



## **Animals' Angels USA**

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## **Investigation of slaughter horse transport from Colorado to Illinois – External Report**

**Date:** 8/26/07 – 8/27/07

### **Transport of slaughter horses from Charles Carter feedlot in Longmont, CO to Cavel slaughter plant in DeKalb, IL.**

#### **A. General Information**

Charles Carter is one of Colorado's main kill buyers for slaughter horses. He owns several feedlots in the state from which he ships horses to Illinois and Mexico several times a week. On September 27, 2006 one of his trucks loaded with 41 horses overturned in Missouri. The truck was on its way to the Cavel plant in Illinois. 16 horses were killed by the accident, the surviving ones were rescued by the local humane society.

**Date:**

8/26/07 – 8/27/07

**Distance:** 852.4 miles

**Starting location:**

Former Gregerson Dairy  
5584 Weld Country Road 24  
Longmont, Co 80501

**Arrival location:**

Cavel International  
108 Harvestore Drive  
DeKalb, IL 60115

**Total time horses were confined on trailer:**

19 hours and 45 minutes

**Duration of transport from Longmont, CO to DeKalb, IL:**

18 hours

**Number of drivers:**

One

**Violation of existing laws:**

yes

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## B. Observations

**8/26/07**

We arrived at Charles Carters feedlot at 12.30 pm. His maroon colored truck was backed up to the gate of the pen area in the back of the property. There were approx. 50 horses in the back pens and another 40 in the pens closer to the front of the property. In addition, there were several pick-up trucks with small horse trailers loading and unloading horses into the pen area. It appears that local farmers /small horse traders deliver directly to Mr. Carter's lot. In addition, several rescues have access to the property and buy horses from him.



**12.52pm:**

Three men started to move the horses with yellow, plastic paddles closer to the trailer. The handling of the one guy at the loading ramp was quite rough; he hit the horses very hard directly on their faces. Over 30 horses were loaded in 15 minutes.

**1.29pm:**

The truck started to move and shortly thereafter left the premises. **There is only one driver.** He has a blonde, female passenger which appeared to be his girlfriend.

**Brand of trailer:** Wilson

License plate trailer: 835 OGR

In the lower part of both sides of the trailer were slats installed, likely to prevent observation of the horses from the outside.

**Brand of truck:** Kenworth

Inscription on truck:

C & C Horses

Horses bought and sold

DOT 1373008

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**Route travelled:**

- I-25 north (1.39pm MT)
- Exit to CR-30 east (1.45pm MT)
- I-85 north (1.54pm MT)
- Exit to CR-68 east (2.27pm MT) at Lucerne. There is a truck stop in Lucerne which seems to be a meeting spot for livestock trucks.
- Farm along CR-68 east (2.50pm MT) Truck stopped and the driver checked the trailer.



- Turned right on Road 14 east (2.58pm MT)
- Turned on I-76 east (4.07pm MT), which becomes I-80 in Nebraska.
- Exit at rest station close to Gothenburg, NE (7.10pm CT) Continued driving at 7.35pm CT
- Exit at rest station close to Fort Kearny, just before exit 272 (8.25pm CT). Left rest station at 8.33pm CT

- External use-



- Exit at Woodriver rest station at exit 300. (9.00pm CT). Bought dinner at subways and continued driving at 9.15pm CT



- Passed Lincoln, NE (10.35pm CT)
- Exit at rest station just before Neola, IA (11.50pm CT) Continued driving at midnight.
- Passed Des Moines, IA (1.45am CT)
- Passed Iowa City, IA (3.45am CT)
- Passed Davenport and continued driving on I-88. (4.50am CT)
- Passed Dixon, IL (6.10 am CT)
- **Arrived at DeKalb, IL (7.30am CT)**

At the Cavel slaughter plant, there were already three other trucks in line:

Rollings Farm  
Spokane, MO  
DOT 174989  
Plate Trailer KNM 049  
Plate Truck 494 444

Dale Haley  
Rushville, IN  
DOT # 608713  
Plate Trailer 593105

Dale Haley  
Rushville, IN  
DOT # 608713  
Plate Trailer 14726

The driver and his girlfriend left the truck to play with their Pit bull in the plants parking lot. While filming everything from the fence, we were approached by the plants USDA inspector for transportation. He immediately started threatening “I would be careful. I don’t know who owns the property you are standing on.” and did not want to talk to us. He acted more like a PR person for the plant than an USDA employee, making comments like “Yeah, we are still slaughtering. I call it survival of the fittest.”

- External use only -



The Carter truck backed up to the loading dock at 8.40am and started unloading the horses shortly thereafter. The unloading was finished at 9.30am CT. He then left the loading ramp and parked. (11.10am CT) The truck left the Cavel premises at 11.22am CT and started heading back towards Colorado on Road 38 west. Around 12.15 pm the truck arrived at Rochelle rest station and the driver finally took a break to sleep. Six hours later he started driving again.



**Violation of the Federal Motor Carrier Safety Regulations 49 CFR, Part 395.3 (Hours of Service):**

(a) No motor carrier shall permit or require any driver used by it to drive a property-carrying commercial motor vehicle, nor shall any such driver drive a property-carrying commercial motor vehicle:

(a)(1) More than 11 cumulative hours following 10 consecutive hours off duty; or

(a)(2) For any period after the end of the 14th hour after coming on duty following 10 consecutive hours off duty,

By the time the truck arrived at Cavel, the driver had been on the road of over 18 hours. In addition, he spent time on duty not driving while loading and unloading the animals. He finally drove to a rest area to sleep at 12.15pm on Monday – after 24 hours on the job.

This is a tremendous safety risk and a commercial driver responsible for a truckload of 40 horses should not take such a risk.



It appears that Mr. Carter is not choosing his drivers with due diligence. One of his trucks was involved in a major accident in 2006. In addition, his Safestat records show several other violations:

Driver OOS Violation Summary (within 30 months)			
<u>Violation Number</u>	Description	<u>Number of OOS Violations</u>	Number of Inspections
392.9(A)(2)	Failing to secure vehicle equipment	1	<u>1</u>
395.3(B)	60/70 hour rule violation (Property)	1	<u>1</u>
395.8(A)	No drivers record of duty status	1	<u>1</u>
395.8(E)	False report of drivers record of duty status	2	<u>2</u>
395.8(K)(2)	Driver failing to retain previous 7 days logs	2	<u>2</u>

Vehicle OOS Violation Summary (within 30 months)			
<u>Violation Number</u>	Description	<u>Number of OOS Violations</u>	Number of Inspections
393.201(A)	FRAME CRACKED / LOOSE / SAGGING / BROKEN	1	<u>1</u>
393.205(A)	Wheel/rim cracked or broken	2	<u>2</u>
393.207(C)	Leaf spring assembly defective/missing	1	<u>1</u>
393.45	Brake tubing and hose adequacy	1	<u>1</u>
393.47	INADEQUATE BRAKE LINING FOR SAFE STOPPING	2	<u>2</u>
393.47(E)	CLAMP/ROTO TYPE BRAKE(S) OUT-OF-ADJUSTMENT	5	<u>1</u>
393.48(A)	Inoperative/defective brakes	2	<u>2</u>
393.75(A)(2)	Tire-tread and/or sidewall separation	1	<u>1</u>
396.3(A)(1)	Inspection/repair and maint parts & accssries	1	<u>1</u>

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**Conclusions/Suggestions:**

The investigation revealed that Charles Carters trucks remain a safety concern to the public. Even after the severe accident of one of his trucks in Missouri last year, **caused by a solo driver** in the middle of the night, Mr. Carter continues to use solo drivers, who, as shown in this investigation, do not obey the Federal Motor Carrier Regulations of necessary breaks.