0.22 |
| C220 | 56 | | FORD | 92 | F-250 | Dave | Portland | 3 | | | NO | Y | 290,000 | 20,151 | $0.28 | $1,200 | $0.06 |
| C223 | 56 | * | FORD | 99 | F-250, | SALES | Portland | 2 | 120 | 65 | YES | N | 350,000 | 48,600 | $0.39 | $6,317 | $0.13 |
| C224 | 55 | * | FORD | 98 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | N | 350,000 | 44,000 | $0.40 | $4,475 | $0.10 |
| C254 | 5 | | FORD | 99 | F-250, Tim P | Tim P | Puyallup | 3 | | | YES | YES | 240,000 | 30,000 | $0.24 | $3,750 | $0.13 |
| C258 | 55 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | | | YES | N | 220,000 | 28,000 | $0.28 | $2,630 | $0.09 |
| C262 | 56 | | FORD | 99 | F-150 Jamie | Jamie | Portland | 3 | | | YES | N | 202,000 | 26,000 | $0.24 | $900 | $0.03 |
| C263 | 56 | * | FORD | 99 | F-250, Johny N | SALES | Coburg | 2 | 120 | 65 | YES | N | 385,000 | 45,000 | $0.48 | $7,800 | $0.17 |
| C264 | 56 | * | FORD | 99 | F-250, Fred R | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 310,000 | 43,500 | $0.39 | $4,150 | $0.10 |
| C266 | 5 | * | FORD | 99 | F-250, Stuart Loving | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 300,000 | 36,000 | $0.41 | $5,000 | $0.14 |
| C279 | 56 | * | FORD | 2001 | F-250, Alberto | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 302,300 | 66,000 | $0.32 | $7,200 | $0.11 |
| C283 | 5 | * | FORD | 2000 | F-250, Greg Brandner | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | 250,000 | 45,000 | $0.67 | $5,000 | $0.11 |
| C284 | 56 | | FORD | 99 | F-250, 4 wd | Jason | Salem | 3 | | | YES | Y | 295,000 | 25,000 | $0.30 | $1,062 | $0.04 |
| C287 | 55 | * | FORD | 2000 | F-250, Jack | SALES | Woodinville | 2 | 120 | 65 | YES | N | 250,000 | 47,000 | $0.40 | $7,400 | $0.16 |
| C288 | 50 | * | FORD | 2000 | F-250, | RT SUP | Rathdrum | 2 | 120 | 65 | YES | YES | 212,000 | 15,600 | $0.59 | $2,700 | $0.17 |
| C289 | 56 | * | FORD | 2000 | F-250, Cecil | SALES | Longview | 2 | 120 | 65 | YES | YES | 350,000 | 46,000 | $0.35 | $3,200 | $0.07 |
| C336 | 50 | | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | 280,000 | 18,000 | $0.57 | $3,300 | $0.18 |
| C348 | 55 | * | FORD | 2003 | F-250, Vitaliy | Rt Sup | Woodinville | 2 | 120 | 65 | YES | Y | | | | | |
| C354 | 5 | * | FORD | 2003 | F-250, Bill Schied | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | | |
| C355 | 5 | * | FORD | 2003 | F-250, Dennis | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | | |
| C356 | 5 | * | FORD | 2003 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | N | | | | | |
| C391 | 5 | * | Ford | 2001 | F-250 Blaine | SALES | Puyallup | 2 | 120 | 65 | YES | YES | | | | | |
| C410 | 5 | * | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | | |
| C411 | 5 | * | FORD | 2004 | F-250, Steve T | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | | | |
| C412 | 55 | * | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | | | |
| C413 | 56 | * | FORD | 2004 | F-250, Richard | SALES | Coburg | 2 | 120 | 65 | YES | N | | | | | |
| C415 | 5 | | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | | | |
| C428 | 5 | * | FORD | 2005 | F-250, Scott P | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | | |
| C429 | 5 | * | FORD | 2005 | F-250, Dave Wiggins | RT SUP | Sea | 2 | 120 | 65 | YES | YES | | | | | |
| C430 | 50 | * | FORD | 2005 | F-250, Paul | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | | | |
| C432 | 56 | * | FORD | 2005 | F-250 Damion | SALES | Salem | 2 | 120 | 65 | YES | N | | | | | |
| C433 | 55 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | | | | | | |
| C434 | 55 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | | | | | | |
| C436 | 55 | * | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | | | | | | |
| C437 | 55 | * | FORD | 2005 | | Rt Sup | Mt Vernon | 6 | 300 | 100 | YES | Y | | | | | |
| C458 | 56 | * | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | | | | | |
| C459 | 50 | * | Ford | 2006 | F-250 Stan | SALES | Spokane | 2 | 120 | 65 | YES | Y | | | | | |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | Location | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | mileage | miles 2006 | CPM | R & M 2006 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C263 | 56 | * | FORD | 99 | F-250, | SALES | Coburg | 2 | 120 | 65 | YES | N | 385,000 | 45,000 | $0.48 | $7,800 | $0.17 |
| C279 | 56 | * | FORD | 2000 | F-250, | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 302,300 | 66,000 | $0.32 | $7,200 | $0.11 |
| C223 | 56 | * | FORD | 98 | F-250, | SALES | Portland | 2 | 120 | 65 | YES | N | 350,000 | 48,600 | $0.39 | $6,317 | $0.13 |
| C266 | 5 | * | FORD | 99 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 300,000 | 36,000 | $0.41 | $5,000 | $0.14 |
| C224 | 55 | * | FORD | 98 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | N | 350,000 | 44,000 | $0.40 | $4,475 | $0.10 |
| C264 | 56 | * | FORD | 99 | F-250, | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 310,000 | 43,500 | $0.39 | $4,150 | $0.10 |
| C289 | 56 | * | FORD | 2000 | F-250, | SALES | Longview | 2 | 120 | 65 | YES | YES | 350,000 | 46,000 | $0.35 | $3,200 | $0.07 |
| | | | | | | | | | | | | | | | | | |
| C254 | 5 | | FORD | 99 | F-250, Tim P | Tim P | Puyallup | 3 | | | YES | YES | 240,000 | 30,000 | $0.24 | $3,750 | $0.13 |
| C336 | 50 | | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | 280,000 | 18,000 | $0.57 | $3,300 | $0.18 |
| C258 | 55 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | | | YES | N | 220,000 | 28,000 | $0.28 | $2,630 | $0.09 |
| C284 | 56 | | FORD | 99 | F-250, 4 wd | Jason | Salem | 3 | | | YES | Y | 295,000 | 25,000 | $0.30 | $1,062 | $0.04 |
| C262 | 56 | | FORD | 99 | F-150 Jamie | Jamie | Portland | 3 | | | YES | N | 202,000 | 26,000 | $0.24 | $900 | $0.03 |
| | | | | | | | | | | | | | | | | | |
| Jamies pick up to Jason P | | | | | | | | | | | | | | | | | |
| Tim Ps pick up to Jamie | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| New Pick up for Tim P | | | | | | | | | | | | | | | | | |
| New Pick up for sales | | | | | | | | | | | | | | | | | |
| New Pick up for sales | | | | | | | | | | | | | | | | | |
| New Pick up for sales | | | | | | | | | | | | | | | | | |
| New Pick up for sales | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| C205 | 50 | | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | | | Yes | Y | 243,000 | 17,500 | $0.50 | $3,829 | $0.22 |
| C336 | 50 | | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | 280,000 | 18,000 | $0.57 | $3,300 | $0.18 |
| C263 | 56 | * | FORD | 99 | F-250, Johny N | SALES | Coburg | 2 | 120 | 65 | YES | N | 385,000 | 45,000 | $0.48 | $7,800 | $0.17 |
| C287 | 55 | * | FORD | 2000 | F-250, Jack | SALES | Woodinville | 2 | 120 | 65 | YES | N | 250,000 | 47,000 | $0.40 | $7,400 | $0.16 |
| C266 | 5 | * | FORD | 99 | F-250, Stuart Loving | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 300,000 | 36,000 | $0.41 | $5,000 | $0.14 |
| C223 | 56 | * | FORD | 99 | F-250, | SALES | Portland | 2 | 120 | 65 | YES | N | 350,000 | 48,600 | $0.39 | $6,317 | $0.13 |
| C254 | 5 | | FORD | 99 | F-250, Tim P | Tim P | Puyallup | 3 | | | YES | YES | 240,000 | 30,000 | $0.24 | $3,750 | $0.13 |
| C283 | 5 | * | FORD | 2000 | F-250, Greg Brandner | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | 250,000 | 45,000 | $0.67 | $5,000 | $0.11 |
| C279 | 56 | * | FORD | 2000 | F-250, Alberto | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 302,300 | 66,000 | $0.32 | $7,200 | $0.11 |
| C224 | 55 | * | FORD | 98 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | N | 350,000 | 44,000 | $0.40 | $4,475 | $0.10 |
| C264 | 56 | * | FORD | 99 | F-250, Fred R | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 310,000 | 43,500 | $0.39 | $4,150 | $0.10 |
| C258 | 55 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | | | YES | N | 220,000 | 28,000 | $0.28 | $2,630 | $0.09 |
| C289 | 56 | * | FORD | 2000 | F-250, Cecil | SALES | Longview | 2 | 120 | 65 | YES | YES | 350,000 | 46,000 | $0.35 | $3,200 | $0.07 |
| C220 | 56 | | FORD | 92 | F-250 | Dave | Portland | 3 | | | NO | Y | 290,000 | 20,151 | $0.28 | $1,200 | $0.06 |
| C284 | 56 | | FORD | 99 | F-250, 4 wd | Jason | Salem | 3 | | | YES | Y | 295,000 | 25,000 | $0.30 | $1,062 | $0.04 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C262 | 56 | FORD | 99 | F-150 Jamie | Jamie | Portland | 3 | | | YES | N | 202,000 | 26,000 | $0.24 | $900 | $0.03 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| C263 | 56 * | FORD | 99 | F-250, Johny N | SALES | Coburg | 2 | 120 | 65 | YES | N | 385,000 | 45,000 | $0.48 | $7,800 | $0.17 |
| C223 | 56 * | FORD | 99 | F-250, | SALES | Portland | 2 | 120 | 65 | YES | N | 350,000 | 48,600 | $0.39 | $6,317 | $0.13 |
| C224 | 55 * | FORD | 98 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | N | 350,000 | 44,000 | $0.40 | $4,475 | $0.10 |
| C289 | 56 * | FORD | 2000 | F-250, Cecil | SALES | Longview | 2 | 120 | 65 | YES | YES | 350,000 | 46,000 | $0.35 | $3,200 | $0.07 |
| C264 | 56 * | FORD | 99 | F-250, Fred R | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 310,000 | 43,500 | $0.39 | $4,150 | $0.10 |
| C279 | 56 * | FORD | 2000 | F-250, Alberto | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 302,300 | 66,000 | $0.32 | $7,200 | $0.11 |
| C266 | 5 * | FORD | 99 | F-250, Stuart Loving | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 300,000 | 36,000 | $0.41 | $5,000 | $0.14 |
| C284 | 56 | FORD | 99 | F-250, 4 wd | Jason | Salem | 3 | | | YES | Y | 295,000 | 25,000 | $0.30 | $1,062 | $0.04 |
| C336 | 50 | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | 280,000 | 18,000 | $0.57 | $3,300 | $0.18 |
| C283 | 5 * | FORD | 2000 | F-250, Greg Brandner | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | 250,000 | 45,000 | $0.67 | $5,000 | $0.11 |
| C287 | 55 * | FORD | 2000 | F-250, Jack | SALES | Woodinville | 2 | 120 | 65 | YES | N | 250,000 | 47,000 | $0.40 | $7,400 | $0.16 |
| C205 | 50 | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | | | Yes | Y | 243,000 | 17,500 | $0.50 | $3,829 | $0.22 |
| C254 | 5 | FORD | 99 | F-250, Tim P | Tim P | Puyallup | 3 | | | YES | YES | 240,000 | 30,000 | $0.24 | $3,750 | $0.13 |
| C258 | 55 | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | | | YES | N | 220,000 | 28,000 | $0.28 | $2,630 | $0.09 |
| C262 | 56 | FORD | 99 | F-150 Jamie | Jamie | Portland | 3 | | | YES | N | 202,000 | 26,000 | $0.24 | $900 | $0.03 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| C263 | 56 * | FORD | 99 | F-250, | SALES | Coburg | 2 | 120 | 65 | YES | N | 385,000 | 45,000 | $0.48 | $7,800 | $0.17 |
| C279 | 56 * | FORD | 2000 | F-250, | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 302,300 | 66,000 | $0.32 | $7,200 | $0.11 |
| C223 | 56 * | FORD | 99 | F-250, | SALES | Portland | 2 | 120 | 65 | YES | N | 350,000 | 48,600 | $0.39 | $6,317 | $0.13 |
| C266 | 5 * | FORD | 99 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 300,000 | 36,000 | $0.41 | $5,000 | $0.14 |
| C283 | 5 * | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | 250,000 | 45,000 | $0.67 | $5,000 | $0.11 |
| C224 | 55 * | FORD | 98 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | N | 350,000 | 44,000 | $0.40 | $4,475 | $0.10 |
| C264 | 56 * | FORD | 99 | F-250, | RT SUP | Salem | 2 | 120 | 65 | YES | Y | 310,000 | 43,500 | $0.39 | $4,150 | $0.10 |
| C254 | 5 | FORD | 99 | F-250, Tim P | Tim P | Puyallup | 3 | | | YES | YES | 240,000 | 30,000 | $0.24 | $3,750 | $0.13 |
| C336 | 50 | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | 280,000 | 18,000 | $0.57 | $3,300 | $0.18 |
| C289 | 56 * | FORD | 2000 | F-250, | SALES | Longview | 2 | 120 | 65 | YES | YES | 350,000 | 46,000 | $0.35 | $3,200 | $0.07 |
| C258 | 55 | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | | | YES | N | 220,000 | 28,000 | $0.28 | $2,630 | $0.09 |
| C284 | 56 | FORD | 99 | F-250, 4 wd | Jason | Salem | 3 | | | YES | Y | 295,000 | 25,000 | $0.30 | $1,062 | $0.04 |
| C262 | 56 | FORD | 99 | F-150 Jamie | Jamie | Portland | 3 | | | YES | N | 202,000 | 26,000 | $0.24 | $900 | $0.03 |

| PC-50 | | | | | | | STD | | |
|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | PC | MAKE | YEAR | MODEL | DUTY | Location | units | DESCRIPTION | |
| | | | | | | | W/GATE | | |
| | | | | | | | | | |
| T111 | 50 | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 10 | W/ UNIT TRAYS, FROM NW SAN | |
| T112 | 50 | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | W/ SIDERAILS,FROM NW SAN | |
| T113 | 50 | H-MADE | 1988 | UNIT CARRIER | TRL | Rathdrum | 6 | W/ SIDERAILS,FROM NW SAN | |
| T148 | 50 | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | |
| T182 | 50 | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | W/ BEAM | |
| T185 | 50 | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | |
| T220 | 50 | Newbill | 2002 | UNIT CARRIER | TRL | Rathdrum | 18 | from newbill | |
| | | | | | | | | | |
| PC-56 | | | | | | | STD | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | | |
| T66 | 56 | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | |
| T95 | 56 | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | |
| T99 | 56 | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | |
| T100 | 56 | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | Rebuilt 2006 | |
| T114 | 56 | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | |
| T133 | 56 | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | |
| T137 | 56 | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | |
| T183 | 56 | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | |
| T188 | 56 | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | |
| T-211 | 56 | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | |
| | | | | | | | | | |
| PC55 | | | | | | | STD | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | | |
| | | | | | | | W/GATE | DESCRIPTION | |
| T101 | 55 | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | FLAT rail trailer | |
| T110 | 55 | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | |
| T161 | 55 | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | FLATBED, 2 UNIT HUMP | |
| T186 | 55 | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | in mt vernon | |
| T187 | 55 | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | |
| T210 | 55 | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | W/ BEAM | |
| T31 | 55 | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | |
| T61 | 55 | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | |
| T67 | 55 | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | FLATBED, 4 UNIT HUMP | |
| T224 | 55 | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | Rail | |

| PC5 | | | | | | | STD | | |
|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | | |
| | | | | | | | W/GATE | DESCRIPTION | |
| RT2 | 5 | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | FLATBED, 4 UNIT HUMP | |
| RT3 | 5 | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | FLATBED, 4 UNIT HUMP | |
| T56 | 5 | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | FLATBED, LONG TONGUE | |
| T98 | 5 | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | W/RAIL, FROM B & B | |
| T109 | 5 | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | Heavy | |
| T143 | 5 | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | W/ BEAM | |
| T150 | 5 | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | W/ BEAM | |
| T178 | 5 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | W/ BEAM | |
| T179 | 5 | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | | |
| T184 | 5 | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | |
| T189 | 5 | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | |
| T190 | 5 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | W/ BEAM | |
| T208 | 5 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | W/ BEAM | |
| T209 | 5 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | W/ BEAM | |
| T219 | 5 | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | from newbill | |
| T222 | 5 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | Rail | |
| T223 | 5 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | Rail | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Non unit movers | | | | | | | | | |
| T177 | | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | |
| T97 | | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | | |
| | | | | | | | | | |
| T139 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | |
| T140 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | ONE ROOM (UNISEX) | |
| T145 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | ONE ROOM (UNISEX) | |
| T146 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | ONE ROOM (UNISEX) | |
| T153 | | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | ONE ROOM (UNISEX) | |
| T130 | | ACSI | 99 | COMFORT STATION | TRL | Salem | 0 | Container delivery | |
| T131 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | | |
| T132 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | | |
| T169 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | | |
| T197 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | ADA unit | |
| T116 | | OLYMPIC | 97 | SHOWER CS | TRL | Salem | 0 | | |
| T156 | | Higgy | 2001 | Higgy | TRL | Portland | 0 | | |
| T212 | | Higgy | 2005 | Higgy | TRL | Portland | 0 | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| T174 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | |
| T175 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| T192 | | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | FLATBED - ITS DEAD | |
| T162 | 55 | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | from AAA | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | gals | | | |
| EQUIPT.# | Book Value 9-05 | year | | | | | | | | |
| | | | | | | | | | | |
| C368 | $40,226.00 | 2001 | | | | | | | | |
| C376 | $41,222.00 | 2002 | | | | | | | | |
| C362 | $22,428.00 | 1995 | | | | | | | | |
| C364 | $24,766.00 | 1995 | | | | | | | | |
| C365 | $24,791.00 | 1996 | | | | | | | | |
| C385 | $38,554.00 | 1999 | | | | | | | | |
| | | | | | | | | | | |
| | | c372 | rad | | | length | c inches | CF | | |
| | | water | 60 | 30 | 2826 | 36 | 101736 | 58.875 | 438.6188 | |
| | | waste | 60 | 30 | 2826 | 72 | 203472 | 117.75 | 877.2375 | |
| | | | | | | | | | | |
| | | from rt truck, lic # 54744x | | | | | | | | |
| | | water | 48 | 24 | 1808.64 | 36 | 65111 | 37.68 | 280.716 | |
| | | waste | 48 | 24 | 1808.64 | 90 | 162778 | 94.2 | 701.79 | |
| | | | | | | 126 | total add to waste side of 18" barrel | | | |
| | | tank off s/w 103? | | | | | | | | |
| | | water | | 0 | 0 | | 0 | 0 | 0 | |
| | | waste | 36 | 18 | 1017.36 | 68 | 69180 | 40.035 | 298.2608 | |
| | | | | | | | | | | |
| | | tank only | | | | | | | | |
| | | water | | 0 | 0 | | 0 | 0 | 0 | |
| | | waste | 42 | 21 | 1384.74 | 96 | 132935 | 76.93 | 573.1285 | |
| | | | | | | | | | | |
| | 2 each | from mints w/ motor | | | | | | | | |
| | | water | 45 | 22.5 | 1589.625 | 34 | 54047 | 31.27734 | 233.0162 | |
| | | waste | 45 | 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 | |
| | | | | | | | | | | |
| | | Tank only | | | | | | | | |
| | | water | | 0 | 0 | | 0 | 0 | 0 | |
| | | waste | 36 | 18 | 1017.36 | 60 | 61042 | 35.325 | 263.1713 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| c381 | | | | | | | | |
| water | 50 | 25 | 1962.5 | 37 | 72613 | 42.02112 | 313.0574 | |
| waste | 50 | 25 | 1962.5 | 89 | 174663 | 101.0778 | 753.0299 | |
| | | | | 126 | with modifications | | | |
| | | | | | | | | |
| tank off s/w | | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 | |
| waste | 36 | 18 | 1017.36 | 64 | 65111 | 37.68 | 280.716 | |
| | | | | | | | | |
| | | | | | | | | |
| from rt truck, 299 | | | | | | | | |
| water | 54 | 27 | 2289.06 | 32 | 73250 | 42.39 | 315.8055 | |
| waste | 54 | 27 | 2289.06 | 84 | 192281 | 111.2738 | 828.9894 | |
| | | | | 116 | total add of 24" of barrel length. | | | |
| | | | | | | | | |
| C229 | | | | | | | | |
| water | 54 | 27 | 2289.06 | 35 | 80117 | 46.36406 | 345.4123 | |
| waste | 54 | 27 | 2289.06 | 71 | 162523 | 94.05281 | 700.6935 | |
| | | | | 106 | | | | |
| dome | | | | 3 | on waste end | | | |
| | | | | 109 | | | | |
| | | | | | | | | |
| C230 | Before change 2-21-07 | | | | | | | |
| water | 54 | 27 | 2289.06 | 27 | 61805 | 35.76656 | 266.4609 | |
| waste | 54 | 27 | 2289.06 | 75 | 171680 | 99.35156 | 740.1691 | |
| | | | | 102 | | | | |
| dome | | | | 3 | on waste end | | | |
| | | | | 105 | | | | |
| | | | | | | | | |
| C230 | After change 2-21-07 | | | | | | | |
| water | 54 | 27 | 2289.06 | 42 | 96141 | 55.63688 | 414.4947 | |
| waste | 54 | 27 | 2289.06 | 92 | 210594 | 121.8713 | 907.9408 | |
| | | | | 134 | | | | |
| dome | | | | 6 | on waste end | | | |
| room between tank & cab | | | | 3 | | | | |
| | | | | 140 | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PC-50** | | | | | | | | STD | | | | | | pressure |
| EQUIPT.# | | GPS | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump |
| **PC-56** | | | | | | | | STD | | | | | | |
| EQUIPT.# | Ifta # | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| | | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | |
| C242 | 606102 | * | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS HONEST JOHNS | |
| C369 | 606103 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | |
| C280 | 606104 | | FRTL | 86 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | |
| | | | | | | | | | | | | | | |
| **PC55** | | | | | | | | STD | | | | | | |
| EQUIPT.# | | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| C376 | 606111 | * | FRTL | 2002 | Freightliner | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | from WMI | |
| | | | | | | | | | | | | | | |
| **PC5** | | | | | | | | STD | | | | | | |
| EQUIPT.# | | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| C240 | 606110 | * | PETE | 97 | SLOPE | ROUTE | Puyallup | 3 | 1700 | 300 | NO | Y | | |
| C241 | 606109 | * | PETE | 97 | SLOPE | P & D | Rathdrum | 8 | 650 | 275 | YES | Y | | |
| C281 | 606108 | | FRTL | 86 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | |
| C362 | | * | INTL | 95 | 4700 SERIES | ROUTE | Woodinville | 2 | 1000 | 500 | NO | Y | from WMI | |
| C364 | | * | INTL | 95 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI | |
| C365 | | * | INTL | 96 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI | |
| C367 | | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | |
| C368 | | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | |

| PC-50 | | | | | | | STD | | | | | | pressure | Lic # | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | | |
| | | | | | | | | | | | | | | | |
| C396 | * | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | | |
| C421 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | | |
| C253 | | Chev | | suburban | Passenger | Rathdrum | | | | | | | | | |
| C304 | | Mack | 89 | CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | For Gorge | YES | CDL | |
| C194 | | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | | | | |
| C240 | | PETE | 97 | SLOPE | ROUTE | Gorge | 3 | 1700 | 300 | NO | Y | | | CDL | |
| C293 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | turn off @ road | | | |
| C294 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | turn off @ road | | | |
| C502 | * | Ford | 2008 | F550 super duty 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | yes | | |
| C535 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | YES | | |
| C536 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | YES | | |
| C539 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | |
| C540 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | |
| C530 | * | Ford | 2008 | F 250 4x4 Brian | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | | | |
| C430 | * | FORD | 2005 | F-250, Mike | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | | |
| C459 | * | Ford | 2006 | F-250 Mike | SALES | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | | | |
| C487 | * | Ford | 2007 | F-250 Float | other | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | | park it for season | |
| T177 | | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | | | | | | | |
| T111 | | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | W/ UNIT TRAYS, FROM NW SAN | | | |
| T112 | | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | | | | | W/ SIDERAILS,FROM NW SAN | | | |
| T113 | | H-MADE | 1988 | UNIT CARRIER | TRL | Gorge | 6 | | | | | W/ SIDERAILS,FROM NW SAN | | | |
| T148 | | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | | | | | | | |
| T182 | | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | W/ BEAM | | | |
| T185 | | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | | |
| T220 | | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | | | | | from newbill | | | |
| T230 | | Gotta Go | 1997 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | from Gotta Go | | | |
| T236 | | Gotta Go | ? | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | from Gotta Go | | | |
| T97 | | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | 700 | 0 | | | From b & B | | | |
| T297 | | mCkEE | 2008 | Hand wash trl | TRL | Rathdrum | 0 | | | | | new | | | |
| T299 | | Eagle | 2008 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | new | | | |
| | | | | | | | | | | | | | | | |
| PC-56 | | | | | | | STD | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | |
| T139 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | | | | |
| T140 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T145 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T146 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T153 | | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| C405 | | Chevrolet | 2000 | 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | | | | |
| C254 | | FORD | 99 | F-250, Jamie G | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | | | |
| C276 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | | |
| C300 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | | |
| C301 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C317 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |
| C337 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| C483 | * | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank from out back | | | |
| C242 | * | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS B & B | | CDL | |
| C325 | * | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | | |
| C319 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | | |
| C324 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 300 | NO | N | | | | |
| C341 | * | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | | |
| C342 | * | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | | |
| C369 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | | CDL | |
| C394 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | | | | |
| C401 | * | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | | |
| C402 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 2 | 800 | 500 | NO | Y | | | | |
| C442 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | Was used tank | Y | | |
| C443 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | | |
| C474 | * | INTL | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 1000 | 400 | NO | Y | Was 365 | | | |
| C533 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | N | Was C273 | y | | |
| C458 | * | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | | | |
| C413 | * | FORD | 2004 | F-250, float | SALES | Salem | 2 | 120 | 65 | YES | N | | | | |
| C432 | * | FORD | 2005 | F-250 Damion | SALES | Salem | 2 | 120 | 65 | YES | N | | | | |
| C489 | | FORD | 2007 | F150 | Jason | Salem | 3 | 0 | 0 | YES | n | Replaced 284 | | | |
| C486 | * | FORD | 2007 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | |
| C495 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | | | |
| C496 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | | | |
| C498 | * | Ford | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | |
| C499 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | | | |
| C500 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | | | |
| C523 | * | FORD | 2008 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | N | Replaced c223 | | | |
| | | | | | | | | | | | | | | | |
| C280 | | FRTL | 86 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | | |
| C281 | | FRTL | 86 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | | |
| X 088 | | Hummer | 1999 | Hummer | | | | | | | | | | | |
| T130 | | ACSI | 99 | COMFORT STATION | TRL | Salem | 0 | 800 | 0 | | | Container delivery | | | |
| T131 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | | |
| T132 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | | |
| T169 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | | |
| T197 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | 1000 | 0 | YES | | ADA unit | | | |
| T116 | | OLYMPIC | 97 | SHOWER CS | TRL | Salem | 0 | 700 | 0 | | | | | | |
| T143 | | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | W/ BEAM | | | |
| T156 | | Higgy | 2001 | Higgy | TRL | Portland | 0 | | | | | | | | |
| T212 | | Higgy | 2005 | Higgy | TRL | Portland | 0 | | | | | | | | |
| T66 | | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | |
| T95 | | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | | | | | | | |
| T99 | | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | | | | | | | |
| T100 | | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | | | | | | | | |
| T114 | | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | |
| T133 | | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | | | | | | | |
| T137 | | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | | | | | | | |
| T183 | | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | | | | | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T188 | | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | | | | | | | |
| T-211 | | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | | | | | | | |
| T-254 | | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | |
| T-255 | | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | |
| T300 | | Eagle | 2008 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | |
| T288 | | American | 2008 | Comfort station, 24' | TRL | Portland | | | | | | | | | |
| T289 | | American | 2008 | Comfort station, 32' | TRL | Portland | | | | | | | | | |
| T290 | | American | 2008 | Shower trl, 8 head | TRL | Portland | | | | | | | | | |
| T291 | | American | 2008 | Shower trl, 6 head | TRL | Portland | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| **PC55** | | | | | | | STD | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | |
| C198 | * | INTL | 97 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| C274 | * | INTL | 2000 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| C400 | * | Intl | 2004 | 4300 series | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| C452 | * | INTL | 2006 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | Was 162 | Y | | |
| C538 | * | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | |
| C419 | * | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | |
| C320 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | | |
| C448 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | Y | | |
| C453 | * | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Used cab | Y | | |
| C454 | * | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | Y | | |
| C472 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 400 | NO | Y | Was 364 | Y | | |
| C475 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 700 | 350 | NO | Y | Was 229 | Y | | |
| C477 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | | | NO | Y | Was 179 | Y | | |
| C479 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | |
| C480 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | |
| C321 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | |
| C541 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | Y | | |
| C437 | * | FORD | 2005 | F-250 Jeremy C | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | | | |
| C412 | * | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | | |
| C434 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | |
| C494 | * | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | | | |
| C497 | * | GMC | 2007 | C25 / Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | | | |
| C356 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | N | | | | |
| C258 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | 0 | 0 | YES | N | | | | |
| T101 | | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | | | | | FLATBED, 4 UNIT HUMP | | | |
| T110 | | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | 100 | | | 14 unit cable with hump | | | |
| T161 | | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | | | | | FLATBED, 2 UNIT HUMP | | | |
| T162 | | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | | | | | from AAA | non existant per TW 5/13/08 | | |
| T186 | | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | | | | | 12 unit with hump | | | |
| T187 | | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | | | | fenders | | | |
| T210 | | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| T31 | | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | 8 unit with hump | | | |
| T61 | | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | | | | 16 unit with hump | | | |
| T67 | | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | | | | | 16 unit with hump | | | |
| T224 | | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T258 | | Helm | 2007 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| | | | | | | | | | | | | | | | |
| **PC5** | | | | | | | STD | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | |
| C422 | * | INTL | 99 | 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | | |
| C391 | * | Ford | 2001 | F-250 Tim P | SALES | Puyallup | 3 | 0 | 0 | YES | YES | from WMI | | | |
| C415 | | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | | |
| C241 | | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | CDL | |
| C302 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | |
| C303 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | |
| C338 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| C395 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | |
| C398 | * | INTL | 2004 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | |
| C451 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | |
| C478 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | |
| C482 | * | INTL | 2006 | 4300 SERIES | P & D | Sea | 2 | 450 | 250 | NO | Y | Was 163 | | | |
| C409 | * | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | Came from PC 50 | |
| C420 | * | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | Came from PC 50 | |
| C298 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | | |
| C340 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | | |
| C367 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | CDL | |
| C368 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | CDL | |
| C376 | * | FRTL | 2002 | Freightliner | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | CDL | |
| C268 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | |
| C403 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | | |
| C418 | * | INTL | 2005 | 4300 SERIES | ROUTE | Belfair | 2 | 700 | 300 | NO | NO | | | | |
| C295 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | |
| C297 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | |
| C272 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | | | | |
| C449 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) | Y | | |
| C450 | * | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | | |
| C473 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 400 | NO | Y | Was 362 | | | |
| C476 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | Was 230 | | | |
| C481 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | |
| C484 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | |
| C509 | * | INTL | 2007 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | Was 399 | | | |
| C534 | * | INTL | 2007 | 4300SERIES | ROUTE | Belfair | 2 | 800 | 350 | NO | NO | Was C296 | y | | |
| C410 | * | FORD | 2004 | F-250, Greg B | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | |
| C411 | * | FORD | 2004 | F-250, Matt S | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | | |
| C354 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | |
| C428 | * | FORD | 2005 | F-250, Steve T | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | |
| C429 | * | FORD | 2005 | F-250, Scott P | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | |
| C527 | * | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | | | |
| C528 | * | FORD | 2008 | F-250,Jeff N | SALES | Sea | 2 | 120 | 65 | YES | y | Replaces C283 | | | |
| RT2 | | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |
| RT3 | | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |
| T56 | | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | | | | | FLATBED, LONG TONGUE | | | |
| T98 | | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | | | | | W/RAIL, FROM B & B | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T109 | | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | | | | | | | | |
| T150 | | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | | | | | W/ BEAM | | | |
| T178 | | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Scotts | | | |
| T184 | | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | | | | |
| T189 | | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | | | |
| T190 | | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Scotts | | | |
| T192 | | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | FLATBED - ITS DEAD | | | |
| T208 | | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | | | | | W/ BEAM | | | |
| T209 | | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | | | | | W/ BEAM | | | |
| T219 | | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | | | | | from newbill | | | |
| T174 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | | | | | | | |
| T175 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | | | | | | | |
| T222 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| T223 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| T256 | | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| T257 | | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| **PC57** | | | | | | | STD | | | | | | | | |
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | pressure | license | lic |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | pump | Number | state |
| | | | | | | | | | | | | | | | |
| C 558 | | Jeep | 1997 | grand cherokee | other | Salt Lake | | | | | y | 5 passengter veh | | | UT |
| C492 | * | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | new from scratch | n | B11353B | WA |
| C505 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | B84254C | WA |
| C506 | * | FORD | 2008 | F-250 Sales Chris | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | n | 936PKG | UT |
| C507 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 372PKE | UT |
| C508 | * | FORD | 2008 | F-250 4 wd Don T | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 916PHY | UT |
| C513 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | 2815AP | UT |
| C514 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | 462UWN | UT |
| C522 | * | FORD | 2008 | F-250 Sales Steve | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | A161FB | UT |
| C542 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | A468GH | UT |
| C543 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | A991FB | UT |
| | | | | | | | | | | | | | | | |
| T179 | | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | fenders | | | |
| T259 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0488TD | ID PERM |
| T260 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 16 | | | | | Rail | | 0482TD | ID PERM |
| T261 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0481TD | ID PERM |
| T301 | | Eagle | 2008 | UNIT CARRIER | TRL | Salt Lake | 20 | | | | | Rail w cables | | 019818A | UT |
| T298 | | Nu Concepts | 2008 | 2 unit vip trlr | TRL | Salt Lake | 2 | | | | | platform | | | UT |
| | | | | | | | | | | | | | | | |
| | | for action 12-7-09 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| C409 | * | Ford | 2004 | F-550 super duty 4wd | P & D | | | | | | | move from PC 50 to PC 5 | | | |
| C420 | * | INTL | 2005 | 4300 SERIES | ROUTE | | | | | | | move from PC 50 to PC 5 | | | |
| C471 | * | INTL | 2006 | 4300 SERIES | ROUTE | | | | | | | move from PC 50 to PC 5 | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2010 | | | | | | | | | | | | |
| For trade | | | | | | | | | | | | |
| C202 | | Ford | | Explorer | pass | Salt Lake | | | | | | was wrecked / See Eric W |
| C73 | | INTL | 82 | CABOVER | PUMPER | Salem | 0 | 3500 | 0 | NO | Y | Will sit in Longview |
| 2010 | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | |
| C182 | | INTL | 96 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | |
| C447 | * | INTL | 2006 | 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | turn off @ road |
| C271 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | turn off @ road |
| C537 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | turn off @ road |
| C286 | | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | |
| C471 | * | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | turn off @ road |
| C397 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | turn off @ road |
| C299 | * | INTL | 2001 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | turn off @ road |
| C444 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 900 | 450 | NO | N | turn off @ road |
| C445 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 825 | 315 | NO | N | turn off @ road |
| C446 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | turn off @ road |
| C339 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | turn off @ road |
| | | | | | | | | | | | | |
| C387 | * | Ford | 2000 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | turn off @ road |
| C389 | * | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | turn off @ road |
| | | | | | | | | | | | | |
| C262 | | FORD | 99 | F-150, Jamie G | other | Portland | 3 | 0 | 0 | YES | N | turn off @ road |
| C348 | * | FORD | 2003 | F-250 | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | turn off @ road |
| C355 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | turn off @ road |
| C205 | | Ford | 97 | F -250 | Sales | Salem | 2 | 0 | 0 | Yes | Y | move to Puy |
| C433 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | Y | will be in loaner fleet |
| C525 | * | FORD | 2008 | F-250 Craig R | Rt Sup | Woodinville | 2 | 120 | 65 | YES | Y | will be in loaner fleet |
| C436 | * | Ford | 2005 | F-250, Vancell | SALES | Woodinville | 2 | 120 | 65 | YES | Y | turn off @ road |
| | | | | | | | | | | | | |
| 2009 | | | | | | | | | | | | |
| For trade | | | | | | | | | | | | |
| C190 | * | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road |
| Mothballed | | | | | | | | | | | | |
| C408 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | turn off @ road |
| C323 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road |
| C269 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road |
| C270 | * | INTL | 2000 | 4700SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | turn off @ road |
| C318 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | turn off @ road |
| C288 | * | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | turn off @ road |
| C336 | | FORD | 95 | F-150, 4 wd | Rich | Puyallup | 2 | | | NO | Y | |
| C220 | | FORD | 92 | F-250 | Terry | Puyallup | 3 | 0 | 0 | NO | Y | |

| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | |
| C396 | 50 | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | | |
| T220 | 50 | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | | | | | from newbill | | | |
| C409 | 50 | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | | |
| T185 | 50 | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | | |
| C421 | 50 | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | | |
| T299 | 50 | Eagle | 2008 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | | |
| C194 | 50 | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | | | | |
| T113 | 50 | H-MADE | 1988 | UNIT CARRIER | TRL | Gorge | 6 | | | | | W/ SIDERAILS,FROM NW SAN | | | |
| C387 | 50 | Ford | 2000 | F 550 | P & D | Gorge | 6 | 450 | 250 | YES | Y | from WMI | | | |
| | | | | | | | | | | | | | | | |
| C530 | 50 | Ford | 2008 | F 250 4x4 | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | | | |
| T148 | 50 | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | | | | W/ BEAM | | | |
| C430 | 50 | FORD | 2005 | F-250, | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | | |
| T182 | 50 | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | for fence | | | |
| C459 | 50 | Ford | 2006 | F-250 | SALES | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | | | |
| T112 | 50 | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | | | | | W/ SIDERAILS,FROM NW SAN | | | |
| C487 | 50 | Ford | 2007 | F-250 | SALES | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| T111 | 50 | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | W/ UNIT TRAYS, FROM NW SAN | | | |
| T230 | 50 | Gotta Go | 1997 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | from Gotta Go | | | |
| T236 | 50 | Gotta Go | ? | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | from Gotta Go | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| C276 | 56 | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | | |
| T188 | 56 | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | | | | | | | |
| C300 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | | |
| T-254 | 56 | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | | | | |
| C301 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |
| T-255 | 56 | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | | | | |
| C317 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |
| T300 | 56 | Eagle | 2008 | UNIT CARRIER | TRL | Salem | 16 | | | | | | | | |
| C337 | 56 | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| T183 | 56 | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | | | | | | | |
| C483 | 56 | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank form out back | | | |
| T100 | 56 | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | | | | | | | | |
| C458 | 56 | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | | | |
| T99 | 56 | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | | | | | | | |
| C486 | 56 | FORD | 2007 | F-250 | RT SUP | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | |
| T-211 | 56 | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | | | | | | | |
| C495 | 56 | FORD | 2007 | F-250 | RT SUP | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | | | |
| T137 | 56 | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | | | | | | | |
| C496 | 56 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | | | |
| T133 | 56 | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | | | | | | | |
| C498 | 56 | Ford | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | |
| | | | | | | | | | | | | | | | |
| C499 | 56 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C500 | 56 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | | | |
| C523 | 56 | FORD | 2008 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | y | Replaced c223 | | | |
| T66 | 56 | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | |
| T95 | 56 | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | | | | | | | |
| T114 | 56 | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | |
| C198 | 55 | INTL | 97 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| T187 | 55 | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | | | | fenders | | | |
| C274 | 55 | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| T101 | 55 | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | | | | | FLATBED, 4 UNIT HUMP | | | |
| C389 | 55 | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | | |
| T186 | 55 | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | | | | | 12 unit with hump | | | |
| C400 | 55 | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| T61 | 55 | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | | | | 16 unit with hump | | | |
| C452 | 55 | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | | | |
| T67 | 55 | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | | | | | 16 unit with hump | | | |
| C538 | 55 | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | | | |
| T110 | 55 | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | | | | 14 unit cable with hump | | | |
| C433 | 55 | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | |
| C434 | 55 | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | |
| C436 | 55 | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | |
| T162 | 55 | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | | | | | from AAA | | | |
| C494 | 55 | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | | | |
| C497 | 55 | GMC | 2007 | C25 Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | | | |
| T258 | 55 | Helm | 2007 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| C525 | 55 | FORD | 2008 | F-250 Bob D | SALES | Woodinville | 2 | 120 | 65 | YES | Y | replaced C287 | | | |
| T31 | 55 | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | 8 unit with hump | | | |
| C412 | 55 | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | | |
| T210 | 55 | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| C437 | 55 | FORD | 2005 | F-250 Chris Y | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | | | |
| T224 | 55 | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| | | | | | | | | | | | | | non existant per TW 5/13/08 | | |
| T161 | 55 | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | | | | | FLATBED, 2 UNIT HUMP | | | |
| C241 | 5 | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | | |
| T109 | 5 | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | | | | | | | | |
| C302 | 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | |
| RT2 | 5 | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C303 | 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | |
| RT3 | 5 | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |
| C338 | 5 | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| T98 | 5 | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | | | | | W/RAIL, FROM B & B | | | |
| C395 | 5 | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | |
| T56 | 5 | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | | | | | FLATBED, LONG TONGUE | | | |
| C398 | 5 | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | | |
| T208 | 5 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | | | | | W/ BEAM | | | |
| C451 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | |
| T222 | 5 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| C478 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | |
| T256 | 5 | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| C482 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | | |
| T190 | 5 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Scotts | | | |
| | | | | | | | | | | | | | | | |
| C254 | 5 | FORD | 99 | F-250, Tim P | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | | | |
| T219 | 5 | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | | | | | from newbill | | | |
| C415 | 5 | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | | |
| T257 | 5 | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| C348 | 5 | FORD | 2003 | F-250, | Rt Sup | Puyallup | 2 | 120 | 65 | YES | Y | | | | |
| T223 | 5 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| C391 | 5 | Ford | 2001 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | YES | from WMI | | | |
| T178 | 5 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Scotts | | | |
| C410 | 5 | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | |
| T150 | 5 | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | | | | | W/ BEAM | | | |
| C411 | 5 | FORD | 2004 | F-250, Steve T | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | | |
| T209 | 5 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | | | | | W/ BEAM | | | |
| C429 | 5 | FORD | 2005 | F-250, | RT SUP | Sea | 2 | 120 | 65 | YES | YES | | | | |
| T143 | 5 | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | W/ BEAM | | | |
| C527 | 5 | FORD | 2008 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | | | |
| T179 | 5 | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | fenders | | | |
| C528 | 5 | FORD | 2008 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces C283 | | | |
| T189 | 5 | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | drillers | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| T184 | 5 | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | for fence | | | |
| | | | | | | | | | | | | | | | |
| T192 | 5 | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | FLATBED - ITS DEAD | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| C492 | 57 | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | new from scratch | n | B11353B | WA |
| | | | | | | | | | | | | | | | |
| C506 | 57 | FORD | 2008 | F-250 Sales Chris | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | n | 936PKG | UT |
| | | | | | | | | | | | | | | | |
| C507 | 57 | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 372PKE | UT |
| T259 | 57 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0488TD | ID PERM |
| C508 | 57 | FORD | 2008 | F-250 4 wd Don T | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 916PHY | UT |
| T261 | 57 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0481TD | ID PERM |
| C514 | 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | 462UWN | UT |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T260 | 57 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 16 | | | | | Rail | | 0482TD | ID PERM |
| C522 | 57 | FORD | 2008 | F-250 Sales Steve | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | A161FB | UT |
| | | | | | | | | | | | | | | | |
| C542 | 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | A468GH | UT |
| T301 | 57 | Eagle | 2008 | UNIT CARRIER | TRL | Salt Lake | 20 | | | | | Rail w cables | | 019818A | UT |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| C190 | * | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | |
| C286 | | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | For Gorge | YES | | |
| C336 | | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | | | | |
| C220 | | FORD | 92 | F-250 | Terry | Portland | 3 | 0 | 0 | NO | Y | MEN & WOMEN | | | |
| C408 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | | YES | | |
| C288 | * | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| T298 | 57 | Nu Concepts | 2008 | 2 unit vip trlr | TRL | Salt Lake | | | | | | platform | | | UT |
| T174 | 5 | Olympic | 2003 | comfort Station | TRL | ROVING | | | | | | | | | |
| T175 | 5 | Olympic | 2003 | comfort Station | TRL | ROVING | | | | | | | | | |
| T288 | 56 | American | 2008 | Comfort station, 24' | TRL | Portland | | | | | | | | | |
| T289 | 56 | American | 2008 | Comfort station, 32' | TRL | Portland | | | | | | | | | |
| T290 | 56 | American | 2008 | Shower trl, 8 head | TRL | Portland | | | | | | | | | |
| T291 | 56 | American | 2008 | Shower trl, 6 head | TRL | Portland | | | | | | | | | |
| T130 | 56 | ACSI | 99 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T131 | 56 | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T132 | 56 | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T169 | 56 | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T197 | 56 | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | | | | | | ADA unit | | | |
| T116 | 56 | OLYMPIC | 97 | SHOWER CS | TRL | Salem | | | | | | | | | |
| T156 | 56 | Higgy | 2001 | Higgy | TRL | Portland | | | | | | | | | |
| T212 | 56 | Higgy | 2005 | Higgy | TRL | Portland | | | | | | | | | |
| T97 | 50 | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | 700 | 0 | | | From b & B | | | |
| T297 | 50 | mCkEE | 2008 | Hand wash trl | TRL | Rathdrum | 0 | | | | | new | | | |
| T139 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | | | | |
| T140 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T145 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T146 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T153 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T177 | 50 | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | | | | | | | |

| | | have | | | | | | W/GATE | |
|---|---|---|---|---|---|---|---|---|---|
| | | picture | | | | | | | |
| RT2 | 5 | x | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | FLATBED, 4 UNIT HUMP |
| RT3 | 5 | x | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | FLATBED, 4 UNIT HUMP |
| T100 | 56 | x | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | |
| T101 | 55 | x | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | FLATBED, 4 UNIT HUMP |
| T109 | 5 | x | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | |
| T110 | 55 | x | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | 14 unit cable with hump |
| T111 | 50 | x | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 10 | W/ UNIT TRAYS, FROM NW SAN |
| T112 | 50 | x | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | W/ SIDERAILS,FROM NW SAN |
| T114 | 56 | x | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | |
| T116 | 56 | x | OLYMPIC | 97 | SHOWER CS | TRL | Salem | | |
| T131 | 56 | x | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | | |
| T132 | 56 | x | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | | |
| T133 | 56 | x | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | |
| T137 | 56 | x | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | |
| T139 | 56 | x | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | |
| T140 | 56 | x | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | ONE ROOM (UNISEX) |
| T143 | 5 | x | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | W/ BEAM |
| T145 | 56 | x | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | ONE ROOM (UNISEX) |
| T146 | 56 | x | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | ONE ROOM (UNISEX) |
| T148 | 50 | x | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | W/ BEAM |
| T150 | 5 | x | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | W/ BEAM |
| T153 | 56 | x | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | ONE ROOM (UNISEX) |
| T156 | 56 | x | Higgy | 2001 | Higgy | TRL | Portland | | |
| T160 | 55 | x | | | | | | | |
| T161 | 55 | x | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | FLATBED, 2 UNIT HUMP |
| T162 | 55 | x | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | from AAA |
| T169 | 56 | x | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | | |
| T174 | 5 | x | Olympic | 2003 | comfort Station | TRL | ROVING | | |
| T178 | 5 | x | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | Scotts |
| T179 | 5 | x | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | fenders |
| T182 | 50 | x | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | |
| T183 | 56 | x | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | |
| T184 | 5 | x | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | |
| T186 | 55 | x | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | 12 unit with hump |
| T187 | 55 | x | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | fenders |
| T188 | 56 | x | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | |
| T189 | 5 | x | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | |
| T190 | 5 | x | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | Scotts |
| T192 | 5 | x | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | FLATBED - ITS DEAD |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| T197 | 56 | x | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | | ADA unit |
| T208 | 5 | x | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | W/ BEAM |
| T209 | 5 | x | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | W/ BEAM |
| T210 | 55 | x | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | Rail |
| T-211 | 56 | x | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | |
| T212 | 56 | x | Higgy | 2005 | Higgy | TRL | Portland | | |
| T220 | 50 | x | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | from newbill |
| T222 | 5 | x | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | Rail |
| T-255 | 56 | x | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | |
| T256 | 5 | x | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 16 | Rail |
| T257 | 5 | x | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 8 | Rail |
| T259 | 57 | x | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | Rail |
| T260 | 57 | x | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 16 | Rail |
| T297 | 50 | x | mCkEE | 2008 | Hand wash trl | TRL | Rathdrum | 0 | new |
| T301 | 57 | x | Eagle | 2008 | UNIT CARRIER | TRL | Salt Lake | 20 | Rail w cables |
| T31 | 55 | x | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | 8 unit with hump |
| T56 | 5 | x | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | FLATBED, LONG TONGUE |
| T61 | 55 | x | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | 16 unit with hump |
| T66 | 56 | x | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | |
| T67 | 55 | x | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | 16 unit with hump |
| T95 | 56 | x | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | |
| T97 | 50 | x | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | From b & B |
| T98 | 5 | x | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | W/RAIL, FROM B & B |
| T99 | 56 | x | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | |
| | | | | | | | | | |
| T175 | 5 | | Olympic | 2003 | comfort Station | TRL | ROVING | | |
| T219 | 5 | | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | from newbill |
| T223 | 5 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | Rail |
| | | | | | | | | | |
| T113 | 50 | | H-MADE | 1988 | UNIT CARRIER | TRL | Gorge | 6 | W/ SIDERAILS,FROM NW SAN |
| T177 | 50 | | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | |
| T185 | 50 | | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | |
| T230 | 50 | | Gotta Go | 1997 | UNIT CARRIER | TRL | Rathdrum | 16 | from Gotta Go |
| T236 | 50 | | Gotta Go | ? | UNIT CARRIER | TRL | Rathdrum | 10 | from Gotta Go |
| T299 | 50 | | Eagle | 2008 | UNIT CARRIER | TRL | Rathdrum | 16 | |
| | | | | | | | | | |
| T224 | 55 | | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | Rail |
| T258 | 55 | | Helm | 2007 | UNIT CARRIER | TRL | Woodinville | 8 | Rail |
| | | | | | | | | | |
| T130 | 56 | | ACSI | 99 | COMFORT STATION | TRL | Salem | | |
| T-254 | 56 | | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| T288 | 56 | | American | 2008 | Comfort station, 24' | TRL | Portland | | |
| T289 | 56 | | American | 2008 | Comfort station, 32' | TRL | Portland | | |
| T290 | 56 | | American | 2008 | Shower trl, 8 head | TRL | Portland | | |
| T291 | 56 | | American | 2008 | Shower trl, 6 head | TRL | Portland | | |
| T300 | 56 | | Eagle | 2008 | UNIT CARRIER | TRL | Salem | 16 | |
| | | | | | | | | | |
| T261 | 57 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | Rail |
| T298 | 57 | | Nu Concepts | 2008 | 2 unit vip trlr | TRL | Salt Lake | | platform |

| PC-50 | | | | | | | STD | | | | | | pressure | Lic # |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | |
| | | | | | | | | | | | | | | |
| C409 | * | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | |
| C421 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | |
| | | | | | | | | | | | | | | |
| PC-56 | | | | | | | STD | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | |
| C276 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | |
| C300 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | |
| C301 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | |
| C317 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | |
| C337 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | |
| C483 | * | | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank form out back | | |
| PC55 | | | | | | | STD | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | |
| C198 | * | INTL | 97 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | |
| C274 | * | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| C389 | * | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | |
| C400 | * | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| C452 | * | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | Y | |
| C538 | * | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | |
| | | | | | | | | | | | | | | |
| PC5 | | | | | | | STD | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | |
| C241 | | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | |
| C302 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | |
| C303 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | |
| C338 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | |
| C395 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | |
| C398 | * | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | |
| C451 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | |
| C478 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | |
| C482 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | |

| | | length | c inches | CF | |
|---|---|---|---|---|---|
| 30 | 2826 | 36 | 101736 | 58.875 | 438.6188 |
| 30 | 2826 | 72 | 203472 | 117.75 | 877.2375 |

4744x

| | | | | | |
|---|---|---|---|---|---|
| 24 | 1808.64 | 36 | 65111 | 37.68 | 280.716 |
| 24 | 1808.64 | 90 | 162778 | 94.2 | 701.79 |

126 total add to waste side of 18" barrel

| | | | | | |
|---|---|---|---|---|---|
| 0 | 0 | | 0 | 0 | 0 |
| 18 | 1017.36 | 68 | 69180 | 40.035 | 298.2608 |

| | | | | | |
|---|---|---|---|---|---|
| 0 | 0 | | 0 | 0 | 0 |
| 21 | 1384.74 | 96 | 132935 | 76.93 | 573.1285 |

.

| | | | | | |
|---|---|---|---|---|---|
| 22.5 | 1589.625 | 34 | 54047 | 31.27734 | 233.0162 |
| 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 |

| | | | | | |
|---|---|---|---|---|---|
| 0 | 0 | | 0 | 0 | 0 |
| 18 | 1017.36 | 60 | 61042 | 35.325 | 263.1713 |

| | | | | | |
|---|---|---|---|---|---|
| 25 | 1962.5 | 37 | 72613 | 42.02112 | 313.0574 |
| 25 | 1962.5 | 89 | 174663 | 101.0778 | 753.0299 |

126 with modifications

| | | | | | |
|---|---|---|---|---|---|
| 0 | 0 | | 0 | 0 | 0 |
| 18 | 1017.36 | 64 | 65111 | 37.68 | 280.716 |

| | | | | | |
|---|---|---|---|---|---|
| 27 | 2289.06 | 32 | 73250 | 42.39 | 315.8055 |
| 27 | 2289.06 | 84 | 192281 | 111.2738 | 828.9894 |

116 total add of 24" of barrel length.

| | | | | | |
|---|---|---|---|---|---|
| 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 |

| | | | | | |
|---|---|---|---|---|---|
| 20 | 1256 | 72 | 90432 | 52.33333 | 389.8833 |

| | | | | | |
|---|---|---|---|---|---|
| 21.5 | 1451.465 | 72 | 104505 | 60.47771 | 450.5589 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 21 | 1384.74 | 83 | 114933 | 66.5124 | 495.5173 | |
| 21 | 1384.74 | 64 | 88623 | 51.28667 | 382.0857 | |
| 21.5 | 1451.465 | 68 | 98700 | 57.11784 | 425.5279 | |
| 21 | 1384.74 | 70 | 96932 | 56.09479 | 417.9062 | |
| 47 | 6936.26 | 205 | 1421933 | 822.8781 | 6130.442 | |
| 21 | 1384.74 | 83 | 114933 | 66.5124 | 495.5173 | |
| 23 | 1661.06 | 69 | 114613 | 66.32705 | 494.1365 | |
| 26 | 2122.64 | 33 | 70047 | 40.53653 | 301.9971 | |
| 26 | 2122.64 | 85 | 180424 | 104.4123 | 777.8714 | |
| | | 118 | with modifications | | | |
| | | 8 inces for domes | | | | |
| | | 126 inches total | | | | |
| 32 | 3215.36 | 24 | 77169 | 44.65778 | 332.7004 | |
| 32 | 3215.36 | 104 | 334397 | 193.517 | 1441.702 | |
| 24 | 1808.64 | 72 | 130222 | 75.36 | 561.432 | |
| 21 | 1384.74 | 80 | 110779 | 64.10833 | 477.6071 | |
| 27 | 2289.06 | 276 | 631781 | 365.6138 | 2723.822 | |
| 40 | 5024 | 252 | 1266048 | 732.6667 | 5458.367 | Belfair HB |

| EQUIPT.# | PC | | GPS | YEAR | MODEL | DUTY | Location | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | details | TRL HITCH | mileage | miles 2008 | R & M CPM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C253 | 50 | | Chev | | suburban, Jason / Ron | Passenger | Rathdrum | | | | NO | | y | 263,156 | 6,026 | $0.71 |
| C530 | 50 | * | Ford | 2008 | F 250 4x4, Mike P | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Aluminum Tanks | y | | | |
| C430 | 50 | * | FORD | 2005 | F-250, Paul S | SALES | Rathdrum | 2 | 120 | 65 | YES | | y | | | |
| C459 | 50 | * | Ford | 2006 | F-250, Mike James | SALES | Rathdrum | 2 | 120 | 65 | YES | Was 251 | y | | | |
| C487 | 50 | * | Ford | 2007 | F-250, Mark W | SALES | Rathdrum | 2 | 120 | 65 | YES | new from scratch | y | | | |
| C194 | 5 | | dodge | 1997 | Ram 1500 | Open | Sea | 0 | 0 | 0 | No | Set for SEA APT'S | y | 246,720 | 8,109 | $0.41 |
| | | | | | | | | | | | | | | | | |
| C489 | 56 | | FORD | 2007 | F150, Jason | Sup | Salem | 3 | 0 | 0 | YES | Replaced 284 | n | | | |
| C262 | 56 | | FORD | 99 | F-150, Jamie G | Sup | Portland | 3 | 0 | 0 | YES | | n | | | |
| C458 | 56 | * | FORD | 2006 | F-250, Mark Loveland | RT SUP | Portland | 2 | 120 | 65 | YES | Was 265 | y | | | |
| C413 | 56 | * | FORD | 2004 | F-250, Ryan Stevenson | SALES | Salem | 2 | 120 | 65 | YES | | n | | | |
| C432 | 56 | * | FORD | 2005 | F-250, open | SALES | Salem | 2 | 120 | 65 | YES | | y | | | |
| C495 | 56 | * | FORD | 2007 | F-250, Cecil | SALES | Longview | 2 | 120 | 65 | YES | Replaced C289 | y | | | |
| C496 | 56 | * | FORD | 2007 | F-250, Bryan Jones | RT SUP | Longview | 2 | 120 | 65 | YES | Replaced C264 | y | | | |
| C498 | 56 | * | Ford | 2007 | F-250, Damion S | RT SUP | Salem | 2 | 120 | 65 | YES | new from scratch | y | | | |
| C499 | 56 | * | FORD | 2007 | F-250, Joe Morin | SALES | Salem | 2 | 120 | 65 | YES | Replaced C263 | y | | | |
| C500 | 56 | * | FORD | 2007 | F-250, Fred Rogers | SALES | Coburg | 2 | 120 | 65 | YES | Replaced C279 | y | | | |
| C523 | 56 | * | FORD | 2008 | F-250, open | SALES | Salem | 2 | 120 | 65 | YES | Replaced c223 | y | | | |
| C205 | 50 | | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | 0 | 0 | Yes | | y | 266,425 | 7,650 | $0.32 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| C486 | 5 | * | FORD | 2007 | F-250, Brandon G | SALES | Puyallup | 2 | 120 | 65 | YES | new from scratch | y | | | |
| C412 | 55 | * | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | | y | | | |
| C437 | 55 | * | FORD | 2005 | F-250 Chris Y | Rt Sup | Woodinville | 2 | 300 | 100 | YES | | y | | | |
| C433 | 55 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | | y | | | |
| C434 | 55 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | | y | | | |
| C436 | 55 | * | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | | y | | | |
| C494 | 55 | * | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | Was C224 | y | | | |
| C497 | 55 | * | GMC | 2007 | C25, Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | new from scratch | y | | | |
| C525 | 55 | * | FORD | 2008 | F-250 Bob D | SALES | Woodinville | 2 | 120 | 65 | YES | replaced C287 | y | | | |
| C258 | 55 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | 0 | 0 | YES | | n | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| C348 | 55 | * | FORD | 2003 | F-250, Jeremy | Sales | Woodinville | 2 | 120 | 65 | YES | | y | 178,350 | 9,761 | $1.14 |
| C410 | 5 | * | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | | y | | | |
| C411 | 5 | * | FORD | 2004 | F-250, Rich T | RT SUP | Puyallup | 2 | 120 | 65 | YES | | y | | | |
| C429 | 5 | * | FORD | 2005 | F-250, open | RT SUP | Puyallup | 2 | 120 | 65 | YES | | y | | | |
| C528 | 5 | * | FORD | 2008 | F-250, Jeff N | RT SUP | Sea | 2 | 120 | 65 | YES | Replaces C283 | y | | | |
| C354 | 5 | * | FORD | 2003 | F-250, Dan Capps | SALES | Puyallup | 2 | 120 | 65 | YES | | n | 217,797 | 13,401 | $0.38 |
| C355 | 5 | * | FORD | 2003 | F-250, open | SALES | Puyallup | 2 | 120 | 65 | YES | | n | 212,609 | 10,257 | $0.59 |
| C356 | 5 | * | FORD | 2003 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | | n | 286,231 | 50,808 | $0.08 |
| C391 | 5 | * | Ford | 2001 | F-250, Kelly K | SALES | Puyallup | 2 | 120 | 65 | YES | White, from WMI | y | | | |
| C428 | 5 | * | FORD | 2005 | F-250, Steve T | SALES | Puyallup | 2 | 120 | 65 | YES | | y | | | |
| C527 | 5 | * | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | Replaces c266 | y | | | |
| C415 | 5 | | Ford | 2004 | F - 150, Ron I | Sup | Puyallup | 2 | 0 | 0 | No | | y | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C254 | 5 | | FORD | 99 | F-250, Tim P | Sup | Puyallup | 3 | 0 | 0 | YES | | y | | | |
| | | | | | | | | | | | | | | | | |
| C202 | 57 | | Ford | | Explorer | Passenger | Salt Lake | | | | | | n | 185,000 | 13,000 | $0.31 |
| C508 | 57 | * | FORD | 2008 | F-250 4 wd Don T | RT Sup | Salt Lake | 2 | 120 | 65 | YES | New alluminum | y | 916PHY | UT | |
| C506 | 57 | * | FORD | 2008 | F-250 Sales Chris | SALES | Salt Lake | 2 | 120 | 65 | YES | steel tank | y | 936PKG | UT | |
| C507 | 57 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | New alluminum | y | 372PKE | UT | |
| C522 | 57 | * | FORD | 2008 | F-250 Sales Scott | SALES | Salt Lake | 2 | 120 | 65 | YES | New alluminum | y | A161FB | UT | |
| C492 | 5 | * | FORD | 2007 | F-250, Scott P | SALES | Puyallup | 2 | 120 | 65 | YES | new from scratch | y | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Trade | | | | | | | | | | | | | | | | |
| C336 | 50 | | FORD | 95 | F-150, 4 wd, Jermaine | Sup | Rathdrum | 2 | | | NO | | y | 300,850 | 6,358 | $0.52 |
| C220 | 56 | | FORD | 92 | F-250, Terry N | Event sales | Portland | 3 | 0 | 0 | NO | | y | 346,271 | 25,213 | $0.22 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | | | | | |
| C288 | 50 | * | FORD | 2000 | F-250, Brian R | RT SUP | Rathdrum | 2 | 120 | 65 | YES | | y | 273,836 | 11,181 | $0.33 |

| EQUIPT.# | PC | | GPS | YEAR | MODEL | DUTY | Location | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | details | TRL HITCH | mileage | miles 2008 | CPM | R & M costs | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C194 | 5 | | dodge | 1997 | Ram 1500 | Open | Sea | 0 | 0 | 0 | No | Set for SEA APT'S | y | 242,000 | 3,000 | 1 | 3400 | $1.13 | |
| C205 | 50 | | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | 0 | 0 | Yes | | y | 264,000 | 9,500 | 0.88 | 1000 | $0.11 | |
| C202 | 57 | | Ford | | Explorer | Passenger | Salt Lake | | | | | | n | 182,000 | 12,000 | 0.46 | 3300 | $0.28 | |
| C220 | 56 | | FORD | 92 | F-250, Terry N | Event sales | Portland | 3 | 0 | 0 | NO | | y | 343,000 | 28,000 | 0.45 | 3800 | $0.14 | |
| C253 | 50 | | Chev | | suburban, Jason / Ron | Passenger | Rathdrum | | | | NO | | y | 265,000 | 12,000 | 0.51 | 4800 | $0.40 | |
| C254 | 5 | | FORD | 99 | F-250, Tim P | Sup | Puyallup | 3 | 0 | 0 | YES | | y | 275,000 | 16,000 | 0.71 | 5000 | $0.31 | |
| C258 | 55 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | 0 | 0 | YES | | n | 273,000 | 24,000 | 0.32 | 2000 | $0.08 | |
| C262 | 56 | | FORD | 99 | F-150, Jamie G | Sup | Portland | 3 | 0 | 0 | YES | | n | 248,000 | 21,000 | 0.41 | 200 | $0.01 | |
| C336 | 50 | | FORD | 95 | F-150, 4 wd, Jermaine | Sup | Rathdrum | 2 | | | NO | | y | 302,000 | 10,000 | 0.56 | 3000 | $0.30 | |
| C415 | 5 | | Ford | 2004 | F - 150, Ron I | Sup | Puyallup | 2 | 0 | 0 | No | | y | 138,000 | 26,000 | 0.47 | 1100 | $0.04 | |
| C489 | 56 | | FORD | 2007 | F150, Jason | Sup | Salem | 3 | 0 | 0 | YES | Replaced 284 | n | 19,000 | 10,000 | 1.05 | 2900 | $0.29 | |
| C288 | 50 | * | FORD | 2000 | F-250, Brian R | RT SUP | Rathdrum | 2 | 120 | 65 | YES | | y | 268,000 | 28,000 | 0.65 | 5700 | $0.20 | |
| C348 | 55 | * | FORD | 2003 | F-250, Jeremy | Rt Sup | Woodinville | 2 | 120 | 65 | YES | | y | 175,000 | 27,000 | 0.94 | 11300 | $0.42 | Trans |
| C354 | 5 | * | FORD | 2003 | F-250, Dan Capps | SALES | Puyallup | 2 | 120 | 65 | YES | | n | 208,000 | 42,000 | 0.51 | 5800 | $0.14 | |
| C355 | 5 | * | FORD | 2003 | F-250, open | SALES | Puyallup | 2 | 120 | 65 | YES | | n | 206,000 | 29,000 | 0.68 | 6800 | $0.23 | Dif |
| C356 | 5 | * | FORD | 2003 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | | n | 280,000 | 56,000 | 0.39 | 4400 | $0.08 | |
| C391 | 5 | * | Ford | 2001 | F-250, Kelly K | SALES | Puyallup | 2 | 120 | 65 | YES | White, from WMI | y | 271,000 | 38,000 | 0.57 | 9800 | $0.26 | Trans |
| C410 | 5 | * | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | | y | 205,000 | 45,000 | 0.77 | 12300 | $0.27 | engine |
| C411 | 5 | * | FORD | 2004 | F-250, Rich T | RT SUP | Puyallup | 2 | 120 | 65 | YES | | y | 186,000 | 35,000 | 0.75 | 9600 | $0.27 | Trans |
| C412 | 55 | * | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | | y | 189,000 | 43,000 | 0.56 | 5700 | $0.13 | |
| C413 | 56 | * | FORD | 2004 | F-250, Ryan Stevenson | SALES | Salem | 2 | 120 | 65 | YES | | n | 228,000 | 58,000 | 0.51 | 5400 | $0.09 | |
| C428 | 5 | * | FORD | 2005 | F-250, Steve T | SALES | Puyallup | 2 | 120 | 65 | YES | | y | 147,000 | 49,000 | 0.65 | 10300 | $0.21 | engine |
| C429 | 5 | * | FORD | 2005 | F-250, open | RT SUP | Puyallup | 2 | 120 | 65 | YES | | y | 138,000 | 32,000 | 0.92 | 13000 | $0.41 | brakes |
| C430 | 50 | * | FORD | 2005 | F-250, Paul S | SALES | Rathdrum | 2 | 120 | 65 | YES | | y | 167,000 | 45,000 | 0.61 | 7200 | $0.16 | |
| C432 | 56 | * | FORD | 2005 | F-250, open | SALES | Salem | 2 | 120 | 65 | YES | | y | 141,000 | 20,000 | 1.33 | 9300 | $0.47 | engine |
| C433 | 55 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | | y | 130,000 | 34,000 | 0.97 | 14800 | $0.44 | body |
| C434 | 55 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | | y | 155,000 | 45,000 | 0.71 | 10500 | $0.23 | brakes |
| C436 | 55 | * | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | | y | 168,000 | 53,000 | 0.48 | 4200 | $0.08 | |
| C437 | 55 | * | FORD | 2005 | F-250 Chris Y | Rt Sup | Woodinville | 2 | 300 | 100 | YES | | y | 81,000 | 26,000 | 0.86 | 7700 | $0.30 | engine |
| C458 | 56 | * | FORD | 2006 | F-250, Mark Loveland | RT SUP | Portland | 2 | 120 | 65 | YES | Was 265 | y | 154,000 | 55,000 | 0.51 | 5900 | $0.11 | |
| C459 | 50 | * | Ford | 2006 | F-250, Mike James | SALES | Rathdrum | 2 | 120 | 65 | YES | Was 251 | y | 125,000 | 48,000 | 0.65 | 7100 | $0.15 | |
| C486 | 5 | * | FORD | 2007 | F-250, Brandon G | SALES | Puyallup | 2 | 120 | 65 | YES | new from scratch | y | 58,000 | 35,000 | 0.44 | 3700 | $0.11 | |
| C487 | 50 | * | Ford | 2007 | F-250, Mark W | SALES | Rathdrum | 2 | 120 | 65 | YES | new from scratch | y | 70,000 | 36,000 | 0.41 | 2700 | $0.08 | |
| C492 | 5 | * | FORD | 2007 | F-250, Scott P | SALES | Puyallup | 2 | 120 | 65 | YES | new from scratch | y | 59,000 | 37,000 | 0.61 | 3200 | $0.09 | |
| C494 | 55 | * | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | Was C224 | y | 80,000 | 49,000 | 0.47 | 2300 | $0.05 | |
| C495 | 56 | * | FORD | 2007 | F-250, Cecil | SALES | Longview | 2 | 120 | 65 | YES | Replaced C289 | y | 105,000 | 65,000 | 0.41 | 2400 | $0.04 | |
| C496 | 56 | * | FORD | 2007 | F-250, Bryan Jones | RT SUP | Longview | 2 | 120 | 65 | YES | Replaced C264 | y | 73,000 | 50,000 | 0.56 | 1600 | $0.03 | |
| C497 | 55 | * | GMC | 2007 | C25, Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | new from scratch | y | 40,000 | 28,000 | 0.69 | 700 | $0.03 | |
| C498 | 56 | * | Ford | 2007 | F-250, Damion S | RT SUP | Salem | 2 | 120 | 65 | YES | new from scratch | y | 70,000 | 47,000 | 0.66 | 2000 | $0.04 | |
| C499 | 56 | * | FORD | 2007 | F-250, Joe Morin | SALES | Salem | 2 | 120 | 65 | YES | Replaced C263 | y | 73,000 | 50,000 | 0.47 | 1300 | $0.03 | |
| C500 | 56 | * | FORD | 2007 | F-250, Fred Rogers | SALES | Coburg | 2 | 120 | 65 | YES | Replaced C279 | y | 71,000 | 51,000 | 0.48 | 1200 | $0.02 | |
| C506 | 57 | * | FORD | 2008 | F-250 Sales Chris | SALES | Salt Lake | 2 | 120 | 65 | YES | steel tank | y | 48,000 | 42,000 | 0.58 | 3200 | $0.08 | |
| C507 | 57 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | New alluminum | y | 45,000 | 41,000 | 0.58 | 1400 | $0.03 | |
| C508 | 57 | * | FORD | 2008 | F-250 4 wd Don T | RT Sup | Salt Lake | 2 | 120 | 65 | YES | New alluminum | y | 35,000 | 31,000 | 1.13 | 2800 | $0.09 | |
| C522 | 57 | * | FORD | 2008 | F-250 Sales Scott | SALES | Salt Lake | 2 | 120 | 65 | YES | New alluminum | y | 25,000 | 25,000 | 1.21 | 17700 | $0.71 | |
| C523 | 56 | * | FORD | 2008 | F-250, open | SALES | Salem | 2 | 120 | 65 | YES | Replaced c223 | y | 29,000 | 29,000 | 1.21 | 15800 | $0.54 | |
| C525 | 55 | * | FORD | 2008 | F-250 Bob D | SALES | Woodinville | 2 | 120 | 65 | YES | replaced C287 | y | 22,000 | 22,000 | 1.26 | 12800 | $0.58 | |
| C527 | 5 | * | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | Replaces c266 | y | 12,000 | 12,000 | 1.11 | 8900 | $0.74 | |
| C528 | 5 | * | FORD | 2008 | F-250, Jeff N | RT SUP | Sea | 2 | 120 | 65 | YES | Replaces C283 | y | 15,000 | 15,000 | 1.45 | 10200 | $0.68 | |
| C530 | 50 | * | Ford | 2008 | F 250 4x4, Mike P | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Aluminum Tanks | y | 21,000 | 21,000 | 1.31 | 15700 | $0.75 | |

| PC-50 | | | | | | | STD | | | | | | Lic # |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | |
| C253 | | Chev | | suburban | Passenger | Rathdrum | | | | | | | |
| C336 | | FORD | 95 | F-150, 4 wd open | open | Rathdrum | 2 | | | NO | Y | | |
| C288 | * | FORD | 2000 | F-250, Brian R | RT SUP | Rathdrum | 2 | 120 | 65 | YES | YES | | |
| C530 | * | Ford | 2008 | F 250 4x4 Mike Pullen | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | |
| C430 | * | FORD | 2005 | F-250, Paul S | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | |
| C459 | * | Ford | 2006 | F-250 Mike Gaines | SALES | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | |
| C487 | * | Ford | 2007 | F-250, Mark Wadell | Sales | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | |
| C205 | | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | 0 | 0 | Yes | Y | | |
| | | | | | | | | | | | | | |
| PC-56 | | | | | | | STD | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | |
| C220 | | FORD | 92 | F-250, Terry | Terry | Portland | 3 | 0 | 0 | NO | Y | | |
| C262 | | FORD | 99 | F-150, Jamie G | other | Portland | 3 | 0 | 0 | YES | N | | |
| C458 | * | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | |
| C413 | * | FORD | 2004 | F-250, Richard | SALES | Coburg | 2 | 120 | 65 | YES | N | | |
| C432 | * | FORD | 2005 | F-250, Damion | SALES | Salem | 2 | 120 | 65 | YES | N | | |
| C489 | | FORD | 2007 | F150 | Jason | Salem | 3 | 0 | 0 | YES | n | Replaced 284 | |
| C495 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | |
| C496 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | |
| C498 | * | Ford | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | |
| C499 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | |
| C500 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | |
| C523 | | FORD | 2008 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | N | Replaced c223 | |
| | | | | | | | | | | | | | |
| PC55 | | | | | | | STD | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | |
| C348 | * | FORD | 2003 | F-250, Jeremy | Rt Sup | Woodinville | 2 | 120 | 65 | YES | Y | | |
| C412 | * | Ford | 2004 | F-250 new guy | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | |
| C437 | * | FORD | 2005 | F-250 Chris Y | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | |
| C433 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | |
| C434 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | |
| C436 | * | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | |
| C494 | * | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | |
| C497 | * | GMC | 2007 | C25 Marshal | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | |
| C525 | * | FORD | 2008 | F-250 Bob D | SALES | Woodinville | 2 | 120 | 65 | YES | Y | replaced C287 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C258 | | FORD | 99 | F-150, Tim White | TIM W | Woodinville | 3 | 0 | 0 | YES | N | | |
| | | | | | | | | | | | | | |
| **PC5** | | | | | | | STD | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | |
| C415 | | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | |
| C194 | | dodge | 1997 | Ram 1500 open | PU | Sea | 2 | 0 | 0 | 0 | 0 | | |
| C410 | * | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | |
| C411 | * | FORD | 2004 | F-250,Rich t | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | |
| C429 | * | FORD | 2005 | F-250, Kelly | SALES | Sea | 2 | 120 | 65 | YES | YES | | |
| C354 | * | FORD | 2003 | F-250,Dan Capps | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | |
| C355 | * | FORD | 2003 | F-250, open | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | |
| C356 | * | FORD | 2003 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | N | | |
| C391 | * | Ford | 2001 | F-250 Matt S | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | from WMI | |
| C428 | * | FORD | 2005 | F-250, Steve T | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | |
| C486 | * | FORD | 2007 | F-250, Brandon G | SALES | Puyallup | 2 | 120 | 65 | YES | y | new from scratch | |
| C492 | * | FORD | 2007 | F-250, Scott P | SALES | Puyallup | 2 | 120 | 65 | YES | y | new from scratch | |
| C527 | * | FORD | 2008 | F-250, Bill s | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | |
| C528 | * | FORD | 2008 | F-250, Jeff N | RT SUP | Puyallup | 2 | 120 | 65 | YES | y | Replaces C283 | |
| C254 | | FORD | 99 | F-250, Tim P | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | |
| | | | | | | | | | | | | | |
| **PC57** | | | | | | | STD | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | |
| C202 | | Ford | | Explorer | pass | Salt Lake | | | | | | | |
| C506 | * | FORD | 2008 | F-250 Chris | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | 936PKG |
| C507 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | 372PKE |
| C508 | * | FORD | 2008 | F-250 4 wd Don T | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | 916PHY |
| C522 | * | FORD | 2008 | F-250 Steve B | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | A161FB |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | Location | units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pump Y or N | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| C182 | 50 | | INTL | 1996 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | For Gorge | No | | |
| C286 | 50 | | DODGE | 1996 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | For Gorge | YES | | |
| C240 | 50 | | PETE | 97 | SLOPE | Pumper | Puyallup | 3 | 1700 | 300 | NO | Y | | | | |
| C304 | 50 | | Mack | 1989 | CABOVER | Pumper | Gorge | 2 | 1600 | | NO | | For Gorge | YES | | |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | | |
| C408 | 50 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | | YES | | |
| C409 | 50 | * | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | | |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | | |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | | |
| C471 | 50 | * | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | Was C185 | YES | | |
| C502 | 50 | * | Ford | 2008 | F550 super duty 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | yes | | |
| C535 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | YES | | |
| C536 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | YES | | |
| C539 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | |
| C540 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | |
| | | | | | | | | | | | | | | | | |
| C242 | 56 | * | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS B & B | | | |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | | |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | Coburg | 2 | 650 | 300 | NO | N | | | | |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | | | | |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | | |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | Portland | 2 | 650 | 300 | NO | N | | | | |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | | |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | | |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | | |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | | |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | | | |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | | | | |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | | |
| C405 | 56 | | Chevrolet | 2000 | 6500 Rollback | Other | Portland | 10 | 0 | 0 | 0 | Y | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | Was used tank | Y | | |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | | |
| C483 | 56 | * | | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank form out back | | | |
| C73 | 56 | | INTL | 1982 | CABOVER | PUMPER | Salem | 0 | 3500 | 0 | NO | Y | | | | |
| C280 | 56 | | FRTL | 1986 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | | |
| | | | | | | | | | | | | | | | | |
| C198 | 55 | * | INTL | 1997 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | Y | | |
| C538 | 55 | * | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 600 | 300 | NO | N | Rolled & replaced tank then rolled again | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | | | |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | | | |
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 500 | NO | Y | | | | | |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | | |
| C447 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | Was 175 | Y | | | |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | Y | | | |
| C453 | 55 | * | INTL | 1999 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | Used cab | Y | | | |
| C454 | 55 | * | INTL | 1999 | 4300 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | Y | | | |
| C472 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 364 | Y | | | |
| C475 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 700 | 350 | NO | Y | Was 229 | Y | | | |
| C477 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | | | NO | Y | Was 179 | Y | | | |
| C479 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | |
| C480 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | |
| C537 | 55 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Was C186 | Y | | | |
| C541 | 55 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | Y | | | |
| | | | | | | | | | | | | | | | | | |
| C190 | 5 | * | INTL | 1997 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | | |
| C201 | 5 | * | GMC | 1997 | SLOPE NOSE | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | |
| C241 | 5 | | PETE | 1997 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | | | |
| C270 | 5 | * | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | Moved from WV | | | | |
| C272 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | NO | | | | | |
| C281 | 5 | | FRTL | 1986 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | | | |
| C293 | 5 | * | INTL | 2001 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 350 | NO | NO | | | | | |
| C298 | 5 | * | INTL | 2001 | 4300 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | | | |
| C302 | 5 | * | INTL | 2001 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | | |
| C303 | 5 | * | INTL | 2001 | 4300 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | | |
| C318 | 5 | * | INTL | 2001 | 4300 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | | | |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | From puy | | | | |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | | | |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | | | |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | | | |
| C376 | 5 | * | FRTL | 2002 | Freightliner | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | | | |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | | |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | | | | | |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | | | |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | | | |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | Puyallup | 2 | 700 | 300 | NO | NO | | | | | |
| C422 | 5 | * | INTL | 1999 | 4900 SERIES | other | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | | | |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | | |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 825 | 315 | NO | N | Was used tank | | | | |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | was 164 | Y | | | |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) / rolled over | Y | | | |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | | | |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | | |
| C473 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 362 | | | | |
| C474 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 365 | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C476 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | Was 230 | | | |
| C478 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | |
| C481 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | |
| C482 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | | |
| C484 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | |
| C509 | 5 | * | INTL | 2007 | 4300 SERIES | ROUTE | Puyallup | 2 | 800 | 500 | NO | Y | Was 399 | | | |
| C533 | 5 | * | INTL | 2007 | 4301 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | Was C273 | y | | |
| C534 | 5 | * | INTL | 2007 | 4300SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | Was C296 | y | | |
| C505 | 57 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | B84254C | WA |
| C513 | 57 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | 641UWM | UT |
| C514 | 57 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | 641UWN | UT |
| C542 | 57 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | A468GH | UT |
| C543 | 57 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | A991FB | UT |

| PC-50 | | | | | | | STD | | | | | | pressure | mileage | miles | R & M | total annual cost | lic /ins |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | PC | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | | 2,008 | $2,008.00 | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | | | | | |
| C396 | 50 | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | | | | | |
| C409 | 50 | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | 166,000 | 20,700 | $0.59 | 32,000 | 1,142 |
| C421 | 50 | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | | | | | |
| C182 | 50 | INTL | 96 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | For Gorge | No | 214,600 | 2,000 | $2.28 | 5,650 | 1,542 |
| C240 | 50 | PETE | 97 | SLOPE | ROUTE | Gorge | 3 | 1700 | 300 | NO | Y | | | 410,400 | 200 | $17.25 | 4,200 | 1,644 |
| C388 | 55 | Ford | 2001 | F 550 | P & D | Gorge | 6 | 450 | 250 | YES | Y | from WMI | | 172,000 | 13,800 | $1.60 | | 1,740 |
| C304 | 50 | Mack | 89 | CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | For Gorge | YES | 274,410 | 260 | $3.12 | 1,180 | 1,600 |
| C420 | 50 | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | | | | | |
| C471 | 50 | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | Was C185 | YES | | | | | |
| C502 | 50 | Ford | 2008 | F550 super duty 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | yes | 64,640 | 39,423 | $0.32 | 43,800 | 1,142 |
| C535 | 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | YES | | | | | |
| C536 | 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | YES | | | | | |
| C539 | 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | | | | |
| C540 | 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | | | | |
| PC-56 | | | | | | | STD | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | |
| C405 | 56 | Chevrolet | 2000 | 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | | | | | | | |
| C276 | 56 | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | 122,000 | 20,000 | $0.43 | | |
| C300 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | 232,500 | 28,000 | $0.56 | leaky tank | |
| C301 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | 270,267 | 19,008 | $0.63 | | |
| C317 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | 180,000 | 12,150 | $0.35 | | |
| C337 | 56 | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| C483 | 56 | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank from out back | | | | | | |
| C242 | 56 | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS B & B | | | | | | |
| C474 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 365 | | | | | | |
| C476 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | Was 230 | | | | | | |
| C271 | 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | | | 193,000 | 31,000 | $0.69 | | |
| C299 | 56 | INTL | 2001 | 4700 SERIES | ROUTE | Portland | 2 | 650 | 300 | NO | N | | | 265,000 | 20,500 | $0.99 | | |
| C319 | 56 | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | 220,000 | 5,600 | $5.18 | | |
| C324 | 56 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | 135,000 | 16,200 | $2.32 | | |
| C325 | 56 | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 228,000 | 28,000 | $0.28 | | |
| C341 | 56 | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | 210,500 | 26,500 | $0.40 | | |
| C342 | 56 | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | 293,584 | 32,000 | $0.33 | | |
| C369 | 56 | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | | | | | | |
| C394 | 56 | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | | | | | | | |
| C401 | 56 | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | | | | | |
| C442 | 56 | Intl | 2006 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 280 | NO | N | Was used tank | Y | | | | | |
| C443 | 56 | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | | | | | |
| PC55 | | | | | | | STD | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | |
| C198 | 55 | INTL | 97 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | 302,000 | 16,300 | $0.64 | | |
| C274 | 55 | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | 147,000 | 35,000 | $0.15 | | |
| Add | 55 | intl | 2,008 | 4300 series | P & D | Woodinville | 10 | 0 | 0 | YES | Y | Gunp style truck | | | | | | |
| C389 | 55 | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | 134,000 | 16,200 | $0.49 | | 1,112 |
| C400 | 55 | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | | | |
| C452 | 55 | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | Y | | | | | |
| C538 | 55 | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | | | | |
| C295 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 183,400 | 20,250 | $0.56 | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C321 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | 130,000 | 22,400 | $0.32 | | |
| C402 | 55 | INTL | 2004 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 500 | NO | Y | | | | | | | |
| C419 | 55 | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C447 | 55 | INTL | 2006 | 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | Was 175 | Y | | | | | |
| C448 | 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | Y | | | | | |
| C453 | 55 | INTL | 1999 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | Used cab | Y | | | | | |
| C454 | 55 | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | Y | | | | | |
| C472 | 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 364 | Y | | | | | |
| C475 | 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 700 | 350 | NO | Y | Was 229 | Y | | | | | |
| C477 | 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | | | NO | Y | Was 179 | Y | | | | | |
| C479 | 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| C480 | 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| C537 | 55 | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Was C186 | Y | | | | | |
| C541 | 55 | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | Y | | | | | |
| C272 | 55 | INTL | 2000 | 4700 SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | NO | | | 132,000 | 15,000 | $1.01 | | |
| **PC5** | | | | | | | STD | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | |
| C422 | 5 | INTL | 99 | 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | | | | | |
| C241 | 5 | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | 401,700 | 8,000 | $0.47 | | |
| C302 | 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | 143,250 | 30,000 | $0.74 | | |
| C303 | 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | 308,800 | 28,650 | $0.37 | | |
| C338 | 5 | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| C395 | 5 | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | | | | |
| C398 | 5 | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | | | | | |
| C451 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | | | | |
| C478 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | | | | |
| C482 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | | | | | |
| C270 | 5 | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | Moved from WV | | 166,000 | 25,000 | $0.52 | | |
| C293 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Sea | 2 | 800 | 350 | NO | NO | | | 73,825 | 10,500 | $1.14 | | |
| C298 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | 247,000 | 26,600 | $0.55 | | |
| C318 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | 268,000 | 22,700 | $0.38 | | |
| C339 | 5 | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | From puy | | 211,000 | 11,900 | $0.65 | | |
| C340 | 5 | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | 124,500 | 10,600 | $0.42 | | |
| C367 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | 196,000 | 24,000 | $0.34 | | |
| C368 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | 206,000 | 21,400 | $0.51 | | |
| C376 | 5 | FRTL | 2002 | Freightliner | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | 155,700 | 30,000 | $0.67 | | |
| C397 | 5 | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | | | | | | | |
| C403 | 5 | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | | | | | |
| C418 | 5 | INTL | 2005 | 4300 SERIES | ROUTE | Puyallup | 2 | 700 | 300 | NO | NO | | | | | | | |
| C444 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | | | | |
| C445 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 825 | 315 | NO | N | Was used tank | | | | | | |
| C446 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | was 164 | Y | | | | | |
| C449 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) | Y | | | | | |
| C450 | 5 | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | | | | | |
| C473 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 362 | | | | | | |
| C320 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | 221,800 | 14,500 | $0.97 | | |
| C323 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 207,200 | 16,100 | $1.02 | | |
| C481 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| C484 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| C509 | 5 | INTL | 2007 | 4300 SERIES | ROUTE | Puyallup | 2 | 800 | 500 | NO | Y | Was 399 | | | | | | |
| C533 | 5 | INTL | 2007 | 4301 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | Was C273 | y | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C534 | 5 | INTL | 2007 | 4300SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | Was C296 | y | | | | | |
| | | | | | | | | | | | | | | | | | | |
| **PC57** | | | | | | | STD | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | |
| C505 | 57 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | | | | | |
| C513 | 57 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | | | | | |
| C514 | 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | | | | | |
| C542 | 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | | | | | |
| C543 | 57 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
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| trade | | | | | | | | | | | | | | | | | | |
| C201 | 5 | GMC | 97 | SLOPE NOSE | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | 275,500 | 11,000 | $1.69 | | 1,710 |
| C387 | 55 | Ford | 2000 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | 166,000 | 11,300 | $1.33 | | 1,628 |
| C190 | 5 | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | 272,000 | 13,000 | $0.46 | | 1,552 |
| C286 | 50 | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | For Gorge | YES | 260,620 | 1,041 | $1.24 | 1,830 | 1,040 |
| Mothball (no insurance or license) | | | | | | | | | | | | | | | | | | |
| C408 | 50 | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | | YES | 150,000 | 7,400 | $2.11 | 26,144 | 1,142 |
| C268 | 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | 257,000 | 20,130 | $0.83 | | 1,644 |
| C269 | 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | 268,000 | 15,000 | $0.61 | | 1,652 |
| C294 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 600 | 300 | NO | N | Rolled & replaced tank then rolled again | | 162,000 | 12,700 | $1.31 | | 1,542 |
| C297 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 165,000 | 12,400 | $1.30 | | 1,542 |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | 7,522 |

| EQUIPT.# | PC | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | | 2008 | | 2008 | R & M |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | miles | miles | CPM | R & M | CPM |
| | | | | | | | | | | | | | | | | | | | |
| C198 | 55 | * | INTL | 1997 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | | | | |
| C201 | 5 | * | GMC | 1997 | SLOPE NOSE | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | | | |
| C241 | 5 | | PETE | 1997 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | | | | | |
| C274 | 55 | * | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | | | |
| C276 | 56 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | | | | | |
| C300 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | | | | | |
| C301 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | | | | |
| C302 | 5 | * | INTL | 2001 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | | | | |
| C303 | 5 | * | INTL | 2001 | 4300 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | | | | |
| C317 | 56 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | | | | |
| C337 | 56 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| C338 | 5 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| C395 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | | | | |
| C396 | 50 | * | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | | | | | |
| C398 | 5 | * | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | | | | | |
| C400 | 55 | * | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | | | |
| C409 | 50 | * | Ford | 2004 | F-550 sd 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | | | | | |
| C421 | 50 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | | | | | |
| C451 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | | | | |
| C452 | 55 | * | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | Y | | | | | |
| C478 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | | | | |
| C482 | 5 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | | | | | |
| C483 | 56 | * | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank form out back | | | | | | |
| C514 | 57 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | | | | | |
| C538 | 55 | * | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | | | | |
| C542 | 57 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| C182 | 50 | | INTL | 1996 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | For Gorge | No | | | | | |
| C190 | 5 | * | INTL | 1997 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | | | | |
| C242 | 56 | * | INTL | 1990 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS B & B | | | | | | |
| C268 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | | | | | |
| C269 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | Coburg | 2 | 650 | 300 | NO | N | | | | | | | |
| C270 | 5 | * | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | Moved from WV | | | | | | |
| C271 | 56 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | | | | | | | |
| C272 | 5 | * | INTL | 2000 | 4700 SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | NO | | | | | | | |
| C286 | 50 | | DODGE | 1996 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | For Gorge | YES | | | | | |
| C293 | 5 | * | INTL | 2001 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 350 | NO | NO | | | | | | | |
| C294 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 600 | 300 | NO | N | Rolled 2 times | | | | | | |
| C295 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | | | |
| C297 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | | | |
| C298 | 5 | * | INTL | 2001 | 4300 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | | | | | |
| C299 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | Portland | 2 | 650 | 300 | NO | N | | | | | | | |
| C318 | 5 | * | INTL | 2001 | 4300 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | | | | | |
| C319 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | | | | | |
| C320 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | | | | | |
| C321 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | | | | | |
| C323 | 55 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | | | |
| C324 | 56 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | Major Accident 2008 | | | | | | |
| C325 | 56 | * | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | | | | | |
| C339 | 5 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | | | | | | | |
| C340 | 5 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C341 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | | | | | |
| C342 | 56 | * | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | | | | | |
| C367 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C368 | 5 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C369 | 56 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C376 | 5 | * | FRTL | 2002 | Freightliner | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C394 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | Major Accident 2008 | | | | | | |
| C397 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | | | | | | | |
| C401 | 56 | * | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | | | | | |
| C402 | 55 | * | INTL | 2004 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 500 | NO | Y | | | | | | | |
| C403 | 5 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | | | | | |
| C408 | 50 | * | Ford | 2004 | F 550 sd 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | | YES | | | | | |
| C418 | 5 | * | INTL | 2005 | 4300 SERIES | ROUTE | Puyallup | 2 | 700 | 300 | NO | NO | | | | | | | |
| C419 | 55 | * | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C420 | 50 | * | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | | | | | |
| C442 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | Was used tank | Y | | | | | |
| C443 | 56 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | | | | | |
| C444 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | | | | |
| C445 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 825 | 315 | NO | N | Was used tank | | | | | | |
| C446 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | was 164 | Y | | | | | |
| C447 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | Was 175 | Y | | | | | |
| C448 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | Y | | | | | |
| C449 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) / rolled over 2 | Y | | | | | |
| C450 | 5 | * | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | | | | | |
| C453 | 55 | * | INTL | 1999 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | Used cab | Y | | | | | |
| C454 | 55 | * | INTL | 1999 | 4300 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | Y | | | | | |
| C471 | 50 | * | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | Was C185 | YES | | | | | |
| C472 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 364 | Y | | | | | |
| C473 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 362 | | | | | | |
| C474 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 365 | | | | | | |
| C475 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 700 | 350 | NO | Y | Was 229 | Y | | | | | |
| C476 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | Was 230 | | | | | | |
| C477 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | | | NO | Y | Was 179 | Y | | | | | |
| C479 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| C480 | 55 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| C481 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| C484 | 5 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| C502 | 50 | * | Ford | 2008 | F550 sd 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | yes | | | | | |
| C505 | 57 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | | | | | |
| C509 | 5 | * | INTL | 2007 | 4300 SERIES | ROUTE | Puyallup | 2 | 800 | 500 | NO | Y | Was 399 | | | | | | |
| C513 | 57 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | | | | | |
| C533 | 5 | * | INTL | 2007 | 4301 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | Was C273 | y | | | | | |
| C534 | 5 | * | INTL | 2007 | 4300SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | Was C296 | y | | | | | |
| C535 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | YES | | | | | |
| C536 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | YES | | | | | |
| C537 | 55 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Was C186 | Y | | | | | |
| C539 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | | | | |
| C540 | 50 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | | | | |
| C541 | 55 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | Y | | | | | |
| C543 | 57 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| C280 | 56 | | FRTL | 1986 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | | | | | |
| C281 | 5 | | FRTL | 1986 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C405 | 56 | | Chev | 2000 | 6500 Rollback | Other | Portland | 10 | 0 | 0 | 0 | Y | | | | | | | | |
| C422 | 5 | * | INTL | 1999 | 4900 SERIES | Other | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| C240 | 50 | | PETE | 97 | SLOPE | Pumper | Puyallup | 3 | 1700 | 300 | NO | Y | | | | | | | | |
| C304 | 50 | | Mack | 1989 | CABOVER | Pumper | Gorge | 2 | 1600 | | NO | | For Gorge | YES | | | | | | |
| C73 | 56 | | INTL | 1982 | CABOVER | PUMPER | Salem | 0 | 3500 | 0 | NO | Y | | | | | | | | |

| PC | MAKE | YEAR | MODEL | DUTY | Location | STD units W/GATE | WASTE WATER | FRESH WATER | LIFT GATE | TRL HITCH | DESCRIPTION | pressure pump Y or N | mileage | miles 2,008 | R & M $2,008.00 | total annual cost | lic /ins |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | 147,000 | 35,000 | $0.15 | | |
| 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | 180,000 | 12,150 | $0.35 | | |
| 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | 308,800 | 28,650 | $0.37 | | |
| 56 | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | 122,000 | 20,000 | $0.43 | | |
| 5 | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | 401,700 | 8,000 | $0.47 | | |
| 55 | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | 134,000 | 16,200 | $0.49 | | 1,112 |
| 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | 232,500 | 28,000 | $0.56 | leaky tank | |
| 50 | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | 166,000 | 20,700 | $0.59 | 32,000 | 1,142 |
| 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | 270,267 | 19,008 | $0.63 | | |
| 55 | INTL | 97 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | 302,000 | 16,300 | $0.64 | | |
| 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | 143,250 | 30,000 | $0.74 | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 56 | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 228,000 | 28,000 | $0.28 | | |
| 50 | Ford | 2008 | F550 super duty 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | yes | 64,640 | 39,423 | $0.32 | 43,800 | 1,142 |
| 55 | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | 130,000 | 22,400 | $0.32 | | |
| 56 | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | 293,584 | 32,000 | $0.33 | | |
| 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | 196,000 | 24,000 | $0.34 | | |
| 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | 268,000 | 22,700 | $0.38 | | |
| 56 | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | 210,500 | 26,500 | $0.40 | | |
| 5 | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | 124,500 | 10,600 | $0.42 | | |
| 5 | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | 272,000 | 13,000 | $0.46 | | 1,552 |
| 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | 206,000 | 21,400 | $0.51 | | |
| 5 | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | Moved from WV | | 166,000 | 25,000 | $0.52 | | |
| 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | 247,000 | 26,600 | $0.55 | | |
| 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 183,400 | 20,250 | $0.56 | | |
| 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | 268,000 | 15,000 | $0.61 | | 1,652 |
| 5 | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | From puy | | 211,000 | 11,900 | $0.65 | | |
| 5 | FRTL | 2002 | Freightliner | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | 155,700 | 30,000 | $0.67 | | |
| 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | | | 193,000 | 31,000 | $0.69 | | |
| 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | | | 257,000 | 20,130 | $0.83 | | 1,644 |
| 55 | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | 221,800 | 14,500 | $0.97 | | |
| 56 | INTL | 2001 | 4700 SERIES | ROUTE | Portland | 2 | 650 | 300 | NO | N | | | 265,000 | 20,500 | $0.99 | | |
| 55 | INTL | 2000 | 4700 SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | NO | | | 132,000 | 15,000 | $1.01 | | |
| 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 207,200 | 16,100 | $1.02 | | |
| 5 | INTL | 2001 | 4700 SERIES | ROUTE | Sea | 2 | 800 | 350 | NO | NO | | | 73,825 | 10,500 | $1.14 | | |
| 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 165,000 | 12,400 | $1.30 | | 1,542 |
| 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 600 | 300 | NO | N | Rolled & replaced tank then rolled agai | | 162,000 | 12,700 | $1.31 | | 1,542 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 56 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | | | 135,000 | 16,200 | $2.32 | | |
| 56 | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | 220,000 | 5,600 | $5.18 | | |
| | | | | | | | | | | | | | | | | | |
| 5 | GMC | 97 | SLOPE NOSE | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | 275,500 | 11,000 | $1.69 | | 1,710 |
| 50 | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | | YES | 150,000 | 7,400 | $2.11 | 26,144 | 1,142 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 365 | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | Was 230 | | | | | | |
| 5 | INTL | 99 | 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | | | | | |
| 5 | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| 5 | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | | | | |
| 5 | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | | | | | |
| 5 | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | | | | | | | |
| 5 | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | | | | | |
| 5 | INTL | 2005 | 4300 SERIES | ROUTE | Puyallup | 2 | 700 | 300 | NO | NO | | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 900 | 450 | NO | N | Was WMI bed 640477 | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 825 | 315 | NO | N | Was used tank | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | was 164 | Y | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) | Y | | | | | |
| 5 | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | Was 362 | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| 5 | INTL | 2007 | 4300 SERIES | ROUTE | Puyallup | 2 | 800 | 500 | NO | Y | Was 399 | | | | | | |
| 5 | INTL | 2007 | 4301 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | Was C273 | y | | | | | |
| 5 | INTL | 2007 | 4300SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | Was C296 | y | | | | | |
| 50 | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | | | | | |
| 50 | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | | | | | |
| 50 | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | | | | | |
| 50 | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | Was C185 | YES | | | | | |
| 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | YES | | | | | |
| 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | YES | | | | | |
| 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | | | | |
| 50 | Intl | 2007 | 4300 SERIES | Route | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | | | | | |
| 55 | intl | 2,008 | 4300 series | P & D | Woodinville | 10 | 0 | 0 | YES | Y | Gunp style truck | | | | | | |
| 55 | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | Y | | | | | |
| 55 | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | | | | |
| 55 | INTL | 2004 | 4300 SERIES | ROUTE | Woodinville | 2 | 800 | 500 | NO | Y | | | | | | | |
| 55 | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | | | | |
| 55 | INTL | 2006 | 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | Was 175 | Y | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | Y | | | | | |
| 55 | INTL | 1999 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | Used cab | Y | | | | | |
| 55 | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | Y | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 364 | Y | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 700 | 350 | NO | Y | Was 229 | Y | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | | | NO | Y | Was 179 | Y | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| 55 | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| 55 | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Was C186 | Y | | | | | |
| 55 | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | Y | | | | | |
| 56 | Chevrolet | 2000 | 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | | | | | | | |
| 56 | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| 56 | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank from out back | | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 56 | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS B & B | | | | | | |
| 56 | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | | | | | | |
| 56 | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | | | | | | | |
| 56 | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | | | | | |
| 56 | Intl | 2006 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 280 | NO | N | Was used tank | Y | | | | | |
| 56 | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | | | | | |
| 57 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | | | | | |
| 57 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | | | | | |
| 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | | | | | |
| 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | | | | | |
| 57 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 0 |

| EQUIPT.# | PC | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | |
| Trade | | | | | | | | | | | | |
| C190 | 5 | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | |
| C286 | 50 | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | |
| C281 | 56 | FRTL | 1986 | Tractor | Train | Puyallup | | | | | | |
| C336 | 50 | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | |
| C220 | 56 | | FORD | 92 | F-250, Terry I | Event sales | Portland | 3 | 0 | 0 | Y | |
| | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | |
| C408 | 50 | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | |
| C323 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | |
| C269 | 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | |
| C270 | 5 | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | |
| C318 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | |
| C288 | 50 | FORD | 2000 | F-250, Brian R | RT SUP | Rathdrum | 2 | 120 | 65 | YES | y | To loaner fleet |
| | | | | | | | | | | | | |
| PC 5 to 56 | | | | | | | | | | | | |
| C474 | 5 | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1000 | 400 | NO | Y | |
| C533 | 5 | INTL | 2007 | 4300 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | |
| | | | | | | | | | | | | |
| PC 55 to 5 | | | | | | | | | | | | |
| C297 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | |
| C272 | 55 | INTL | 2000 | 4700 SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | NO | |
| C295 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | |
| C348 | 55 | FORD | 2003 | F-250, Jeremy | Rt Sup | Woodinville | 2 | 120 | 65 | YES | Y | |
| | | | | | | | | | | | | |
| PC 56 to 5 | | | | | | | | | | | | |
| C268 | 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | |
| | | | | | | | | | | | | |
| PC 55 to 50 | | | | | | | | | | | | |
| C387 | 55 | Ford | 2000 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | |
| | | | | | | | | | | | | |
| PC 50 to PC5 | | | | | | | | | | | | |
| C288 | 50 | FORD | 2000 | F-250, | RT SUP | Rathdrum | 2 | 120 | 65 | YES | YES | |
| | | | | | | | | | | | | |
| PC 5 to 50 | | | | | | | | | | | | |
| C194 | 5 | dodge | 1997 | Ram 1500 | Open | Sea | 0 | 0 | 0 | No | | |
| | | | | | | | | | | | | |
| PC 50 to PC 56 | | | | | | | | | | | | |
| C205 | 50 | Ford | 97 | F -250, Mickie | Sup | Gorge | 2 | 0 | 0 | Yes | | |
| | | | | | | | | | | | | |
| PC 5 to PC 57 | | | | | | | | | | | | |
| C492 | 5 | FORD | 2007 | F-250, Scott P | SALES | Puyallup | 2 | 120 | 65 | YES | | |
| | | | | | | | | | | | | |
| PC 5 to 56 | | | | | | | | | | | | |
| C486 | 5 | FORD | 2007 | F-250, Brandon G | SALES | Puyallup | 2 | 120 | 65 | YES | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PC 5 to PC 1 | | | | | | | | | | | | | | | |
| C201 | 5 | GMC | 97 | SLOPE NOSE | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| | | | | | | | | | | | | | | | |
| PC 55 to PC1 | | | | | | | | | | | | | | | |
| C388 | 55 | Ford | 2001 | F 550 | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| do not license for the road or do annual, cancel @ road | | | | | | | | | | | | | | | |
| C304 | 50 | Mack | 89 | CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | For Gorge | | | |
| C190 | 5 | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | Bad engine, hood gone, no BV | | | |
| C286 | 50 | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | OK, no BV | | | |
| C281 | 56 | FRTL | 1986 | Tractor | Train | Puyallup | | | | | | OK, no BV | | | |
| C408 | 50 | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | ok, just needs to be parked in Rathdrum | | | |
| C323 | 55 | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | ok, just needs parked in Puyallup | | | |
| C269 | 56 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | ok, just needs parked in Puyallup | | | |
| C270 | 5 | INTL | 2000 | 4700SERIES | ROUTE | Sea | 2 | 600 | 300 | NO | N | very hard to start, will need inframe soon | | | |
| C318 | 5 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | very hard to start, will need inframe soon | | | |
| C115 | 1 | | | old lowboy tractor | | Puyallup | | | | | | | | | |
| C336 | 50 | FORD | 95 | F-150, 4 wd | 301000 | | | | | | | | | | |
| C220 | 56 | FORD | 92 | F250 | 347000 | | | | | | | | | | |

| 10,000 to 21000 | 21,001 to 39,999 | 40,000 & up | |
|---|---|---|---|
| all C numbers | all C numbers | all C numbers | |
| **C502** | **C276** | 280 | |
| | **C300** | 281 | |
| | **C301** | | |
| | **C317** | 314 | Check with Flohawks and construction |
| | **C337** | 424 | Check with Flohawks and construction |
| | **C483** | 115 | Check with Flohawks and construction |
| | **C242** | 358 | Check with Flohawks and construction |
| | **C325** | | |
| | **C319** | | |
| | **C324** | | |
| | **C341** | | |
| | **C342** | | |
| | **C369** | | |
| | **C394** | | |
| | **C401** | | |
| | **C402** | | |
| | **C442** | | |
| | **C443** | | |
| | **C474** | | |
| | **C533** | | |
| | **C458** | | |
| | **C396** | | |
| | **C421** | | |
| | **C535** | | |
| | **C536** | | |
| | **C539** | | |
| | **C540** | | |
| | **C530** | | |
| | **C430** | | |
| | **C459** | | |

| PC-50 | | | | | | | STD | | | | | | pressure | Lic # |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | |
| C194 | | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | | | |
| C240 | | PETE | 97 | SLOPE | ROUTE | Gorge | 3 | 1700 | 300 | NO | Y | | | CDL |
| C253 | | Chev | | suburban | Passenger | Rathdrum | | | | | | | | |
| C293 | * | INTL | 2001 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 350 | NO | NO | was mothball till 4-1-2012 | to gorge | |
| C294 | * | INTL | 2001 | 4700 SERIES | ROUTE | Gorge | 2 | 600 | 300 | NO | N | turn off @ road | | |
| C304 | | Mack | 89 | CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | For Gorge | YES | CDL |
| C459 | * | Ford | 2006 | F-250 Float | other | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | | |
| C487 | * | Ford | 2007 | F-250, Mike | other | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | | |
| C396 | * | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | |
| C421 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | |
| C502 | * | Ford | 2008 | F550 super duty 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | yes | |
| C535 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | YES | |
| C536 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | YES | |
| C539 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | |
| C540 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | YES | |
| C530 | * | Ford | 2008 | F 250 4x4 Brian | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | | |
| C430 | * | FORD | 2005 | F-250 Float | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | |
| T177 | | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | | | | | | |
| T112 | | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | | | | | W/ SIDERAILS,FROM NW SAN | | |
| T113 | | H-MADE | 1988 | UNIT CARRIER | TRL | Gorge | 6 | | | | | W/ SIDERAILS,FROM NW SAN | | |
| T148 | | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | | | | | | |
| T182 | | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | W/ BEAM | | |
| T185 | | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | |
| T220 | | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | | | | | from newbill | | |
| T230 | | Gotta Go | 1997 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | from Gotta Go not in service | | |
| T236 | | Ark city Trls | 1993 | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | from Gotta Go | | 5692TE perm |
| T97 | | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | 700 | 0 | | | From b & B | | |
| T297 | | McKee | 2008 | Hand wash trl | TRL | Rathdrum | 0 | | | | | new | | |
| T409 | | Homade | 2012 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | new / used | | |

| PC-56 | | | | | | | STD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION |
| T139 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | |
| T140 | | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | ONE ROOM (UNISEX) |
| T145 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) |
| T146 | | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) |
| T153 | | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | | | | | ONE ROOM (UNISEX) |
| C442 | * | KW | 2000 | T800 | Big pumper | Portland | 0 | 4000 | 0 | YES | y | From Flohawks |
| C405 | | Chevrolet | 2000 | 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | |
| C489 | | FORD | 2007 | F150 Jason | Jason | Salem | 3 | 0 | 0 | YES | Y | Replaced 284 |
| C276 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | |
| C300 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | |
| C301 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | |
| C317 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | |
| C337 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP |
| C397 | * | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | y | from mothball early 2012, was a route truck |
| C483 | * | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank from out back |
| C242 | * | INTL | 90 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | N | WAS B & B |
| C299 | * | INTL | 2001 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | |
| C319 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | |
| C324 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 300 | NO | N | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C325 | * | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | | | | | |
| C341 | * | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | | | | | |
| C342 | * | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | | | | | |
| C369 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | | CDL | | | | |
| C394 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | | | | | | | |
| C401 | * | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | N | Was C -285 | | | | | | |
| C402 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 2 | 800 | 500 | NO | N | | | | | | | |
| C442 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | Was used tank | Y | | | | | |
| C443 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | N | | | | | |
| C474 | * | INTL | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 1000 | 400 | NO | N | Was 365 | | | | | | |
| C533 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | N | Was C273 | y | | | | | |
| C458 | * | FORD | 2006 | F-250,Spare | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | | | | | | |
| C ???? | | FORD | 2013 | F-250 spare | SALES | Salem | 2 | 120 | 65 | YES | N | | | | | | | |
| C ???? | | FORD | 2013 | F-250 spare | SALES | Salem | 2 | 120 | 65 | YES | N | | | | | | | |
| C486 | * | FORD | 2007 | F-250 James | SALES | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | | | | |
| C495 | * | FORD | 2007 | F-250 David | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | | | | | | |
| C496 | * | FORD | 2007 | F-250 Jeffrey | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | | | | | | |
| C498 | * | Ford | 2007 | F-250 Damion | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | | | | |
| C499 | * | FORD | 2007 | F-250 Joe | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | | | | | | |
| C500 | * | FORD | 2007 | F-250 Freddy | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | | | | | | |
| C523 | * | FORD | 2008 | F-250 Spare | SALES | Salem | 2 | 120 | 65 | YES | Y | Replaced c223 | | | | | | |
| C254 | | FORD | 99 | F-250, Terry | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | | | | | | |
| C258 | | FORD | 99 | F-150, Denise | TIM W | Puyallup | 3 | 0 | 0 | YES | N | put in loaner fleet | | | | | | |
| C280 | | FRTL | 86 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | | | | | |
| C281 | | FRTL | 86 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | | | | | |
| X 088 | | Hummer | 1999 | Hummer | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| T130 | | ACSI | 99 | COMFORT STATION | TRL | Salem | 0 | 800 | 0 | | | Container delivery | | | | | | |
| T131 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | | | | | |
| T132 | | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | | | | | |
| T169 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | 700 | 0 | | | | | | | | | |
| T197 | | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | 0 | 1000 | 0 | YES | | ADA unit | | | | | | |
| T116 | | OLYMPIC | 97 | SHOWER CS | TRL | Salem | 0 | 700 | 0 | | | | | | | | | |
| T143 | | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | W/ BEAM | | | | | | |
| T158 | | Higgy | 2001 | Higgy | TRL | Portland | 0 | | | | | | | | | | | |
| T212 | | Higgy | 2005 | Higgy | TRL | Portland | 0 | | | | | | | | | | | |
| T66 | | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | | | | |
| T95 | | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | | | | | | | | | | |
| T99 | | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | | | | | | | | | | |
| T100 | | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | | | | | | | | | | | |
| T114 | | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | | | | |
| T133 | | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | | | | | | | | | | |
| T137 | | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | | | | | | | | | | |
| T183 | | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | | | | | | | | | | |
| T188 | | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | | | | | | | | | | |
| T-211 | | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | | | | | | | | | | |
| T-254 | | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | | | | |
| T-255 | | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | | | | |
| T300 | | Eagle | 2008 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | | | | |
| T288 | | American | 2008 | Comfort station, 24' | TRL | Portland | | | | | | | | | | | | |
| T289 | | American | 2008 | Comfort station, 32' | TRL | Portland | | | | | | | | | | | | |
| T290 | | American | 2008 | Shower trl, 8 head | TRL | Portland | | | | | | | | | | | | |
| T291 | | American | 2008 | Shower trl, 6 head | TRL | Portland | | | | | | | | | | | | |
| T421 | | Great Northern | 2012 | UNIT CARRIER | TRL | Portland | 16 | | | | | fixed center rail | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| **PC55** | | | | | | | STD | | | | | | | | | | | |

| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | |
| C198 | * | INTL | 97 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | | | | |
| C274 | * | INTL | 2000 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | | | | |
| C400 | * | Intl | 2004 | 4300 series | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | | | | |
| C409 | * | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | Came from PC 50 | | | | |
| C452 | * | INTL | 2006 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | Was 162 | Y | | | | | |
| C538 | * | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | | | | |
| C320 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | | | | | |
| C321 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | | | | | |
| C419 | * | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | | | | | |
| C448 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | Y | | | | | |
| C453 | * | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Used cab | Y | | | | | |
| | | | | | | | | | | | | | | | | | | |
| C471 | * | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | came from Mothball 7-8-2011 | | | | | | |
| C472 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 400 | NO | Y | Was 364 | Y | | | | | |
| C477 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 800 | 400 | NO | Y | Was 179 | Y | | | | | |
| C480 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| C484 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| C541 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | Y | | | | | |
| | | | | | | | | | | | | | | | | | | |
| C437 | * | FORD | 2005 | F-250 Jeremy C | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | | | | | | |
| C433 | * | FORD | 2005 | F-250 Float | SALES | Woodinville | 2 | 120 | 65 | YES | Y | take out of loaner fleet | | | | | | |
| C ??? | | Ford | 2013 | F-250 | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | | | | | |
| C494 | * | Ford | 2007 | F-250 | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | | | | | | |
| C497 | * | GMC | 2007 | C25 / Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| T101 | | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | | | | | FLATBED, 4 UNIT HUMP | | | | | | |
| T110 | | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | 100 | | | 14 unit cable with hump | | | | | | |
| T161 | | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | | | | | FLATBED, 2 UNIT HUMP | | | | | | |
| T162 | | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | | | | | from AAA | non existant per TW 5/13/08 | | | | | |
| T186 | | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | | | | | 12 unit with hump | | | | | | |
| T187 | | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | | | | fenders | | | | | | |
| T210 | | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | | | | |
| T31 | | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | 8 unit with hump | | | | | | |
| T67 | | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | | | | | 16 unit with hump | | | | | | |
| T224 | | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | | | | |
| T258 | | Helm | 2007 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| **PC5** | | | | | | | STD | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | |
| C422 | * | INTL | 99 | 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | | | | | |
| C 563 | | GMC | 2007 | 2500 HD | Other | Puyallup | 2 | 0 | 0 | NO | Y | came from All star | | | | | | |
| C415 | | Ford | 2004 | F - 150, Pat | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | | | | | |
| C391 | * | Ford | 2001 | F-250 Tim P | SALES | Puyallup | 3 | 0 | 0 | YES | YES | from WMI | | | | | | |
| C241 | | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | CDL | | | | |
| C302 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | | | | |
| C303 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | | | | |
| C338 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | | | | |
| C339 | * | INTL | 2002 | 4300 series | P & D | Portland | 2 | 450 | 250 | YES | Y | | from mothball early 2012, was a route truck | | | | | |
| C395 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | | | | |
| C398 | * | INTL | 2004 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | | | | |
| C420 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 2 | 600 | 300 | NO | NO | | YES | Came from PC 50, then 5 to be a gump bed | | | | |
| C451 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | | | | |
| C478 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C482 | * | INTL | 2006 | 4300 SERIES | P & D | Sea | 2 | 450 | 250 | NO | Y | Was 163 | | | | | | |
| C268 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | from Mothball Spring 2013 | | | | | | |
| C270 | * | INTL | 2000 | 4700SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | from Mothball Spring 2013 | | | | | | |
| C272 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | from Mothball Spring 2013 | | | | | | |
| C295 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | | | | |
| C297 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | | | | |
| C298 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | | | | | |
| C340 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | | | | | |
| C367 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | CDL | | | | |
| C368 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | CDL | | | | |
| C376 | * | FRTL | 2002 | Freightliner | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | | CDL | | | | |
| C403 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | | | | | |
| C418 | * | INTL | 2005 | 4300 SERIES | ROUTE | Belfair | 2 | 700 | 300 | NO | NO | | | | | | | |
| C444 | * | INTL | 2006 | 4300 SERIES | ROUTE | Portland | 2 | 900 | 450 | NO | N | turn off @ road | | came from Mothball 7-8-2011 | | | | |
| C450 | * | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | Y | | | | | |
| C473 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 400 | NO | Y | Was 362 | | | | | | |
| C475 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 700 | 350 | NO | Y | Was 229 | Y | | | | | |
| C476 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 800 | 400 | NO | Y | Was 230 | | | | | | |
| C479 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | Y | | | | | |
| C481 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | | | | | |
| C509 | * | INTL | 2007 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | Was 399 | | | | | | |
| C534 | * | INTL | 2007 | 4300SERIES | ROUTE | Belfair | 2 | 800 | 350 | NO | NO | Was C296 | y | | | | | |
| C410 | * | FORD | 2004 | F-250, Greg B | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | | | | |
| C411 | * | FORD | 2004 | F-250, Robert J | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | | | | | |
| C429 | * | FORD | 2005 | F-250, Scott P | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | | | | |
| C348 | * | FORD | 2003 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | Y | from Mothball Spring 2013 | | | | | | |
| C434 | * | FORD | 2005 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | | | | |
| C436 | * | Ford | 2005 | F-250 new guy | SALES | Puyallup | 2 | 120 | 65 | YES | Y | from Mothball Spring 2013 | | | | | | |
| C527 | * | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | | | | | | |
| C528 | * | FORD | 2008 | F-250,Jeff N | SALES | Sea | 2 | 120 | 65 | YES | y | Replaces C283 | | | | | | |
| C???? | | Ford | 2013 | F-250 | Sales | | | 120 | 65 | YES | y | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| RT2 | | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | | | | |
| RT3 | | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | | | | |
| T56 | | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | | | | | FLATBED, LONG TONGUE | | | | | | |
| T61 | | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | | | | 16 unit with hump | | | | | | |
| T98 | | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | | | | | W/RAIL, FROM B & B | | | | | | |
| T109 | | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | | | | | | | | | | | |
| T150 | | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | | | | | W/ BEAM | | | | | | |
| T178 | | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Scotts | | | | | | |
| T184 | | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | | | | | | | |
| T189 | | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | | | | | | |
| T190 | | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Scotts | | | | | | |
| T192 | | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | FLATBED - ITS DEAD | | | | | | |
| T208 | | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | | | | | W/ BEAM | | | | | | |
| T209 | | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | | | | | W/ BEAM | | | | | | |
| T219 | | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | | | | | from newbill | | | | | | |
| T174 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | | | | | | | | | | |
| T175 | | Olympic | 2003 | comfort Station | TRL | ROVING | 0 | | | | | | | | | | | |
| T222 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | | | | |
| T223 | | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | | | | |
| T256 | | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | | | | |
| T257 | | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | | | | |
| T299 | | Eagle | 2008 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | new from Eagle Manufacturing | | | | | | |
| T377 | | great northern | 2011 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | fixed center rail | | | | | | |
| T422 | | great northern | 2012 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | fixed center rail | | | | | | |
| T408 | | ??? | ?? | UNIT CARRIER | TRL | Puyallup | 12 | | | | | From Ace | | | | | | |

| PC57 | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | STD | | | | | | | | | | | |
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | pressure | license | lic | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | pump | Number | state | | | |
| C446 | * | INTL | 2006 | 4300 SERIES | P & D | Salt Lake | 10 | | 100 | YES | NO | Gump | | | | from mothball early 2012 | | |
| C558 | | Jeep | 1997 | grand cherokee | other | Salt Lake | | | | | y | 5 passengter veh | | | UT | | | |
| C389 | * | Ford | 2002 | F 550 | P & D | Salt Lake | 6 | 450 | 250 | YES | Y | turn off @ road | | A77044P | WA | came from Mothball | | |
| C514 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 6 | 450 | 250 | NO | Y | from Progress | y | 462UWN | UT | | | |
| C542 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 6 | 450 | 250 | NO | Y | from Progress | y | A468GH | UT | | | |
| C323 | * | INTL | 2001 | 4700 SERIES | ROUTE | Salt Lake | 2 | 650 | 300 | NO | N | turn off @ road | to Utah | | | came from Mothball | | |
| C445 | * | INTL | 2006 | 4300 SERIES | ROUTE | Salt Lake | 2 | 825 | 315 | NO | N | came from Mothball 7-8-2011 | | | | Came from Mothball | | |
| C447 | * | INTL | 2006 | 4300 series | ROUTE | Salt Lake | 2 | 800 | 300 | NO | N | came from Mothball 11-10-11 | | | | Came from Mothball | | |
| C454 | * | INTL | 1999 | 4700 SERIES | ROUTE | Salt Lake | 2 | 750 | 300 | NO | N | moved summer 2013 | Y | | | Came from PC 55 | | |
| C505 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | B84254C | WA | | | |
| C513 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | 2815AP | UT | | | |
| C537 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 650 | 300 | NO | N | turn off @ road | | B41157F | WA | Came From Mothball | | |
| C543 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | y | A991FB | UT | | | |
| C318 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | from Mothball Spring 2013 | | | | | | |
| C508 | * | FORD | 2008 | F-250 4 wd Steve B | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 916PHY | UT | | | |
| C492 | * | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | new from scratch | n | B11353B | WA | | | |
| C506 | * | FORD | 2008 | F-250 Sales Greg R | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | n | 936PKG | UT | | | |
| C507 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 372PKE | UT | | | |
| C522 | * | FORD | 2008 | F-250 Sales mothball | SALES | Salt Lake | 2 | 120 | 65 | YES | y | came from mothball 4-1-2012 | | | | Came From Mothball | | |
| C525 | * | FORD | 2008 | F-250 Craig R | SALES | Salt Lake | 2 | 120 | 65 | YES | Y | from Mothball Spring 2013 | | | | | | |
| T179 | | WMI | 1968 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | fenders | | | | | | |
| T259 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0488TD | ID PERM | | | |
| T260 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 16 | | | | | Rail | | 0482TD | ID PERM | | | |
| T261 | | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0481TD | ID PERM | | | |
| T301 | | Eagle | 2008 | UNIT CARRIER | TRL | Salt Lake | 20 | | | | | Rail w cables | | 019818A | UT | | | |
| T298 | | Nu Concepts | 2008 | 2 unit vip trlr | TRL | Salt Lake | 2 | | | | | platform | | | UT | | | |
| T111 | | H-MADE | 1997 | UNIT CARRIER | TRL | Salt Lake | 12 | | | | | hump uses ropes | | | | | | |
| T390 | | Big Bubbas | 2007 | unit carrier | TRL | Salt Lake | 8 | | | | | dual axle wood deck | | 10504 R | UT | | | |
| T 422 | | Great Northern | 2012 | UNIT CARRIER | TRL | Salt Lake | 16 | | | | | fixed center rail | | | | | | |
| Mothballed | | | | | | | | | | | | | | | | | | |
| C269 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | | | | | |
| C271 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | turn off @ road | | | | | | |
| C182 | | INTL | 96 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | turn off @ road | | | | | | |
| C354 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | turn off @ road | | | | | | |
| C355 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | turn off @ road | | | | | | |
| Loaner | | | | | | | | | | | | | | | | | | |
| C288 | * | FORD | 2000 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | YES | turn off @ road | | | | | | |
| To PC 7 | | | | | | | | | | | | | | | | | | |
| C412 | * | Ford | 2004 | F -250 | SALES | | | | | | | | | | | | | |
| C432 | * | FORD | 2005 | F -250 | SALES | | | | | | | | | | | | | |
| To be sold or traded | | | | | | | | | | | | | | | | | | |
| C356 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | N | put in loaner fleet | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C413 | * | FORD | 2004 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | N | turn off @ road | | | | | | |
| C428 | * | FORD | 2005 | F-250, Brandon G | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | | | | |

| PC-50 | | | | | | STD | | | | | | pressure | Lic # |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | pump | |
| | | | | | | | WATER | WATER | GATE | HITCH | | Y or N | |
| C396 | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | |
| T220 | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | | | | | | | |
| C421 | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | |
| T185 | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | |
| C194 | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | | | |
| T113 | H-MADE | 1988 | UNIT CARRIER | TRL | Gorge | 6 | | | | | | | |
| C530 | Ford | 2008 | F 250 4x4 Brian | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | | |
| T148 | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | | | | | | |
| C430 | FORD | 2005 | F-250 Float | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | |
| T112 | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | | | |
| C459 | Ford | 2006 | F-250 Float | other | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | | |
| C487 | Ford | 2007 | F-250, Mike | other | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | | |
| T182 | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | | | |
| C409 | | | | | | | | | | | | | |
| T177 | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | | | | | | |
| T230 | Gotta Go | 1997 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | from Gotta Go | | |
| T236 | Gotta Go | ? | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | from Gotta Go | | |

| PC-56 | | | | | | STD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | |
| | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION |
| C254 | FORD | 99 | F-250, Jamie G | Sup | Puyallup | 3 | 0 | 0 | YES | YES | |
| T95 | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | | | | |
| C276 | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | |
| T100 | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | | | | | |
| C300 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | |
| T188 | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | | | | |
| C301 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | |
| T-254 | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C317 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | | |
| T-255 | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | |
| C337 | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| T183 | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | | | | | | | |
| C483 | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank from out back | | | |
| T300 | Eagle | 2008 | UNIT CARRIER | TRL | Salem | 16 | | | | | Rail | | | |
| C458 | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | | | |
| T99 | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | | | | | | | |
| C432 | FORD | 2005 | F-250 spare | SALES | Salem | 2 | 120 | 65 | YES | N | | | | |
| T133 | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | | | | | | | |
| C486 | FORD | 2007 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | |
| T143 | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | | | |
| C495 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | | | |
| T137 | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | | | | | | | |
| C496 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | | | |
| T-211 | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | | | | | | | |
| C498 | Ford | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | | | |
| C499 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | | | |
| C500 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | | | |
| C523 | FORD | 2008 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | N | Replaced c223 | | | |
| C280 | FRTL | 86 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | | |
| C281 | FRTL | 86 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | | |
| X 088 | Hummer | 1999 | Hummer | | | | | | | | | | | |
| T66 | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | |
| T114 | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | | |

| PC55 | | | | | | STD | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | |
| | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | |
| C198 | INTL | 97 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | | |
| T101 | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | | | | | FLATBED, 4 UNIT HUMP | | | |
| C274 | INTL | 2000 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| T61 | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | | | | 16 unit with hump | | | |
| C400 | Intl | 2004 | 4300 series | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | | |
| T67 | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | | | | | 16 unit with hump | | | |
| C409 | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | Came from PC 50 | |
| T186 | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | | | | | 12 unit with hump | | | |
| C452 | INTL | 2006 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | Was 162 | Y | | |
| T110 | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | 100 | | | 14 unit cable with hump | | | |
| C538 | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | Y | | |
| T161 | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | | | | | FLATBED, 2 UNIT HUMP | | | |
| C437 | FORD | 2005 | F-250 Jeremy C | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | | | |
| T224 | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| C412 | Ford | 2004 | F-250 | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | | |
| T258 | Helm | 2007 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| C434 | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | |
| C494 | Ford | 2007 | F-250 | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | | | |
| T31 | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | 8 unit with hump | | | |
| C497 | GMC | 2007 | C25 / Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | | | |
| T210 | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | | |
| C433 | FORD | 2005 | F-250, | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | | |
| T187 | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | | | | | Fence | | |
| T162 | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | | | | | from AAA | non existant per TW 5/13/08 | | |

| PC5 | | | | | | STD | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | |
| | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | |
| C391 | Ford | 2001 | F-250 Tim P | SALES | Puyallup | 3 | 0 | 0 | YES | YES | from WMI | | | |
| T219 | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | | | | | from newbill | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C415 | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | | |
| T257 | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| C241 | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | CDL | |
| T109 | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | | | | | | | | |
| C302 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | |
| RT2 | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |
| C303 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | |
| RT3 | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |
| C338 | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| T98 | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | | | | | W/RAIL, FROM B & B | | | |
| C395 | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | |
| T190 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Scotts | | | |
| C398 | INTL | 2004 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | | |
| T256 | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| C451 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | |
| T299 | Eagle | 2008 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | | |
| C478 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | NO | Y | Was 385 | | | |
| T56 | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | | | | | FLATBED, LONG TONGUE | | | |
| C482 | INTL | 2006 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | NO | Y | Was 163 | | | |
| T208 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | | | | | W/ BEAM | | | |
| C410 | FORD | 2004 | F-250, Greg B | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | |
| T189 | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | | | |
| C411 | FORD | 2004 | F-250, Matt S | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | | |
| T209 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | | | | | | | | |
| C428 | FORD | 2005 | F-250, Steve T | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | | | |
| C429 | FORD | 2005 | F-250, Scott P | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | |
| T178 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Scotts | | | |
| C527 | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | | | |
| T223 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| C528 | FORD | 2008 | F-250,Jeff N | SALES | Sea | 2 | 120 | 65 | YES | y | Replaces C283 | | | |
| T150 | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | | | | | W/ BEAM | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T184 | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | Fence Carrier | | | |
| T192 | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | FLATBED - ITS DEAD | | | |
| T222 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | make into 2 8 unit trailers? | | |
| **PC57** | | | | | | STD | | | | | | | | |
| EQUIPT.# | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | pressure | license | lic |
| | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | pump | Number | state |
| C492 | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | new from scratch | n | B11353B | WA |
| T261 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0481TD | ID PERM |
| C505 | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | Y | B84254C | WA |
| C506 | FORD | 2008 | F-250 Sales new sales | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | n | 936PKG | UT |
| C507 | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 372PKE | UT |
| T179 | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | fenders | | | |
| C508 | FORD | 2008 | F-250 4 wd Steve B | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 916PHY | UT |
| T259 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0488TD | ID PERM |
| C514 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | 462UWN | UT |
| T301 | Eagle | 2008 | UNIT CARRIER | TRL | Salt Lake | 20 | | | | | Rail w cables | | 019818A | UT |
| C542 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | A468GH | UT |
| T260 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 16 | | | | | Rail | | 0482TD | ID PERM |
| C389 | Ford | 2002 | F 550 | Sales | Portland | 6 | 450 | 250 | YES | Y | turn off @ road | | | |
| T111 | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 12 | | | | | | | | |
| 2010 | | | | | | | | | | | | | | |
| For trade | | | | | | | | | | | | | | |
| C73 | INTL | 82 | CABOVER | PUMPER | Salem | 0 | 3500 | 0 | NO | Y | Will sit in Longview | | | |
| 2010 | | | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | | | |
| C182 | INTL | 96 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | | | | |
| C447 | INTL | 2006 | 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | turn off @ road | | | |
| C271 | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | turn off @ road | | | |
| C537 | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | turn off @ road | | | |
| C286 | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | | | | |
| C471 | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | turn off @ road | | | |
| C397 | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | turn off @ road | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C444 | INTL | 2006 | 4300 SERIES | ROUTE | Portland | 2 | 900 | 450 | NO | N | turn off @ road | | | |
| C445 | INTL | 2006 | 4300 SERIES | ROUTE | Portland | 2 | 825 | 315 | NO | N | turn off @ road | | | |
| C446 | INTL | 2006 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | NO | turn off @ road | | | |
| C339 | INTL | 2002 | 4300 series | ROUTE | Portland | 2 | 600 | 300 | NO | NO | turn off @ road | | | |
| C387 | Ford | 2000 | F 550 | P & D | Portland | 6 | 450 | 250 | YES | Y | turn off @ road | | | |
| | | | | | | | | | | | | | | |
| C262 | FORD | 99 | F-150, Jamie G | other | Portland | 3 | 0 | 0 | YES | N | turn off @ road | | | |
| C348 | FORD | 2003 | F-250 | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | turn off @ road | | | |
| C355 | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | turn off @ road | | | |
| C205 | Ford | 97 | F -250 | Sales | Puyallup | 2 | 0 | 0 | Yes | Y | move to Puy | | | |
| C525 | FORD | 2008 | F-250 Craig R | Rt Sup | Puyallup | 2 | 120 | 65 | YES | Y | will be in loaner fleet | | | |
| C436 | Ford | 2005 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | Y | turn off @ road | | | |
| | | | | | | | | | | | | | | |
| 2009 | | | | | | | | | | | | | | |
| For trade | | | | | | | | | | | | | | |
| C190 | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | | |
| Mothballed | | | | | | | | | | | | | | |
| C408 | Ford | 2004 | F 550 super duty 4wd | ROUTE | Puyallup | 2 | 500 | 150 | NO | N | turn off @ road | | | |
| C323 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | | |
| C269 | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | | |
| C270 | INTL | 2000 | 4700SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | turn off @ road | | | |
| C318 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | turn off @ road | | | |
| C288 | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | turn off @ road | | | |
| C336 | FORD | 95 | F-150, 4 wd | Rich | Puyallup | 2 | | | NO | Y | | | | |
| C220 | FORD | 92 | F-250 | Terry | Puyallup | 3 | 0 | 0 | NO | Y | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 2011 mothall | | | | | | | | | | | | | | |
| C356 | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | N | put in loaner fleet | | | |
| C258 | FORD | 99 | F-150, Tim White | TIM W | Puyallup | 3 | 0 | 0 | YES | N | put in loaner fleet | | | |
| C268 | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | | |
| C354 | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | turn off @ road | | | |
| C293 | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | A road is off | | | |
| C522 | FORD | 2008 | F-250 Sales mothball | SALES | Salt Lake | 2 | 120 | 65 | YES | y | turn off @ road | | | |
| C413 | FORD | 2004 | F-250, float | SALES | Salem | 2 | 120 | 65 | YES | N | turn off @ road | | | |
| C272 | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | turn off @ road | | | |

| PC-50 | | | | | | STD | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | |
| | | | | | | W/GATE | WATER | WATER | GATE | HITCH | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C396 | * | INTL | 2004 4300 series | P & D | Post Falls | 6 | 450 | 225 | YES | Y | 246,300 | 23,000 | $5,310 | $18,265 | $1,602 | $0 | $0.81 | $0.23 | 7 |
| C421 | * | INTL | 2005 4300 SERIES | P & D | Post Falls | 6 | 450 | 250 | YES | YES | 260,500 | 33,000 | $7,250 | $30,293 | $1,475 | $3,034 | $0.92 | $0.22 | 6 |
| C304 | | Mack | 1989 CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | 275,000 | 400 | $1,400 | $3,250 | $1,742 | $0 | $8.13 | $3.50 | |
| C240 | | PETE | 1997 SLOPE | ROUTE | Gorge | 3 | 1700 | 300 | NO | Y | 418,700 | 2,500 | $4,400 | $8,227 | $1,960 | $0 | $3.16 | $1.76 | 14 |
| C294 | * | INTL | 2001 4700 SERIES | ROUTE | Gorge | 2 | 600 | 300 | NO | N | 96,700 | 1,100 | $2,031 | $4,650 | $1,676 | $0 | $4.37 | $1.85 | 10 |
| C502 | * | Ford | 2008 F550 super duty 4wd | ROUTE | Post Falls | 2 | 700 | 350 | NO | n | 148,600 | 24,000 | $9,000 | $35,800 | $1,600 | $11,528 | $1.50 | $0.38 | 3 |
| C535 | * | Intl | 2007 4300 SERIES | ROUTE | Post Falls | 2 | 775 | 300 | NO | n | 144,000 | 40,000 | $9,700 | $39,000 | $1,602 | $6,900 | $0.97 | $0.24 | 4 |
| C536 | * | Intl | 2007 4300 SERIES | ROUTE | Post Falls | 2 | 650 | 300 | NO | n | 138,500 | 38,000 | $11,700 | $43,750 | $1,602 | $11,300 | $1.17 | $0.31 | 4 |
| C539 | * | Intl | 2007 4300 SERIES | ROUTE | Post Falls | 2 | 1300 | 500 | NO | n | 144,000 | 41,000 | $16,000 | $45,200 | $1,602 | $6,022 | $1.10 | $0.39 | 4 |
| C540 | * | Intl | 2007 4300 SERIES | ROUTE | Post Falls | 2 | 1300 | 500 | NO | n | 151,000 | 47,500 | $7,500 | $44,300 | $1,602 | $13,128 | $0.93 | $0.16 | 4 |
| | | | | | | | | | | | | 250,500 | $74,291 | | | | | $0.30 | 6.2 |
| PC-56 | | | | | | | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C405 | | Chevrolet | 2000 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | 223,000 | 17,000 | $5,000 | $14,400 | $2,128 | $0 | $0.86 | $0.29 | 11 |
| C276 | * | INTL | 2000 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | 317,000 | 19,000 | $8,500 | $21,200 | $2,206 | $0 | $1.13 | $0.45 | 11 |
| C300 | * | INTL | 2001 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | 211,000 | 15,400 | $4,500 | $14,000 | $2,226 | $0 | $0.92 | $0.29 | 10 |
| C301 | * | INTL | 2001 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | 306,000 | 6,000 | $9,500 | $16,000 | $2,206 | $0 | $2.67 | $1.58 | 10 |
| C317 | * | INTL | 2001 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | 222,000 | 8,500 | $3,700 | $11,700 | $2,206 | $0 | $1.38 | $0.44 | 10 |
| C337 | * | INTL | 2002 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | 152,300 | 10,000 | $11,000 | $17,000 | $2,206 | $0 | $1.72 | $1.10 | 9 |
| C483 | * | INTL | 2007 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | 120,500 | 21,000 | $2,900 | $26,700 | $2,206 | $9,100 | $1.27 | $0.14 | 4 |
| C299 | * | INTL | 2001 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | 303,000 | 20,000 | $9,800 | $32,500 | $2,138 | $0 | $1.63 | $0.49 | 10 |
| C325 | * | INTL | 2001 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | 285,000 | 24,500 | $9,700 | $27,700 | $2,206 | $0 | $1.11 | $0.40 | 10 |
| C319 | * | INTL | 2001 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | 275,000 | 11,300 | $8,600 | $22,400 | $2,206 | $0 | $1.99 | $0.76 | 10 |
| C324 | * | INTL | 2001 4700 SERIES | ROUTE | Longview | 2 | 600 | 300 | NO | N | 165,000 | 7,000 | $9,400 | $22,300 | $2,128 | $0 | $3.13 | $1.34 | 10 |
| C341 | * | INTL | 2002 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | 280,000 | 18,500 | $15,900 | $29,600 | $2,206 | $0 | $1.60 | $0.86 | 9 |
| C342 | * | INTL | 2002 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | 375,000 | 24,000 | $5,400 | $19,200 | $2,206 | $0 | $0.79 | $0.23 | 9 |
| C242 | | INTL | 1990 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | N | | | | | | | | | |
| C369 | * | FRTL | 2001 Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | 120,000 | 5,700 | $5,400 | $10,800 | $1,916 | $0 | $1.88 | $0.95 | 10 |
| C394 | * | INTL | 2004 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | 165,300 | 20,800 | $10,400 | $22,100 | $2,206 | $0 | $1.06 | $0.50 | 7 |
| C401 | * | INTL | 2004 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | N | 260,500 | 27,500 | $8,400 | $27,800 | $2,206 | $0 | $1.02 | $0.31 | 7 |
| C402 | * | INTL | 2004 4300 SERIES | ROUTE | Portland | 2 | 800 | 500 | NO | N | 171,500 | 28,500 | $9,600 | $40,200 | $1,676 | $11,928 | $1.41 | $0.34 | 7 |
| C442 | * | Intl | 2006 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | 239,000 | 36,000 | $7,300 | $37,500 | $2,206 | $9,386 | $1.04 | $0.20 | 5 |
| C443 | * | Intl | 2006 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | 140,000 | 18,000 | $9,600 | $31,500 | $2,138 | $9,042 | $1.74 | $0.53 | 5 |
| C474 | * | INTL | 2006 4300 SERIES | ROUTE | Salem | 2 | 1000 | 400 | NO | N | 125,500 | 26,500 | $8,200 | $41,300 | $1,676 | $12,044 | $1.55 | $0.31 | 5 |
| C533 | * | INTL | 2007 4300 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | N | 114,000 | 24,500 | $5,200 | $22,300 | $1,474 | $3,108 | $0.91 | $0.21 | 4 |
| C280 | | FRTL | 1986 Tractor | Train | Salem | 36 | 0 | 0 | NO | | 634,000 | 11,000 | $6,150 | $13,200 | $1,952 | $0 | $1.20 | $0.56 | 25 |
| C281 | | FRTL | 1986 Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | 791,500 | 8,700 | $14,500 | $24,600 | $1,952 | $0 | $2.81 | $1.67 | 25 |
| | | | | | | | | | | | | 409,400 | $188,650 | | | | | $0.46 | 8.2 |
| PC55 | | | | | | | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C198 | * | INTL | 1997 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | 333,800 | 10,900 | $17,200 | $26,000 | $1,752 | $0 | $2.39 | $1.58 | 14 |
| C274 | * | INTL | 2000 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | 223,400 | 23,400 | $21,300 | $36,800 | $1,752 | $0 | $1.57 | $0.91 | 11 |
| C400 | * | Intl | 2004 4300 series | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | 225,000 | 27,800 | $15,000 | $24,500 | $1,752 | $5,900 | $1.59 | $0.54 | 7 |
| C409 | * | Ford | 2004 F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | 216,000 | 13,500 | $30,300 | $38,500 | $1,602 | $0 | $2.85 | $2.24 | 7 |
| C452 | * | INTL | 2006 4300 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | 165,200 | 28,000 | $10,000 | $38,400 | $1,652 | $8,572 | $1.36 | $0.36 | 5 |
| C538 | * | INTL | 2007 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | 111,000 | 27,000 | $12,200 | $37,000 | $1,676 | $4,182 | $1.38 | $0.45 | 4 |
| C419 | * | INTL | 2005 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | 201,000 | 24,000 | $27,000 | $47,800 | $1,676 | $1,988 | $1.99 | $1.13 | 6 |
| C320 | * | INTL | 2001 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | 261,000 | 13,500 | $13,000 | $26,500 | $1,694 | $0 | $1.99 | $0.96 | 10 |
| C448 | * | INTL | 2006 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | 117,000 | 24,500 | $10,400 | $40,000 | $1,676 | $8,986 | $1.62 | $0.42 | 5 |
| C453 | * | INTL | 1999 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | 300,000 | 17,000 | $18,300 | $43,100 | $1,676 | $5,538 | $2.54 | $1.08 | 12 |
| C454 | * | INTL | 1999 4700 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | 126,500 | 19,600 | $11,600 | $39,500 | $1,676 | $10,804 | $2.01 | $0.59 | 12 |
| C472 | * | INTL | 2006 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 400 | NO | Y | 149,000 | 32,000 | $18,800 | $42,700 | $1,676 | $12,468 | $1.33 | $0.59 | 5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C475 | * | INTL | 2006 4300 SERIES | ROUTE | Mt Vernon | 2 | 700 | 350 | NO | Y | 166,000 | 30,500 | $11,100 | $39,600 | $1,474 | $10,746 | $1.30 | $0.36 | 5 |
| C477 | * | INTL | 2006 4300 SERIES | ROUTE | Mt Vernon | 2 | | | NO | Y | 154,200 | 37,500 | $12,700 | $43,500 | $1,676 | $9,908 | $1.16 | $0.34 | 5 |
| C479 | * | INTL | 2006 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | 115,000 | 36,500 | $22,730 | $53,000 | $1,474 | $11,408 | $1.45 | $0.62 | 5 |
| C480 | * | INTL | 2006 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | 97,000 | 21,500 | $17,500 | $46,300 | $1,676 | $11,422 | $2.15 | $0.81 | 5 |
| C321 | * | INTL | 2001 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | 178,300 | 13,300 | $11,700 | $21,800 | $1,664 | $0 | $1.64 | $0.88 | 10 |
| C541 | * | INTL | 2007 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | 91,000 | 26,000 | $12,100 | $39,300 | $1,676 | $6,180 | $1.51 | $0.47 | 4 |
| | | | | | | | | | | | | 426,500 | $292,930 | | | | | $0.69 | 7.3 |
| **PC5** | | | | | | | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C422 | * | INTL | 1999 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | 448,000 | 31,600 | $17,500 | $33,200 | $1,466 | $0 | $1.05 | $0.55 | 12 |
| C241 | | PETE | 1997 SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | 418,000 | 4,200 | $22,200 | $26,800 | $1,960 | $0 | $6.45 | $5.29 | 14 |
| C302 | * | INTL | 2001 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | 420,000 | 33,500 | $20,100 | $39,700 | $1,676 | $0 | $1.19 | $0.60 | 10 |
| C303 | * | INTL | 2001 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | 467,000 | 12,000 | $32,000 | $42,500 | $1,676 | $0 | $3.52 | $2.67 | 10 |
| C338 | * | INTL | 2002 4300 SERIES | P & D | Puyallup | 10 | 0 | 0 | YES | Y | 340,000 | 50,000 | $27,000 | $61,200 | $1,902 | $0 | $1.04 | $0.54 | 9 |
| C395 | * | INTL | 2004 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | 198,000 | 23,200 | $6,700 | $21,100 | $1,664 | $0 | $0.91 | $0.29 | 7 |
| C398 | * | INTL | 2004 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | 217,000 | 30,300 | $16,250 | $34,500 | $1,676 | $0 | $1.13 | $0.54 | 7 |
| C451 | * | INTL | 2006 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | 195,000 | 33,500 | $16,250 | $45,600 | $1,676 | $8,706 | $1.37 | $0.49 | 5 |
| C478 | * | INTL | 2006 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | 156,000 | 35,200 | $15,600 | $51,000 | $1,474 | $14,374 | $1.45 | $0.44 | 5 |
| C482 | * | INTL | 2006 4300 SERIES | P & D | Sea | 2 | 450 | 250 | NO | Y | 91,500 | 12,400 | $6,600 | $29,600 | $1,676 | $9,264 | $2.38 | $0.53 | 5 |
| | | | | | | | | | | | | | | | | | | | |
| C298 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | 285,000 | 22,000 | $11,300 | $24,200 | $1,674 | $0 | $1.14 | $0.51 | 10 |
| C340 | * | INTL | 2002 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | 168,900 | 12,800 | $28,500 | $40,700 | $1,474 | $0 | $3.18 | $2.23 | 9 |
| C367 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | 247,000 | 16,000 | $24,700 | $37,200 | $1,764 | $0 | $2.33 | $1.54 | 10 |
| C368 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | 253,200 | 18,300 | $10,500 | $25,600 | $1,714 | $0 | $1.40 | $0.57 | 10 |
| C376 | * | FRTL | 2002 Freightliner | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | 220,000 | 23,000 | $7,800 | $22,400 | $1,810 | $0 | $0.98 | $0.34 | 9 |
| C403 | * | INTL | 2004 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | 147,200 | 19,100 | $16,100 | $31,750 | $1,708 | $0 | $1.66 | $0.84 | 7 |
| C418 | * | INTL | 2005 4300 SERIES | ROUTE | Belfair | 2 | 700 | 300 | NO | NO | 200,100 | 29,000 | $13,800 | $37,000 | $1,676 | $2,040 | $1.27 | $0.48 | 6 |
| C295 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | 323,500 | 25,300 | $13,000 | $30,600 | $1,636 | $0 | $1.21 | $0.51 | 10 |
| C297 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | 225,000 | 19,500 | $21,500 | $35,900 | $1,474 | $0 | $1.84 | $1.10 | 10 |
| C444 | * | INTL | 2006 4300 SERIES | ROUTE | Portland | 2 | 900 | 450 | NO | N | 146,200 | 7,000 | $7,600 | $23,300 | $1,606 | $9,160 | $3.34 | $1.09 | 5 |
| C449 | * | INTL | 2006 4300 SERIES | ROUTE | Totaled | 2 | 1000 | 500 | NO | Y | 134,000 | 21,500 | $32,300 | $57,900 | $1,474 | $8,274 | $2.72 | $1.50 | 5 |
| C450 | * | INTL | 2006 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | 84,000 | 14,500 | $25,100 | $49,700 | $1,474 | $8,830 | $3.42 | $1.73 | 5 |
| C473 | * | INTL | 2006 4300 SERIES | ROUTE | Sea | 2 | 1000 | 400 | NO | Y | 122,000 | 19,600 | $17,600 | $80,800 | $1,474 | $11,810 | $2.60 | $0.90 | 5 |
| C471 | * | INTL | 2006 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | 92,700 | 6,800 | $3,750 | $19,600 | $1,528 | $10,658 | $2.87 | $0.55 | 5 |
| C476 | * | INTL | 2006 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | 130,000 | 15,800 | $8,300 | $35,500 | $1,474 | $11,284 | $2.25 | $0.53 | 5 |
| C481 | * | INTL | 2006 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | 138,300 | 28,000 | $33,100 | $63,700 | $1,474 | $11,328 | $2.27 | $1.18 | 5 |
| C484 | * | INTL | 2006 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | 152,300 | 35,800 | $24,200 | $56,200 | $1,474 | $11,258 | $1.57 | $0.68 | 5 |
| C509 | * | INTL | 2007 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | 79,000 | 18,500 | $6,900 | $37,600 | $1,676 | $13,718 | $2.05 | $0.37 | 4 |
| C534 | * | INTL | 2007 4300SERIES | ROUTE | Belfair | 2 | 800 | 350 | NO | NO | 125,000 | 34,000 | $13,500 | $36,000 | $1,376 | $2,988 | $1.06 | $0.40 | 4 |
| | | | | | | | | | | | | 652,400 | $499,750 | | | | | $0.77 | 7.1 |
| **PC57** | | | | | | STD | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C445 | * | INTL | 2006 4300 SERIES | ROUTE | Portland | 2 | 825 | 315 | NO | N | 75,500 | 6,000 | $9,100 | $23,800 | $1,516 | $9,892 | $3.96 | $1.52 | 5 |
| C447 | * | INTL | 2006 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | 86,000 | 100 | $5,100 | $16,000 | $1,606 | $9,076 | | $51.00 | 5 |
| C505 | * | INTL | 2007 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | 158,000 | 37,000 | $28,300 | $63,500 | $1,676 | $13,700 | $1.72 | $0.76 | 4 |
| C513 | * | INTL | 2007 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | 128,000 | 31,300 | $19,200 | $53,300 | $1,786 | $13,268 | $1.70 | $0.61 | 4 |
| C514 | * | INTL | 2007 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | 82,000 | 27,500 | $4,400 | $33,800 | $1,766 | $13,192 | $1.23 | $0.16 | 4 |
| C542 | * | INTL | 2007 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | 77,300 | 26,000 | $6,200 | $33,700 | $2,058 | $13,458 | $1.29 | $0.24 | 4 |
| C543 | * | INTL | 2007 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | 141,700 | 40,200 | $15,000 | $53,000 | $2,058 | $13,564 | $1.32 | $0.37 | 4 |
| C537 | * | INTL | 2007 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | 61,400 | 16,200 | $12,000 | $30,400 | $1,578 | $9,322 | $1.88 | $0.74 | 4 |
| C389 | * | Ford | 2002 F 550 | P & D | Portland | 6 | 450 | 250 | YES | Y | 151,500 | 8,400 | $14,000 | $18,800 | $1,516 | $0 | $2.25 | $1.67 | 9 |
| | | | | | | | | | | | | 192,700 | $113,300 | | | | | $0.59 | 4.8 |
| 2010 | | | | | | | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| Mothball | | | | | | | | | | | | | | | | | | | |
| C182 | | INTL | 1996 4700 SERIES | ROUTE | Puyallup | 2 | 800 | 300 | NO | N | 216,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 15 |
| C271 | * | INTL | 2000 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | 190,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 11 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C286 | | DODGE | 1996 1 TON | ROUTE | Puyallup | 4 | 500 | 250 | NO | Y | 262,750 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 15 |
| C387 | * | Ford | 2000 F 550 | P & D | Puyallup | 6 | 450 | 250 | YES | Y | 178,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 11 |
| 2009 | | | | | | | | | | | | | | | | | | | |
| For trade | | | | | | | | | | | | | | | | | | | |
| C190 | * | INTL | 1997 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | | | | | #DIV/0! | 14 |
| Mothballed | | | | | | | | | | | | | | | | | | | |
| C408 | * | Ford | 2004 F 550 super duty 4wd | ROUTE | Post Falls | 2 | 500 | 150 | NO | N | 150,500 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 7 |
| C323 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | 208,500 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 10 |
| C269 | * | INTL | 2000 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | 270,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 11 |
| C270 | * | INTL | 2000 4700SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | 93,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 11 |
| C318 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | 269,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 10 |
| 2011 mothall | | | | | | | | | | | | | | | | | | | |
| C268 | * | INTL | 2000 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | 285,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 11 |
| C293 | * | INTL | 2001 4700 SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | 160,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 10 |
| C272 | * | INTL | 2000 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | 177,000 | 0 | $0 | $0 | $0 | $0 | $0.00 | #DIV/0! | 11 |
| | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | |
| C397 | * | INTL | 2004 4300 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | NO | 109,000 | to go to PC 56 with P & D bed on it. | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | |
| C446 | * | INTL | 2006 4300 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | 124,200 | to Go To PC 5 to replace C 420 | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | |
| C339 | * | INTL | 2002 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | 225,000 | to Go to PC 5 with P & D bed on it. | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | |
| C420 | * | INTL | 2005 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | 162,550 | 12,900 | $10,400 | $31,000 | $1,676 | $9,100 | $2.41 | $0.81 | 6 |
| | | | | | | | | | | To go to PC 57 with Gump style bed on it | | | | | | | | | |

| PC-50 | | | | | | | STD | | | | | | Lic # | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | | | | | | | | | | | | | |
| C396 | * | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | | 223,500 | 27,000 | $11,300 | $23,918 | $1,596 | $0 | $0.88 | $0.42 | 7 | | | |
| C421 | * | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | | 227,500 | 33,000 | $9,575 | $34,147 | $1,674 | $9,100 | $1.04 | $0.29 | 6 | | | |
| C304 | | Mack | 1989 | CABOVER | PUMPER | Gorge | 2 | 1600 | | NO | | For Gorge | CDL | 274,600 | 28 | $200 | $1,932 | $1,714 | $0 | NA | $7.14 | 22 | | | |
| C240 | | PETE | 1997 | SLOPE | ROUTE | Gorge | 3 | 1700 | 300 | NO | Y | | CDL | 416,000 | 2,830 | $900 | $4,000 | $1,800 | $0 | $1.43 | $0.32 | 14 | | | |
| C294 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | turn off @ road | | 178,000 | 6,900 | $7,500 | $13,800 | $1,674 | $0 | $1.94 | $1.09 | 10 | | | |
| C502 | * | Ford | 2008 | F550 super duty 4wd | ROUTE | Rathdrum | 2 | 700 | 350 | NO | n | aluminum bed from FMI | | 125,000 | 37,000 | $14,700 | $42,888 | $1,596 | $11,528 | $1.15 | $0.40 | 3 | | | |
| C535 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 775 | 300 | NO | n | Was C462 | | 104,000 | 35,500 | $11,400 | $34,200 | $1,596 | $6,892 | $0.96 | $0.32 | 4 | | | |
| C536 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 650 | 300 | NO | n | Was c189 | | 101,000 | 36,000 | $12,500 | $40,028 | $1,596 | $11,290 | $1.11 | $0.35 | 4 | | | |
| C539 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | | 103,000 | 41,000 | $10,000 | $35,270 | $1,596 | $6,022 | $0.87 | $0.24 | 4 | | | |
| C540 | * | Intl | 2007 | 4300 SERIES | ROUTE | Rathdrum | 2 | 1300 | 500 | NO | n | Progress tank aluminum | | 103,500 | 50,000 | $10,700 | $43,768 | $1,528 | $13,128 | $0.88 | $0.21 | 4 | | | |
| PC-56 | | | | | | | STD | | | | | | | | 269,258 | $88,775 | | | | | $0.33 | 8 | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | | | | |
| C405 | | Chev | 2000 | 6500 Rollback | Del | Portland | 10 | 0 | 0 | 0 | Y | | | 206,300 | 11,300 | $1,600 | $8,100 | $2,128 | $0 | $0.72 | $0.14 | 11 | | | |
| C276 | * | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | 306,000 | 16,000 | $4,425 | $13,000 | $2,206 | $0 | $0.81 | $0.28 | 11 | | | |
| C300 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | 270,500 | 10,000 | $18,100 | $26,500 | $2,226 | $0 | $2.67 | $1.81 | 10 | | | |
| C301 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | 297,700 | 14,000 | $10,000 | $21,100 | $2,206 | $0 | $1.51 | $0.71 | 10 | | | |
| C317 | * | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | 212,000 | 11,500 | $2,700 | $8,604 | $2,128 | $0 | $0.75 | $0.23 | 10 | | | |
| C337 | * | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | 142,500 | 12,500 | $3,235 | $9,860 | $2,206 | $0 | $0.78 | $0.26 | 9 | | | |
| C483 | * | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank from out back | | 100,000 | 25,500 | $10,706 | $33,100 | $2,206 | $9,100 | $1.30 | $0.42 | 4 | | | |
| C242 | * | INTL | 1990 | 1900 SERIES | ROUTE | Portland | 2 | 1700 | 300 | NO | Y | WAS B & B | CDL | 92,500 | 24,500 | $8,300 | $19,000 | $1,800 | $0 | $0.78 | $0.34 | | | | |
| C325 | * | INTL | 2001 | 4700 Series | ROUTE | Portland | 2 | 500 | 250 | NO | N | WAS JONCO, C-305 | | 104,000 | 18,900 | $6,000 | $17,700 | $2,206 | $0 | $0.94 | $0.32 | 10 | | | |
| C319 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 250 | NO | N | | | 270,000 | 23,600 | $5,400 | $19,800 | $2,206 | $0 | $0.84 | $0.23 | 10 | | | |
| C324 | * | INTL | 2001 | 4700 SERIES | ROUTE | Longview | 2 | 600 | 300 | NO | N | | | 158,700 | 14,300 | $12,600 | $25,300 | $2,150 | $0 | $1.78 | $0.88 | 10 | | | |
| C341 | * | INTL | 2002 | 4300 SERIES | ROUTE | Portland | 2 | 600 | 300 | NO | N | | | 262,300 | 26,000 | $15,000 | $29,950 | $2,206 | $0 | $1.15 | $0.58 | 9 | | | |
| C342 | * | INTL | 2002 | 4300 SERIES | ROUTE | Coburg | 2 | 700 | 350 | NO | N | | | 350,000 | 30,000 | $15,800 | $29,400 | $2,206 | $0 | $0.97 | $0.53 | 9 | | | |
| C369 | * | FRTL | 2001 | Freightliner | ROUTE | Salem | 2 | 1000 | 500 | NO | Y | from WMI | CDL | 114,000 | 10,600 | $7,050 | $12,550 | $1,842 | $0 | $1.18 | $0.67 | 10 | | | |
| C394 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 3 | 800 | 500 | NO | N | Rolled and totaled | | 165,300 | 17,600 | $9,550 | $22,600 | $2,138 | $0 | $1.28 | $0.54 | 7 | had depr in 2010 | | |
| C401 | * | INTL | 2004 | 4300 SERIES | ROUTE | Longview | 2 | 800 | 350 | NO | Y | Was C -285 | | 233,000 | 25,300 | $7,450 | $21,300 | $2,206 | $0 | $0.84 | $0.29 | 7 | | | |
| C402 | * | INTL | 2004 | 4300 SERIES | ROUTE | Portland | 2 | 800 | 500 | NO | Y | | | 143,000 | 12,300 | $18,450 | $38,000 | $1,674 | $11,928 | $3.08 | $1.50 | 7 | | | |
| C442 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 700 | 280 | NO | N | Was used tank | | 202,500 | 42,700 | $7,400 | $36,300 | $2,206 | $9,386 | $0.85 | $0.17 | 5 | | | |
| C443 | * | Intl | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 900 | 450 | NO | N | WAS WMI bed 640476 | | 121,200 | 22,100 | $16,950 | $40,400 | $2,138 | $9,042 | $1.83 | $0.77 | 5 | | | |
| C474 | * | INTL | 2006 | 4300 SERIES | ROUTE | Salem | 2 | 1000 | 400 | NO | Y | Was 365 | | 98,900 | 35,600 | $11,300 | $42,100 | $1,474 | $12,044 | $1.18 | $0.32 | 5 | | | |
| C533 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | N | Was C273 | | 89,300 | 37,400 | $7,720 | $27,700 | $1,474 | $3,108 | $0.74 | $0.21 | 4 | | | |
| | | | | | | | | | | | | | | | 441,700 | $199,736 | | | | | $0.45 | 8 | | | |
| C280 | | FRTL | 1986 | Tractor | Train | Salem | 36 | 0 | 0 | NO | | | | | | | | | | | | | | | |
| C281 | | FRTL | 1986 | Tractor | Train | Puyallup | 36 | 0 | 0 | NO | | | | | | | | | | | | | | | |
| PC55 | | | | | | | STD | | | | | | | | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | | | | |
| C198 | * | INTL | 1997 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | 323,200 | 11,900 | $10,100 | $18,600 | $1,750 | $0 | $1.57 | $0.85 | 14 | | | |
| C274 | * | INTL | 2000 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | 318,000 | 28,600 | $9,900 | $23,550 | $1,750 | $0 | $0.82 | $0.35 | 11 | | | |
| C400 | * | Intl | 2004 | 4300 series | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | 203,300 | 30,800 | $6,150 | $30,650 | $1,750 | $8,904 | $1.00 | $0.20 | 7 | | | |
| C409 | * | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | | 202,300 | 15,050 | $9,850 | $25,400 | $1,596 | $5,444 | $1.69 | $0.65 | 7 | last year of depr | | |
| C452 | * | INTL | 2006 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | Was 162 | | 137,800 | 28,600 | $11,100 | $35,100 | $1,474 | $8,572 | $1.23 | $0.39 | 5 | | | |
| C538 | * | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | | 84,700 | 31,400 | $5,700 | $28,000 | $1,674 | $4,182 | $0.89 | $0.18 | 4 | | | |
| C419 | * | INTL | 2005 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 500 | NO | Y | | | 177,800 | 25,500 | $24,200 | $48,200 | $1,674 | $7,956 | $1.89 | $0.95 | 6 | | | |
| C320 | * | INTL | 2001 | 4700 SERIES | ROUTE | Mt Vernon | 2 | 650 | 300 | NO | N | | | 248,000 | 10,000 | $8,925 | $17,400 | $1,664 | $0 | $1.74 | $0.89 | 10 | | | |
| C448 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1000 | 400 | NO | Y | Was 363 (WMI) | | 92,600 | 23,000 | $8,100 | $33,600 | $1,674 | $8,986 | $1.46 | $0.35 | 5 | | | |
| C453 | * | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | Used cab | | 283,300 | 19,800 | $11,200 | $30,700 | $1,674 | $5,538 | $1.55 | $0.57 | 12 | | | |
| C454 | * | INTL | 1999 | 4700 SERIES | ROUTE | Woodinville | 2 | 750 | 300 | NO | N | Used cab | | 108,000 | 22,600 | $20,200 | $46,000 | $1,674 | $10,804 | $2.03 | $0.89 | 12 | | | |
| C472 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 1000 | 400 | NO | Y | Was 364 | | 117,000 | 28,000 | $6,850 | $35,700 | $1,674 | $12,468 | $1.28 | $0.24 | 5 | | | |
| C475 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | 700 | 350 | NO | Y | Was 229 | | 135,500 | 39,400 | $12,300 | $41,600 | $1,474 | $10,746 | $1.06 | $0.31 | 5 | | | |
| C477 | * | INTL | 2006 | 4300 SERIES | ROUTE | Mt Vernon | 2 | | | NO | Y | Was 179 | | 116,800 | 37,400 | $7,750 | $36,600 | $1,674 | $9,908 | $0.98 | $0.21 | 5 | | | |
| C479 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | | 80,100 | 18,200 | $9,100 | $36,800 | $1,674 | $11,408 | $2.03 | $0.50 | 5 | | | |
| C480 | * | INTL | 2006 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | Y | New alluminum | | 75,700 | 21,300 | $7,900 | $33,600 | $1,474 | $11,422 | $1.58 | $0.37 | 5 | | | |
| C321 | * | INTL | 2001 | 4700 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | | | 165,000 | 17,800 | $15,700 | $28,600 | $1,664 | $0 | $1.60 | $0.88 | 10 | | | |
| C541 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 1300 | 500 | NO | N | Progess tank aluminum | | 65,000 | 27,000 | $12,500 | $35,400 | $1,474 | $6,180 | $1.31 | $0.46 | 4 | | | |
| PC5 | | | | | | | STD | | | | | | | | 436,350 | $197,525 | | | | | $0.45 | 7 | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | | | | |
| C422 | * | INTL | 1999 | 4900 SERIES | Del | Puyallup | 10 | 0 | 0 | 0 | Y | Container Delivery | | 419,500 | 28,300 | $10,200 | $29,500 | $1,674 | $2,628 | $1.04 | $0.36 | 12 | last year w/depr, Why not one more year? | | |
| C241 | | PETE | 1997 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | CDL | 414,200 | 5,700 | $7,000 | $10,700 | $1,800 | $0 | $1.90 | $1.23 | 14 | | | |
| C302 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | 379,000 | 35,000 | $13,200 | $28,200 | $1,674 | $0 | $0.81 | $0.38 | 10 | | | |
| C303 | * | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | 355,000 | 25,000 | $11,500 | $25,100 | $1,674 | $0 | $1.01 | $0.46 | 10 | | | |
| C338 | * | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | 292,000 | 54,400 | $11,400 | $11,400 | $1,598 | $9,322 | $0.82 | $0.21 | 9 | why 9 years of depr ? | | |
| C395 | * | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | 175,700 | 16,800 | $5,100 | $19,200 | $1,664 | $2,852 | $1.14 | $0.30 | 7 | last year of Depr | | |
| C398 | * | INTL | 2004 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | 187,300 | 18,700 | $12,600 | $22,050 | $1,674 | $0 | $1.18 | $0.67 | 7 | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C451 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | 164,300 | 36,700 | $15,100 | $41,500 | $1,674 | $8,706 | $1.13 | $0.41 | 5 | | | |
| C478 | * | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | 123,500 | 37,750 | $17,454 | $49,200 | $1,474 | $14,374 | $1.30 | $0.46 | 5 | | | |
| C482 | * | INTL | 2006 | 4300 SERIES | P & D | Sea | 2 | 450 | 250 | NO | Y | Was 163 | | 79,300 | 18,500 | $5,000 | $27,300 | $1,484 | $9,264 | $1.48 | $0.27 | 5 | | | |
| C420 | * | INTL | 2005 | 4300 SERIES | ROUTE | Rathdrum | 2 | 600 | 300 | NO | NO | | | 150,900 | 7,000 | $7,400 | $23,100 | $1,674 | $9,100 | $3.30 | $1.06 | 6 | | | |
| C298 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | | | 280,000 | 22,000 | $13,400 | $26,300 | $1,674 | $0 | $1.20 | $0.61 | 10 | | | |
| C293 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 800 | 350 | NO | NO | turn off @ road | from | 96,000 | 9,650 | $14,400 | $22,500 | $1,664 | $0 | $2.33 | $1.49 | 10 | move from PC 50 to PC 5 | | |
| C340 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | HBU Veh | | 156,500 | 19,000 | $9,200 | $19,700 | $1,648 | $0 | $1.04 | $0.48 | 9 | | | |
| C367 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | CDL | 231,700 | 14,700 | $13,100 | $23,000 | $1,862 | $0 | $1.57 | $0.89 | 10 | | | |
| C368 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | CDL | 236,100 | 15,900 | $8,100 | $17,850 | $1,474 | $0 | $1.12 | $0.51 | 10 | | | |
| C376 | * | FRTL | 2002 | Freightliner | ROUTE | Puyallup | 2 | 1000 | 500 | NO | Y | from WMI, moved from 55 | CDL | 198,500 | 20,800 | $8,500 | $18,900 | $1,810 | $0 | $0.91 | $0.41 | 9 | | | |
| C268 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | 282,000 | 21,500 | $10,800 | $22,650 | $1,820 | $0 | $1.05 | $0.50 | 11 | | | |
| C403 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | | | 128,500 | 19,050 | $9,300 | $21,800 | $1,674 | $0 | $1.14 | $0.49 | 7 | | | |
| C418 | * | INTL | 2005 | 4300 SERIES | ROUTE | Belfair | 2 | 700 | 300 | NO | NO | | | 172,720 | 22,000 | $5,550 | $26,500 | $1,674 | $0 | $1.20 | $0.25 | 6 | | | |
| C295 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | 220,000 | 20,000 | $9,400 | $22,800 | $1,634 | $0 | $1.14 | $0.47 | 10 | | | |
| C297 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | 132,000 | 20,000 | $9,300 | $20,100 | $1,648 | $0 | $1.01 | $0.47 | 10 | | | |
| C272 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | | | 174,600 | 20,200 | $13,600 | $24,000 | $1,634 | $0 | $1.19 | $0.67 | 11 | | | |
| C449 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 372 (WMI) | | 112,750 | 19,600 | $9,100 | $32,100 | $1,474 | $8,274 | $1.64 | $0.46 | 5 | | | |
| C450 | * | INTL | 2006 | 4300SERIES | ROUTE | Sea | 2 | 1000 | 500 | NO | Y | Was 360 (WMI) | | 70,000 | 15,200 | $6,150 | $28,250 | $1,674 | $8,830 | $1.87 | $0.40 | 5 | | | |
| C473 | * | INTL | 2006 | 4300 SERIES | ROUTE | Sea | 2 | 1000 | 400 | NO | Y | Was 362 | | 102,300 | 16,700 | $12,400 | $39,500 | $1,674 | $11,810 | $2.38 | $0.74 | 5 | | | |
| C476 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | | | NO | Y | Was 230 | | 114,300 | 22,700 | $9,500 | $34,300 | $1,474 | $11,284 | $1.51 | $0.42 | 5 | | | |
| C481 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | 112,000 | 28,800 | $7,000 | $33,800 | $1,674 | $11,328 | $1.17 | $0.24 | 5 | | | |
| C484 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 1300 | 500 | NO | Y | New alluminum | | 119,000 | 38,200 | $10,100 | $39,100 | $1,674 | $11,258 | $1.02 | $0.26 | 5 | | | |
| C509 | * | INTL | 2007 | 4300 SERIES | ROUTE | Sea | 2 | 800 | 500 | NO | Y | Was 399 | | 62,100 | 19,600 | $9,150 | $39,200 | $1,674 | $13,718 | $2.00 | $0.47 | 4 | | | |
| C534 | * | INTL | 2007 | 4300SERIES | ROUTE | Belfair | 2 | 800 | 350 | NO | NO | Was C296 | | 92,100 | 38,700 | $7,600 | $29,750 | $1,674 | $2,998 | $0.77 | $0.20 | 4 | | | |
| | | | | | | | | | | | | | | | 708,150 | $311,604 | | | | | $0.44 | 8 | | | |
| **PC57** | | | | | | | STD | | | | | | | | | | | | | | | | | | |
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | license | | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | Number | | | | | | | | | | | | |
| C505 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1100 | 600 | NO | y | New alluminum | B842 | 123,000 | 39,500 | $14,600 | $48,400 | $1,674 | $13,698 | $1.23 | $0.37 | 4 | | | |
| C513 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | 2815A | 96,700 | 35,900 | $7,900 | $39,900 | $2,120 | $13,268 | $1.11 | $0.22 | 4 | | | |
| C514 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | 462U | 54,500 | 24,000 | $6,725 | $31,700 | $2,180 | $13,192 | $1.32 | $0.28 | 4 | | | |
| C542 | * | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | A468 | 56,200 | 27,600 | $3,700 | $30,000 | $2,154 | $13,458 | $1.08 | $0.13 | 4 | | | |
| C543 | * | INTL | 2007 | 4300 SERIES | ROUTE | Salt Lake | 2 | 1300 | 500 | NO | Y | from Progress | A991 | 103,000 | 40,500 | $10,600 | $42,300 | $2,154 | $13,564 | $1.04 | $0.26 | 4 | | | |
| | | | | | | | | | | | | | | | 167,500 | $43,525 | | | | | $0.26 | 4 | | | |
| 2010 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | | | | | | | | | | | | | | |
| C182 | | INTL | 1996 | 4700 SERIES | ROUTE | Gorge | 2 | 800 | 300 | NO | N | | | 215,800 | 5,200 | $5,000 | $9,100 | $1,490 | $0 | $1.76 | $0.96 | 15 | | | |
| C447 | * | INTL | 2006 | 4300 series | ROUTE | Woodinville | 2 | 800 | 300 | NO | N | turn off @ road | | 86,300 | 6,800 | $2,490 | $16,600 | $1,606 | $9,076 | $2.45 | $0.37 | 5 | | | |
| C271 | * | INTL | 2000 | 4700 SERIES | ROUTE | Salem | 2 | 600 | 300 | NO | NO | turn off @ road | | 88,500 | 2,600 | $3,800 | $6,625 | $1,704 | $0 | $2.57 | $1.46 | 11 | | | |
| C537 | * | INTL | 2007 | 4300 SERIES | ROUTE | Woodinville | 2 | 650 | 300 | NO | N | turn off @ road | | 45,300 | 7,028 | $1,700 | $15,650 | $1,606 | $9,322 | $2.22 | $0.24 | 4 | | | |
| C286 | | DODGE | 1996 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | | | 262,700 | 525 | $300 | $1,600 | $1,232 | $0 | $3.05 | $0.57 | 15 | | | |
| C471 | * | INTL | 2006 | 4300 SERIES | ROUTE | Rathdrum | 2 | 800 | 300 | NO | N | turn off @ road | | 88,900 | 4,490 | $2,300 | $15,400 | $1,528 | $10,648 | $3.43 | $0.51 | 5 | | | |
| C397 | * | INTL | 2004 | 4300 SERIES | ROUTE | Sea | 2 | 650 | 300 | NO | NO | turn off @ road | | 108,900 | 2,250 | $2,300 | $14,800 | $1,606 | $9,406 | $6.56 | $1.02 | 7 | | | |
| C299 | * | INTL | 2001 | 4700 SERIES | ROUTE | Salem | 2 | 650 | 300 | NO | N | turn off @ road | | 285,000 | 5,400 | $10,150 | $16,300 | $2,138 | $0 | $3.04 | $1.88 | 10 | was mothballed part of the year | | |
| C444 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 900 | 450 | NO | N | turn off @ road | | 139,250 | 7,150 | $2,600 | $16,500 | $1,606 | $9,160 | $2.31 | $0.36 | 5 | | | |
| C445 | * | INTL | 2006 | 4300 SERIES | ROUTE | Puyallup | 2 | 825 | 315 | NO | N | turn off @ road | | 70,000 | 7,725 | $7,900 | $22,500 | $1,606 | $9,892 | $2.91 | $1.02 | 5 | | | |
| C446 | * | INTL | 2006 | 4300 SERIES | ROUTE | Belfair | 2 | 600 | 300 | NO | NO | turn off @ road | | 124,200 | 7,575 | $3,000 | $18,200 | $1,606 | $9,960 | $2.40 | $0.40 | 5 | | | |
| C339 | * | INTL | 2002 | 4300 series | ROUTE | Puyallup | 2 | 600 | 300 | NO | NO | turn off @ road | | 225,000 | 2,550 | $1,500 | $4,250 | $1,566 | $0 | $1.67 | $0.59 | 9 | | | |
| C387 | * | Ford | 2000 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | turn off @ road | | 177,550 | 200 | $137 | $2,050 | $1,682 | $0 | $10.27 | $0.69 | 11 | | | |
| C389 | * | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | turn off @ road | | 143,100 | 120 | $140 | $1,750 | $1,498 | $0 | $14.77 | $1.17 | 9 | | | |
| | | | | | | | | | | | | | | | $59,613 | $43,317 | | | | | $0.73 | 8 | | | |
| 2009 | | | | | | | | | | | | | | | | | | | | | | | | | |
| For trade | | | | | | | | | | | | | | | | | | | | | | | | | |
| C190 | * | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | 272,000 | 0 | $290 | $1,670 | $1,380 | $0 | | | | | | |
| Mothballed | | | | | | | | | | | | | | | | | | | | | | | | | |
| C408 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | turn off @ road | | 150,500 | 1,200 | $3,200 | $6,500 | $0 | $0 | | | | 09 numbers | | |
| C323 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | 208,500 | 0 | $151 | $245 | $0 | $0 | | | | | | |
| C269 | * | INTL | 2000 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | turn off @ road | | 101,200 | 5,590 | $69 | $1,791 | $1,722 | $0 | | | | | | |
| C270 | * | INTL | 2000 | 4700SERIES | ROUTE | Puyallup | 2 | 600 | 300 | NO | N | turn off @ road | | 93,100 | 186 | $221 | $1,800 | $1,374 | $0 | | | | | | |
| C318 | * | INTL | 2001 | 4700 SERIES | ROUTE | Puyallup | 2 | 675 | 300 | NO | N | turn off @ road | | 268,800 | 67 | $269 | $286 | $0 | $0 | | | | | | |

| PC-50 | | | | | | | STD | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C253 | | Chev | 1996 | suburban | Passenger | Rathdrum | | | | | | 288,200 | 13,000 | $1,100.00 | $6,000.00 | $1,224.00 | $0.00 | $0.46 | $0.08 | 16 |
| C194 | | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | 288,400 | 10,700 | $1,400.00 | $6,000.00 | $1,072.00 | $0.00 | $0.56 | $0.13 | 15 |
| C530 | * | Ford | 2008 | F 250 4x4 Brian | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | 184,000 | 50,700 | $5,200.00 | $31,700.00 | $1,070.00 | $6,700.00 | $0.62 | $0.10 | 4 |
| C430 | * | FORD | 2005 | F-250 Float | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | 257,200 | 17,100 | $11,100.00 | $22,500.00 | $1,502.00 | $2,454.00 | $1.32 | $0.65 | 7 |
| C459 | * | Ford | 2006 | F-250 Float | other | Rathdrum | 2 | 120 | 65 | YES | Y | 213,300 | 11,300 | $3,600.00 | $13,000.00 | $1,094.00 | $4,204.00 | $1.14 | $0.32 | 6 |
| C487 | * | Ford | 2007 | F-250, Mike | other | Rathdrum | 2 | 120 | 65 | YES | y | 182,100 | 47,500 | $11,600.00 | $34,100.00 | $1,070.00 | $5,448.00 | $0.72 | $0.24 | 5 |
| | | | | | | | | | | | | | 150,300 | $34,000.00 | | | | | $0.23 | 9 |
| PC-56 | | | | | | | | | | | | | | | | | | | | |
| C254 | | FORD | 1999 | F-250, Jamie G | Sup | Puyallup | 3 | 0 | 0 | YES | YES | 320,000 | 13,000 | $3,300.00 | $10,800.00 | $1,082.00 | $0.00 | $0.83 | $0.25 | 13 |
| C413 | * | FORD | 2004 | F-250, Terry | SALES | Salem | 2 | 120 | 65 | YES | N | 313,000 | 20,200 | $5,900.00 | $7,550.00 | $1,096.00 | $0.00 | $0.37 | $0.29 | 8 |
| C458 | * | FORD | 2006 | F-250, Spare | RT SUP | Longview | 2 | 120 | 65 | YES | Y | 263,200 | 12,000 | $5,550.00 | $14,500.00 | $1,096.00 | $4,220.00 | $1.23 | $0.46 | 6 |
| C432 | * | FORD | 2005 | F-250 spare | SALES | Salem | 2 | 120 | 65 | YES | Y | 248,500 | 9,400 | $4,500.00 | $12,100.00 | $1,064.00 | $2,216.00 | $1.30 | $0.48 | 7 |
| C489 | | FORD | 2007 | F150 - jason | Jason | Salem | 3 | 0 | 0 | YES | n | 46,500 | 8,250 | $2,800.00 | $8,300.00 | $1,096.00 | $3,860.00 | $1.00 | $0.34 | 5 |
| C486 | * | FORD | 2007 | F-250 James | SALES | Salem | 2 | 120 | 65 | YES | y | 178,000 | 45,050 | $2,900.00 | $24,500.00 | $1,136.00 | $5,958.00 | $0.54 | $0.06 | 5 |
| C495 | * | FORD | 2007 | F-250 David | Sales | Salem | 2 | 120 | 65 | YES | y | 243,400 | 36,400 | $4,750.00 | $22,400.00 | $1,096.00 | $4,244.00 | $0.62 | $0.13 | 5 |
| C496 | * | FORD | 2007 | F-250 - Jeffrey | Sales | Salem | 2 | 120 | 65 | YES | y | 201,000 | 32,500 | $9,000.00 | $25,000.00 | $1,096.00 | $4,996.00 | $0.77 | $0.28 | 5 |
| C498 | * | GMC | 2007 | F-250 - Damion | Sales | Salem | 2 | 120 | 65 | YES | y | 220,500 | 49,500 | $7,400.00 | $35,000.00 | $1,096.00 | $6,192.00 | $0.70 | $0.15 | 5 |
| C499 | * | FORD | 2007 | F-250 Joe | Sales | Salem | 2 | 120 | 65 | YES | y | 197,100 | 52,000 | $4,200.00 | $24,500.00 | $1,096.00 | $5,150.00 | $0.47 | $0.08 | 5 |
| C500 | * | FORD | 2007 | F-250 - Freddy | Sales | Salem | 2 | 120 | 65 | YES | y | 223,500 | 48,800 | $3,400.00 | $27,000.00 | $1,096.00 | $4,974.00 | $0.55 | $0.07 | 5 |
| C523 | * | FORD | 2008 | F-250 Spare | SALES | Salem | 2 | 120 | 65 | YES | Y | 165,000 | 48,000 | $4,100.00 | $29,000.00 | $1,178.00 | $5,254.00 | $0.61 | $0.09 | 4 |
| X 088 | | Hummer | 1999 | Hummer | | | | | | | | 117,200 | 2,900 | $8,700.00 | $10,700.00 | $1,580.00 | $0.00 | $3.65 | $3.00 | 13 |
| | | | | | | | | | | | | | 378,000 | $66,500.00 | | | | | $0.18 | 7 |
| PC55 | | | | | | | | | | | | | | | | | | | | |
| C437 | * | FORD | 2005 | F-250 Jeremy C | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | 186,300 | 37,400 | $4,100.00 | $24,300.00 | $1,114.00 | $3,928.00 | $0.65 | $0.11 | 7 |
| C412 | * | Ford | 2004 | F-250 Nick A | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | 336,200 | 47,800 | $4,050.00 | $20,200.00 | $1,108.00 | $0.00 | $0.42 | $0.08 | 8 |
| C434 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | 283,500 | 43,000 | $8,000.00 | $25,700.00 | $1,114.00 | $2,786.00 | $0.60 | $0.19 | 7 |
| C494 | * | Ford | 2007 | F-250 Jim W | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | 216,300 | 39,200 | $4,400.00 | $23,300.00 | $1,126.00 | $5,068.00 | $0.59 | $0.11 | 5 |
| C497 | * | GMC | 2007 | C25 / Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | 110,000 | 25,600 | $1,100.00 | $18,000.00 | $1,130.00 | $7,268.00 | $0.70 | $0.04 | 5 |
| C433 | * | FORD | 2005 | F-250, float | SALES | Woodinville | 2 | 120 | 65 | YES | Y | 193,500 | 10,600 | $4,850.00 | $12,000.00 | $1,114.00 | $2,784.00 | $1.12 | $0.46 | 7 |
| | | | | | | | | | | | | | 203,600 | $26,500.00 | | | | | $0.13 | 7 |
| PC5 | | | | | | | | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |
| C391 | * | Ford | 2001 | F-250 Tim P | SALES | Puyallup | 3 | 0 | 0 | YES | YES | 353,200 | 24,300 | $3,700.00 | $12,800.00 | $1,114.00 | $0.00 | $0.53 | $0.15 | 11 |
| C415 | | Ford | 2004 | F - 150, Tim P | other | Puyallup | 2 | 0 | 0 | 0 | Y | 237,500 | 35,400 | $3,910.00 | $14,800.00 | $1,240.00 | $0.00 | $0.42 | $0.11 | 8 |
| C410 | * | FORD | 2004 | F-250, Greg B | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | 332,000 | 31,000 | $9,500.00 | $22,700.00 | $1,108.00 | $0.00 | $0.73 | $0.31 | 8 |
| C411 | * | FORD | 2004 | F-250, Robert J | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 287,500 | 27,100 | $10,700.00 | $20,500.00 | $1,108.00 | $0.00 | $0.76 | $0.39 | 8 |
| C428 | * | FORD | 2005 | F-250, Brandon G | SALES | Puyallup | 2 | 120 | 65 | YES | NO | 244,000 | 30,000 | $2,900.00 | $16,200.00 | $1,114.00 | $1,748.00 | $0.55 | $0.10 | 7 |
| C429 | * | FORD | 2005 | F-250, Scott P | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | 250,500 | 38,500 | $5,100.00 | $20,700.00 | $1,114.00 | $2,618.00 | $0.54 | $0.13 | 7 |
| C527 | * | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | y | 122,400 | 33,000 | $3,500.00 | $20,800.00 | $1,132.00 | $4,410.00 | $0.63 | $0.11 | 4 |
| C528 | * | FORD | 2008 | F-250, Jeff N | SALES | Sea | 2 | 120 | 65 | YES | y | 124,600 | 35,000 | $3,200.00 | $22,100.00 | $1,168.00 | $5,020.00 | $0.63 | $0.09 | 4 |
| | | | | | | | | | | | | | 254,300 | $42,510.00 | | | | | $0.17 | 7 |
| PC57 | | | | | | | | | | | | | | | | | | | | |
| C 558 | | Jeep | 1997 | grand cherokee | other | Salt Lake | | | | | y | 129,300 | 4,400 | $630.00 | $3,058.00 | $1,010.00 | $450.00 | $0.70 | $0.14 | 15 |
| C492 | * | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | 177,000 | 45,400 | $4,900.00 | $35,000.00 | $1,126.00 | $5,454.00 | $0.55 | $0.11 | 5 |
| C506 | * | FORD | 2008 | F-250 Sales new sales | SALES | Salt Lake | 2 | 120 | 65 | YES | y | 123,600 | 15,700 | $1,250.00 | $13,900.00 | $1,220.00 | $5,874.00 | $0.88 | $0.08 | 4 |
| C507 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | 165,600 | 32,000 | $11,100.00 | $30,000.00 | $1,266.00 | $6,336.00 | $0.93 | $0.35 | 4 |
| C508 | * | FORD | 2008 | F-250 4 wd Steve B | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | 136,700 | 33,300 | $4,600.00 | $24,600.00 | $1,266.00 | $6,248.00 | $0.74 | $0.14 | 4 |
| | | | | | | | | | | | | | 130,800 | $22,480.00 | | | | | $0.17 | 6 |
| 2010 | | | | | | | | | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C262 | | FORD | 1999 | F-150, Loaner | other | Portland | 3 | 0 | 0 | YES | N | 268,300 | 2,613 | $1,900.00 | $3,820.00 | $1,102.00 | $0.00 | $1.46 | $0.73 | 13 |
| C348 | * | FORD | 2003 | F-250 | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | 228,000 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 9 |
| C355 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | 257,000 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 9 |
| C205 | | Ford | 1997 | F -250 | Sales | Puyallup | 2 | 0 | 0 | Yes | Y | 293,200 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 15 |
| C436 | * | Ford | 2005 | F-250, Vancell | SALES | Puyallup | 2 | 120 | 65 | YES | Y | 212,000 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 7 |
| 2009 | | | | | | | | | | | | | | | | | | | | |
| Mothballed | | | | | | | | | | | | | | | | | | | | |
| C288 | * | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | 284,000 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 12 |
| C336 | | FORD | 1995 | F-150, 4 wd | Rich | Puyallup | 2 | | | NO | Y | 301,300 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 17 |
| C220 | | FORD | 1992 | F-250 | Terry | Puyallup | 3 | 0 | 0 | NO | Y | 290,500 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 20 |
| | | | | | | | | | | | | | | | | | | | | |
| 2011 mothall | | | | | | | | | | | | | | | | | | | | |
| C356 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | N | 365,200 | 6,200 | $1,750.00 | $6,500.00 | $1,126.00 | $0.00 | $1.04 | $0.28 | 9 |
| C258 | | FORD | 1999 | F-150, Tim White | TIM W | Puyallup | 3 | 0 | 0 | YES | N | 315,300 | 1,600 | $300.00 | $1,750.00 | $1,074.00 | $0.00 | $1.07 | $0.19 | 13 |
| C354 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | 266,300 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 9 |
| C522 | * | FORD | 2008 | F-250 Sales mothball | SALES | Salt Lake | 2 | 120 | 65 | YES | y | 95,700 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | #DIV/0! | 4 |
| C525 | | Ford | 2008 | F-250, Loaner | SALES | Puyallup | 2 | 120 | 65 | YES | Y | 105,000 | 21,600 | $3,050.00 | $16,800.00 | $1,200.00 | $5,238.00 | $0.78 | $0.14 | 4 |

| PC-50 | | | | | | | STD | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Location | units | WASTE | FRESH | LIFT | TRL | DESCRIPTION | mileage | miles | R & M | annual cost | lic /ins | depr | t cpm | M cpm | age | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | | | | | | | | | | |
| C253 | | Chev | 1996 | suburban | Passenger | Rathdrum | | | | | | | 275,300 | 3,700 | $600 | $2,900 | $1,224 | $0 | $0.78 | $0.16 | | |
| C194 | | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | | 277,750 | 13,400 | $1,600 | $9,400 | $1,072 | $0 | $0.70 | $0.12 | 14 | |
| C530 | * | Ford | 2008 | F 250 4x4 Brian | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | 133,300 | 56,850 | $4,250 | $29,400 | $1,068 | $6,700 | $0.52 | $0.07 | 3 | |
| C430 | * | FORD | 2005 | F-250, Mike | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | 240,200 | 26,250 | $5,350 | $17,900 | $1,500 | $4,206 | $0.68 | $0.20 | 6 | |
| C459 | * | Ford | 2006 | F-250 Mike | SALES | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | 202,000 | 25,900 | $3,950 | $16,650 | $1,100 | $4,204 | $0.64 | $0.15 | 5 | |
| C487 | * | Ford | 2007 | F-250 Float | other | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | 134,650 | 55,900 | $5,450 | $23,250 | $1,068 | $5,448 | $0.42 | $0.10 | 4 | |
| | | | | | | | | | | | | | | 182,000 | $21,200 | | | | | $0.12 | 6 | |
| PC-56 | | | | | | | STD | | | | | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | |
| C254 | | FORD | 1999 | F-250, Jamie G | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | 307,200 | 17,300 | $2,600 | $8,000 | $1,084 | $0 | $0.46 | $0.15 | 12 | |
| C458 | * | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | 251,500 | 37,300 | $3,300 | $19,050 | $1,096 | $4,220 | $0.51 | $0.09 | 5 | |
| C413 | * | FORD | 2004 | F-250, float | SALES | Salem | 2 | 120 | 65 | YES | N | | 292,600 | 10,200 | $1,303 | $4,835 | $1,096 | $0 | $0.47 | $0.13 | 7 | |
| C432 | * | FORD | 2005 | F-250 Damion | SALES | Salem | 2 | 120 | 65 | YES | N | | 239,000 | 30,742 | $3,631 | $16,748 | $1,094 | $3,800 | $0.54 | $0.12 | 6 | |
| C489 | | FORD | 2007 | F150 | Jason | Salem | 3 | 0 | 0 | YES | n | Replaced 284 | 38,500 | 10,100 | $1,100 | $8,700 | $1,354 | $3,860 | $0.86 | $0.11 | 4 | |
| C486 | * | FORD | 2007 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | y | new from scratch | 132,900 | 46,500 | $8,400 | $26,800 | $1,142 | $5,958 | $0.58 | $0.18 | 4 | |
| C495 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | 207,000 | 42,300 | $6,100 | $21,300 | $1,010 | $4,244 | $0.50 | $0.14 | 4 | |
| C496 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | 168,600 | 47,200 | $4,100 | $24,100 | $1,064 | $4,996 | $0.51 | $0.09 | 4 | |
| C498 | * | Ford | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | 171,000 | 47,500 | $3,600 | $26,200 | $1,010 | $6,192 | $0.55 | $0.08 | 4 | |
| C499 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | 145,400 | 26,050 | $4,650 | $24,700 | $1,064 | $5,150 | $0.95 | $0.18 | 4 | |
| C500 | * | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | 174,700 | 54,500 | $1,400 | $23,400 | $1,010 | $4,974 | $0.43 | $0.03 | 4 | |
| C523 | * | FORD | 2008 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | N | Replaced c223 | 117,300 | 45,400 | $3,350 | $23,850 | $1,178 | $5,254 | $0.53 | $0.07 | 3 | |
| | | | | | | | | | | | | | | 415,092 | $43,534 | | | | | $0.10 | 5 | |
| PC55 | | | | | | | STD | | | | | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | |
| C437 | * | FORD | 2005 | F-250 Jeremy C | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | 148,900 | 30,800 | $7,700 | $25,100 | $1,120 | $5,236 | $0.81 | $0.25 | 6 | |
| C412 | * | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | 288,500 | 55,900 | $3,700 | $20,900 | $1,112 | $0 | $0.38 | $0.07 | 7 | |
| C434 | * | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | 240,500 | 41,200 | $8,000 | $25,000 | $1,120 | $4,778 | $0.61 | $0.19 | 6 | |
| C494 | * | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | 177,100 | 45,900 | $7,150 | $26,100 | $1,132 | $5,068 | $0.57 | $0.16 | 4 | |
| C497 | * | GMC | 2007 | C25 / Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | 84,300 | 24,600 | $2,700 | $18,500 | $1,134 | $7,268 | $0.75 | $0.11 | 4 | |
| C356 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | N | | 359,200 | 22,900 | $6,300 | $14,200 | $1,106 | $0 | $0.62 | $0.28 | 8 | |
| | | | | | | | | | | | | | | 221,300 | $35,550 | | | | | $0.16 | 6 | |
| PC5 | | | | | | | STD | | | | | | | | | | | | | | | |
| EQUIPT.# | | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | |
| C391 | * | Ford | 2001 | F-250 Tim P | SALES | Puyallup | 3 | 0 | 0 | YES | YES | from WMI | 330,000 | 24,700 | $8,300 | $16,000 | $1,094 | $0 | $0.65 | $0.34 | 10 | |
| C415 | | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | 203,150 | 35,600 | $3,900 | $11,900 | $1,246 | $0 | $0.33 | $0.11 | 7 | |
| C410 | * | FORD | 2004 | F-250, Greg B | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | 302,000 | 51,000 | $6,625 | $22,200 | $1,112 | $0 | $0.44 | $0.13 | 7 | |
| C411 | * | FORD | 2004 | F-250, Matt S | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | 262,300 | 35,900 | $4,200 | $21,100 | $1,112 | $2,778 | $0.59 | $0.12 | 7 | last yr depr |
| C354 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | 266,000 | 11,400 | $2,700 | $6,800 | $1,210 | $0 | $0.60 | $0.24 | 8 | |
| C428 | * | FORD | 2005 | F-250, Steve T | SALES | Puyallup | 2 | 120 | 65 | YES | NO | | 215,400 | 28,400 | $6,900 | $18,300 | $1,120 | $4,194 | $0.65 | $0.24 | 6 | |
| C429 | * | FORD | 2005 | F-250, Scott P | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | 215,000 | 42,300 | $4,200 | $21,800 | $1,120 | $4,488 | $0.52 | $0.10 | 6 | |
| C527 | * | FORD | 2008 | F-250, Bill S | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | 91,100 | 37,000 | $2,150 | $18,300 | $1,136 | $4,410 | $0.49 | $0.06 | 3 | |
| C528 | * | FORD | 2008 | F-250,Jeff N | SALES | Sea | 2 | 120 | 65 | YES | y | Replaces C283 | 89,700 | 39,300 | $2,400 | $21,200 | $1,170 | $5,020 | $0.54 | $0.06 | 3 | |
| | | | | | | | | | | | | | | 305,600 | $41,375 | | | | | $0.14 | 6 | |
| PC57 | | | | | | | STD | | | | | | | | | | | | | | | |
| EQUIPT.# | GPS | MAKE | YEAR | MODEL | DUTY | Based | units | WASTE | FRESH | LIFT | TRL | | | | | | | | | | | |
| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | DESCRIPTION | | | | | | | | | | |
| C 558 | | Jeep | 1997 | grand cherokee | other | Salt Lake | | | | | y | 5 passengter veh | 154,900 | 5,000 | $750 | $2,800 | $1,010 | $0 | $0.56 | $0.15 | | |
| C492 | * | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | new from scratch | 135,100 | 30,900 | $4,500 | $20,300 | $1,132 | $5,454 | $0.66 | $0.15 | 4 | |
| C506 | * | FORD | 2008 | F-250 Sales | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | 107,900 | 17,100 | $5,500 | $16,700 | $1,220 | $5,874 | $0.98 | $0.32 | 3 | |
| C507 | * | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | 133,700 | 45,600 | $7,800 | $28,200 | $1,220 | $6,356 | $0.62 | $0.17 | 3 | |
| C508 | * | FORD | 2008 | F-250 4 wd Steve | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | 103,400 | 36,400 | $3,750 | $24,000 | $1,220 | $6,248 | $0.66 | $0.10 | 3 | |
| C522 | * | FORD | 2008 | F-250 Sales | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | 86,200 | 23,300 | $1,400 | $15,600 | $1,220 | $5,908 | $0.67 | $0.06 | 3 | |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | 158,300 | $23,700 | | | | | $0.15 | 3 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2010 | | | | | | | | | | | | | | | | | | | | | | |
| Mothball | | | | | | | | | | | | | | | | | | | | | | |
| C262 | | FORD | 1999 | F-150, Jamie G | other | Portland | 3 | 0 | 0 | YES | N | turn off @ road | 265,750 | 1,405 | $172 | $1,639 | $1,106 | $0 | $1.17 | $0.12 | 12 | |
| C348 | * | FORD | 2003 | F-250 | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | turn off @ road | 227,120 | 10,300 | $2,380 | $5,850 | $1,136 | $0 | $0.57 | $0.23 | 8 | |
| C355 | * | FORD | 2003 | F-250, | SALES | Puyallup | 2 | 120 | 65 | YES | NO | turn off @ road | 257,200 | 1,918 | $1,165 | $3,060 | $1,150 | $0 | $1.59 | $0.61 | 8 | |
| C433 | * | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | Y | will be in loaner fleet | 85,650 | 25,500 | $2,950 | $16,200 | $1,206 | $5,238 | $0.64 | $0.12 | 6 | |
| C525 | * | FORD | 2008 | F-250 Craig R | Rt Sup | Woodinville | 2 | 120 | 65 | YES | Y | will be in loaner fleet | 182,800 | 31,800 | $8,200 | $21,500 | $1,150 | $4,772 | $0.67 | $0.26 | 3 | |
| C436 | * | Ford | 2005 | F-250, Vancell | SALES | Woodinville | 2 | 120 | 65 | YES | Y | turn off @ road | 211,700 | 3,200 | $2,075 | $8,820 | $1,156 | $4,844 | $2.79 | $0.65 | 6 | |
| | | | | | | | | | | | | | | | | | | | | | 7 | |
| 2009 | | | | | | | | | | | | | | | | | | | | | | |
| Mothballed | | | | | | | | | | | | | | | | | | | | | | |
| C288 | * | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | turn off @ road | 283,400 | 0 | $189 | $1,221 | $1,032 | $0 | | | 11 | |
| C336 | | FORD | 1995 | F-150, 4 wd | Rich | Puyallup | 2 | | | NO | Y | | 301,000 | 0 | $172 | $197 | $0 | $0 | | | 16 | |
| C220 | | FORD | 1992 | F-250 | Terry | Puyallup | 3 | 0 | 0 | NO | Y | | 290,350 | 1,300 | $375 | $1,412 | $1,032 | $0 | $1.09 | $0.29 | 19 | |
| C258 | | FORD | 1999 | F-150, Tim White | TIM W | Woodinville | 3 | 0 | 0 | YES | N | | 314,250 | 12,000 | $2,600 | $5,800 | $1,074 | $0 | $0.48 | $0.22 | 12 | |
| C205 | | Ford | 1997 | F -250 | Sales | Salem | 2 | 0 | 0 | Yes | Y | move to Puy | 293,200 | 3,250 | $275 | $2,000 | $1,110 | $0 | $0.60 | $0.08 | 14 | |

| | | | | | | | W/GATE | WATER | WATER | GATE | HITCH | | Y or N | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |
| C396 | 50 | INTL | 2004 | 4300 series | P & D | Rathdrum | 6 | 450 | 225 | YES | Y | | YES | |
| T220 | 50 | Newbill | 2002? | UNIT CARRIER | TRL | Rathdrum | 18 | | | | | from newbill | | |
| C409 | 50 | Ford | 2004 | F-550 super duty 4wd | P & D | Rathdrum | 6 | 400 | 175 | YES | Y | | YES | |
| T185 | 50 | WMI | 1968 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | |
| C421 | 50 | INTL | 2005 | 4300 SERIES | P & D | Rathdrum | 6 | 450 | 250 | YES | YES | | No | |
| T299 | 50 | Eagle | 2008 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | | | |
| C194 | 50 | dodge | 1997 | Ram 1500 mickie | PU | Gorge | 2 | 0 | 0 | 0 | 0 | | | |
| T113 | 50 | H-MADE | 1988 | UNIT CARRIER | TRL | Gorge | 6 | | | | | W/ SIDERAILS,FROM NW SAN | | |
| C387 | 50 | Ford | 2000 | F 550 | P & D | Gorge | 6 | 450 | 250 | YES | Y | from WMI | | |
| | | | | | | | | | | | | | | |
| C530 | 50 | Ford | 2008 | F 250 4x4 | RT SUP | Rathdrum | 2 | 120 | 65 | YES | Y | Aluminum Tanks | | |
| T148 | 50 | Scotts | 2000 | UNIT CARRIER | TRL | Spokane | 8 | | | | | W/ BEAM | | |
| C430 | 50 | FORD | 2005 | F-250, | SALES | Rathdrum | 2 | 120 | 65 | YES | NO | | | |
| T182 | 50 | WMI | 1977 | UNIT CARRIER | TRL | Rathdrum | 8 | | | | | for fence | | |
| C459 | 50 | Ford | 2006 | F-250 | SALES | Rathdrum | 2 | 120 | 65 | YES | Y | Was 251 | | |
| T112 | 50 | H-MADE | 1998 | UNIT CARRIER | TRL | Rathdrum | 7 | | | | | W/ SIDERAILS,FROM NW SAN | | |
| C487 | 50 | Ford | 2007 | F-250 | SALES | Rathdrum | 2 | 120 | 65 | YES | y | new from scratch | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| T111 | 50 | H-MADE | 1997 | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | W/ UNIT TRAYS, FROM NW SAN | | |
| T230 | 50 | Gotta Go | 1997 | UNIT CARRIER | TRL | Rathdrum | 16 | | | | | from Gotta Go | | |
| T236 | 50 | Gotta Go | ? | UNIT CARRIER | TRL | Rathdrum | 10 | | | | | from Gotta Go | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| C276 | 56 | INTL | 2000 | 4700 SERIES | P & D | Portland | 6 | 450 | 150 | YES | Y | | | |
| T188 | 56 | WMI | 1996 | UNIT CARRIER | TRL | Portland | 16 | | | | | | | |
| C300 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 250 | YES | YES | | | |
| T-254 | 56 | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | | | |
| C301 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | |
| T-255 | 56 | Helm | 2007 | UNIT CARRIER | TRL | Salem | 16 | | | | | | | |
| C317 | 56 | INTL | 2001 | 4700 SERIES | P & D | Salem | 6 | 450 | 150 | YES | Y | | | |
| T300 | 56 | Eagle | 2008 | UNIT CARRIER | TRL | Salem | 16 | | | | | | | |
| C337 | 56 | INTL | 2002 | 4300 SERIES | P & D | Salem | 10 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | |
| T183 | 56 | WMI | 1987 | UNIT CARRIER | TRL | Portland | 20 | | | | | | | |
| C483 | 56 | INTL | 2007 | 4300 SERIES | P & D | Salem | 6 | 500 | 250 | YES | Y | used tank form out back | | |
| T100 | 56 | B & B | 1989 | UNIT CARRIER | TRL | Salem | 18 | | | | | | | |
| C458 | 56 | FORD | 2006 | F-250, Manny | RT SUP | Longview | 2 | 120 | 65 | YES | Y | Was 265 | | |
| T99 | 56 | B & B | 1997 | UNIT CARRIER | TRL | Coburg | 8 | | | | | | | |
| C486 | 56 | FORD | 2007 | F-250 | RT SUP | Salem | 2 | 120 | 65 | YES | y | new from scratch | | |
| T-211 | 56 | Lincoln | 2006 | UNIT CARRIER | TRL | Salem | 8 | | | | | | | |
| C495 | 56 | FORD | 2007 | F-250 | RT SUP | Salem | 2 | 120 | 65 | YES | y | Replaced C289 | | |
| T137 | 56 | Scotts | 2000 | UNIT CARRIER | TRL | Portland | 8 | | | | | | | |
| C496 | 56 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C264 | | |
| T133 | 56 | Scotts | 2000 | UNIT CARRIER | TRL | Longview | 8 | | | | | | | |
| C498 | 56 | Ford | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | new from scratch | | |
| | | | | | | | | | | | | | | |
| C499 | 56 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C263 | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C500 | 56 | FORD | 2007 | F-250 | Sales | Salem | 2 | 120 | 65 | YES | y | Replaced C279 | | |
| C523 | 56 | FORD | 2008 | F-250 | SALES | Salem | 2 | 120 | 65 | YES | y | Replaced c223 | | |
| T66 | 56 | SCOTTS | 1998 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | |
| T95 | 56 | HOMEMADE | 1974 | UNIT CARRIER | TRL | Portland | 10 | | | | | | | |
| T114 | 56 | L & T | 1997 | UNIT CARRIER | TRL | Salem | 10 | | | | | | | |
| C198 | 55 | INTL | 97 | 4700 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | | | |
| T187 | 55 | WMI | 1996 | UNIT CARRIER | TRL | Mt Vernon | 12 | | | | | fenders | | |
| C274 | 55 | INTL | 2000 | 4700 SERIES | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| T101 | 55 | B & B | 1989 | UNIT CARRIER | TRL | Woodinville | 18 | | | | | FLATBED, 4 UNIT HUMP | | |
| C389 | 55 | Ford | 2002 | F 550 | P & D | Woodinville | 6 | 450 | 250 | YES | Y | from WMI | | |
| T186 | 55 | WMI | 1970 | UNIT CARRIER | TRL | Woodinville | 12 | | | | | 12 unit with hump | | |
| C400 | 55 | Intl | 2004 | 4300 series | P & D | Woodinville | 6 | 450 | 250 | YES | Y | | | |
| T61 | 55 | SCOTT'S | 2000 | UNIT CARRIER | TRL | Mt Vernon | 16 | | | | | 16 unit with hump | | |
| C452 | 55 | INTL | 2006 | 4300 SERIES | P & D | Mt Vernon | 6 | 450 | 250 | YES | Y | Was 162 | | |
| T67 | 55 | FREEWAY | 1998 | UNIT CARRIER | TRL | Woodinville | 16 | | | | | 16 unit with hump | | |
| C538 | 55 | INTL | 2007 | 4300 SERIES | P & D | Woodinville | 6 | 450 | 225 | YES | Y | Was C275 | | |
| T110 | 55 | H-MADE | 1997 | UNIT CARRIER | TRL | Woodinville | 14 | | | | | 14 unit cable with hump | | |
| C433 | 55 | FORD | 2005 | F-250, Jim Wilcox | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | |
| C434 | 55 | FORD | 2005 | F-250, Lee B | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | |
| C436 | 55 | Ford | 2005 | F-250 Corina | SALES | Woodinville | 2 | 120 | 65 | YES | Y | | | |
| T162 | 55 | Homemade | 1980 | UNIT CARRIER | TRL | Woodinville | 7 | | | | | from AAA | | |
| C494 | 55 | Ford | 2007 | F-250 Derek H | SALES | Mt Vernon | 2 | 120 | 65 | YES | y | Was C224 | | |
| C497 | 55 | GMC | 2007 | C25 Marshall | SALES | Woodinville | 2 | 120 | 65 | YES | y | new from scratch | | |
| T258 | 55 | Helm | 2007 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | |
| C525 | 55 | FORD | 2008 | F-250 Bob D | SALES | Woodinville | 2 | 120 | 65 | YES | Y | replaced C287 | | |
| T31 | 55 | REDFORD | 1954 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | 8 unit with hump | | |
| C412 | 55 | Ford | 2004 | F-250 Craig R | Rt Sup | Mt Vernon | 2 | 120 | 65 | yes | Y | | | |
| T210 | 55 | Lincoln | 2005 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | |
| C437 | 55 | FORD | 2005 | F-250 Chris Y | Rt Sup | Woodinville | 6 | 300 | 100 | YES | Y | | | |
| T224 | 55 | Lincoln | 2006 | UNIT CARRIER | TRL | Woodinville | 8 | | | | | Rail | | |
| | | | | | | | | | | | | | non existant per TW 5/13/08 | |
| T161 | 55 | Homemade | 1990 | UNIT CARRIER | TRL | Woodinville | 10 | | | | | FLATBED, 2 UNIT HUMP | | |
| C241 | 5 | PETE | 97 | SLOPE | P & D | Puyallup | 8 | 650 | 275 | YES | Y | | | |
| T109 | 5 | WILSON'S | 1991 | UNIT CARRIER | TRL | Puyallup | 18 | | | | | | | |
| C302 | 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | | | |
| RT2 | 5 | REDFORD | 1979 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C303 | 5 | INTL | 2001 | 4700 SERIES | P & D | Puyallup | 8 | 450 | 250 | YES | YES | INCLUDES 2 ON OVERHEAD | | | |
| RT3 | 5 | REDFORD | 1978 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | FLATBED, 4 UNIT HUMP | | | |
| C338 | 5 | INTL | 2002 | 4300 SERIES | P & D | Puyallup | 8 | 0 | 0 | YES | Y | MADE FOR VIP'S BY GUMP | | | |
| T98 | 5 | B & B | 1996 | UNIT CARRIER | TRL | Puyallup | 20 | | | | | W/RAIL, FROM B & B | | | |
| C395 | 5 | INTL | 2004 | 4300 SERIES | P & D | Belfair | 6 | 450 | 250 | YES | YES | | | | |
| T56 | 5 | homemade | 1997 | UNIT CARRIER | TRL | Belfair | 10 | | | | | FLATBED, LONG TONGUE | | | |
| C398 | 5 | INTL | 2004 | 4300 SERIES | P & D | Sea | 6 | 450 | 250 | YES | YES | | | | |
| T208 | 5 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 12 | | | | | W/ BEAM | | | |
| C451 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 6 | 450 | 250 | YES | YES | WAS 384 (384) | | | |
| T222 | 5 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| C478 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 385 | | | |
| T256 | 5 | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Rail | | | |
| C482 | 5 | INTL | 2006 | 4300 SERIES | P & D | Puyallup | 2 | 450 | 250 | NO | Y | Was 163 | | | |
| T190 | 5 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 16 | | | | | Scotts | | | |
| | | | | | | | | | | | | | | | |
| C254 | 5 | FORD | 99 | F-250, Tim P | Sup | Puyallup | 3 | 0 | 0 | YES | YES | | | | |
| T219 | 5 | Newbill | 2002 | UNIT CARRIER | TRL | Puyallup | 10 | | | | | from newbill | | | |
| C415 | 5 | Ford | 2004 | F - 150, Ron I | other | Puyallup | 2 | 0 | 0 | 0 | Y | | | | |
| T257 | 5 | Helm | 2007 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| C348 | 5 | FORD | 2003 | F-250, | Rt Sup | Puyallup | 2 | 120 | 65 | YES | Y | | | | |
| T223 | 5 | Lincoln | 2006 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Rail | | | |
| C391 | 5 | Ford | 2001 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | YES | from WMI | | | |
| T178 | 5 | Scotts | 2003 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | Scotts | | | |
| C410 | 5 | FORD | 2004 | F-250, Jay Klauda | RT SUP | Belfair | 2 | 120 | 65 | YES | YES | | | | |
| T150 | 5 | Scotts | 2000 | UNIT CARRIER | TRL | Belfair | 8 | | | | | W/ BEAM | | | |
| C411 | 5 | FORD | 2004 | F-250, Steve T | RT SUP | Puyallup | 2 | 120 | 65 | YES | Y | | | | |
| T209 | 5 | Lincoln | 2005 | UNIT CARRIER | TRL | Sea | 8 | | | | | W/ BEAM | | | |
| C429 | 5 | FORD | 2005 | F-250, | RT SUP | Sea | 2 | 120 | 65 | YES | YES | | | | |
| T143 | 5 | Scotts | 2000 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | W/ BEAM | | | |
| C527 | 5 | FORD | 2008 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces c266 | | | |
| T179 | 5 | WMI | 1968 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | fenders | | | |
| C528 | 5 | FORD | 2008 | F-250 | SALES | Puyallup | 2 | 120 | 65 | YES | y | Replaces C283 | | | |
| T189 | 5 | WMI | 1988 | UNIT CARRIER | TRL | Puyallup | 8 | | | | | | drillers | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| T184 | 5 | WMI | 2001 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | for fence | | | |
| | | | | | | | | | | | | | | | |
| T192 | 5 | WMI | 1976 | UNIT CARRIER | TRL | Puyallup | 12 | | | | | FLATBED - ITS DEAD | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| C492 | 57 | FORD | 2007 | F-250 - sales Darin | SALES | Salt Lake | 2 | 120 | 65 | YES | y | new from scratch | n | B11353B | WA |
| | | | | | | | | | | | | | | | |
| C506 | 57 | FORD | 2008 | F-250 Sales Chris | SALES | Salt Lake | 2 | 120 | 65 | YES | y | steel tank | n | 936PKG | UT |
| | | | | | | | | | | | | | | | |
| C507 | 57 | FORD | 2008 | F-250 4 wd Trevor | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 372PKE | UT |
| T259 | 57 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0488TD | ID PERM |
| C508 | 57 | FORD | 2008 | F-250 4 wd Don T | RT Sup | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | 916PHY | UT |
| T261 | 57 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 8 | | | | | Rail | | 0481TD | ID PERM |
| C514 | 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | 462UWN | UT |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T260 | 57 | Eagle | 2007 | UNIT CARRIER | TRL | Salt Lake | 16 | | | | | Rail | | 0482TD | ID PERM |
| C522 | 57 | FORD | 2008 | F-250 Sales Steve | SALES | Salt Lake | 2 | 120 | 65 | YES | y | New alluminum | n | A161FB | UT |
| | | | | | | | | | | | | | | | |
| C542 | 57 | INTL | 2007 | 4300 SERIES | P & D | Salt Lake | 2 | 450 | 250 | NO | Y | from Progress | y | A468GH | UT |
| T301 | 57 | Eagle | 2008 | UNIT CARRIER | TRL | Salt Lake | 20 | | | | | Rail w cables | | 019818A | UT |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| C190 | * | INTL | 97 | 4700 SERIES | ROUTE | Puyallup | 2 | 650 | 300 | NO | N | | | | |
| C286 | | DODGE | 96 | 1 TON | ROUTE | Gorge | 4 | 500 | 250 | NO | Y | For Gorge | YES | | |
| C336 | | FORD | 95 | F-150, 4 wd | Rich | Rathdrum | 2 | | | NO | Y | | | | |
| C220 | | FORD | 92 | F-250 | Terry | Portland | 3 | 0 | 0 | NO | Y | MEN & WOMEN | | | |
| C408 | * | Ford | 2004 | F 550 super duty 4wd | ROUTE | Rathdrum | 2 | 500 | 150 | NO | N | | YES | | |
| C288 | * | FORD | 2000 | F-250, | RT SUP | Puyallup | 2 | 120 | 65 | YES | YES | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| T298 | 57 | Nu Concepts | 2008 | 2 unit vip trlr | TRL | Salt Lake | | | | | | platform | | | UT |
| T174 | 5 | Olympic | 2003 | comfort Station | TRL | ROVING | | | | | | | | | |
| T175 | 5 | Olympic | 2003 | comfort Station | TRL | ROVING | | | | | | | | | |
| T288 | 56 | American | 2008 | Comfort station, 24' | TRL | Portland | | | | | | | | | |
| T289 | 56 | American | 2008 | Comfort station, 32' | TRL | Portland | | | | | | | | | |
| T290 | 56 | American | 2008 | Shower trl, 8 head | TRL | Portland | | | | | | | | | |
| T291 | 56 | American | 2008 | Shower trl, 6 head | TRL | Portland | | | | | | | | | |
| T130 | 56 | ACSI | 99 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T131 | 56 | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T132 | 56 | OLYMPIC | 99 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T169 | 56 | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | | | | | | | | | |
| T197 | 56 | OLYMPIC | 2002 | COMFORT STATION | TRL | Salem | | | | | | ADA unit | | | |
| T116 | 56 | OLYMPIC | 97 | SHOWER CS | TRL | Salem | | | | | | | | | |
| T156 | 56 | Higgy | 2001 | Higgy | TRL | Portland | | | | | | | | | |
| T212 | 56 | Higgy | 2005 | Higgy | TRL | Portland | | | | | | | | | |
| T97 | 50 | OLYMPIC | 1994 | COMFORT STATION | TRL | Rathdrum | 0 | 700 | 0 | | | From b & B | | | |
| T297 | 50 | mCkEE | 2008 | Hand wash trl | TRL | Rathdrum | 0 | | | | | new | | | |
| T139 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | | | | |
| T140 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X12 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T145 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T146 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X20 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T153 | 56 | EZ SYSTEMS | 2000 | WASH CAR | 8X24 | Salem | | | | | | ONE ROOM (UNISEX) | | | |
| T177 | 50 | Gdan | 2003 | container trls | Cont | Rathdrum | 10 | | | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| c372 | dia | Rad | | length | c inches | CF | Gallons |
| water | 60 | 30 | 2826 | 36 | 101736 | 58.875 | 438.6188 |
| waste | 60 | 30 | 2826 | 72 | 203472 | 117.75 | 877.2375 |
| | | | | | | | |
| from rt truck, lic # 54744x | | | | | | | |
| water | 48 | 24 | 1808.64 | 36 | 65111 | 37.68 | 280.716 |
| waste | 48 | 24 | 1808.64 | 90 | 162778 | 94.2 | 701.79 |
| | | | | 126 | total add to waste side of 18" barrel | | |
| tank off s/w 103? | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 36 | 18 | 1017.36 | 68 | 69180 | 40.035 | 298.2608 |
| | | | | | | | |
| tank only | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 42 | 21 | 1384.74 | 96 | 132935 | 76.93 | 573.1285 |
| | | | | | | | |
| from mints w/ motor | | | | | | | |
| water | 45 | 22.5 | 1589.625 | 34 | 54047 | 31.27734 | 233.0162 |
| waste | 45 | 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 |
| | | | | | | | |
| Tank only | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 36 | 18 | 1017.36 | 60 | 61042 | 35.325 | 263.1713 |
| | | | | | | | |
| c381 | | | | | | | |
| water | 50 | 25 | 1962.5 | 37 | 72613 | 42.02112 | 313.0574 |
| waste | 50 | 25 | 1962.5 | 89 | 174663 | 101.0778 | 753.0299 |
| | | | | 126 | with modifications | | |
| | | | | | | | |
| tank off s/w | | | | | | | |
| water | | 0 | 0 | | 0 | 0 | 0 |
| waste | 36 | 18 | 1017.36 | 64 | 65111 | 37.68 | 280.716 |
| | | | | | | | |
| from rt truck, 299 | | | | | | | |
| water | 54 | 27 | 2289.06 | 32 | 73250 | 42.39 | 315.8055 |
| waste | 54 | 27 | 2289.06 | 84 | 192281 | 111.2738 | 828.9894 |
| | | | | 116 | total add of 24" of barrel length. | | |
| | | | | | | | |
| C385 | | | | | | | |
| Waste | 45 | 22.5 | 1589.625 | 72 | 114453 | 66.23438 | 493.4461 |
| | | | | | | | |
| C163 | | | | | | | |
| Waste | 40 | 20 | 1256 | 72 | 90432 | 52.33333 | 389.8833 |
| | | | | | | | |
| C302 | | | | | | | |
| Waste | 43 | 21.5 | 1451.465 | 72 | 104505 | 60.47771 | 450.5589 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| C421 | | | | | | | | |
| **Waste** | 42 | **21** | **1384.74** | 83 | **114933** | **66.5124** | **495.5173** | |
| C303 | | | | | | | | |
| **Waste** | 42 | **21** | **1384.74** | 64 | **88623** | **51.28667** | **382.0857** | |
| C395 | | | | | | | | |
| **Waste** | 43 | **21.5** | **1451.465** | 68 | **98700** | **57.11784** | **425.5279** | |
| C398 | | | | | | | | |
| **Waste** | 42 | **21** | **1384.74** | 70 | **96932** | **56.09479** | **417.9062** | |
| tank at Spokane | | | | | | | | |
| **Waste** | 94 | **47** | **6936.26** | 205 | **1421933** | **822.8781** | **6130.442** | |
| **Waste** | 42 | **21** | **1384.74** | 83 | **114933** | **66.5124** | **495.5173** | |
| 513? | | | | | | | | |
| **Waste** | 46 | **23** | **1661.06** | 69 | **114613** | **66.32705** | **494.1365** | |
| **C462** | | | | | | | | |
| **water** | **52** | **26** | **2122.64** | **33** | **70047** | **40.53653** | **301.9971** | |
| **waste** | **52** | **26** | **2122.64** | **85** | **180424** | **104.4123** | **777.8714** | |
| | | | | **118** | **with modifications** | | | |
| | | | 8 inces for domes | | | | | |
| | | | 126 inches total | | | | | |
| **541** | | | | | | | | |
| **water** | **64** | **32** | **3215.36** | **24** | **77169** | **44.65778** | **332.7004** | |
| **waste** | **64** | **32** | **3215.36** | **104** | **334397** | **193.517** | **1441.702** | |
| **Waste** | 48 | **24** | **1808.64** | 72 | **130222** | **75.36** | **561.432** | |
| **Waste** | 42 | **21** | **1384.74** | 80 | **110779** | **64.10833** | **477.6071** | |
| **Waste** | 54 | **27** | **2289.06** | 276 | **631781** | **365.6138** | **2723.822** | |
| **Waste** | 80 | **40** | **5024** | 252 | **1266048** | **732.6667** | **5458.367** | Belfair HB |
| **Waste** | 144 | **72** | **16277.76** | 144 | **2343997** | **1356.48** | **10105.78** | canyon tanks |
| **Waste** | 96 | **48** | **7234.56** | 384 | **2778071** | **1607.68** | **11977.22** | Salem tank |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Waste** | 37 | **18.5** | **1074.665** | 60 | **64480** | **37.31476** | **277.9949** | Ace Acme aluminum |
| **Water** | 24 | **12** | **452.16** | 60 | **27130** | **15.7** | **116.965** | |
| | | | | | | | | |
| **waste** | **54** | **27** | **2289.06** | **84** | **192281** | **111.2738** | **828.9894** | C 293 |

# TRUCK ASSIGNMENTS AS OF 06/08/03

## PUYALLUP, SEATTLE & KITSAP

| | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Driver | Route | Truck | Route | Truck | Route | Truck | Route | Truck | Route | Truck | Route | Truck |
| Rich Holman 2345 | HR1 | C369 | HR2 | C369 | HR3 | C154 | HR4 | C230 | HR5 | C293 | | |
| Bob Ernst 1345 | BE1 | C298 | BE2 | C154 | BE3 | C340 | BE4 | C229 | BE5 | C154 | | |
| Dave Rockwell 1234 | DW1 | 190 | DW2 | C298* | DW3 | C190 | DW4 | C154 | P&D | | | |
| Todd Morose 1345 | TM1 | C364 | OFF | | TM3 | C364 | TM4 | C364 | TM5 | C364 | | |
| Dan Etue 1234 | DE1 | C154 | DE2 | C340 | DE3 | C155 | DE4 | C340 | P&D | | | |
| Alex Kravchak 2345 | P&D | | AK2 | C365 | AK3 | C365 | AK4 | C365 | AK5 | C365 | | |
| Somphon Kop 1245 | SK1 | C273 | SK2 | C273* | SK3 | 179 | SK4 | C164 | SK5 | C180 | | |
| Artis Brokenbrough 1234 | AB1 | C324 | AB2 | C270 | AB3 | C230 | AB4 | C270** | P&D | | | |
| Jermaine Yeldon 234 | JY1 | C293 | JY2 | C293 | JY3 | C324 | JY4 | C190 | P&D | | | |
| Bel Sreng 1245 | SS1 | C131 | SS2 | C179 | SS3 | C339 | SS4 | C324 | SS5 | C190 | | |
| Matt Richardson 1235 | MR1 | C360 | MR2 | C360 | MR3 | C360 | MR4 | C360 | MR5 | C360 | | |
| Ken Nytray 1345 | KN1 | C229 | KN2 | C339 | KN3 | C180 | KN4 | C318 | KN5 | C153 | | |
| George Silcox 2345 | P&D | | SG2 | C131 | SG3 | C270 | SG4 | C339 | SG5 | C270 | | |
| Nick Prkut 1235 | NP1 | C272 | NP2 | C324 | NP3 | C272 | P&D | | NP5 | C229 | | |
| Lloyd Howell 2345 | P&D | | LH2 | C361 | LH3 | C361 | LH4 | C361 | LH5 | C361 | | |
| Chris Larose | CL1 | C230 | CL2 | C229 | OFF | | CL4 | C131 | CL5 | C164 | | |
| Brad Roberts 1235 | BR1 | C179 | BR2 | C153 | BR3 | C229 | P&D | | BR5 | C230 | | |
| Mike Torrey 15 | MT1 | C340 | P&D | | P&D | | P&D | | P&D | | | |
| Brandon Sensky 1235 | SB1 | C153 | SB2 | C230 | SB3 | C180 | SB4 | C153 | SB5 | C180 | | |
| Brandon Gilbert 1245 | P&D | | BB2 | C190 | P&D | | BB4 | C272 | BB5 | C272 | | |
| Robert Davis 1345 | RD1 | C365 | P&D | | RD3 | C369 | RD4 | C369 | RD5 | C369 | | |
| Joe Shoemaker 124 | JC1 | C180 | JC2 | C180 | P&D | | JC4 | C180 | P&D | | | |
| Jay Klauda 1235 | JD1 | C318 | JD2 | C318 | JD3 | C318 | P&D | | JD5 | C318 | | |
| Andre Douglas | AD1 | C270 | AD2 | C164 | AD3 | C164 | AD4 | C273 | | | | |
| Chris Lowry | CY1 | C164 | CY2 | C272 | CY3 | C131 | CY4 | C179 | | | | |
| Jeff Stone | JS1 | C155 | AD2 | TRN | | | | | | | | |
| Rick Handsaker | RK1 | C339 | RK2 | C155 | | | | | RK5 | C179 | | |
| PUY | | C361 | | C155 | | C153 | | C155 | | C131 | C324 | |
| | | C339 | | | | | | | | C155 | C339 | |
| SEA | | 0 | | C369 | | C273 | | C293 | | C179 | | |
| | | | | | | C293 | | | | C273 | | |
| | | | | | | | | | | C340 | | |
| | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | |
| Don Torrey | P&D | | P&D | | P&D | | P&D | | P&D | | | |
| Greg Brander | P&D | | P&D | | P&D | | P&D | | P&D | | | |
| Rich Torrey | P&D | | P&D | | P&D | | P&D | | P&D | | | |
| Mike Torrey | | | P&D | | P&D | | P&D | | P&D | | | |
| Brandon Gilbert | | | P&D | | | | | | | | | |

# TRUCK ASSIGNMENTS AS OF 03/10/04

## PUYALLUP, SEATTLE & KITSAP

| Driver | Monday Route | Monday Truck | Tuesday Route | Tuesday Truck | Wednesday Route | Wednesday Truck | Thursday Route | Thursday Truck | Friday Route | Friday Truck | Saturday Route | Saturday Truck | C131 | C179 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | C153 | C190 |
| Alex Kravchak 2345 | OFF | | AK2 | C365 | AK3 | C365 | AK4 | C365 | P&D | | | | C154 | C270 |
| 253-536-3019 | | | LAKE WOOD | | PORT TAC | | DWT OYL | | | | | | C155 | C272 |
| SB1,DW3,LH4 | BRANDON | | | | DAVE R | | LLOYD | | | | | | | |
| Amy Bartlett | AE1 | C324 | YARD | | AE3 | C339 | AE4 | C340 | OFF | | | | | |
| 253-468-1664 | TACOMA | | | | UP | | RENTON | | | | | | | |
| Bel Sreng 1245 | SS1 | C339 | SS2 | C340 | SS3 | C179 | SS4 | C324 | OFF | | | | C164 | C273 |
| 253-6718929 | SE AUB | | BALLARD | | ALKI | | LAKETAPPS | | | | | | C229 | C293 |
| Bob Ernst 1345 | BE1 | C298 | BE2 | C154 | BE3 | C293 | OFF | | BE5 | C154 | | | C230 | C340 |
| 253-846-6809 | PORT O | | PORT TAC | | NE SEA | | | | NOR TAC | | | | C324 | C372 |
| Brad Roberts 1235 | BR1 | C293 | BR2 | C153 | OFF | | BR4 | C272 | P&D | | | | C339 | KIT |
| 253-535-6429 | SEATTLE | | GIGHARBOR | | | | QUEENANNE | | | | | | C332 | C180 |
| Brandon Sensky 1235 | SB1 | C324 | OFF | | SB3 | C298 | P&D | | SB5 | C318 | | | C360 | C298 |
| 253-353-0723 | TACOMA | | | | KINGSTON | | | | PORT LUD | | | | C364 | C318 |
| Dan Etue 1234 | DE1 | C154 | DE2 | C293 | DE3 | C272 | OFF | | DE5 | C131 | | | C365 | |
| no phone | ALGN PAC | | S SEA | | MERCER I | | | | PT TAC | | | | C399 | |
| Dave Rockwell 1234 | DW1 | C153 | P&D | | DW3 | C339 | OFF | | DW5 | C340 | | | | |
| 253-759-4177 | SEA TAC | | | | UP | | | | ISS | | | | | |
| Dave Wiggins | DD1 | C229 | OFF | | DD3 | C164 | DD4 | C154 | DD5 | C164 | | | | |
| 360-273-5173 | OLY | | | | LAKEWOOD | | YELM | | GIG HAR | | | | | |
| David Voock | DV1 | C270 | OFF | | DV3 | C230 | DV4 | C273 | DV5 | C339 | | | | |
| 253-632-7612 | NE SEA | | | | FED WAY | | SEATAC | | GRAHAM | | | | | |
| Doug Bryant | DM1 | C365 | OFF | | P&D | | DM4 | C270 | DM5 | C270 | | | | |
| 253-845-6408 | KENT | | | | | | SKYWAY | | NW CAST | | | | | |
| Edgar Pacquing | EP1 | C372 | EP2 | C364 | EP3 | C364 | EP4 | C360 | OFF | | | | | |
| 253-847-7123 | SO SEA | | POULSBO | | PT ORCHARD | | SE KENT | | | | | | | |
| Fred Braylock | FB1 | C190 | YARD | | OFF | | FB4 | C164 | FB5 | C180 | | | | |
| 360-273-2103 | SW SEA | | | | | | E TAC | | NW AUB | | | | | |
| George Silcox 2345 | OFF | | SG2 | C339 | OFF | | SG4 | C153 | OFF | | SG6 | C272 | | |
| 253-9838323 | | | PUY | | | | ORTING | | | | MER ISLND | | | |
| George Van Vliet | GV1 | C340 | GV2 | C229 | GV3 | C180 | GV4 | C293 | OFF | | | | | |
| 253-904-8889 | NO BEND | | SE KENT | | SE KENT | | FREMONT | | CANT WORK | | | | | |
| Jerry Kvaternik | JK1 | C399 | JK2 | C324 | JK3 | C270 | OFF | | JK5 | C230 | | | | |
| 253-984-6724 | FT LEWIS | | EATONVILLE | | SEATTLE | | | | FEDERAL WY | | | | | |
| Jerry Tanksley | JT1 | C318 | OFF | | YARD | | JT4 | C364 | JT5 | C365 | | | | |
| 253-858-7307 | BI | | | | | | KITSA | | LAKEWOOD | | | | | |
| Joe Joyce | JJ1 | C164 | JJ2 | C273 | JJ3 | C324 | JJ4 | C190 | OFF | | | | | |
| 253-841-0780 | ENUMCLAW | | NE RENTON | | PUYALLUP | | BURIEN | | | | | | | |
| John Perry | P&D | | OFF | | PT3 | C340 | PT4 | C230 | PT5 | C273 | | | | |
| 253-988-1429 | | | | | NO BEND | | RAVEDAL | | BELV | | | | | |
| BR2,DM4,SC5 | | | BRAD R | | | | DOUG B | | SAM C | | | | | |
| Johnny McQueen | OFF | | JQ2 | C153 | YARD | | JQ4 | C270 | JQ5 | C272 | | | | |
| 253-875-8082 | | | GIGHARBOR | | | | SKYWAY | | SEATTLE | | | | | |
| JUSTIN IRISH | JI1 | C272 | JI2 | C179 | JI3 | C190 | OFF | | JI5 | C190 | | | | |
| 253-312-2761 | E SEA | | KENT | | SEA-TAC | | | J | SEA-TAC | | | | | |
| Ken Nytray 1345 | KN1 | C230 | KN2 | C272 | OFF | | KN4 | C298 | KN5 | C229 | | | | |
| 253-847-8804 | PARKLAND | | NEW CAS | | | | BI | | NE OLY | | | | | |
| Lloyd Howell 2345 | OFF | | LH2 | C399 | LH3 | C399 | LH4 | C399 | LH5 | C399 | | | | |
| 360-446-7190 | | | BONNEY LK | | LEWIS CO | | RENTON | | SPANAWAY | | | | | |
| Matt Richardson 1235 | MR1 | C360 | MR2 | C360 | MR3 | C360 | OFF | | MR5 | C360 | | | | |
| 253-862-3157 | NW OLY | | TUMWATER | | NE LACEY | | | | SE LACEY | | | | | |
| Mike Torrey 15 | YARD | | MT2 | C164 | YARD | | YARD | | MT5 | C324 | | | | |
| 253-606-6673 | | | AUBURN | | | | | | AUBURN | | | | | |
| Nathan Sillars | OFF | | NS2 | C230 | NS3 | C229 | NS4 | C179 | YARD | | | | | |
| 253-380-4544 | | | VASHON | | EDGEWOOD | | E SEA | | | | | | | |
| Rich Holman 2345 | HR1 | C364 | HR2 | C318 | HR3 | C318 | OFF | | HR5 | C364 | | | | |
| 360-556-5347/400-3333 | SEA BECK | | ABERDEEN | | SHELTON | | | | BANGOR | | | | | |
| Robert Armstrong | YARD | | AR2 | C190 | OFF | | AR4 | C339 | AR5 | C293 | | | | |
| 253-826-9170 | | | MASISON | | | | OLY | | CAP HILL | | | | | |
| Robert Davis 1345 | SEATTLE | | SEATTLE | | SEATTLE | | SEATTLE | | SEATTLE | | | | | |
| 253-840-2818 | TOILETS | | TOILETS | | TOILETS | | TOILETS | | TOILETS | | | | | |
| Russell Dietsche | DI1 | C179 | DI2 | C270 | DI3 | C154 | OFF | | DI5 | C153 | | | | |
| 253-846-0308 | ISSQ | | NE SEA | | KENT VALL | | | | PORT TAC | | | | | |

J:\DERICK\TRUCK ASSM 11-12-03

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sam Camron | OFF | | SC2 | C298 | P&D | | SC4 | C318 | SC5 | C272 | | | | |
| 253-926-8236 | | | PSNS | | | | BREM | | SEATTLE | | | | | |
| Somphon Kop 1245 | SK1 | C273 | OFF | | SK3 | C273 | SK4 | C229 | SK5 | C298 | | | | |
| 253-472-7913 | MAGNOL | | | | E SEA | | SO HIL | | KPN | | | | | |
| Todd Morose 1345 | TM1 | C372 | TM2 | C372 | TM3 | C372 | TM4 | C372 | TM5 | C372 | | | | |
| 253-535-2485 | DWN SEA | | DWN SEA | | DWN SEA | | DWN SEA | | DWN SEA | | | | | |
| MT2,MT5 | | | MIKE T | | | | | | MIKE T | | | | | |
| Victor Campbell | YARD | | CV2 | C164 | OFF | | YARD | | CV5 | C324 | | | | |
| 253-841-9447 | | | AUBURN | | | | | | AUBURN | | | | | |
| Rich Torrey | | | | | | | | | | | | | | |
| 253-606-2189 | | | | | | | | | | | | | | |
| Ken Norris | | | | | | | | | | | | | | |
| 206-396-0535 | | | | | | | | | | | | | | |
| Brandon Gilbert | | | | | | | | | | | | | | |
| 253-405-5629 | | | | | | | | | | | | | | |
| Greg Brander | | | | | | | | | | | | | | |
| 253-255-3961 | | | | | | | | | | | | | | |
| Jermaine Yeldon | | | | | | | | | | | | | | |
| 253-926-2278 | | | | | | | | | | | | | | |
| Don Torrey | | | | | | | | | | | | | | |
| 360-893-6237 | | | | | | | | | | | | | | |
| Ken Crouse | OFF | | | | | | | | | | | | | |
| 253-589-3830 | | | | | | | | | | | | | | |
| Mike Rink | | | | | OFF | | | | | | | | | |
| 253-548-0291 | | | | | | | | | | | | | | |
| Jay Klauda 1235 | | | OFF | | | | | | | | | | | |
| 360-692-5678 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| PUY | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| SEA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| TRAILERS | RT2 | 16 | T98 | 20 | T178 | 8 | | | | | | | | |
| | RT3 | 16 | T56 | 10 | T179 | 8 | | | | | | | | |
| | T185 | 16 | T184 | 12 | T163 | 7 | | | | | | | | |
| | T190 | 16 | T89 | 8 | T192 | 12 | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

J:\DERICK\TRUCK ASSM 11-12-03

| OLD PORT-O-LET ROUTE | NEW HONEY BUCKET ROUTE | LOCATION |
|---|---|---|
| | MONDAY | |
| 1PC | JS-1 | KENT |
| 1P4 | AD-1 | S SEATTLE |
| 1P7 | RK-1 | E SEATTLE |
| 1P6 | HR-1 | SW SEATTLE |
| 1PD | CY-1 | OLYMPIA |
| | TUESDAY | |
| 2P5 | CY-2 | NORTH BEND |
| 2PB | AD2 | EDGEWOOD |
| 2P4 | RK-2 | RENTON |
| 2PA | KN-2 | AUBURN |
| 2PC | MR-4 | RENTON |
| | WEDNESDAY | |
| 3PB | SS-3 | ENUMCLAW |
| 3PC | AD-3 | LAKEWOOD |
| 3PD | CY-3 | MAPLE VALLEY |
| 3P9 | SK-3 | E SEATTLE |
| | THURSDAY | |
| 4PC | SB-4 | UNIVERSITY PLACE |
| 4PD | CY-4 | SEATAC |
| 4P1 | AD-4 | NW SEATTLE |
| | | |
| 6P9 | SG6 | MERCER ISLAND |

# TRUCK ASSIGNMENTS AS OF 06/08/03

## PUYALLUP, SEATTLE & KITSAP

| Driver | Monday Route Truck | Tuesday Route Truck | Wednesday Route Truck | Thursday Route Truck | Friday Route Truck | Saturday Route Truck |
|---|---|---|---|---|---|---|
| Alex Kravchak 2345 | P&D | AK2 C365<br>LAKE WOOD | AK3 C365<br>PORT TAC | AK4 C365<br>LAKEWOOD | AK5 C365<br>PORT TAC | PUY SEA<br>131 179 |
| Andre Douglas | AD1 C270<br>SEATTLE | AD2 C164<br>PORT TAC | AD3 C164<br>LAKEWOOD | AD4 C164<br>SE KENT | P&D | 153 270<br>154 272 |
| Bel Sreng 1245 | SS1 C131<br>PIPE LN | SS2 C179<br>BALLARD | SS3 C339<br>ENUMCL | SS4 C324<br>LAKETAPPS | SS5 C339<br>AUBURN | 155 273<br>164 293 |
| Bob Ernst 1345 | BE1 C298<br>GIG HAR | BE2 C154<br>PORT TAC | BE3 C340<br>NE SEA | BE4 C229<br>DWN OLY | BE5 C154<br>NOR TAC | 190 340<br>229 364 |
| Brad Roberts 1235 | BR1 C179<br>SEATTLE | BR2 C153<br>GIGHARBOR | BR3 C229<br>PUYALLUP | BR4 C272<br>QUEENANNE | BR5 C324<br>AUBURN | 230 372<br>324 KIT |
| Brandon Gilbert 1245 | | | | | | 339 180<br>360 298 |
| Brandon Sensky 1235 | SB1 C153<br>TACOMA | SB2 C230<br>SE KENT | SB3 C180<br>KINGSTON | SB4 C153<br>TACOMA | SB5 C180<br>PORT LUD | 361 318<br>365 |
| Chris Larose | CL1 C230<br>GRAHAM | CL2 C229<br>SE KENT | | CL4 C293<br>SEATTLE | CL5 C164<br>GRAHAM | P&D<br>PUY |
| Chris Lowry | CY1 C164<br>OLY | CY2 C179<br>NORTHBEND | CY3 C131<br>SE KENT | CY4 C179<br>DESMOINES | | 103<br>132 |
| Dan Etue 1234 | DE1 C154<br>ALGN PAC | DE2 C340<br>S SEA | DE3 C273<br>N BEND | DE4 C180<br>KITSA | DE5 C131<br>PT TAC | 163<br>302 |
| Dave Rockwell 1234 | DW1 190<br>SEA TAC | DW2 C298*<br>POULSBO | DW3 C153<br>UP TAC | DW4 C154<br>YELM | DW5 C340<br>ISS | 303<br>338 |
| Dick Ungerer | RU1 C324<br>ISSQ | RU2 C272<br>NEW CAS | | | RU5 C153<br>ENUM | 384<br>385 |
| Don Torrey | P&D | P&D | DR3 C324<br>PUYALLUP | P&D | P&D | |
| Doug Bryant | DM1 C155<br>KENT | DM2 C270<br>LAURHST | YARD | DM4 C270<br>SKYWAY | DM5 C179<br>NW CAST | |
| Greg Brander | P&D C302 | P&D C302 | P&D C302 | P&D C302 | P&D C302 | |
| George Silcox 2345 | P&D | SG2 C131<br>PUY | | SG4 C131<br>ORTING | SG5 C270<br>BELV | SG6 C340<br>MER ISLND |
| Jay Klauda 1235 | JD1 C318<br>BI | JD2 C318<br>ABERDEEN | JD3 C318<br>SHELTON | JD4 C318<br>BREM | JD5 C318<br>BANGOR | |
| Jermaine Yeldon 234 | P&D | P&D | P&D | P&D | P&D | |
| John Perry | PT1 C340<br>SNOWQ | SB2 C230<br>KENT | DE3 C273<br>NO BEND | | | |
| Josh w | JW1 C339<br>E SEA | BB2 C190<br>VASHON | JW3 C272<br>ALKI | | JW5 SK5<br>NW SEA | |
| Ken Norris | BE1 C298<br>GIG HAR | CL2 C179<br>SE KENT | RU3 C190<br>FED WAY | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Ken Nytray 1345 | KN1 C229 PARKLAND | KN2 C339 AUBRUN | KN3 298 PT ORCHARD | KN4 298 BI | KN5 230 NE OLY | |
| Lloyd Howell 2345 | P&D | LH2 C361 BONNEY LK | LH3 C361 LEWIS CO | LH4 C361 RENTON | LH5 C361 SPANAWAY | |
| Matt Richardson 1235 | MR1 C360 NW OLY | MR2 C360 SE LACY | MR3 C360 S LACY | MR4 C360 RENTON | MR5 C360 TUMWATER | |
| Mike Torrey 15 | P&D | P&D | P&D | P&D | P&D | |
| Nick Prkut 1235 | NP1 C272 SEATTLE | NP2 C324 EATONVILLE | NP3 C272 SEATTLE | P&D | NP5 C229 FEDERAL WY | |
| Rich Holman 2345 | HR1 C369 SW SEA | HR2 C369 E SEA | | HR4 C230 E TAC | HR5 C293 CAP HILL | |
| Robert Davis 1345 | RD1 C365 FT LEWIS | P&D | RD3 C369 SWSEATTLE | RD4 C369 BURIEN | RD5 C369 SEATTLE | |
| Sam Camron | SC1 C180 BI | SC2 C180 PSNS | SC3 C154 KENT VALL | | SC5 C272 | |
| Somphon Kop 1245 | SK1 C273 MAGNOL | SK2 C273 NE RENTON | SK3 179 E SEA | SK4 C155 SO HIL | P&D | |
| Tim Bonnett | BT1 C293 SW SEA | BT2 C339 AUBURN | BT3 C270 MERCER IS | BT4 C190 RAVDALE | | |
| Tim Keller | TK1 C332 | | TK3 C332 | | TK5 C332 | |
| Todd Morose 1345 | TM1 C364 DWN SEA | OFF | TM3 C364 DWN SEA | TM4 C364 DWN SEA | TM5 C364 DWN SEA | |
| **SALESMAN** | | | | | | |
| Bill Scheid | P&D | P&D | P&D | P&D | P&D | |
| Blain Cobb | P&D | P&D | P&D | P&D | P&D | |
| Jeff Stone | P&D | P&D | P&D | P&D | P&D | |
| KELL SHUELLER | P&D | P&D P&D | P&D | P&D | P&D | |
| Rick Handsaker | | | | | | |
| Steve Russell | | | | | | |
| PUY | C361 | C155 | C155 | C339 | C155 C153 | |
| SEA | 0 | C369 | | | | |

| units in all yards Feb 01, 2003 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PC-15** | **Rented** | Gorst | Aberdeen | Paulsbo | Purdy | Steel street | Total |
| | | | | | | | |
| **STD UNITS** | | 99 | 14 | 7 | 7 | 5 | 132 |
| **ADA/ Handi** | | 5 | | | | | 5 |
| **event** | | 16 | | 3 | 1 | | 20 |
| **kiddie unit** | | | | | | | 0 |
| **solar/VIP** | | | | | | | 0 |
| **hook** | | 1 | | | | | 1 |
| **rollaway, Maxim Cut off** | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | | | 0 |
| **Flush** | | | | | | | 0 |
| **Trl 1 unit** | | 1 | | | | | 1 |
| **Trl 2 unit** | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | 0 |
| **A, RR Trl** | | | | | | | 0 |
| **applause** | | | | | | | 0 |
| **poly 4 sta** | | | | | | | 0 |
| **fib 2 sta** | | | | | | | 0 |
| **fib 4 sta** | | | | | | | 0 |
| **Food vendor sink** | | | | | | | 0 |
| **Misc sfs** | | | | | | | 0 |
| **SKU** | | | | | | | 0 |
| **steel hwash** | | | | | | | 0 |
| **SRO's/ mens room** | | | | | | | 0 |
| **Holding tanks** | | | | | | | 0 |
| **mine units** | | | | | | | 0 |
| **wood units** | | | | | | | 0 |
| **Ag units** | | | | | | | 0 |
| | | | | | | | |
| **Total** | **0** | **122** | **14** | **10** | **8** | **5** | **159** |

| units in all yards Feb 01, 2003 | | | | | | | | | | | Badly | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PC-50** | **Rented** | Rathdrum | Spokane | Airway H | Chewelah | CDA Rvr | PF | Gorge | Beauty B | St Maries | Damaged | Total |
| | | | | | | | | | | | | |
| **STD UNITS** | | | | | | | | | | | | 0 |
| **ADA/ Handi** | | | | | | | | | | | | 0 |
| **event** | | | | | | | | | | | | 0 |
| **kiddie unit** | | | | | | | | | | | | 0 |
| **solar/VIP** | | | | | | | | | | | | 0 |
| **hook** | | | | | | | | | | | | 0 |
| **rollaway, Maxim Cut off** | | | | | | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | | | | | | | | 0 |
| **Flush** | | | | | | | | | | | | 0 |
| **Trl 1 unit** | | | | | | | | | | | | 0 |
| **Trl 2 unit** | | | | | | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | | | | | | 0 |
| **A, RR Trl** | | | | | | | | | | | | 0 |
| **applause** | | | | | | | | | | | | 0 |
| **poly 4 sta** | | | | | | | | | | | | 0 |
| **fib 2 sta** | | | | | | | | | | | | 0 |
| **fib 4 sta** | | | | | | | | | | | | 0 |
| **Food vendor sink** | | | | | | | | | | | | 0 |
| **Misc sfs** | | | | | | | | | | | | 0 |
| **SKU** | | | | | | | | | | | | 0 |
| **steel hwash** | | | | | | | | | | | | 0 |
| **SRO's/ mens room** | | | | | | | | | | | | 0 |
| **Holding tanks** | | | | | | | | | | | | 0 |
| **mine units** | | | | | | | | | | | | 0 |
| **wood units** | | | | | | | | | | | | 0 |
| **Ag units** | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | |
| **Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| units in all yards Feb 01, 2003 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PC-56** | **Rented** | Longview | Portland | Salem | Coburg | Beaverton | Clackamus | Albany | Coburg | Damaged | Total |
| | | | | | | | | | | | |
| **STD UNITS** | | | | | | | | | | | 0 |
| **ADA/ Handi** | | | | | | | | | | | 0 |
| **event** | | | | | | | | | | | 0 |
| **kiddie unit** | | | | | | | | | | | 0 |
| **solar/VIP** | | | | | | | | | | | 0 |
| **hook** | | | | | | | | | | | 0 |
| **rollaway, Maxim Cut off** | | | | | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | | | | | | | 0 |
| **Flush** | | | | | | | | | | | 0 |
| **Trl 1 unit** | | | | | | | | | | | 0 |
| **Trl 2 unit** | | | | | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | | | | | 0 |
| **A, RR Trl** | | | | | | | | | | | 0 |
| **applause** | | | | | | | | | | | 0 |
| **poly 4 sta** | | | | | | | | | | | 0 |
| **fib 2 sta** | | | | | | | | | | | 0 |
| **fib 4 sta** | | | | | | | | | | | 0 |
| **Food vendor sink** | | | | | | | | | | | 0 |
| **Misc sfs** | | | | | | | | | | | 0 |
| **SKU** | | | | | | | | | | | 0 |
| **steel hwash** | | | | | | | | | | | 0 |
| **SRO's/ mens room** | | | | | | | | | | | 0 |
| **Holding tanks** | | | | | | | | | | | 0 |
| **mine units** | | | | | | | | | | | 0 |
| **wood units** | | | | | | | | | | | 0 |
| **Ag units** | | | | | | | | | | | 0 |
| | | | | | | | | | | | |
| **Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

unit count 2-01-03 pc5-15

| Puyallup | Trucks | Olympia | Seattle | Maple Valley | Eatonville | Enumclaw | Total |
|---|---|---|---|---|---|---|---|
| 3198 | 27 | 8 | 68 | 0 | 10 | 4 | 3315 |
| 105 | 0 | | 0 | | | | 105 |
| 297 | 5 | | 87 | | 2 | 3 | 394 |
| | | | | | | | 0 |
| 21 | | | | | | | 21 |
| 25 | | | 6 | | | | 31 |
| 17 | | | 4 | | | | 21 |
| 25 | | | | | | | 25 |
| 17 | | | | | | | 17 |
| 3 | | | | | | | 3 |
| 0 | | | | | | | 0 |
| 0 | | | | | | | 0 |
| 0 | | | | | | | 0 |
| 42 | | | 3 | | | | 45 |
| 9 | | | | | | | 9 |
| 0 | | | | | | | 0 |
| 1 | | | | | | | 1 |
| 3 | | | | | | | 3 |
| 21 | | | | | | | 21 |
| 34 | 2 | | 3 | | | | 39 |
| | | | | | | | 0 |
| 7 | | | | | | | 7 |
| 24 | | | 1 | | | | 25 |
| 4 | | | | | | | 4 |
| 0 | | | | | | | 0 |
| 9 | | | | | | | 9 |
| | | | | | | | |
| **3862** | **34** | **8** | **172** | **0** | **12** | **7** | **4095** |

8/26/2020 6:48 AM

| units in all yards Feb 01, 2003 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PC-55** | **Rented** | Woodinville | Mt Vernon | Marysville | Bellingam | Monroe | Total |
| | | | | | | | |
| **STD UNITS** | | | | | | | 0 |
| **ADA/ Handi** | | | | | | | 0 |
| **event** | | | | | | | 0 |
| **kiddie unit** | | | | | | | 0 |
| **solar/VIP** | | | | | | | 0 |
| **hook** | | | | | | | 0 |
| **rollaway, Maxim Cut off** | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | | | 0 |
| **Flush** | | | | | | | 0 |
| **Trl 1 unit** | | | | | | | 0 |
| **Trl 2 unit** | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | 0 |
| **A, RR Trl** | | | | | | | 0 |
| **applause** | | | | | | | 0 |
| **poly 4 sta** | | | | | | | 0 |
| **fib 2 sta** | | | | | | | 0 |
| **fib 4 sta** | | | | | | | 0 |
| **Food vendor sink** | | | | | | | 0 |
| **Misc sfs** | | | | | | | 0 |
| **SKU** | | | | | | | 0 |
| **steel hwash** | | | | | | | 0 |
| **SRO's/ mens room** | | | | | | | 0 |
| **Holding tanks** | | | | | | | 0 |
| **mine units** | | | | | | | 0 |
| **wood units** | | | | | | | 0 |
| **Ag units** | | | | | | | 0 |
| | | | | | | | |
| **Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| units in all yards Feb 01, 2003 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PC-All | PC-15 | PC-50 | PC-56 | PC-5 | PC-55 | Total owned | Total Rented | Total in stock |
| | | | | | | | | |
| STD UNITS | 132 | 0 | 0 | 3315 | 0 | 3447 | 0 | 3447 |
| ADA/ Handi | 5 | 0 | 0 | 105 | 0 | 110 | 0 | 110 |
| event | 20 | 0 | 0 | 394 | 0 | 414 | 0 | 414 |
| kiddie unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| solar/VIP | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 21 |
| hook | 1 | 0 | 0 | 31 | 0 | 32 | 0 | 32 |
| rollaway, Maxim Cut off | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 21 |
| rollaway, Poly John, Olympic | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 25 |
| Flush | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 17 |
| Trl 1 unit | 1 | 0 | 0 | 3 | 0 | 4 | 0 | 4 |
| Trl 2 unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trl 4 unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A, RR Trl | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| applause | 0 | 0 | 0 | 45 | 0 | 45 | 0 | 45 |
| poly 4 sta | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 9 |
| fib 2 sta | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| fib 4 sta | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Food vendor sink | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 |
| Misc sfs | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 21 |
| SKU | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 39 |
| steel hwash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SRO's/ mens room | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 7 |
| Holding tanks | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 25 |
| mine units | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 |
| wood units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ag units | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 9 |
| | | | | | | | 0 | 0 |
| Total | 159 | 0 | 0 | 4095 | 0 | 4254 | 0 | 4254 |

| units in all yards Feb 08, 2006 | | | | | Maple | | | | | | | | | | Steele | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PC-5/15** | **Rented** | Puy | Oly | Sea | Valley | Eatvl | Enum | Belfair | Vashon | Hoquium | Goodman | Abrdn | Paulsbo | Purdy | Street | Total |
| | | | | | | | | | | | | | | | | |
| **STD UNITS** | **5958** | 795 | **2** | 56 | 4 | 4 | 9 | 64 | 10 | 18 | 30 | 18 | 14 | 6 | 13 | 7001 |
| **ADA** | **80** | 91 | | 4 | | | | 4 | | | | | 2 | | | 181 |
| **Handicap** | **16** | 26 | | 0 | | | | 1 | | | 2 | | | | 1 | 46 |
| **event** | **7** | 456 | | 71 | | | | 20 | | 4 | 6 | 2 | 8 | 1 | | 575 |
| **kiddie unit** | **0** | 0 | | 0 | | | | | | | | | | | | 0 |
| **solar/VIP** | **3** | 13 | | 0 | | | | | | | | | | | | 16 |
| **hook** | **138** | 131 | | 1 | | | | 2 | | | | | | | | 272 |
| **rollaway, Maxim Cut off** | **60** | 2 | | 0 | | | | | | | | | | | | 62 |
| **rollaway, Poly John, Olympic** | **6** | 42 | | 5 | | | | | | | | | | | | 53 |
| **Flush** | **14** | 8 | | 2 | | | | | | | | | | | | 24 |
| **Trl 1 unit** | **16** | 4 | | 0 | | | | | | | | | | | | 20 |
| **Trl 4 unit** | **0** | 0 | | 0 | | | | | | | | | | | | 0 |
| **All washcars or comfort stations** | **2** | 2 | | 0 | | | | | | | | | | | | 4 |
| **Applause 2 station** | **40** | 44 | | 8 | | | | 1 | 1 | | 4 | | | | | 98 |
| **Polyjohn 4 sta** | **0** | 1 | | 0 | | | | | | | | | | | | 1 |
| **Polyportables 2 station** | **25** | 3 | | 0 | | | | | | | | | | | | 28 |
| **Sat 2 station freestanding sinks** | **1** | 5 | | 0 | | | | 1 | | | | | | | 1 | 8 |
| **Food vendor sink** | **0** | 3 | | 0 | | | | | | | | | | | | 3 |
| **Misc sfs** | **0** | 37 | | 0 | | | | | | | | | | | | 37 |
| **SKU** | **106** | 41 | | 1 | | | 1 | | | | | | | | 1 | 150 |
| **SRO's/ mens room** | **0** | 1 | | 0 | | | | | | | | | | | | 1 |
| **Holding tanks** | **53** | 17 | | 2 | | | | | | | | | | | | 72 |
| **mine units** | **0** | 0 | | 0 | | | | | | | | | | | | 0 |
| **Ag units (RF)** | **44** | 0 | | 0 | | | | | | | | | | | | 44 |
| **Containers** | **25** | **1** | | **0** | | | | | | | | | | | | 26 |
| **Total** | 6594 | 1723 | 2 | 150 | 4 | 4 | 10 | 93 | 11 | 22 | 42 | 20 | 24 | 7 | 16 | 8722 |

| units in all yards Feb 08, 2006 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PC-50** | **Rented** | Rathdrum | Spokane | Airway H | Chewelah | CDA Rvr | PF | Gorge | Beauty B | St Maries | Total |
| | | | | | | | | | | | |
| **STD UNITS** | **914** | 524 | 123 | | 4 | | 1 | 403 | 2 | 9 | 1980 |
| **ADA** | **5** | 20 | 1 | | 0 | | | 9 | | | 35 |
| **Handicap** | **5** | 2 | 0 | | 0 | | | 2 | | | 9 |
| **event** | **3** | 131 | 14 | | 1 | | | 0 | 2 | 3 | 154 |
| **kiddie unit** | **0** | 0 | 0 | | | | | | | | 0 |
| **solar/VIP** | **0** | 0 | 0 | | | | | | | | 0 |
| **hook** | **8** | 3 | 0 | | | | | | | | 11 |
| **rollaway, Maxim Cut off** | **0** | 0 | 0 | | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | **0** | 3 | 0 | | | | | | | | 3 |
| **Flush** | **2** | 29 | 3 | | | | | 12 | | | 46 |
| **Trl 1 unit** | **0** | 0 | 0 | | | | | | | | 0 |
| **Trl 4 unit** | **0** | 0 | 0 | | | | | | | | 0 |
| **All washcars or comfort stations** | **0** | 2 | 0 | | | | | | | | 2 |
| **Applause 2 station** | **0** | 44 | 2 | | | | | | | | 46 |
| **Polyjohn 4 sta** | **0** | 2 | 5 | | | | | | | | 7 |
| **Polyportables 2 station** | **0** | 4 | 0 | | | | | | | | 4 |
| **Sat 2 station freestanding sinks** | **0** | 0 | 0 | | | | | | | | 0 |
| **Food vendor sink** | **0** | 0 | 0 | | | | | | | | 0 |
| **Misc sfs** | **0** | 7 | 0 | | | | | | | | 7 |
| **SKU** | **9** | 9 | 2 | | | | | | 1 | | 21 |
| **SRO's/ mens room** | **0** | 1 | 0 | | | | | 7 | | | 8 |
| **Holding tanks** | **1** | 5 | 1 | | | | | 3 | | | 10 |
| **mine units** | **0** | 8 | 0 | | | | | | | | 8 |
| **Ag units (RF)** | **40** | 5 | 1 | | | | | | | | 46 |
| **Containers** | **9** | 2 | 0 | | | | | | | | 11 |
| **Total** | **996** | **801** | **152** | **0** | **5** | **0** | **1** | **436** | **5** | **12** | **2408** |

| units in all yards Feb 08, 2006 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **PC-56** | **Rented** | Longview | Portland | Salem | Coburg | Beaverton | Woodlan | Clackamus | Albany | Total |
| | | | | | | | | | | |
| **STD UNITS** | **2769** | 92 | 196 | 230 | 62 | **4** | **9** | 12 | 8 | 3382 |
| **ADA** | **32** | 3 | 46 | 27 | 5 | 0 | 0 | 0 | 0 | 113 |
| **Handicap** | **19** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| **event** | **0** | 208 | 244 | 105 | 42 | 0 | 1 | 0 | 2 | 602 |
| **kiddie unit** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **solar/VIP** | **0** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **hook** | **8** | 3 | 27 | 6 | 3 | 0 | 0 | 0 | 0 | 47 |
| **rollaway, Maxim Cut off** | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **rollaway, Poly John, Olympic** | **7** | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **Flush** | **11** | 3 | 23 | 56 | 2 | 0 | 0 | 0 | 0 | 95 |
| **Trl 1 unit** | **19** | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 29 |
| **Trl 4 unit** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All washcars or comfort stations** | **2** | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **Applause 2 station** | **11** | 4 | 31 | 9 | 3 | 0 | 0 | 0 | 0 | 58 |
| **Polyjohn 4 sta** | **0** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Polyportables 2 station** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat 2 station freestanding sinks** | **0** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Food vendor sink** | **0** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Misc sfs** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SKU** | **40** | 0 | 19 | 5 | 3 | 1 | 0 | 0 | 0 | 68 |
| **SRO's/ mens room** | **0** | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **Holding tanks** | **38** | 3 | 19 | 6 | 4 | 0 | 0 | 0 | 0 | 70 |
| **mine units** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ag units (RF)** | **87** | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| **Containers** | **19** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| **Total** | **3073** | **325** | **633** | **451** | **126** | **5** | **10** | **12** | **10** | **4645** |

| units in all yards Feb 08, 2006 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **PC-55** | **Rented** | Woodinville | Mt Vernon | Marysville | Bellingam | Issaquah | Monroe | Total |
| | | | | | | | | |
| **STD UNITS** | 4116 | 133 | 1449 | 12 | 7 | 21 | 30 | 5768 |
| **ADA** | 53 | 24 | 38 | 0 | 0 | 0 | 0 | 115 |
| **Handicap** | **17** | 6 | 38 | 0 | 0 | 0 | 0 | 61 |
| **event** | **9** | 114 | 242 | 2 | 0 | 0 | 0 | 367 |
| **kiddie unit** | **0** | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| **solar/VIP** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **hook** | **30** | 4 | 3 | 0 | 0 | 0 | 0 | 37 |
| **rollaway, Maxim Cut off** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **rollaway, Poly John, Olympic** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Flush** | **11** | 7 | 2 | 0 | 0 | 0 | 0 | 20 |
| **Trl 1 unit** | **1** | 4 | 2 | 0 | 0 | 0 | 0 | 7 |
| **Trl 4 unit** | **0** | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| **All washcars or comfort stations** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Applause 2 station** | **39** | 19 | 42 | 2 | 0 | 0 | 0 | 102 |
| **Polyjohn 4 sta** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Polyportables 2 station** | **10** | 1 | 13 | 0 | 0 | 0 | 0 | 24 |
| **Sat 2 station freestanding sinks** | **0** | 5 | 1 | 0 | 0 | 0 | 0 | 6 |
| **Food vendor sink** | **0** | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Misc sfs** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SKU** | **86** | 26 | 44 | 0 | 0 | 0 | 0 | 156 |
| **SRO's/ mens room** | **0** | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| **Holding tanks** | **33** | 4 | 7 | 1 | 0 | 0 | 0 | 45 |
| **mine units** | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ag units (RF)** | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **Containers** | **18** | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **Total** | **4438** | **348** | **1887** | **17** | **7** | **21** | **30** | **6748** |

unit count 2-08-06 final

| units in all yards Feb 08, 2006 | | | | | | | |
|---|---|---|---|---|---|---|---|
| PC-All | PC-5-15 | PC-50 | PC-56 | PC-55 | Total owned | Total Rented | Total in stock |
| | | | | | | | |
| STD UNITS | 7001 | 1980 | 3382 | 5768 | 18131 | 13757 | 4374 |
| ADA | 181 | 35 | 113 | 115 | 444 | 170 | 274 |
| Handicap | 46 | 9 | 22 | 61 | 138 | 57 | 81 |
| event | 575 | 154 | 602 | 367 | 1698 | 19 | 1679 |
| kiddie unit | 0 | 0 | 0 | 3 | 3 | 0 | 3 |
| solar/VIP | 16 | 0 | 2 | 2 | 20 | 5 | 15 |
| hook | 272 | 11 | 47 | 37 | 367 | 184 | 183 |
| rollaway, Maxim Cut off | 62 | 0 | 11 | 0 | 73 | 71 | 2 |
| rollaway, Poly John, Olympic | 53 | 3 | 12 | 2 | 70 | 15 | 55 |
| Flush | 24 | 46 | 95 | 20 | 185 | 38 | 147 |
| Trl 1 unit | 20 | 0 | 29 | 7 | 56 | 36 | 20 |
| Trl 4 unit | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| All washcars or comfort stations | 4 | 2 | 11 | 0 | 17 | 4 | 13 |
| Applause 2 station | 98 | 46 | 58 | 102 | 304 | 90 | 214 |
| Polyjohn 4 sta | 1 | 7 | 1 | 0 | 9 | 0 | 9 |
| Polyportables 2 station | 28 | 4 | 0 | 24 | 56 | 35 | 21 |
| Sat 2 station freestanding sinks | 8 | 0 | 1 | 6 | 15 | 1 | 14 |
| Food vendor sink | 3 | 0 | 2 | 1 | 6 | 0 | 6 |
| Misc sfs | 37 | 7 | 0 | 0 | 44 | 0 | 44 |
| SKU | 150 | 21 | 68 | 156 | 395 | 241 | 154 |
| SRO's/ mens room | 1 | 8 | 7 | 2 | 18 | 0 | 18 |
| Holding tanks | 72 | 10 | 70 | 45 | 197 | 125 | 72 |
| mine units | 0 | 8 | 0 | 0 | 8 | 0 | 8 |
| Ag units (RF) | 44 | 46 | 92 | 11 | 193 | 182 | 11 |
| Containers | 26 | 11 | 20 | 18 | 75 | 71 | 4 |
| Total | 8722 | 2408 | 4645 | 6748 | 22523 | 15101 | 7422 |
| | | | | | 22523 | 22523 | |

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| units in all yards March 31st 2002 | | | | | |
|---|---|---|---|---|---|
| PC-15 | Rented | Gorst | Aberdeen | Steel street | Total |
| | | | | | |
| STD UNITS | | | | | 0 |
| ADA/ Handi | | | | | 0 |
| event | | | | | 0 |
| kiddie unit | | | | | 0 |
| solar/VIP | | | | | 0 |
| hook | | | | | 0 |
| rollaway, Maxim Cut off | | | | | 0 |
| rollaway, Poly John, Olympic | | | | | 0 |
| | | | | | |
| Trl 1 unit | | | | | 0 |
| Trl 2 unit | | | | | 0 |
| Trl 4 unit | | | | | 0 |
| | | | | | |
| applause | | | | | 0 |
| poly 4 sta | | | | | 0 |
| fib 2 sta | | | | | 0 |
| fib 4 sta | | | | | 0 |
| Food vendor sink | | | | | 0 |
| Sat 2 sta sink | | | | | 0 |
| SKU | | | | | 0 |
| steel hwash | | | | | 0 |
| | | | | | |
| Holding tanks | | | | | 0 |
| mine units | | | | | 0 |
| wood units | | | | | 0 |
| Ag units | | | | | 0 |
| | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 |

| units in all yards March 31st 2002 | | | | | |
|---|---|---|---|---|---|
| **PC-50** | **Rented** | Rathdrum | Spokane | St Maries | Total |
| | | | | | |
| **STD UNITS** | | | | | 0 |
| **ADA/ Handi** | | | | | 0 |
| **event** | | | | | 0 |
| **kiddie unit** | | | | | 0 |
| **solar/VIP** | | | | | 0 |
| **hook** | | | | | 0 |
| **rollaway, Maxim Cut off** | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | 0 |
| | | | | | |
| **Trl 1 unit** | | | | | 0 |
| **Trl 2 unit** | | | | | 0 |
| **Trl 4 unit** | | | | | 0 |
| | | | | | |
| **applause** | | | | | 0 |
| **poly 4 sta** | | | | | 0 |
| **fib 2 sta** | | | | | 0 |
| **fib 4 sta** | | | | | 0 |
| **Food vendor sink** | | | | | 0 |
| **Sat 2 sta sink** | | | | | 0 |
| **SKU** | | | | | 0 |
| **steel hwash** | | | | | 0 |
| | | | | | |
| **Holding tanks** | | | | | 0 |
| **mine units** | | | | | 0 |
| **wood units** | | | | | 0 |
| **Ag units** | | | | | 0 |
| | | | | | |
| **Total** | **0** | **0** | **0** | **0** | **0** |

| units in all yards March 31st 2002 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PC-56** | **Rented** | Longview | Portland | Salem | Coburg | Beaverton | Clackamus | Albany | Total |
| | | | | | | | | | |
| **STD UNITS** | | | | | | | | | 0 |
| **ADA/ Handi** | | | | | | | | | 0 |
| **event** | | | | | | | | | 0 |
| **kiddie unit** | | | | | | | | | 0 |
| **solar/VIP** | | | | | | | | | 0 |
| **hook** | | | | | | | | | 0 |
| **rollaway, Maxim Cut off** | | | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | | | | | 0 |
| | | | | | | | | | |
| **Trl 1 unit** | | | | | | | | | 0 |
| **Trl 2 unit** | | | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | | | 0 |
| | | | | | | | | | |
| **applause** | | | | | | | | | 0 |
| **poly 4 sta** | | | | | | | | | 0 |
| **fib 2 sta** | | | | | | | | | 0 |
| **fib 4 sta** | | | | | | | | | 0 |
| **Food vendor sink** | | | | | | | | | 0 |
| **Sat 2 sta sink** | | | | | | | | | 0 |
| **SKU** | | | | | | | | | 0 |
| **steel hwash** | | | | | | | | | 0 |
| | | | | | | | | | |
| **Holding tanks** | | | | | | | | | 0 |
| **mine units** | | | | | | | | | 0 |
| **wood units** | | | | | | | | | 0 |
| **Ag units** | | | | | | | | | 0 |
| | | | | | | | | | |
| **Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

unit count march 2002 PUY

| units in all yards March 31st 2002 | | | Puy from | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PC-5** | **rented** | Puyallup | Olympics | Olympia | Seattle | Maple Valley | Issaquah | Enumclaw | Total |
| | | | | | | | | | |
| **STD UNITS** | | 3384 | 1084 | 2 | 50 | 9 | 11 | 6 | 4546 |
| **ADA/ Handi** | | 65 | 52 | | | | | | 117 |
| **event** | | 430 | | 1 | 85 | 3 | | | 519 |
| **kiddie unit** | | | | | | | | | 0 |
| **solar/VIP** | | 16 | | | | | | | 16 |
| **hook** | | 17 | | | 1 | | | | 18 |
| **rollaway, Maxim Cut off** | | 11 | | | 2 | | | | 13 |
| **rollaway, Poly John, Olympic** | | 38 | | | 1 | | | | 39 |
| | | | | | | | | | |
| **Trl 1 unit** | | 5 | | | 1 | | | | 6 |
| **Trl 2 unit** | | | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | | | 0 |
| | | | | | | | | | |
| **applause** | | 27 | | | 2 | | | | 29 |
| **poly 4 sta** | | 3 | | | | | | | 3 |
| **fib 2 sta** | | | | | | | | | 0 |
| **fib 4 sta** | | | | | | | | | 0 |
| **Food vendor sink** | | 3 | | | | | | | 3 |
| **Sat 2 sta sink** | | 9 | | | | | | | 9 |
| **SKU** | | 23 | | | 4 | | | | 27 |
| **steel hwash** | | 1 | | | | | | | 1 |
| **SRO's** | | 3 | | | | | | | 3 |
| **Holding tanks** | | 10 | | | 1 | | | | 11 |
| **mine units** | | 4 | | | | | | | 4 |
| **wood units** | | | | | | | | | 0 |
| **Ag units** | | 19 | | | | | | | 19 |
| | | | | | | | | | |
| **Total** | **0** | **4068** | **1136** | **3** | **147** | **12** | **11** | **6** | **5383** |

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unit count march 2002 PUY

| units in all yards March 31st 2002 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PC-55** | **Rented** | Woodinville | Mt Vernon | Marysville | Bellingam | Monroe | Total |
| | | | | | | | |
| **STD UNITS** | | | | | | | 0 |
| **ADA/ Handi** | | | | | | | 0 |
| **event** | | | | | | | 0 |
| **kiddie unit** | | | | | | | 0 |
| **solar/VIP** | | | | | | | 0 |
| **hook** | | | | | | | 0 |
| **rollaway, Maxim Cut off** | | | | | | | 0 |
| **rollaway, Poly John, Olympic** | | | | | | | 0 |
| | | | | | | | |
| **Trl 1 unit** | | | | | | | 0 |
| **Trl 2 unit** | | | | | | | 0 |
| **Trl 4 unit** | | | | | | | 0 |
| | | | | | | | |
| **applause** | | | | | | | 0 |
| **poly 4 sta** | | | | | | | 0 |
| **fib 2 sta** | | | | | | | 0 |
| **fib 4 sta** | | | | | | | 0 |
| **Food vendor sink** | | | | | | | 0 |
| **Sat 2 sta sink** | | | | | | | 0 |
| **SKU** | | | | | | | 0 |
| **steel hwash** | | | | | | | 0 |
| | | | | | | | |
| **Holding tanks** | | | | | | | 0 |
| **mine units** | | | | | | | 0 |
| **wood units** | | | | | | | 0 |
| **Ag units** | | | | | | | 0 |
| | | | | | | | |
| **Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| units in all yards March 31st 2002 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PC-All | PC-15 | PC-50 | PC-56 | PC-5 | PC-55 | Total owned | | Total Rented |
| | | | | | | | | |
| STD UNITS | 0 | 0 | 0 | 4546 | 0 | 4546 | | 0 |
| ADA/ Handi | 0 | 0 | 0 | 117 | 0 | 117 | | 0 |
| event | 0 | 0 | 0 | 519 | 0 | 519 | | 0 |
| kiddie unit | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| solar/VIP | 0 | 0 | 0 | 16 | 0 | 16 | | 0 |
| hook | 0 | 0 | 0 | 18 | 0 | 18 | | 0 |
| rollaway, Maxim Cut off | 0 | 0 | 0 | 13 | 0 | 13 | | 0 |
| rollaway, Poly John, Olympic | 0 | 0 | 0 | 39 | 0 | 39 | | 0 |
| | | | | | | | | |
| Trl 1 unit | 0 | 0 | 0 | 6 | 0 | 6 | | 0 |
| Trl 2 unit | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Trl 4 unit | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | | | | | | | |
| applause | 0 | 0 | 0 | 29 | 0 | 29 | | 0 |
| poly 4 sta | 0 | 0 | 0 | 3 | 0 | 3 | | 0 |
| fib 2 sta | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| fib 4 sta | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Food vendor sink | 0 | 0 | 0 | 3 | 0 | 3 | | 0 |
| Sat 2 sta sink | 0 | 0 | 0 | 9 | 0 | 9 | | 0 |
| SKU | 0 | 0 | 0 | 27 | 0 | 27 | | 0 |
| steel hwash | 0 | 0 | 0 | 1 | 0 | 1 | | 0 |
| SRO's | 0 | 0 | 0 | 3 | 0 | 3 | | 0 |
| Holding tanks | 0 | 0 | 0 | 11 | 0 | 11 | | 0 |
| mine units | 0 | 0 | 0 | 4 | 0 | 4 | | 0 |
| wood units | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Ag units | 0 | 0 | 0 | 19 | 0 | 19 | | 0 |
| | | | | | | | | |
| Total | 0 | 0 | 0 | 5383 | 0 | 5383 | | 0 |

| Location 3415 1/2 2nd Ave S Seattle | | | | | |
|---|---|---|---|---|---|
| | | CF | CF | CCF | Gallons |
| date of reading | taken by | waste water | since last | | CCF x 748 |
| | | Meter | reading | | |
| | | | | | |
| 12/31/2011 | Jeff N | 1,748,567 | | | |
| 1/31/2011 | Jeff N | 1,755,772 | 7,205 | 72.05 | 53,893 |
| 2/28/2011 | Jeff N | 1,769,639 | 13,867 | 138.67 | 103,725 |
| 3/31/2011 | Jeff N | 1,784,503 | 14,864 | 148.64 | 111,183 |
| 4/30/2011 | Jeff N | 1,796,905 | 12,402 | 124.02 | 92,767 |
| 5/31/2011 | Jeff N | 1,805,195 | 8,290 | 82.9 | 62,009 |
| 6/8/2011 | Jeff N | 1,808,213 | 3,018 | 30.18 | 22,575 |
| 6/30/2011 | Jeff N | 9,160 | 9,160 | 91.6 | 68,517 |
| Total | | | 68,806 | 688 | 514,669 |
| | | | | | |
| | | | | | |
| 6/30/2011 | Jeff N | 9,160 | | | |
| 7/31/2011 | Jeff N | 24,310 | 15,150 | 151.5 | 113,322 |
| 8/31/2011 | Jeff N | 38,610 | 14,300 | 143 | 106,964 |
| 9/30/2011 | Jeff N | 51,710 | 13,100 | 131 | 97,988 |
| 10/31/2011 | Jeff N | 63,520 | 11,810 | 118.1 | 88,339 |
| 11/30/2011 | Jeff N | 75,510 | 11,990 | 119.9 | 89,685 |
| 12/31/2011 | Jeff N | 82,390 | 6,880 | 68.8 | 51,462 |
| Total | | - | 73,230 | 732.3 | 547760 |
| | | | | | |
| 1/31/2012 | Greg b | 90,240 | 7,850 | 78.5 | 58,718 |
| 2/29/2012 | Greg B | 99,940 | 9,700 | 97.0 | 72,556 |
| 3/31/2012 | Greg B | 110,920 | 10,980 | 109.8 | 82,130 |
| 4/30/2012 | Greg B | 123,830 | 12,910 | 129.1 | 96,567 |
| 5/31/2012 | Jeff N | 136,570 | 12,740 | 127.4 | 95,295 |
| 6/30/2012 | Jeff N | 151,120 | 14,550 | 145.5 | 108,834 |
| Total | | | 68,730 | 687.3 | 514,100 |
| | | | | | |
| 6/30/2012 | Jeff N | 151,120 | | | |
| 7/31/2012 | Jeff N | 165,400 | 14,280 | 142.8 | 106,814 |
| 8/31/2012 | Jeff N | 182,540 | 17,140 | 171.4 | 128,207 |
| 9/30/2012 | Jeff N | 196,610 | 14,070 | 140.7 | 105,244 |
| 10/31/2012 | Jeff N | 211,590 | 14,980 | 149.8 | 112,050 |
| 11/30/2012 | Jeff N | 222,450 | 10,860 | 108.6 | 81,233 |
| 12/31/2012 | Jeff N | 235,380 | 12,930 | 129.3 | 96,716 |
| | | | 84,260 | 842.6 | 630,265 |
| | | | | | |
| | | | | | |
| 12/31/2012 | Jeff N | 235,380 | | | |
| 1/31/2013 | | 246,460 | 11,080 | 110.8 | 82,878 |
| 2/28/2013 | | 256,600 | 10,140 | 101.4 | 75,847 |
| 3/31/2013 | | 260,630 | 4,030 | 40.3 | 30,144 |

| | | | | | |
|---|---|---|---|---|---|
| 4/30/2013 | | 279,160 | 18,530 | 185.3 | 138,604 |
| 5/31/2013 | | 288,430 | 9,270 | 92.7 | 69,340 |
| 6/30/2013 | | 300,790 | 12,360 | 123.6 | 92,453 |
| | | | 65,410 | 654.1 | 489,267 |
| 6/30/2013 | | 300,790 | | | |
| 7/31/2013 | | 315,350 | 14,560 | 145.6 | 108,909 |
| 8/31/2013 | | 331,140 | 15,790 | 157.9 | 118,109 |
| 9/30/2013 | | 346,260 | 15,120 | 151.2 | 113,098 |
| 10/31/2013 | | 362,330 | 16,070 | 160.7 | 120,204 |
| 11/30/2013 | | 374,440 | 12,110 | 121.1 | 90,583 |
| 12/31/2013 | | 384,130 | 9,690 | 96.9 | 72,481 |
| | | | 83,340 | 833.4 | 623,383 |
| | | | | | |
| 12/31/2013 | | 384,130 | | | |
| 1/31/2014 | | 396,910 | 12,780 | 127.8 | 95,594 |
| 2/28/2014 | | 408,200 | 11,290 | 112.9 | 84,449 |
| 3/31/2014 | | 421,440 | 13,240 | 132.4 | 99,035 |
| 4/30/2014 | | 435,020 | 13,580 | 135.8 | 101,578 |
| 5/31/2014 | | 449,190 | 14,170 | 141.7 | 105,992 |
| 6/30/2014 | | 464,900 | 15,710 | 157.1 | 117,511 |
| | | | 80,770 | 807.7 | 604,160 |
| | | | | | |
| 6/30/2014 | | 464,900 | | | |
| 7/31/2014 | | 481,000 | 16,100 | 161.0 | 120,428 |
| 8/30/2014 | | 500,530 | 19,530 | 195.3 | 146,084 |
| 9/30/2014 | | 518,570 | 18,040 | 180.4 | 134,939 |
| 10/31/2014 | | 535,920 | 17,350 | 173.5 | 129,778 |
| 11/30/2014 | | 551,360 | 15,440 | 154.4 | 115,491 |
| 12/31/2014 | | 563,670 | 12,310 | 123.1 | 92,079 |
| | | | 98,770 | 987.7 | 738,800 |
| | | | | | |
| 12/31/2014 | | 563,670 | | | |
| 1/31/2015 | | 575,100 | 11,430 | 114.3 | 85,496 |
| 2/28/2015 | | 591,980 | 16,880 | 168.8 | 126,262 |
| 3/31/2015 | | 609,790 | 17,810 | 178.1 | 133,219 |
| 4/30/2015 | | 627,420 | 17,630 | 176.3 | 131,872 |
| 5/31/2015 | | 643,950 | 16,530 | 165.3 | 123,644 |
| 6/30/2015 | | 660,580 | 16,630 | 166.3 | 124,392 |
| | | | 96,910 | 969.1 | 724,887 |
| | | | | | |
| 6/30/2015 | | 660,580 | | | |
| 7/31/2015 | | 677,620 | 17,040 | 170.4 | 127,459 |
| 8/31/2015 | | 695,150 | 17,530 | 175.3 | 131,124 |
| 9/30/2015 | | 714,050 | 18,900 | 189.0 | 141,372 |
| 10/31/2015 | | 730,750 | 16,700 | 167.0 | 124,916 |
| 11/30/2015 | | | -730,750 | -7,307.5 | -5,466,010 |
| 12/31/2015 | | | 0 | 0.0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| | | | -660,580 | -6,605.8 | -4,941,138 |

**Seattle Disposal Records for Sewer 2008 - 2010**

| | | water | | | | sewer | | | |
|---|---|---|---|---|---|---|---|---|---|
| | days | CCF | Avg CCF | Gal | avg gal | CCF | Avg CCF | Gal | avg gal |
| 8/13/2008 | 64 | 262 | 4 | 195,976 | 3,062 | 547 | 9 | 409,156 | 6,393 |
| 10/17/2008 | 57 | 236 | 4 | 176,528 | 3,097 | 926 | 16 | 692,648 | 12,152 |
| 12/12/2008 | 63 | 245 | 4 | 183,260 | 2,909 | 129 | 2 | 96,492 | 1,532 |
| 2/15/2009 | 61 | 172 | 3 | 128,656 | 2,109 | 552 | 9 | 412,896 | 6,769 |
| 4/13/2009 | 60 | 160 | 3 | 119,680 | 1,995 | 318 | 5 | 237,864 | 3,964 |
| 6/17/2009 | 59 | 166 | 3 | 124,168 | 2,105 | 290 | 5 | 216,920 | 3,677 |
| 8/21/2009 | 67 | 176 | 3 | 131,648 | 1,965 | 438 | 7 | 327,624 | 4,890 |
| 10/23/2009 | 61 | 220 | 4 | 164,560 | 2,698 | 363 | 6 | 271,524 | 4,451 |
| 12/28/2009 | 58 | 187 | 3 | 139,876 | 2,412 | 269 | 5 | 201,212 | 3,469 |
| 2/24/2010 | 63 | 166 | 3 | 124,168 | 1,971 | 186 | 3 | 139,128 | 2,208 |
| 4/19/2010 | 57 | 167 | 3 | 124,916 | 2,192 | 235 | 4 | 175,780 | 3,084 |
| 6/16/2010 | 63 | 525 | 8 | 392,700 | 6,233 | 250 | 4 | 187,000 | 2,968 |
| Total | 733 | 2682 | 4 | 2,006,136 | 2,737 | 4,503 | 6 | 3,368,244 | 4,595 |

NW CASCADE

# City of Seattle

Michael Patrick McGinn, Mayor

DEC 17 2010

**Seattle Public Utilities**
Ray Hoffman, Director

December 15, 2010

PACKAGE SERVICE INC
NORTHWEST CASCADE INC
POB 73399
PUYALLUP, WA 98373-0399

Tim P.

Re: Sewer deduction review

Dear Seattle Public Utilities Customer,

Seattle Public Utilities (SPU) will be conducting a comprehensive review of sewer submeter installations at customer facilities in order to ensure we are billing accurately for sewer services and to verify that customer submeters comply with submeter requirements. As you currently receive sewer submeter adjustments on your utility bill, you will be affected by this review.

This letter describes what to expect during our facility visits and informs you of new submeter requirements. We look forward to working with you toward the common goal of accurate billing.

Facility Visits: Beginning in January 2011, SPU will schedule a visit to each customer facility receiving a sewer adjustment. This visit will involve a comprehensive facility review to verify that all sewer discharge is captured and billed according to current policy. When we contact you to set up a time for this review, we will ask you to be prepared with water and sewer as-builts of your facility and provide us access to staff familiar with your mechanical systems. After completion of the facility review, you can expect a written plan detailing the requirements to bring your facility into compliance and the timeframe to make the necessary corrections. Due to the number of commercial customers with sewer submeters, we anticipate the scheduling of facility visits will extend throughout 2011 and perhaps beyond.

New Requirements: According to the authority granted in Seattle Municipal Code, the Director of Seattle Public Utilities is changing some of the requirements for allowable sewer submeters. These new requirements are described below. When we visit your facility to do our sewer submeter review, one of the things we will be looking for is compliance with these requirements.

a. To increase billing efficiency, automated meter reading equipment is now required on every sewer submeter installation regardless of its physical location. In order to