

UNUSUAL TRUCK ACTIVITY

**The following information was reported
recently on the message board attached
to 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
(5/8/000 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

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
and 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.

www.dsiti.com/

"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?

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

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

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