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VOLUME 42 NUMBER 6

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JUNE 2015



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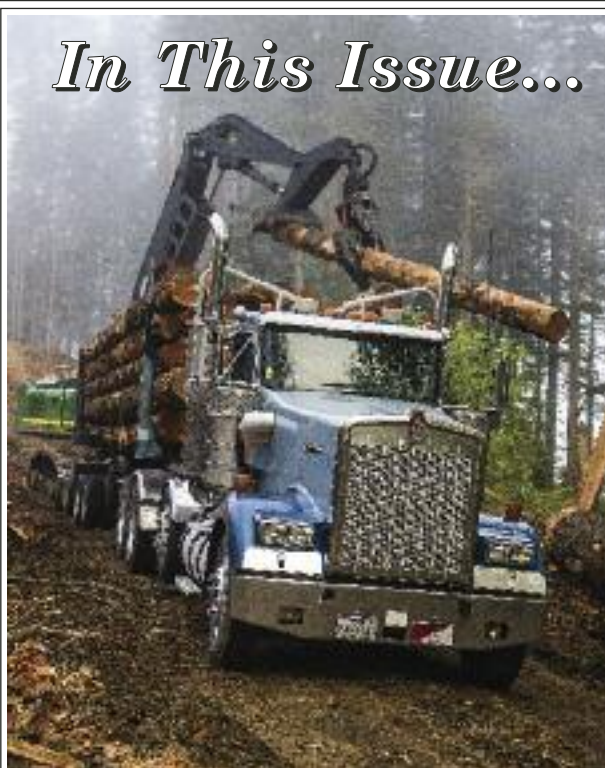
LW ENTERPRISES

Lloyd Wirkkala has been at it for 54 years, hauling for **C & C Logging** in the Southwest Washington and Northern Oregon region. Wirkkala began log trucking **at age 17 in Naselle, Wash.** He currently drives a **2005 Kenworth W900L** with a 550 CAT Engine with a custom-made three-axle trailer.

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In This Issue...



LLOYD WIRKKALA'S 2005 Kenworth T900L is loaded up on a C & C Logging landing near the Kalama River Road in SW Washington.

See “Steady as it Goes” starting on Page 4

4 “STEADY AS IT GOES”

LW ENTERPRISES • PORTLAND, OREGON

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STEADY AS IT GOES

THERE HASN'T BEEN MUCH DOWNTIME FOR LLOYD WIRKKALA, WHOSE 54-YEAR CAREER HAS SEEN PLENTY IN THE WOODS

By Brandon Hansen

The last name Wirkkala has been part of logging in Southwest Washington for decades. Beginning when the industry utilized oxen and steam donkeys and continuing to the era of modern equipment - the Wirkkals have been around in the woods.

And 71-year old Lloyd Wirkkala doesn't intend

on breaking that trend anytime soon.

"It never seems to be the same thing from day to day and you get to see parts of the outdoors that other people simply don't see," he said. "That's probably why I've done this for 54 years."

Wirkkala started in the industry after graduating from Naselle High

(Continued on Page 6)
See "Wirkkala"

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GETTING READY for a load, Lloyd Wirkkala prepares his trailer for the first haul of the day up on the C & C Logging landing near the Kalama River Road south of Longview, Wash. Lloyd began log trucking when he was 17 years old driving a 1953 Ford with a dual-axle trailer.

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BACKING UP ON THE LANDING, Lloyd Wirkkala reveals the side profile of his 2005 Kenworth W900L with his custom-made three axle trailer. Wirkkala used to have a fleet of four trucks before downsizing to just his own.



Wirkkala

(Continued from Page 4)

School in 1961.

Lloyd's father Charles was a timber faller who was killed in a falling accident when Lloyd was 18-years-old but the Washington youth still headed out in the woods.

Clyde Sprague got Wirkkala his first job driving a 1953 Ford with a dual-axle trailer.

Lloyd went on to haul for Rueben Penttila until he was drafted into the Army and served in a mechanized division. He arrived in Vietnam just after the Tet Offensive

and worked as a mechanic in the warzone. Sometimes, he said, they'd have the mechanics and cooks do patrols even though they hadn't received the proper training.

Once he returned from his tour of duty, Lloyd also returned to the woods and trucked for Penttila for a period of time and then partnered with Curt Gray in a skidder and yarder operation, buying timber and marketing it themselves.

"It was nice because all you needed was yourself, a power saw and the skidder,"

(Continued on Page 8)

See "Wirkkala"

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Quantity 11

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Quantity 6

(6) 1987-2003 Log Trailers, Electronic Scales, Includes Truck Bunks**From \$11,500**



Lloyd Wirkkala used to work with brother Orval's Liberty Logging but Orval has since moved on to become a pastor in Minnesota. Wirkkala then began contracting out to C & C Logging and it's been smooth sailing since.



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Wirkkala

(Continued from Page 6)

he said.

The two later added high-lead and crew. Lloyd stopped skidding in 1986 and began independently hauling logs for his brother Orval's operation Liberty Logging out of Castle Rock, Washington. The two ripped through timber for over 20 years seeing plenty of things along the way.

Wirkkala never stopped independently hauling logs after that.

"It worked well, we never had any issues," Wirkkala said. "And in my mind I'd always keep reminding myself who the guy was signing my checks."

Lloyd expanded from one log truck to four log trucks in the early 1990s including a Kenworth W-900 and three 1989 T-800s but eventually moved back to just his own truck. In 1996, Wirkkala and his drivers were getting in as many as five trips per day into Mayr Bros. mill in Hoquiam or Terminal 4 in the Port of Grays Harbor.

"When International Paper sold all the timber in Longview to Hampton and Roseburg Lumber Co., we were going to be hauling down to Willamina," Wirkkala said. "It looked like a pretty long haul and working every weekend was kind of getting to me."

Orval eventually got out of logging in 2005 when he became a pastor and moved to Kingston, Minnesota. That was when Wirkkala switched to C & C Logging out of Kelso, Wash.

"They started experiencing a lot of growth and couldn't get enough trucks up to their landings," he said. "With my brother moving, I figured it was time to go over to them." The result has been continual steady work for the Naselle graduate. Wirkkala said that even during the slowdown in 2008, C & C kept people busy near Seaside, Ore. with blow-

down work caused by the Coastal Gale of 2007.

"I think that storm helped keep people in business," Wirkkala said. "It's been real good and steady as it could get with C & C. I've seen people that start with C & C then move on but it seems like they always come back."

"It's a lot easier looking at a text on your phone from the C & C dispatcher as opposed to calling around the night

before looking for work", he added.

Wirkkala said that C & C usually has 40 trucks out in the woods - which includes ten of their own.

When Lloyd downsized back to one truck, he purchased his 2005 Kenworth 900L from Roberts Motors - before they became Pape) and says he goes with Kenworth since the company is based in Washington so parts and

overall service are close by no matter what. It is the eighth Kenworth in his career and has a 550 CAT motor, 18 speed transmission and 46 000-lb. rearends. His trailer is a custom-built three-axle

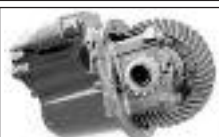
"I wanted to haul more wood because I always say if you're getting up there in the woods might take something back when you leave,"

(Continued on Page 18)

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PARKED ON THE ROAD OUT, Lloyd Wirkkala tightens the wrappers on his load with a cheater bar. Wirkkala says working for C & C Logging is a breeze since it's a lot easy getting a text the night before of the next haul instead of constantly calling around for work.



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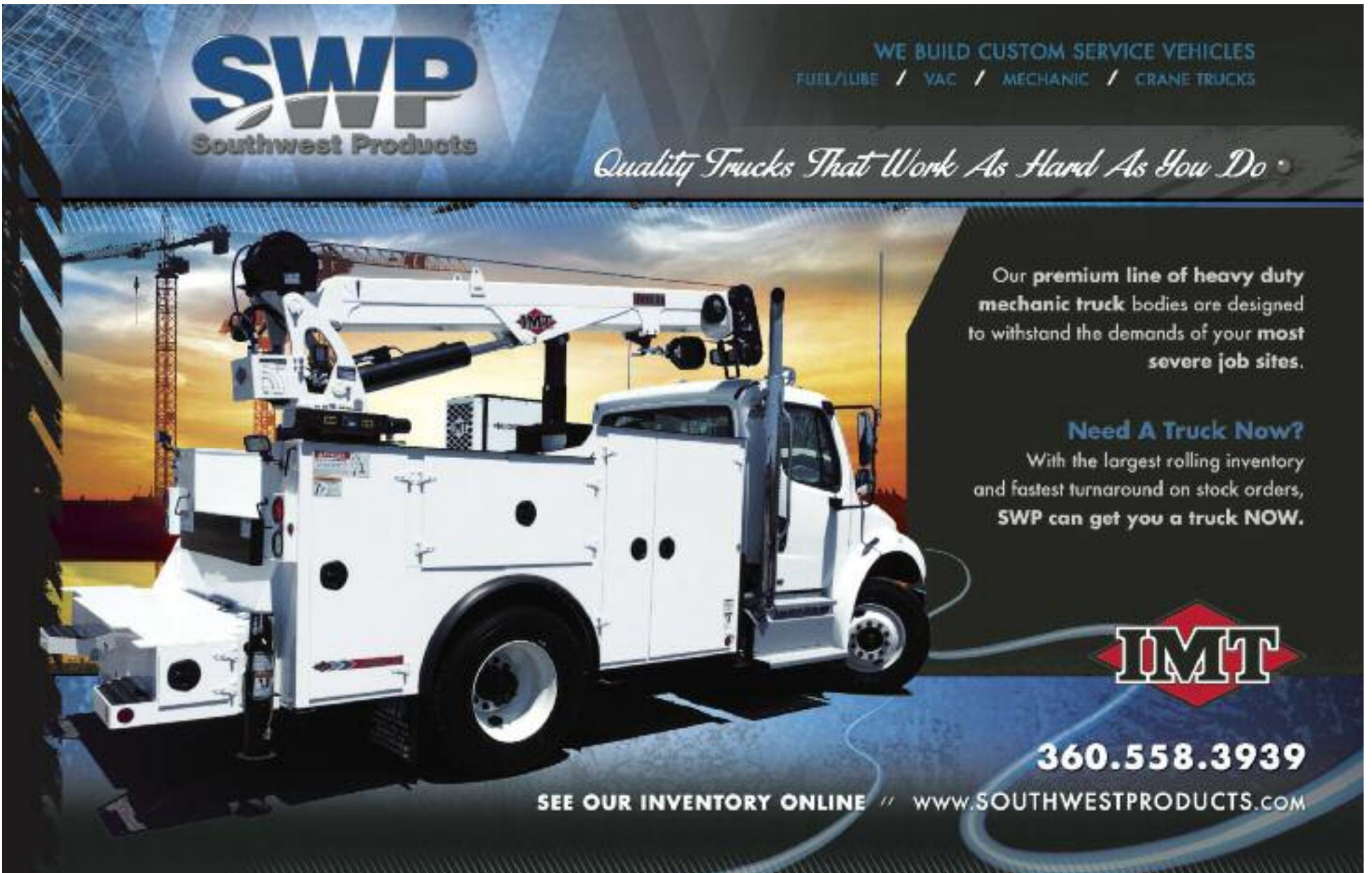
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READY TO HEAD OFF THE JOBSITE, wrappers are tightened by Lloyd. Wirkkala started in the industry after graduating from Naselle High School in 1961. Lloyd's father Charles was a timber faller who was killed in a falling accident when Lloyd was 18-years-old but the Washington youth still headed out in the woods. Dwight Sprague got Wirkkala his first job driving a 1953 Ford with a dual-axis trailer.

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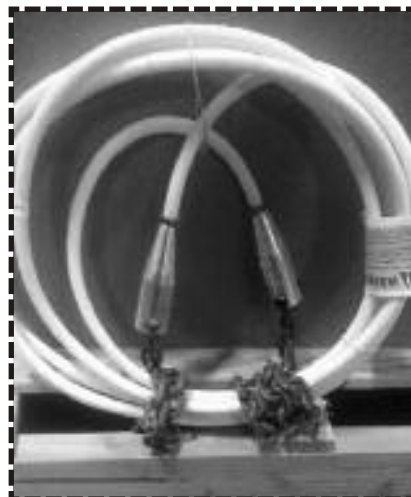
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C & C LOGGING makes sure that Lloyd is loaded early in the morning. Mondays can sometimes mean a few trucks don't show up. That isn't anything that the 71-year old Wirkkala has a problem with: he's always ready to get a load in.



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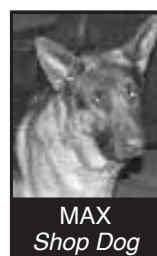
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WIRKKALA LOADS his custom three-axle trailer back up on his 2005 Kenworth W-900L on the Interfor mill lot in Longview, Wash.



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ABOVE: Lloyd went on to haul for Rueben Penttila until he was drafted into the Army and served in a mechanized division. He arrived in Vietnam just after the Tet Offensive and worked as a mechanic in the warzone. Sometimes, he said, they'd have the mechanics and cooks do patrols even though they hadn't received the proper training. Once he returned from his tour of duty, Lloyd also returned to the woods and trucked for Penttila for a period of time.

BELOW: Wirkkala expanded from one log truck to four log trucks in the early 1990s including a Kenworth W-900 and three 1989 T-800s but eventually moved back to just his own truck.



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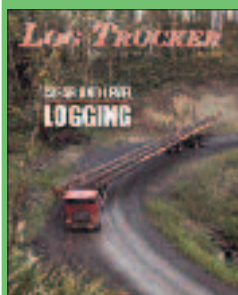
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IN THIS MARCH 1994 PHOTO FROM LOG TRUCKER, A 1989 Kenworth, owned and driven by Lloyd Wirkkala, is being loaded on the landing of Liberty Logging on Charlie Creek, a few miles outside of Aberdeen. Joel Kandoll is operating the Link Belt LS 3400 shovel loader for Liberty Logging. Lloyd stopped skidding in 1986 and began independently hauling logs for his brother Orval's operation Liberty Logging out of Castle Rock, Washington. The two ripped

through timber for over 20 years seeing plenty of things along the way. Wirkkala never stopped independently hauling logs after that. "It worked well, we never had any issues," Wirkkala said. "And in my mind I'd always keep reminding myself who the guy was signing my checks."



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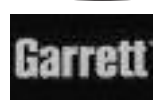
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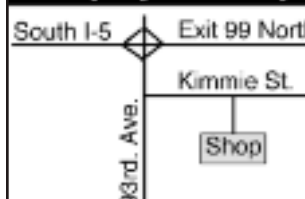
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Wirkkala

(Continued from Page 8)

Wirkkala said. "And these are heavier rear ends but some guys try to go with the lighter ones and it seems like they're always breaking. I haven't had a problem with these."

"In my years the equipment has gotten a lot better and the rules and regulations have increased," he added. "I guess a big change has been the price of fuel."

Fuel price hasn't slowed down Wirkkala, who said he gets three loads a day on average for C & C. He entrusts his repair work to A-1 Truck Repair in Woodland. In 2007 he moved to Portland to be with his wife Azalea.

"Timber and logs have gotten smaller, I remember a lot of four log-loads but those are rare now," Wirkkala said. "I remember loads so heavy that the stacker would have its back wheels go off the ground during unloading."

Wirkkala said he remembered when the industry used loading tongs. Then moved to cable grapples and then finally got the hydraulic equipment perfected.

"I had my own cable loader, and I remember when I first started I just stood there wondering how I was going to

control that thing," Wirkkala said.

So from Naselle to Vietnam and back to the logging roads of Southwest Washington and Oregon, Lloyd has logged as many miles as anyone. You can still count on him rolling down the road as he makes sure the Wirkkala name is still a mainstay in the region's logging industry.



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IN THIS MARCH 1985 LOGGERS WORLD PHOTO, Lloyd Wirkkala is at the controls of a Lima log loader, swinging a good size Hemlock over to put on the log truck. "In my years the equipment has gotten a lot better and the rules and regulations have increased," he added. "I guess a big change has been the price of fuel."

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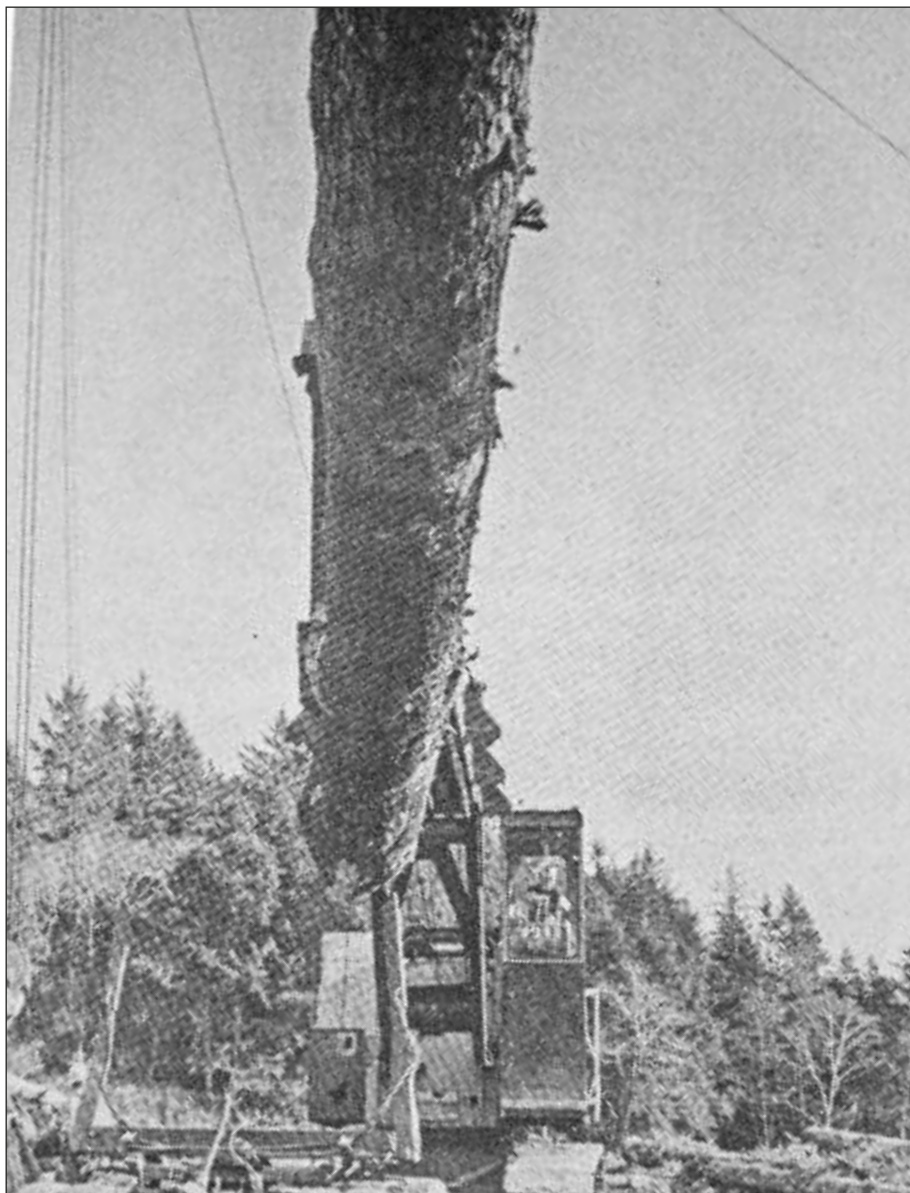
If you think your truck should be in Log Trucker Magazine, here's how you can give it a shot:

1. Get a nice picture of your truck
2. Write a **short** bio on your trucking business - **100 words or less**. Be sure to include a phone number where we can contact you.
3. Send us a reference from the industry - this could be the dealer/salesperson where you bought your truck, trailer or gear, the log trucker association you belong to, your insurance agent, you get the picture, right?

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Left to Right: 1. Louie Ellis, 2. Auto Equip. Manager (unknown), 3. John Winkler, 4. Auto Manager (unknown), 5. Morris Keudell, and 6. John Albertson

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