

LOG TRUCKER

VOLUME 40 NUMBER 6

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JUNE 2013

Answering the Call

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BUCODA, WASHINGTON

SEE PAGE 6

BUCKLEY LOG SHOW



**BUCKLEY
LOG SHOW**

BUCKLEY, WASHINGTON

JUNE 29-30, 2013

**DEMING
LOGGING SHOW**

DEMING, WASHINGTON

JUNE 8-9, 2013





From the stump...

The Deming Spirit

by Mike Crouse, Publisher

Once each summer, at a number of sites in many of the states with a history of logging, communities and audiences gather to watch logging (sometimes referred to as lumber jack or timber jack) shows, enjoying the skill, strength and speed of the athletes competing in a smorgasbord of events from tree climbing, to axe throwing, single and doubles on cross cut saws, just to name a few. Each is a bit different as logging in each region is a bit different in elevation, timber types, and some of the equipment in use at the shows (for instance a cross-cut saw from the Midwestern section of the country uses a heavier gage of metal than the West coast cross cut saws).

Fifty years ago the Deming Log Show arrived with the goal of raising money to help out "busted up loggers" by putting on a demonstration of events that local loggers do on a daily basis, which started a tradition and spirit that thrives to this day.

A lot goes into such a show, including a great deal of planning and scores of people involved in anywhere from a few to a number of various committees that have the Deming Show Grounds in top shape from each of the structures, to maintenance, arranging for trees in use at competitions, bring in fresh (and cold) water to fill the log rolling ponds, to judges for the events to name a few.

A large part of the Deming log show's success comes from "the Deming Spirit" of cooperation and attention to completing the many tasks without concern for who gets credit. It was that spirit, which encouraged the older generation (whose energy and dedication created the show) to bring in "new blood" to replenish and evolve with time to keep the show fresh, open to change, and transition cleanly and easily to the new generation's leadership. Transitions can be very painful, and has been the downfall of many businesses, civic organizations, and families.

We've been fortunate enough to see the leadership at the Deming Log Show change over the past half of it's lifetime, and attribute the success to the

clear vision of the "Deming Spirit" from the time today's leadership were just pups, where the original goal of helping "busted up loggers" prevails, and the kudos go to the entire group.

It's no small task passing the torch generation to generation without a firm vision, a clear goal, and commitment to pass along the qualities, values and standards we hold dear. To have embraced this platinum standard, and demonstrated over time our pledge to its future allows us to pass this gift on through time.

Happy 50th Anniversary Deming Log Show. Embrace it, improve it, and pass it on.

Special interests

Long ago we were taught if you're trying to find out what's going on, especially in politics and business, to follow the money. Common sense, yes, but part of what makes common sense particularly unique (it would seem especially so at this point in time) is how vary rarely we see common sense in practice.

Once upon a time political season (that is, or was, the few months prior to elections) could be measured in months, whereas at present campaigning has become a full time mission of many office holders and seekers. The focus has shifted from actually doing the job you're elected for to a cheerleader schmoozing with whatever outlet one can to get your name in front, and leaving your record to whomever is involved with publicity.

Anyone in business, which is to say anyone not employed by government, or on some form of governmentally funded program, has been the convenient target labeled as a "special interest" with the implication that interest is contrary to the "public" good. As the reasoning goes, business is about profit and profit, it's implied, comes at someone's expense.

It's easier to take a bite out of this reasoning when you set aside that being in business comes with some risk, which you (and perhaps your investors) take with the hope of making not only a living, but making better than a living as a reward (or the incentive) for taking that risk. Business is not easy, and it's not guaranteed, which is a driving force for one to work more innovatively, more

efficiently, and constantly seek a better way to satisfy your client's needs.

However "special interests" exist well beyond the business realm, in spite of non-business entities insistence that they operate for "our" good. Reality and paying some attention to the political processes, reveals there are a number of non-business entities whose focus certainly have the trappings of their own self-interest.

We reside in Washington State, which has had a very strong and growing public employees union for decades, and who is very involved in the election process, as is their right. The past few weeks they've sponsored a radio advertising campaign that claims the state senate has eliminated a number of "tax loop holes" that will cost our children by denying them funding for education, all in the public interest, of course. Rubbish.

Shall we call a spade a spade? The Public Employees Union is a special interest, just as are the other union entities. They are a very special interest above and beyond non-public unions in that should the union at Ford, Boeing, or other corporate entities overstep in their negotiations and contribute to their companies eventual demise, the union's source of income vanishes with the business... a very BIG difference.

Most that see and read our publication are acutely aware of the economic frailties of the past six years, which have resulted in downsizing, tightening the belt, reorganization, tighter margins, while watching other business close shop or move to a more business friendly climate. During this same time frame "our" government and government employees have at worst been inconvenienced, and at best not really noticed any change in their lifestyle whatsoever because they've essentially continued on with raises, benefits, vacations, etc.

While business had to react or perish in the midst of plummeting revenue streams, reducing expenses, and seeking new opportunities, in this state (we have reason to believe others as well) continues along with business as usual, ignoring that paradigms have changed. How dare we object to taxes! The state's work force needs to grow!

While the prattle on the radio implies sharply that it is "business greed" that's at play in trying to reduce business taxes, we'd suggest that while the evidence for special interests greed is indeed present, the truly special interest is not business.

Follow the cost of administration, the growth of staff, benefits, pay, retirement, perks... follow the money.

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In This Issue...



COVER PHOTO: Rob Gordon can drive just about anything with wheels. Not only does he haul timber and rock with a self-loader, conventional log truck and dump truck, but he serves his community as a volunteer firefighter, often at the wheel of a pumper-tender fire engine, ambulance or other emergency vehicle.

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"MUDDY BOOTS" HERITAGE

During the early years of Kenworth's 90-year history it was said that "Kenworth Engineers Wear Muddy Boots."

"The Muddy Boots name symbolized that Kenworth engineers and salespeople weren't afraid to go in the field, crawl under trucks and get dirty. As we celebrate Kenworth's 90th anniversary, we see history repeating itself. We still get our boots muddy and work closely with customers to see how Kenworth can build a better truck to meet their needs," said Alan Fennimore, Kenworth's vocational marketing manager.

Stories and pictures remind the company of its past. According to Kenworth's early archives, "Kenworth engineers had earned a reputation for solving problems in the field, often driving trucks or inspecting them in the middle of a muddy road for signs of failure. John Holmstrom (then Kenworth chief engineer and later the company's general manager) would routinely visit logging sites, crawling underneath vehicles and making notes on how to improve truck design to better withstand the rugged conditions."

Kenworth engineers would go out in the mud and visit truck

fleets. This photo from the 1920s is of Kenworth trucks operated by the Holroyd Company of Tacoma, Wash.

Vernon Smith, who began a 30-year career as Kenworth's vice president and sales manager in 1923, traveled to Hawaii in the mid-1930s and trod through muddy sugar cane fields in search of new business. "Smith found that sugar cane was being hauled by rail over temporary tracks laid in muddy fields. He told the plantation owners that Kenworth engineers could come up with a better solution - gas-powered, high load capacity six-wheel drive cane trucks - quite a feat for that era. He got the order on the promise and within 10 years, Kenworth trucks were being used in 13 of the 14 sugar plantations."

Shown is Kenworth vice president and sales manager Vernon Smith (back, at center of load) with a Kenworth sugar cane hauler on the island of Oahu in Hawaii in 1936.

John Czarniecki, one of Kenworth's engineers, was quoted in the 1998 book "Kenworth - The First 75 Years," as saying: "This group was very capable and always able to rise to the occasion. No matter what the problem, we could still solve it. I

think it was because we had an open mind and were willing to talk to each other."

Early in Kenworth's history it became said that "Kenworth engineers wear muddy boots" as Kenworth engineers were known for gaining first-hand experience of conditions in the field by getting their boots dirty during visits to truck fleet operations. This photo was taken in the 1930s for an early Kenworth brochure.

Today, challenges still exist, especially in the vocational market, where Kenworth offers a wide range of Class 8 vocational trucks, including the C500, K500 cabover, T800, T880, W900S, W900L and the 963. "Competition is fierce for our customers, particularly in construction, so if they can make more money using our product, then they're ahead of the curve. Our job is to understand what they need, and figure out how to spec it. That way, we'll both come out on top," said Fennimore.

Building upon that illustrious, well-earned motto is Kenworth's Muddy Boots Academy, an intensive three-day 'boot camp' training course for Kenworth dealer salespeople which prepares them to work

with customers in vocations ranging from quarries and mining to construction, heavy haul and mixers. During the course, Kenworth salespeople learn more about customers' vocational and equipment needs, and are updated on various regulatory restrictions.

Shown are Kenworth dealer sales participants at the Kenworth Muddy Boots Academy held at the PAC-CAR Engine Company in Columbus, Miss., in 2012.

"It's not just about how to sell a truck anymore," said Fennimore. "Salespeople need to know a myriad of federal and local regulations, be able to do calculations for bridge formula and proper vehicle weight distribution, use creative spec'ing, and understand new technologies that we're always bringing to the table. Those Kenworth dealer salespeople who go through the course come away appreciating our Muddy Boots heritage and how Kenworth has always worked with customers to better their operations."

Kenworth's ongoing Muddy Boots philosophy throughout its 90-year history would certainly bring a smile to Kenworth legends Vernon Smith and John Holmstrom.

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I ain't scared of no hard work

JUNE 2013

LOG TRUCKER

by Sherrie Bond

Have you ever considered the effort made by some people to avoid work? Think about it for a minute or two. There are millions of able bodied people who go out of their way to sidestep being productive and carrying their own weight.

I'm not referring to just the "lazy slugs" out there, I'm talking about avoidance of anything that breaks a sweat! While I'll confess to sidestepping tasks that I don't particularly like to do, eventually I get around to the chore as I hear my Dad's voice in my ear saying, "...if you do the hard work first and get it out of the way, you'll always have time to do what you want".

I'm kind of thinking the Legislature should follow the suggestion of my dear old Dad. It would save the taxpayers money and avoid special sessions that are becoming more the "rule" than the "exception".

Heading into the 2013 session and screaming like a Banshee was the budget deficit. Every lawmak-

er, whether in the Senate or the House, knew the primary issue would be developing and passing a balanced budget. Because this is no easy task, they kicked the can down the road for 105 days and instead, worked to pass legislation like the 'serving beer and wine in movie theaters' bill. This is absolute genius and will work well with the Fed's plan to change the legal intoxication level to .05.; perfect for law enforcement who can park in the mall lot, bust the tipplers coming out of the show, load 'em in the paddy-wagon, decrease the number of DUIs issued and practically eliminate drunk-driving crashes all the while sparing the outrageous fuel costs of car chases! This is trumped only by SB 5774 authorizing applications for a special permit allowing "alcohol tasting" by persons nineteen and twenty years of age under certain circumstances! "Certain circumstances" include "tasting but not swallowing" by students enrolled in culinary classes, beer or wine technology or a

"spirituous technology-related" degree program. Am I concerned about this bill? Not really, as I think 100% of nineteen and twenty year olds who want to taste liquor may not have the legality to do so, but, you can bet they have the means.

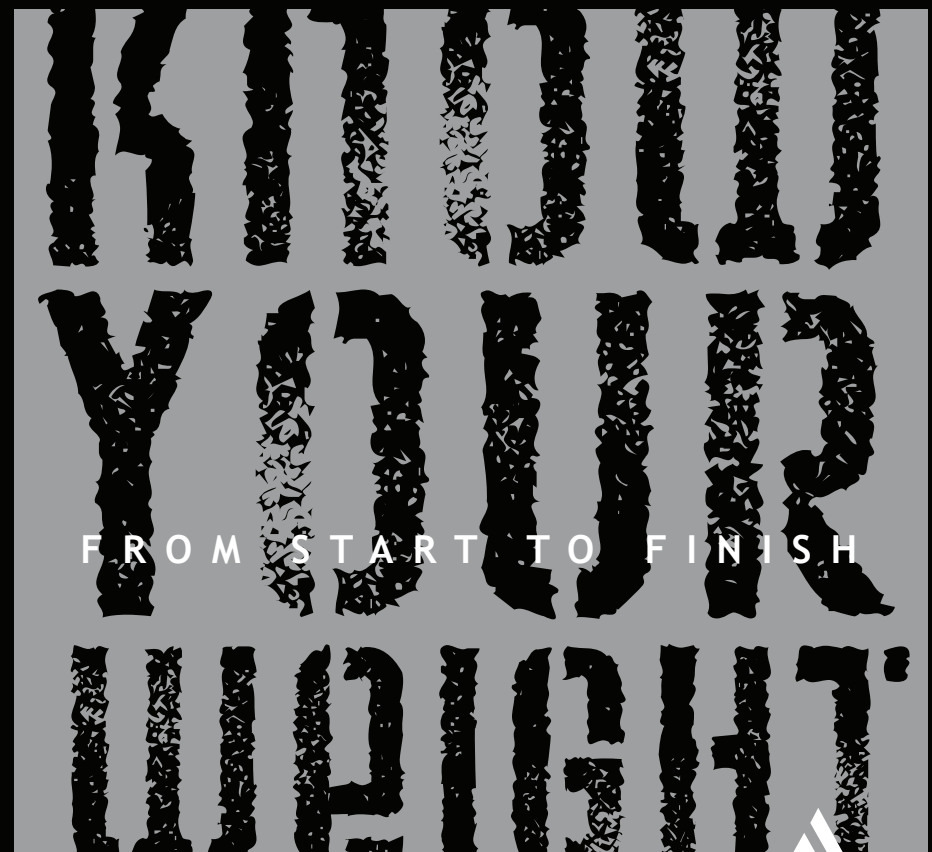
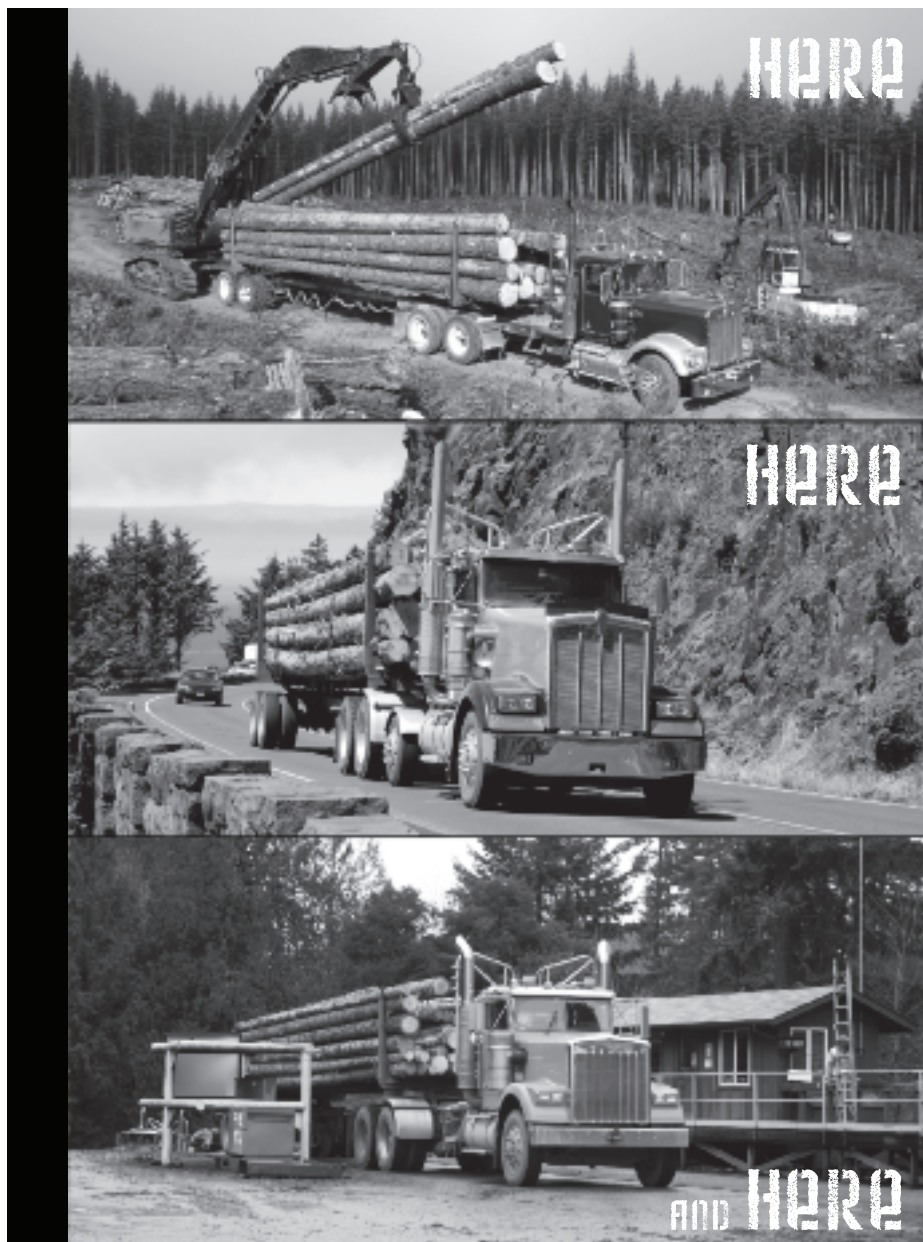
My point in even mentioning this is as an example of bills birthed, while the budget deficit is still in labor. Roughly 400 bills passed and have either been signed into law or are awaiting the signature of the Governor. Those referenced here for example are among the 400. Of course, there were hundreds more introduced, that were stuffed in a gunny-sack and dropped off a bridge never seeing the light of day. Many of the bills are repetitious of past legislation that needs to be enforced not rewritten.

I believe supporting or introducing a bill for consideration is a legislative means of proving to constituents they are "nose-to-the-grindstone and working". I view it

as a waste of valuable time that could be spent on ... yup, the pesky budget! This session there seems to be more contention between parties as noted in public whining in the Senate and refusal to work in concert across the aisle. Meanwhile the special session has commenced and the time-clock is ticking. Two years ago the cost of the special session was around \$300,000 and predicted to be much greater this time around. (Keep in mind also that Governor Inslee emigrated from the "other Washington" where Congress hasn't passed a budget since 2009!)

The bell for round two has sounded and I'm hopeful the elected conclave isn't scared of "hard work", but I don't want them to be so fearless they lie right down next to it and nap!

(Sherrie Bond serves as Director of the Northwest Log Truckers' Cooperative. She can be reached via email at BONDTRUCK@aol.com)



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ANSWERING THE CALL

GORDON
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Bucoda, Wa

by Darin Burt

Rob Gordon is adept at putting out a lot of different fires. As the co-owner and sole operator of Gordon Enterprises, he hauls logs and rock with a long logger and self-loader and dirt and aggregate with a dump truck. When the call comes, he also drives a fire truck or ambulance as a volunteer firefighter.

Gordon Enterprises was started by Rob's father, Robert C. Gordon as a sole proprietorship with a dump truck back in 1985. Before passing away unexpectedly from a brain tumor in 2006, Robert hauled rock for the Centralia Mining Company, and a variety of local logging and construction contractors. He also was a volunteer fire fighter.

After his passing, Robert's sons Rob, Ryan and Jon looked at their options, and rather than breaking up the equipment that was left, which included two dump trucks, pup trailer, tilt deck trailer and a Cat, they opted to form a company of their own. Rob works full-time as a forester for Long View Timber, and the Jon has a full-time job for Holbrook Logging in the Tacoma log yard. Rob took on the responsibility of running the show. During the summers, the brothers will do some



GORDON'S 1977 W900 A-MODEL equipped with a Big Cam III 400 Cummins, 13-speed transmission, single-speed Eaton rear ends, Hendrickson walking beam suspension, SI scales and Better-Weigh bunk gear and trailer.

little logging jobs and Rob will be hauling the wood.

Rob had gotten his CDL when he was 16, but trucking wasn't so much in his future plans. After graduation, he enrolled at Washington State University to study engineering. His goal was to eventually get into transportation, roadway pro-

(Continued on Page 8)
See "Gordon"

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ROB PUT THE '77 KENWORTH together this past spring. He also decided to make it into a fifth-wheel for the times that he might want to hook up to a flatbed or lowboy trailer.



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OUR 67TH YEAR... KEEP THINK-N-LINCOLN ... 1946 - 2013

8 **Gordon**

(Continued from Page 6)

jects. The only problem was the math requirement.

While at WSU, Rob also drove truck on a farm outside of Colton, Washington. His dad had offered to let him drive one of the dump trucks, but he decided to stay where the money was instead.

"When my dad passed away I looked at what I enjoyed doing, and at the time that was driving truck and farming," Rob says. "I thought that trucking might be my calling, and I felt that if that was something I was going to do, this was going to be my best opportunity because we already had the equipment as well as the contracts and the support of

the contractors."

Rob came back to the Lewis Country and picked up where his dad had left off. One of the first things he did was to completely rebuild Robert's dump truck to make it more reliable. A sticker on the hood reads, "In memory of my dad" for a project that Robert always intended to do.

"When I began driving the truck, I went into the rock pit and the lady in the office pretty much fell off her chair because I sounded so much like my dad on the radio," he recalls.

In the spring of 2009, Rob bought a used Weyerhaeuser truck at auction. When he bought the truck, the

brothers contemplated making it into another dump truck.

"At that time, it was very hard for log truckers to make any money and find jobs," Rob says. "The price of wood was down, and a lot of trucks were just parked. The ones for sale were going very cheap."

The first thing that Rob did was to paint the truck, to hide the Weyerhaeuser yellow. He got really busy over the summer, and by the time he got around to messing with the truck in the fall, he happened across a used self-loader to put on the truck. It seemed like it would be a good fit to help with some of the little logging jobs the brothers were

doing from time to time.

"We'd hire self-loaders to come and get the wood, but we found that they were making more money out of the job than we were," Rob says. "We didn't have any intention of running our own self-loader full-time, but we figured that just running it occasionally, it would pay for itself."

The ironic thing, though, was that about the time Rob got the log truck up and running, people started calling him to haul their wood.

(Continued on Page 18)

See "Gordon"JUNE 2013
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2011 KENWORTH T800, C15 490 HP, Jakes, 18-Spd RTLO18918B, 13,200 Front, HD Super 40k Rears, 4:30 Ratio, Dual Diff Lockers, Air Susp., 257" WB, All Alum Wheels, Full Gauges, Power Locks & RH Window, 229k Miles**\$94,500**



PRIMAAX

2007 KENWORTH T800, C15 475 HP, Jakes, 10-Spd FRO18210C, 14,600 Front, 46k Rears, 3:91 Ratio, Dual Diff Lockers, Hendrickson PRIMAAX Susp., 212" WB, Air Slide 5th Wheel, Cab Guard, Full Gauges, Salvage Title, 338k Miles**\$57,500**



American Class

2006 Peterbilt 379, C15 475 HP, Jakes, 18-Spd RTLO18918B, 12k Front, 46k Rears, 4:11 Ratio, Rear Diff Locker, Air Trac Susp., 224" WB, Hydraulic Wet Kit, American Class Interior, Power Windows, Full Gauges, 245k Miles**\$74,500**



Automatic

2004 KENWORTH T300, Cummins ISC 315 HP, Jakes, Allison Automatic, 14,600 Front, 40k Rears, 5:57 Ratio, Chalmers Susp., All Alum Wheels, Power Mirrors, New 3,750 Gallon Water System, 5 Spray Heads, Hose Reel, 279k Miles ...**\$69,500**



Caterpillar

2003 WESTERN STAR 4900SA, C15 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:91 Ratio, Rear Diff Locker, Hendrickson HAS Susp., New 4,000 Gallon Water System 2008, 5 Spray Heads, Hose Reel, 538k Miles ...**\$59,500**



Hendrickson

2000 KENWORTH T800, Caterpillar 3406E 475 HP, 10-Spd FRO16210C, 12k Front, 40k Rears, 3:70 Ratio, Hendrickson RT Susp., 16' Dump Body, High Lift Gate, Hitch, Power Mirrors and RH Window, 734k Miles.....**\$49,500**



Hendrickson

1999 Peterbilt 357, Cummins ISM 305 HP, 11-Spd RTO11909MLL, 20k Front, 40k Rears, 4:88 Ratio, Hendrickson Susp., All Alum Wheels, New 4,000 Gallon Water System, 5 Spray Heads, Hose Reel, 141k Miles.....**\$49,500**



2-Spd Rears

1989 INTERNATIONAL 9300 SBA Eagle, NTC 400 HP, Jakes, 13-Spd RTO14813, 12k Front, 40k 2-Spd Rears, 4:11/5:60 Ratio, Hendrickson RSA Susp., 230" WB, 118" AF, Fog Lights, Spot Lights, Power RH Window.....**\$24,500**



MACK

(2) 1986 MACK RD688S, E6 350 HP, Jakes, Quadraplex Trans., 12k Front, 44k Rears, 4:42 Ratio, Spring Susp., 3,750 Gallon Water System, 5 Spray Heads, Hose Reel**\$34,750 ea.**



2-Spd Rears

1985 INTERNATIONAL 9370, NTC 400 HP, Jakes, 13-Spd RTO14613, 12k Front, 38k 2-Spd Rears, 4:56/6:21 Ratio, Hendrickson RSA Susp., 240" WB, 118" AF, AM-FM-CD, CB Radio**\$13,750**



GORDON'S 1978 359 PETERBILT, was factory-ordered as a dump truck with a steel severe service cab, but Rob recently changed that out to an aluminum cab because of rust issues. The truck has a 14-yard Better-Weigh box and has been upgraded with new fuel tanks, air cleaners, LED lights and drop visor to make it look presentable after years of service.



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THE GORDON BOYS GREW UP around trucking with their dad at the wheel of his dump truck. Left to right: Robert C. Gordon and his sons Rob, Ryan and Jon. Lower: The boys today (l-r: Jon, Ryan and Rob) carrying on the family business.



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ROB GORDON AT WORK on the self-loader. The truck is a 1992 Kenworth T800 outfitted with Peerless bunk gear and trailer. The truck is equipped with an N14 step-timing control Cummins motor, 13-speed transmission, SI scales and DS402 two-speed Eaton rear ends. Rob went with a walking beam rather than airbag suspension because he feels that airbag, especially in off-road conditions, have a propensity to cause spin out because they don't float with the ground as well. "The airbag may ride nice," Rob says, "but I don't think they get near the traction."



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2014 T800 Kenworth, 230" WB, Cummins ISX15 600HP, RTLO20918B, 20K FA, 46K RA, 13.2k Steerable L/A, 4.10 gears,**P.O.R.**



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AS THE ASSISTANT CHIEF of the Bucoda Fire Department Rob Gordon drives another big rig: this one's a Kenworth T800 pumper-tender fire engine. As for a similarity between driving dump trucks and log trucks and emergency vehicles, Rob says the fire engine, carrying 2,500 gallons of water, and is just like driving any other heavily loaded vehicle. "Even though it's an emergency vehicle, you still have to treat it as a commercial vehicle and you need to follow the typical driving safety rules."



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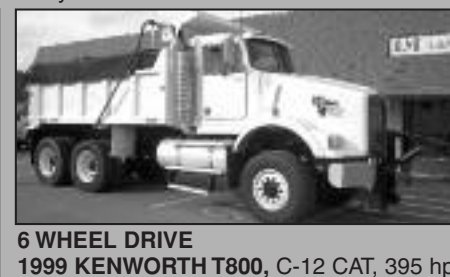
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2007 KENWORTH T800, ISX Cummins, 475 hp, Jake, RTLO 18918B, 18 speed, Full Lockers, 14,600# front, 46,000# rear, Chalmers susp., air tag axle, 16' Tub Dump Body STK. #4679

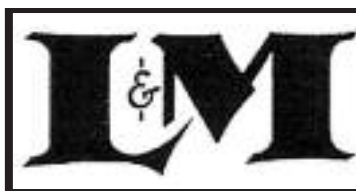


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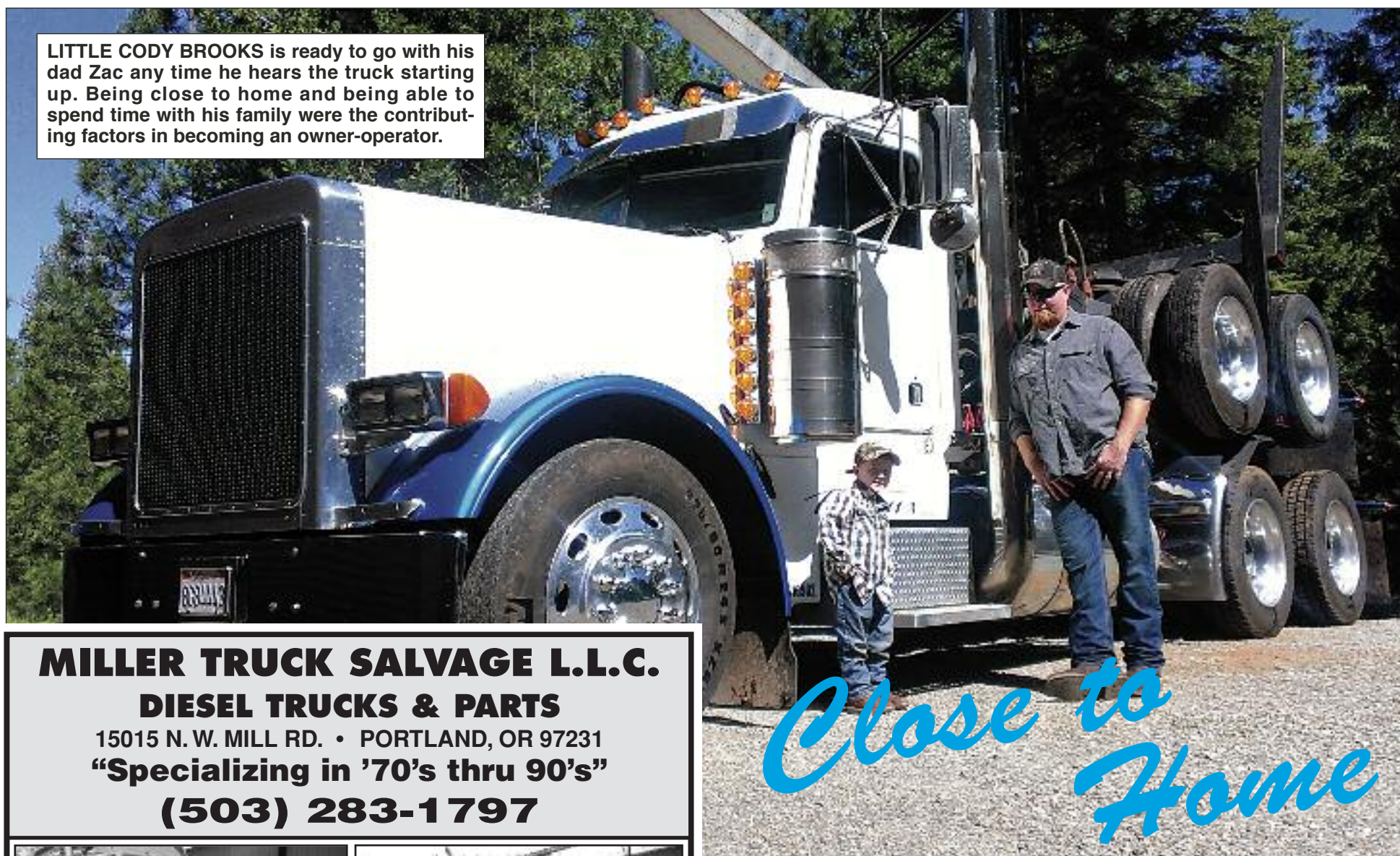
6 WHEEL DRIVE 1999 KENWORTH T800, C-12 CAT, 395 hp, Jake, RTO 14908LL, 10 speed, Wheel Differential Lock, 20,000# front, 40,000# rear, Chalmers susp., 14' Steel Dump Body, 12' sander body w/rear orbiter STK. #4755

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ZAC BROOKS & SON TRUCKING VOLCANO, CALIFORNIA

By Darin Burt

Zac Brooks named his company Brooks & Son Trucking in hopes that one day it would be a family business. Of course, little Cody is just four years old, so that day he gets his CDL is still a ways off.

2013 marks Zac's third year in log hauling, but he's been around logging and trucking since he was a teenager. He started out as a mechanic from the time he was 18, working for Woodland Expansion and a number of local loggers. As he got into doing union jobs, the work took him away from his wife and son, and he felt it would be better to do something that would keep him closer to home. A couple of friends advised him to buy a truck, and so he did.

Zac proceeded to build a 1989 Peterbilt 379 glider kit that he picked up at an auction. Being a mechanic, he was able to easily install the engine, rear ends, transmission, and basically put it together from the ground up.

Going into log hauling, wasn't something that Zac did simply on a whim. "I saw a real need," he says. "There are always loggers complaining about not having trucks, and I saw it as something that would keep me close to home. I had talked to SPI, because they control most of the hauling in our area, and we

signed a contract and got it all lined up. As soon I got the truck finished, I went to work the very next day."

"My wife LeAnne is my rock," Zac says. "She helps me out with every little thing. Last year, when I blew a transmission, she was right there helping me rebuild it. She's in this thing just as much as I am."

Today, Rob is driving a 2002 Peterbilt 379 extended hood. He says it's his dream truck. "The 379 extended hood has always been the best looking truck to me. It's a Canadian truck and it was just immaculate. A buddy of mine had it, and he is a freak about keeping things nice."

The truck is equipped with a 600 hp Cat motor, 18-speed transmission, super-40 double lockers, 3/8" frame, electric scales and a 2000 Hassell conventional log trailer.

Certainly, as a long time mechanic, Zac knows how to keep a truck in tip-top condition. "You've got to spend a lot of time with your truck - As my wife likes to say, 'You're married to it,'" he says. "I'm religious about greasing the truck weekly and changing oil every 10,000 miles. If you don't treat your equipment right it's not going to perform for you."

Zac is also an advocate of the value of oil sampling. "If you've got a

(Continued on Page 14)
See "Zac Brooks"



ZAC HAULS LOGS WITH HIS "DREAM TRUCK" - a 2002 Peterbilt 379 extended hood. The truck is equipped with a 600 Cat motor, 18-speed transmission, super 40 double lockers, 3/8" frame, electric scales and a 2000 Hassell conventional log trailer.



Zac Brooks

(Continued from Page 13)

motor with half a million miles, an oil sample can tell you if something is going wrong," he says. "Last year, I ran a sample and I had a little bit of copper in the oil. I pulled my crank and there was a bearing about ready to spin. It saved things from being catastrophic and ruining the crank. I just put in new bearings and went back to work."

When Zac bought his current truck it had nearly 600,000 miles on the motor. One of the first things that he did was add a performance chip from Diesel Freaks. The part cost only a couple hundred dollars and was a simple install, and now

the fuel mileage has increased from 5 to nearly 6 miles a gallon. Being that Zac works for SPI on a hourly basis, the better fuel mileage he gets the more money he can put in his pocket.

"Being an owner-operator bridged the gap between being in the woods and wrenching on this for me. I've spent so much time in the shop that, honestly, I wasn't sure how I was going to handle sitting in the truck. I pretty much already knew the routine, but I learned most everything as I went along," Zac says.

"I really like the log hauling," he adds. "It's turned into something that I really enjoy doing. It really works for me and my family."

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Photos from Our Readers

JOHN MITCHAM, of Chehalis, Washington's B&M Logging, with a load from the Oakville area on his 1997 Kenworth.



BOB WRIGHT, of Cottonwood, California, shares his first truck - a 1972 Peterbilt 358 A, Cummins 400 Magnum, 15 speed, SQHD rear ends, 230" wheelbase, and air ride suspension, hauling for Rocky Herman, coming out of Big Bend, CA.



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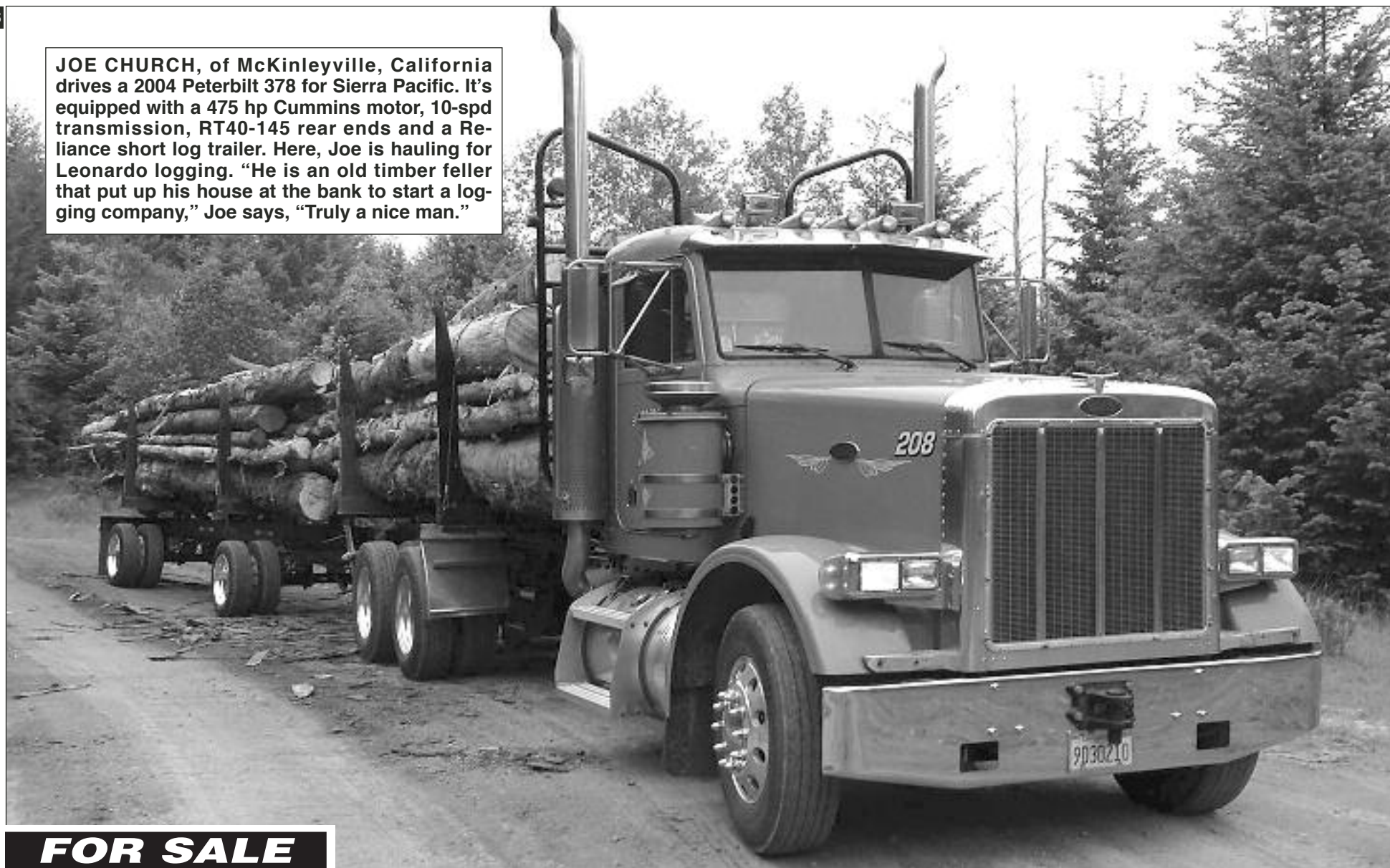
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JOE CHURCH, of McKinleyville, California drives a 2004 Peterbilt 378 for Sierra Pacific. It's equipped with a 475 hp Cummins motor, 10-spd transmission, RT40-145 rear ends and a Reliance short log trailer. Here, Joe is hauling for Leonardo logging. "He is an old timber feller that put up his house at the bank to start a logging company," Joe says, "Truly a nice man."



FOR SALE



#22 R855049 2000 T-800 Kenworth, Cummins N14 500, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$47,700**

#126 R861710 2000 T-800 Kenworth, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$47,700**

#127 R861712 2000 T-800 Kenworth, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$47,700**

#128 R861711 2000 T-800 Kenworth, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$47,700**

#130 R861714 2000 T-800 Kenworth, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$47,700**

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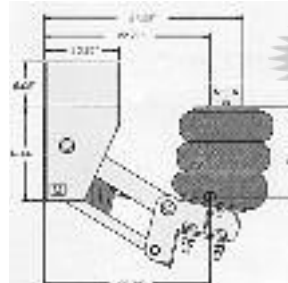
Engine: Cat Reman C15 475HP w/1650 lb/ft re-rateable to 550HP; Transmission: Prep'd for 18 Speed; Front Axle: 14,700 lb; 260" Wheelbase; Rear Suspension: 46,000 lb TufTrac; Lift Axle: 13,300 lb Watson/Chalin;

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MATT WOMACK TRUCKING, of Priest River, Idaho, headed from Hayden Lake to Thompson Falls, Montana with a load on his 2004 Kenworth A-train.

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18 Gordon

(Continued from Page 8)

He did that through the winter, and come springtime, he was still at it.

It was about that time that construction work flattened out, so Rob just parked the dump truck and kept hauling logs. For the last three years, he figures he's averaged 400 loads a year with the self-loader.

"There had been a lot of self-loaders around, but in 2007-2009 timeframe, a lot of guys took them off their truck and sold them because there was no work for them," he explains. "I stepped into it at the right time by accident and it has worked out very well."

Eager Beaver Cutting, out of Grand Mound, and M&M Logging, out of Curtis are two of Gordon's main customers. Rob not only hauls logs with the self-loader, but also moves equipment with the dump truck and tilt deck, and also rocks logging roads and landings.

During this past winter, Rob also put together a long logger. "We bought the truck out of Port Angeles, and it was the same truck that I used to drive when I was going to WSU. A year ago, I was with my former boss, at a Ritchie Bros. auction, and he told me that they were going to be selling it for scrap because they'd blown the engine and weren't interested in fixing it because it was an old 1977 model. He told me if I wanted it to come and get it," Rob recalls.

The truck was missing its engine and transmission. Rob had already started building a new engine the previous summer knowing he would be getting the truck. He also decided to make it into a fifth-wheel for the times that he might want to hook up to a flatbed or lowboy trailer.

As it happened, one of the contractors that Rob was working for bought a loader and wasn't going to be needing the services of the self-loader any more. He still needed the logs hauled though, and he offered

the job to Rob who set his truck up as a quick-change so he could easily switch it from fifth-wheel to long logger.

"I don't really have the intentions of going out and hauling for a lot of different people with the long logger; I just want to keep the customers that I have going happy," Rob says.

"It's always a task of juggling loads," he adds. "I have a difficult time turning down work. I try to keep everybody caught up and pleased, but sometimes that's not completely possible. In the last year, construction has started to come back and I've actually turned down some of that work because the rates haven't come back.

"I've got work that I can be doing (with log hauling), and I'd just as well see people who aren't working try and get back on their feet, so I tend to step out a little more."

"One of the nice things about hauling for my two logging contractors, is that they understand that at times I can make more money with my dump truck, and they are willing to keep me on when I do other jobs."

Even with all the options, Rob says the realities of the different industries can be frustrating because he can see in his books that he can make the same amount of money with the dump truck in a seven to eight month period as he does working all year long with the self-loader.

Rob's ultimate goal is to be more self-sufficient. "There's no way to completely get away with that, but as some of the contractors get older, you're not sure who's going to replace them - it might be larger contractors that don't need to hire trucks," he says. "Having the variety of trucks gives me options to go and find work if the industries are in a low. The nice thing about our equipment is, while it might be older, it's all paid for."

At times, Rob says it can be a challenge being a one-man show. But over juggling jobs and maintenance chores, is the frustration of keeping up with all the rules and regulations. "Every time I turn around, I find something new or that I've never heard about in the 10 years I've been driving a truck," he says.

As if he wasn't busy enough, Rob serves as the assistant Chief of the Bucoda Fire Department and the Maintenance Officer for Gibson Valley overseeing the maintenance program for three fire trucks, water tender, three ambulances, two brush trucks and a pair of command vehicles.

Luckily, while trucking is busiest during the summertime, fire calls seem to be more prevalent during the middle of the winter with downed power lines, car wrecks on icy roads, and chimney and house fires. Ninety percent of the calls to which the fire department responds are medically related. Rob often drives the ambulance, fire truck and water tender.

As for a similarity between driving dump trucks and log trucks and emergency vehicles, Rob says the pumper truck at Gibson Valley is a Kenworth T800 pumper-tender carrying 2,500 gallons of water and is just like driving any other heavily loaded vehicle. The water in the tank is baffled to prevent it from shifting.

"Even though it's an emergency vehicle, you still have to treat it as a commercial vehicle," adds Rob, who has also been tasked with teaching other volunteers to drive the equipment, "and you need to follow the typical driving safety rules.

The majority of the emergency vehicles are automatics. A good thing as many of the new volunteers are high school and college age or retirees looking for something to keep them active. Many of the younger

kids, especially, have never driven anything larger than a Honda. "We do spend a lot of time with them making sure that they are safe in the vehicles and are making appropriate decisions," Rob says. "The fire guys, who do wreck, are those with a lack of experience or comfort in the vehicle because they are not getting as much seat time as a regular commercial driver."

"I've never had any desire to do the fire service as a career," Rob says, "But I do like helping the community. What drove that was the mechanical side; I just like trucks."

Rob feels a positive commitment to serving the community. He also sees a solid future in log and rock hauling.

"I don't see us getting out of the trucking," he says, "But it's hard to say which truck I'll be in more. We'll likely just go more to where the industry climate takes us."

"I think dad would be excited to see what we've got going on now, and that we're staying afloat in the trucking industry, whether it be logging or dump trucking," Rob adds. "He'd probably think we were crazy, though, with four trucks."

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NEWS AND INFORMATION

Kenworth Renton gets environmental award

The Kenworth Truck Company assembly plant in Renton, Wash., recently received a 2012 Gold Award presented by the King County (Wash.) Industrial Waste Program.

The award is for compliance with the plant's industrial wastewater discharge permit. The award recognized the plant for one year of no wastewater violations of any kind covering discharge, permit, ordinance, reporting, self-monitoring, and King County monitoring.

"The Kenworth - Renton plant maintains a comprehensive environmental stewardship program, which consistently produces excellent results," said Judy McTigue, Kenworth - Renton plant manager. "As part of their daily efforts to produce high quality Kenworth trucks, Kenworth's employees take our environmental initiatives very seriously. The 2012 Gold Award from the King County Industrial Waste Program is recognition of their efforts in the environmental arena."

Reach out with extra-long ratchet

Snap-on is offering an extra-long, 3/8 in. ratchet for increased access and leverage.

The FLL80 includes the exclusive Snap-on Dual 80 ratchet design with an 80-tooth gear with dual pawls. The dual pawls engage seven teeth with the gear at all times for improved performance and durability, the company said.

"With seven extra inches, the FLL80 provides service technicians with more access and leverage to reach those challenging spots on vehicles," said Mark Knapp, product manager for Snap-on. "This versatile extra long ratchet will make a positive impact on every repair, saving time and increasing productivity."

The sealed ratchet head keeps dirt out and lubrication in. The FLL80 is perfect for working on serpentine belts and is the ideal ratchet for hard-to-reach fasteners or tight access areas where a 1/2-in. drive ratchet will not fit.

Engine treatment helps clean older engines

Rislone offers an Engine Treatment Concentrate that is designed to keep aging engines clean.

The product can help solve sticky valves and rings, noisy valves and lifters, plugged oil passages and screens and loss of power.

Rislone Engine Treatment Concentrate is a high-quality penetrating lubrication oil, combined with protective engine additives and cleaning agents, Rislone said. The unique formula is designed to penetrate into valve seats, bearing surfaces, piston rings and ring grooves: areas where sludge and varnish are likely to form. These deposits are gradually dissolved and held harmless in suspension until they are trapped in the filter or removed with the next oil change.

"For more than 90 years, vehicle

owners have relied on the original Rislone Engine Treatment to keep their engines clean and running smoothly," said Clay Parks, Rislone vice president of development. "Our new concentrated formula has all the lubricating and protective capabilities of modern motor oils, plus additional properties that enable it to do a superior job of maintaining long-term cleanliness and deposit control."

Rislone Engine Treatment Concentrate works with all petroleum-based motor oils, including conventional, high-mileage and synthetic formulas. For best protection, install the treatment with every oil change.

Well Spoken . . .

"There is only one boss - the customer. And he can fire everybody in the company from the chairman on down, simply by spending his money somewhere else."

- Sam Walton

Phillips helps fight corrosion

Phillips Industries has released instructional materials to help fleet managers fight the harmful effects of moisture contamination.

The April 2013 issue of Phillips' monthly newsletter, Qwik Tech Tips, addresses corrosion build up at the 7-way connection and ways to mitigate it. The most common warranty problem for this connection is loss of power to the blue circuit, Phillips said. The instructional materials explain why and offer tips on how to significantly reduce these events.

Future issues of the newsletter will cover other corrosion problem areas with their tips on how to solve them. To access the April issue of Qwik Tech Tips and to be included on the free monthly distribution, go to www.phillipsqwiktechtips.com.

Also available from Phillips Industries is a wall poster listing the company's top corrosion prevention tips. The chart can be ordered free

of charge by going to the literature tab at www.phillipsind.com and searching "corrosion."

Goodyear enhances tire lines for improved performance

The Goodyear Tire & Rubber Co. has enhanced three of its tire lines to reduce rolling resistance as well as improve miles to removal.

The G399 LHS Fuel Max, the G572 LHD Fuel Max, and the G392 SSD with DuraSeal + Fuel Max wide-base tire are all SmartWay-verified. The enhanced tires will launch during the second quarter of 2013. Each uses Goodyear's exclusive Fuel Max Technology, which contains fuel-saving compounds and advanced design technology to help reduce rolling resistance and improve tread life.

"When it comes to helping fleets reduce their total cost of ownership, Goodyear is in it for the long haul," said Brian Buckham, marketing manager, Goodyear Commercial Tire Systems. "These enhanced tires will help fleets lower their fuel bills, while still delivering long miles to removal. Both of these factors help reduce the fleet's cost per mile."

The G399 LHS Fuel Max offers the following features:

Innovative, fuel-saving Goodyear Fuel Max Technology compounds that lower rolling resistance and help enhance fuel economy.

An outside tread shoulder compound that helps protect the tire's pressure distribution groove, which promotes even wear.

Four-belt construction, which helps enhance toughness and tire life.

The tire will be available in the following sizes: 11R22.5, 295/75R22.5, 11R24.5 and 285/75R24.5, each in both G and H Load Ratings.

The G572 LHD Fuel Max fea-

(Continued on Page 20)
See "LT News"

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(Continued from Page 19)

JUNE 2013

Log TRUCKER
tures include:
Goodyear's Tredlock Technology, which contains interlocking microgrooves that help stabilize the tread for enhanced tread life and toughness.

A deep, 30/32-inch tread depth to help enhance tread life.

"The G572 LHD Fuel Max will be available in 295/75R22.5, 285/75R24.5, 11R22.5 and 11R24.5 sizes, all in Load Range G. Sizes 11R22.5 and 11R24.5 also will be available in Load Range H."

The G392 SSD DuraSeal + Fuel Max wide-base tire contains both Goodyear's exclusive fuel-saving Fuel Max Technology and DuraSeal Technology, a gel-like substance built into the tire's inner liner that instantly seals nail-hole punctures of up to ¼-inch in diameter in the repairable area of its tread.

The tire will be available in size 445/50R22.5 Load Range L.

Paccar Parts celebrates 40th anniversary

May marked the 40th anniversary of Paccar Parts, which supplies vehicle parts and service.

The company opened its first parts distribution center (PDC) in Renton, WA. Today, Paccar Parts operates a network that includes 15 PDCs on five continents.

"Over the past 40 years, Paccar Parts has developed a global distri-

bution network built on innovation and technology, to deliver quality parts when and where they're needed," said Darrin Siver, Paccar Parts general manager.

In the 1990s, the company expanded to Australia, Mexico and throughout Europe and South America. As the division grew, its focus on technology continued, including an advanced electronic catalog system and groundbreaking inventory-management systems. The exclusive TRP line of all-makes aftermarket parts was launched in Europe, and has become a worldwide brand.

"The global growth achieved by Paccar Parts in its first 40 years is a significant accomplishment," said Dan Sobic, Paccar executive vice president. "This foundation of leadership and innovation sets the stage for further worldwide growth over the next 40 years."

Among the services the company offers are Paccar Parts Fleet Services, which supports fleet customers in North America and Europe, and the Connect online maintenance and inventory software, which enables control over parts inventory and service scheduling for customers and repair shops.

"Technology has always been at the center of Paccar Parts' success and excellent reputation with customers," Siver said. "Systems such as Managed Dealer Inventory, as well as distribution technology such as voice-activated order picking,

have streamlined supply-chain operations and created value for customers around the world."

Next-generation 20K lift axle released

Watson & Chalin has added a next-generation 20K lift axle to its Tru-Track family of axles.

The SL-2065 Tru-Track 20K self-steering axle and lift suspension system weighs 1,327 lbs. It maintains the durability and features of the Tru-Track family, the company said, while providing a 25-deg. wheel cut for outstanding maneuverability.

It is compatible with 445/65R22.5 tires and air-disc brakes.

A unique parallelogram design provides a 27-inch packaging space allowing for easier configurations and is offered in ride heights from 8- to 13-in. featuring a quick-change ride height system, Watson & Chalin said.

Features of the system include:

- Maintenance-free Huck fasteners
- Axle travel of 12 in.
- Narrow 89 drum face for increased body clearance
- Reverse lock-out kit available
- Dual self-centering stabilizers
- Air ride – air lift
- Fabricated axle
- Preset caster
- Pre-plumbed options

ASA introduce severe service radio

ASA Electronics has introduced

a new heavy-duty radio designed for tough work environments.

The Jensen JHD1130 Heavy Duty AM/FM/RBDS/WB radio is a 12V DC, 160-watt radio equipped with in-demand features including an electronic US/Euro AM/FM tuner with RBDS, front panel mini AUX-in jack, and beep tone confirmation. It also has a 12/24 hour selectable clock with Super-Cap 30-day power backup.

The radio also includes NOAA 7-channel Weatherband.

A 10-character segmented LCD display and white LED backlighting along with amber backlit control panel buttons make it easy to use. This radio also has a channel lock function and preset tuning for added functionality.

To ensure guaranteed reliability on the jobsite, ASA has equipped the radio with conformal coated PCB, a non-volatile memory for station presets, audio settings and set-up menu options along with a low-battery alert for when the voltage drops below 10.8 VDC.

Bill to limit heavier trucks introduced

U.S. Sen. Frank R. Lautenberg (D-NJ) re-introduced legislation designed to keep bigger, heavier trucks off the road. The bill would apply existing federal truck

(Continued on Page 21)

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LT News

(Continued from Page 20)

size and weight limits to the entire National Highway System (NHS) and will also ban the use of triple trailer rigs on the entire NHS.

Lautenberg's bill, the "Safe Highways and Infrastructure Preservation Act of 2013" (SHIPA), would apply the current limits of 80,000 lbs. and maximum length of 53 ft. for tractor-trailer trucks to the entire NHS, while still allowing certain exemptions, including for fire-fighting equipment.

The NHS includes both interstate highways and smaller national highways. Most truck size and weight restrictions already apply to the 44,000-mi. Interstate Highway System. The bill would extend certain restrictions to the much bigger 220,000-mi. NHS. The bill will also expand the current freeze of triple-tractor trailer operations on interstates to apply to the broader NHS. In addition, the bill would close loopholes that allow the operation of overweight trucks and would establish an enforcement program to ensure accountability.

"When super-sized tractor-trailers are on the road, they are a

threat to drivers and the integrity of our highways and bridges," Lautenberg said. "Closing the loophole that keeps these long, overweight trucks on our National Highway System will protect families and preserve our nation's infrastructure. Trucks play a critical role in our nation's economy, but they also share the roads with our families, so we must do everything we can to make our nation's highways safer and prevent tragic accidents. This is thoughtful, common-sense legislation that would maintain our highways, grow our economy, and ensure safe roads for commuters and families."

The bill is supported by Citizens

for Reliable and Safe Highways (CRASH), Advocates for Highway and Auto Safety, the Trauma Foundation, KidsAndCars.org, International Brotherhood of Teamsters, the Consumer Federation of America, AAA, the Owner-Operator Independent Drivers Assn. (OOIDA), Parents Against Tired Truckers, and the Truck Safety Coalition.

"Truck crash victims and survivors and the safety community laud Sen. Lautenberg's steadfast leadership to protect motorists and truck drivers on our highways," said

(Continued on Page 22)
See "LT News"

JUNE 2013
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- MACK -

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- CUMMINS -

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JUNE 2013
LOG TRUCKER

Joan Claybrook, former administrator of the National Highway Traffic Safety Administration and chair of CRASH. "The Senator's introduction of the Safe Highways and Infrastructure Preservation Act, which will freeze current truck size and weight limits, will lead toward saving countless lives and preventing lifelong debilitating injuries for many. Sen. Lautenberg continues to 'fight the good fight' to improve our nation's truck safety policies, and the American public will be spared from paying with their lives and their wallets because of his efforts."

Bigger trucks — both those that are heavier and longer than standard trucks — present safety risks, including longer stopping distances, increased risks of rollover and of trailers swaying into adjacent lanes, Lautenberg said in a press release. "Research shows that a 100,000-lb. truck with unadjusted brakes travels 25% further after the driver

steps on the brakes than an 80,000-lb. truck. Large trucks account for a disproportionately high share of deaths based on miles traveled compared to standard vehicle traffic."

Lautenberg also wrote the law that banned triple-trailers (which he refers to as "killer trucks") in New Jersey and on most other states' roads.

Keep your dirty truck out of Canada

Driving a dirty, mud-caked rig? You may want to wash it down, that is if you plan to cross the border into Canada.

The Canadian Border Services Agency is barring entry to trucks that it deems too dirty in accordance with the Canadian Food Inspection Agency's regulations prohibiting the importation of soil into the country.

Several drivers and truck operators based in Maine last week told the Maine Sun Journal they have been turned back at either the Clair or Edmundston, New Brunswick, ports of entry.

"The importation of soil into Canada is generally prohibited because regulated quarantine plant

pests can travel in soil," Elena Koutsavakis, media relations with the Canadian Food Inspection Agency, said. "These invasive pests are often not easily visible to the naked eye and can hitch a ride in the soil under people's vehicles."

"Vehicles found to be contaminated with soil may be refused entry under the authority of the [Canadian] Plant Protection Act," Koutsavakis said.

"All vehicles should be clean and free of soil and soil-related matter [such as] muck, earthworm castings, leaf litter prior to arriving in Canada," Koutsavakis said. "Soil is a high-risk pathway for regulated quarantine pests [such as] potato cyst nematodes that can cause serious harm to Canada's natural resources."

It makes no difference what part of the U.S. the vehicle is coming from, Koutsavakis said. "All vehicles should be clean and free of soil and soil-related matter prior to arriving in Canada."

App monitors distracted driving

A smartphone application notifies managers when drivers use

company-provided mobile devices to text, talk or check emails and social media while driving.

Corporate Canary is available for both iPhone and Android operating systems, according to developer Canary Project.

In addition to tracking handheld device use in a moving vehicle, the application can also monitor vehicle speed. It can be configured to monitor employees only during business hours.

Reports accessed via an online dashboard show the time and location of each violation of company distracted-driving policies. Managers can also choose to receive downloadable reports on a daily or weekly basis.

Corporate Canary carries an annual subscription fee as low as \$1.99 per user, according to the developer. Monthly subscription plans and volume discounts are also available.

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