

# UNUSUAL TRUCK ACTIVITY

The following information was reported recently on the message board attached to [www.carnicom.com](http://www.carnicom.com):



Photograph of the truck referred to in the message board post

Following Message Posted May 8 2000:

An interesting event happened last Friday (5/8/00) on a trip down Northern California's main highway (I-5). Somewhere around Yreka, California, I was passed several times by a tanker truck as we went up and down the mountain grades. This truck did not display any DOT placards giving the code of its contents (such as the 1206 = gasoline). It was obviously a chemical hauler and obviously was carrying a load. As I pulled into the Weed, California, rest area this truck pulled in next to my rig. The cylindrical silver stainless steel had an expanded metal walkway running the full length of the top of the tank, some type of gauge on its left side, a conical rear section and was dripping yellow-amber-brown sticky-looking fluid from the top vents down the sides of the tank. This is the same fluid appearance of the stuff that hit my windshield last June 10th, and burned my exposed skin, and caused sun coronas, so I didn't touch or sample this fluid and returned to the road. The tanker and

I continued to pass each other on down the highway and as we drew up to the Northern California Highway Patrol Truck Inspection Station at Dunsmuir, California. I expected to lose my road companion as "ALL TRUCKS MUST STOP FOR INSPECTION" and all trucks were pulling in, except this tanker! This was in broad daylight, there are three sets of truck monitoring equipment; cameras, radars, and height infra-red lights just prior to this station, and the station never closes as it is the northern portal of entry to California. This tanker slowed down to 50 mph on the highway, the driver looked directly at the station office and cruised by all the trucks in line. I laid on the horn for one half mile as this went down, so the truckers waiting in line could see this. Again, there was no bypass signal on and trucks in front of, and behind this tanker, pulled into the station.

Now this truck had my full attention, and as I passed I photographed it and got its numbers.

Tractor unit = dark blue Ray Booth, Cottonwood, California

Tank unit = Trimac Western, McMinnville, Oregon?

Tank unit's licence plate = Tennessee Apportioned #006 197 T

Tank serial number = 481016 "Non-SPEC"

As I was getting this truck's numbers, I got tagged by a very dark blue new Chevy Caprice with an anti-sway bar under the rear axle and a man in his late 30's early 40's with blond hair and a stone glare and wrap around sunglasses.

Although we were now in a 70 mph zone around Redding, California, this car paced me at 75, 45, 35, 55, 35, 75, etc. etc. etc. for about 20 miles until I forced it to either crash into me or get in front of me. Then I paced him and made a very abrupt exit and changed my course.

On my return trip Sunday I came around a bend at Vollmers, California, on Highway I-5 to find a similar tanker, Trimac Western, with a different tractor and driver going north, broken down on the side of the road. I stopped to assist the driver and found he was hauling "paint" (the sky?). He also had no DOT placards, also had Tennessee Apportioned plates, but his tank was freshly washed and not dripping goo.

"Trimac is the fifth largest tank company in the United States, with a system of tanks, ships, tank farms, rail car tanks, highway tankers and terminals serving the chemical industry. Trimac is owned by Rentokil Initial of the UK which employs 140,000 people in over 40 countries. They haul pesticides and chemicals for BASF, DuPONT, BAYER, and all the other big chemmies.

No Department of Transportation placards.

No stopping for California Highway Patrol inspection that all trucks must stop for.

And escorted by spooks?

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The following additional information has been received by email on Jan 16 2001:

(The name of the submitting party will be withheld unless permission for posting is granted)

"Regarding your page:

<http://www.carnicom.com/truck1.htm>

The Dunsmuir I5 scales had prepass installed in late 1994.

[http://www.prepass.com/what\\_is.html](http://www.prepass.com/what_is.html)

This is now very common. It allows trucks to be weighed electronically without stopping."