

LOG TRUCKER

VOLUME 41 NUMBER 10

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OCTOBER 2014

NATE
MALINEN
TRUCKING

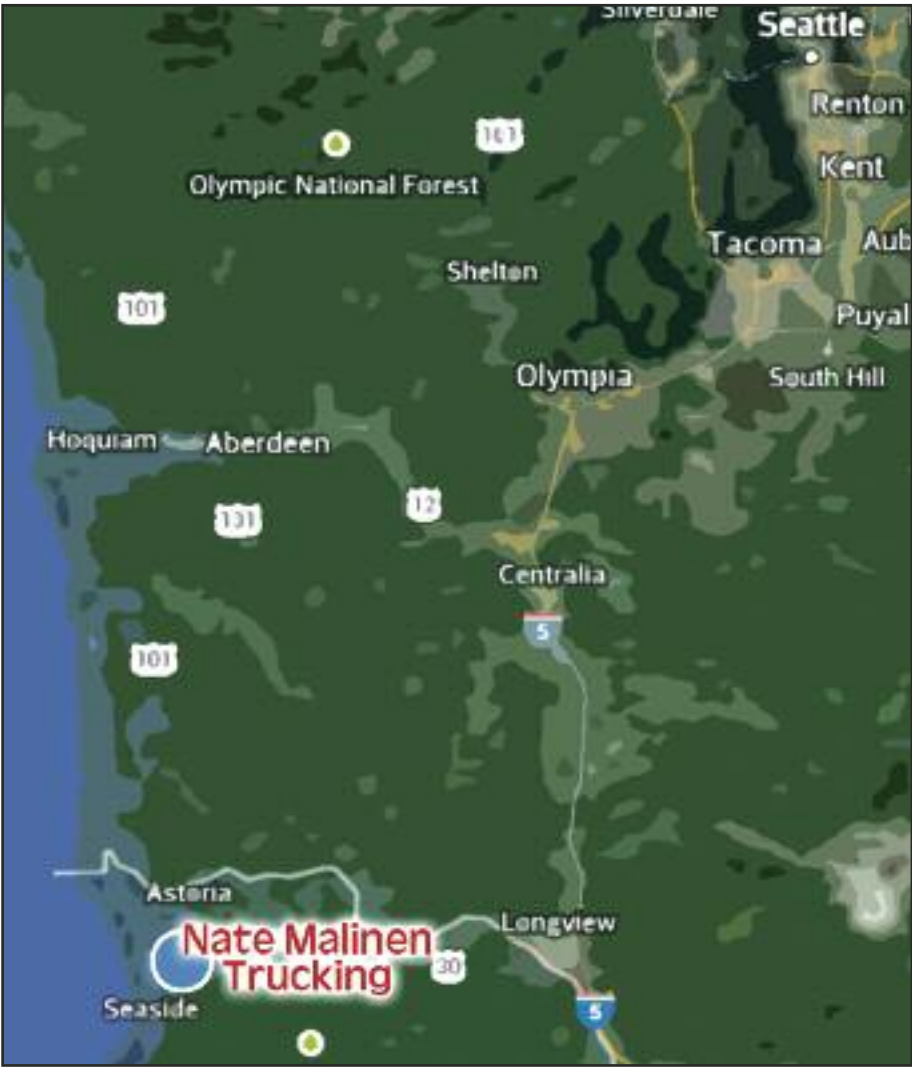


**Alaska Forestry Assoc.
Convention**
October 22-24
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Anchorage, Alaska

FEATURED IN THIS MONTH'S ISSUE



Based just outside of Astoria, Ore., Nate Malinen hauls primarily in the Northwest corner of the state of Oregon for Nygaard Logging. Nate resides in the town of Olney, Ore in Clatsop County -- which is several miles south of the 10,000 resident-strong Astoria, where the 1985 film “The Goonies” was shot.



FULLY-LOADED, Nate Malinen’s 2014 Kenworth W-900B heads off the Sugar Loaf line just outside of Seaside, Ore. with his Whit-Log trailer and a pup trailer to bump up hauling load to 105,500 pounds. This is the fourth truck he’s owned and Malinen said he has been quite particular of the 900B models throughout the years because of their shorter hood and taller fenders. “They look high and tough,” he said. Malinen’s log truck has a 550-horse power Cummins under the hood.

In This Issue...



Nate Malinen of Nate Malinen Trucking, Olney, Oregon, picks up another load from the Nygaard landing.

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– by Finley Hays

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NATE MALINEN TRUCKING • OLNEY, OREGON
– by Brandon Hansen

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LOG TRUCKER

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From the New Publishers

FROM KEVIN:

"I used to think I had a busy life, but now there is no comparison...."

Not complaining, though. I am having a lot of fun talking to you readers, taking suggestions and getting feedback. Because I am spread pretty thin, please be patient with me and don't be offended if you need to leave a message because I'm not available on the phone.

THE FINANCING OF THE MAGAZINES

If things continue on like they have been going for the last 45 days, we are on a very good track

to keep the magazines going for the foreseeable future. We have not completely met our financial goals, but I have faith in all of you that we will get to the level we need. As I write this, we are about two thirds of the way to our financial goal.

WE APPRECIATE YOUR SUPPORT!

I want to let you all know how much I appreciate your financial support and the kind words you have sent in with your subscriptions and donations. On the days when I feel overwhelmed like I'm doing 4 people's work (I'm really only doing 3 and a half, ha ha - some days even less!) it encourages me to know that you all ap-

preciate what we are doing and support us overwhelmingly.

FROM NANCY:

GETTING IT RIGHT

We've heard from a number of you who've given us address corrections - thank you! It's important to us that you receive the magazine at your correct address, with the correct name spellings, etc. Please give us a call or send an email if you would like to update your information.

PLEASE LEAVE A MESSAGE

If you've called our office during the day, you may have noticed that you sometimes get an answering machine. As I mentioned last month, I'm still working at my other job, and as a cost-saving measure, we haven't hired anyone to answer the phone when Kevin or I aren't available. I hope you'll leave a message when you aren't able to reach one of us, and we'll attempt to call you back as soon as we receive the message. Thank you for your understanding!

ATTENTION WASHINGTON RESIDENTS

Due to an oversight, we neglected to tell our Washington State subscribers that their subscriptions are subject to sales tax. You'll notice that the subscription forms in the magazine now ask that Washington residents add sales tax of 9.6% to their subscription cost, and this will apply immediately. If you're one of the many Washington residents who have already paid for a subscription - we're still required to pay the sales tax, even though we didn't collect it. Since the oversight was ours, we've decided to pay it out of our own pockets, chalking it up to tuition in the school of life!

ENCOURAGEMENT

I wish I could tell each of you personally how much your notes of encouragement, good wishes and personal stories have meant to us! Kevin and I have willingly invested our time and energy in the process of re-starting the magazine, and your notes seem to come at just the right time to give us a boost. Please know that we appreciate each and every note!

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Nate Malinen Trucking - Olney, Ore.

Five Years Ago,

Nate Malinen Set Out on His Own - And Hasn't Slowed Down Since

by Brandon Hansen

With the economy in a recession in 2009, Astoria's Nate Malinen had a choice to make: buy a truck and become an independent driver or find a job.

Malinen was driving for Boyd Cribbs in Dallas, Ore. for over a year but with the cost of fuel skyrocketing and the amount of work available not meeting the bottom line, Cribbs offered Malinen one of his trucks — a 2005 Kenworth W-900L — for purchase.

"I learned a lot from him," Malinen said. "We'd spend fun Saturdays at the shops working on brakes and tires. It's something you don't get to do in a bigger trucking outfit. He took a lot of time to show me things and teach me."

Cribbs was hoping to downsize the number of his trucks and Malinen was on

(Continued on Page 8)

See "Malinen"

ON THE GO

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John Goodman Jr. operating his loader for Nygaard Logging, gets Nate Malinen's 2014 Kenworth W-900B and Whit-Log trailer its second haul of the day for transport back down to Astoria Forest Products.



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Scott & Ryan Vessey
of Scott Vessey Trucking
for the purchase of their
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2015 Kenworth T800, ISX 550 HP, RTLO 18918B Trans, 46K Rears, Hendrickson Haulmaxx 46K Suspension, 14.6K front axle, 13.2K Lift Axle, Whit-Log Gear **P.O.R.**



2013 W900B Logger Chassis, 262" WB, ISX 550 Cummins Engine, 18-spd., 14.6K front, 13.5K drop, 46K rears, 3.91 ration, Neway ADZ246, disc brakes **P.O.R.**



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THE VIEW doesn't get much better than this for Nate Malinen's haul up the Sugar Loaf line just south of Seaside, Ore. Hauling for Nygaard Logging, Malinen stays close to his Olney, Ore. home and can get up to four loads of logs a day. Mild weather on the Oregon coast mean very few days that Malinen has to chain up his truck to deal with less than ideal roads.



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THE FAMILY OF FIVE, pose in front of Nate Malinen's log truck. Nate and wife Tara have a nine-year-old son Connor, a 3-year old girl Lylia and a 2-year old boy Ridge. Tara worked for the Oregon Department of Forestry for ten years and now works for a private timber management company.



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HAULING OFF THE LANDING, Nate Malinen moves another load for Nygaard Logging. Nate worked for Nygaard on the road crew as a teenager, putting straw down on the sides of roads. Now Nygaard is primarily who Nate hauls for.

Malinen

(Continued from Page 5)

the fence of striking it out on his own. That's when his wife Tara — who graduated from Oregon State University and has worked the forestry industry since — told him she'd be 100 percent behind the move.

"My wife has been a huge inspiration I can't honestly say I would be owning my own truck without her," Malinen said. "She really pushed me. She said 'you love trucking, you're good at trucking, you should do this.'"

Now running his fourth truck five years later, Malinen has described Nate Malinen Trucking as a successful endeavour.

"I've been really blessed and had good luck running new equipment and updating it every few years," Malinen said. "It's nice not having to spend so much time with maintenance especially with the kids."

(Continued on Page 12)

See "Malinen"

.....

"I've been really blessed and had good luck running new equipment and updating it every few years."

.....



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Cummins

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Heavy Duty

2013 WESTERN STAR 4900EX, Detroit 560HP, Jakes, 18-Spd, 14700 Front, 46k Rears, 4:10 Ratio, Rear Diff Locker, TufTrac Susp, 260" WB, 4th Axle, All Alum Wheels, Mesa Interior, 2 Person Passenger Seat, Full Gauges, 123k Miles.....**\$115,500**



Wet Kit

2012 Peterbilt 367, Cummins 500HP, Jakes, 18-Spd, 14600 Front, 46k Rears, 3:73 Ratio, Full Lockers, Air Trac Susp, 240" WB, All Alum Wheels, Air Slide 5th Wheel, Hyd Wet Kit, Block & Mirror Heaters, AM-FM-CD-XM, CB, 77k Miles.....**\$115,500**



Wet Kit

2011 Peterbilt 389, Cummins 550HP, Jakes, 18-Spd, 12k Front, 40k Rears, 3:90 Ratio, Air Trac Susp, 250" WB, Hyd Wet Kit, Spot Light, Heated Power Mirrors, Prestige Interior, Power Windows & Locks, Full Gauges, 261k Miles.....**\$105,500**



Double Frame

2007 INTERNATIONAL 9900i, Cummins 565HP, Jakes, 18-Spd, 14k Front, 46k Rears, 4:10 Ratio, Full Lockers, Neway Susp, 236" WB, Heated Power Mirrors, Tilt-Tlspc Column, Power RH Window, AM-FM-CD, CB, 634k Miles.....**\$57,500**



Service Truck

2006 INTERNATIONAL 4200, 215HP, 6-Spd, 10k Front, 21k Rear, 4:88 Ratio, Spring Susp, 15' Service Body, 8600 lb Crane, Air Compressor, Hose Reel, Torch Regulators & Gauges, Load Lights, Beacon Lights, ONLY 47k Miles.....**\$49,500**



Overhaul

1989 KENWORTH W900, CAT 425HP, Jakes and BrakeSaver, 18-Spd, 12k Front, 40k Rears, 3:90 Ratio, Air Susp, 255" WB, Peerless Trailer, Vulcan Scales, Quick Change Air Slide, Hyd Wet Kit, Engine-Trans-Rear Diff Overhaul.....**\$34,500 Package**



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TIM MALINEN, pictured here with son Nate, has been log trucking for 30-plus years. In 2011, Malinen briefly owned two trucks — one that his father drove — before Nate asked if his father wanted to purchase the rig. Tim has since upgraded to a 2012 Kenworth W-900L (pictured below).





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TIM MALINEN was in the February 1986 issue of *Loggers World*, posing for this photo on his 1980 Kenworth while hauling for Morisee Logging, which is based out of Warrenton, Ore. RIGHT: Nate Malinen's brother Caleb - of Astoria - also hauls rock and runs equipment for Quality Excavation of Seaside, Ore.



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TOOD ZWEBER, hauling for Nygaard Logging is one of Nate's good friends, and runs into him every so often on the way up to the landing.

Malinen

(Continued from Page 8)

al

The Malinen's have a 9-year old named Connor, a 3-year old girl Lylia and the newest addition is a 2-year old bouncing boy named Ridge. Tara, who worked for the Oregon Department of Forestry for 10 years before moving to a private timber management company, says the couple has similar schedules and that seems to help out.

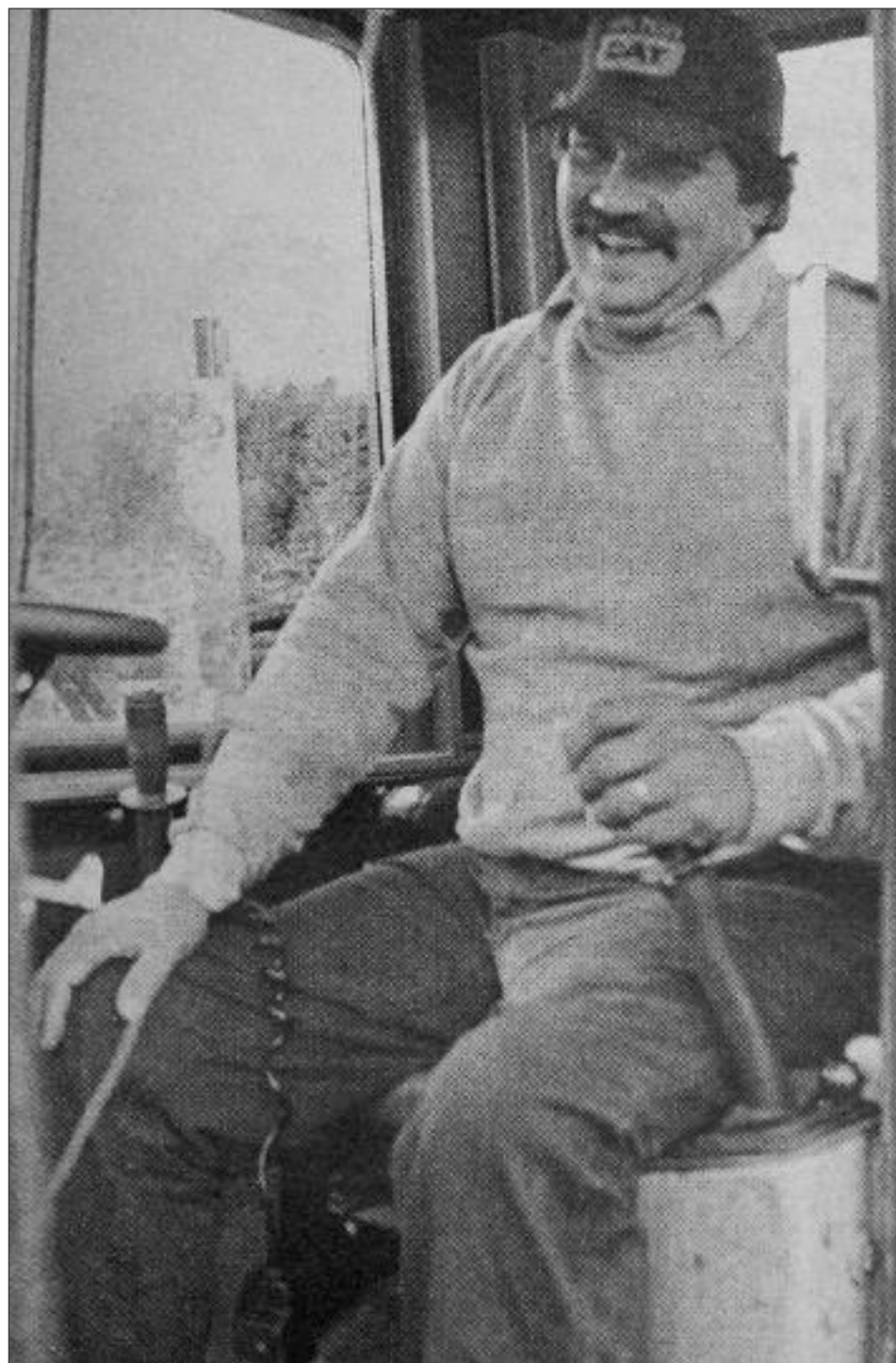
"We're kind of in the same line of work," she said. "It might be tough getting everyone to school in the morning and we're really busy but we just make it work and we can be home at the same time. We both like what we do and you just can't turn that down."

Nate Malinen has been on the road for 11 years and began driving dump truck for Big River. After toiling around in gravel pits, he said he naturally gravitated to the open roads of log trucking, since his dad Tim Malinen had spent 30-plus years doing it along with being a commercial fisherman.

"I always liked being on land a little bit more," Nate said with a smile.

In 2011, Malinen briefly owned two trucks — one that his father drove

(Continued on Page 17)
See "Malinen"



MIKE MALINEN, Nate's late uncle, was in the February 1986 edition of *Loggers World*, seen here running a Mitsubishi Loader MS230LL. At the time this photo was taken, Malinen had already ran loader for 18 years.



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HEADING to his second mill in one day, Nate Malinen is unloaded gingerly at the RSG mill near Mist, Ore. Formerly called the town of Riverside, Mist is named for it's tendency to be foggy and has the largest sawmill in Columbia County, Ore. Early in the 20th Century Mist had a logging camp next to a railroad used by the Kerry Timber and Logging Company. The remains of the camp were discovered in 2009.

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LOOKING FOR PEAK PRODUCTION, John Goodman Jr. operating his loader for Nygaard Logging, gets Nate Malinen's 2014 Kenworth W-900B and Whit-Log trailer its second haul of the day for transport back down to Astoria Forest Products.



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HOPPING in the cab, Nate Malinen gets his 2014 Kenworth W-900B and Whit-Log trailer up to the Nygaard Logging landing for its second haul of the day for transport back down to Astoria Forest Products. Malinen recently purchased a used pup trailer to boost his load size from 80,000 pounds to 105,500 pounds.

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Nate Malinen
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ART TOLBOL, driving dump truck for Nygaard Logging was briefly blocking the road out of the landing while unloading some machinery when this photo was taken.



NATE MALINEN has owned the 2005 Kenworth W-900L, a 2010 W-900B and a 2012 W-900B. "The B model is my favorite and has the most traditional look," Malinen said. "They look high and tough." His current ride, purchased in March of this year is a 2014 W-900B featuring a 270-inch wheel base and 20 inches of extra stinger. While Malinen is a huge fan of the CAT engines, he now has a 550-horse power Cummins under the hood for better emissions.

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Malinen

(Continued from Page 12)

along with his — before Nate asked if his father wanted to purchase the rig. The experience of being a small-business owner — however — has humbled Nate to the complexity of the larger operations around the area.

"It made me realize how much money it takes for a complete operation to run," Malinen said. "My hat is off to them, I know its a lot of things to do with what I have to do with one truck, so when you have multiple that can get really difficult."

Tim bought the truck he was driving from his son and has since upgraded to a 2012 W-900L.

Upgrading has been part of Nate's plan since striking it out on his own. Working with Scott Sauer from Pape Kenworth in Portland has been a fruitful relationship and a vibrant used truck market has allowed Malinen to keep finding buyers when its time to upgrade.

"Scott has always treated me well and the warranty has always been a very valuable peace of mind," Malinen said. "It's been an issue when something needs to be fixed and it's taken care of really quickly."

Malinen has owned the 2005 Kenworth W-900L, a 2010 W-900B and a 2012 W-900B. In fact, he swears by the B model's shorter hood and taller fenders.

"The B model is my favorite and has the most

traditional look," Malinen said. "They look high and tough."

His current ride, purchased in March of this year is a 2014 W-900B featuring a 270-inch wheel base and 20 inches of extra stinger. While Malinen is a huge fan of the CAT engines, he now has a 550-horse power Cummins under the hood for better emissions.

Along with his long-load Whit-Log trailer, he added a used pup trailer in July for a little extra money.

"They're the premium," Malinen said of the Whit-Log trailer. "They're the sleekest looking

(Continued on Page 20)

See "Malinen"



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Malinen

(Continued from Page 17)

trailers around and they're my favorite. They've got a good combo of being durable, good-looking and lightweight. Whit-Log's attention to detail is also a big part of why I'm driving it. You want to be driving something you're proud of."

With his pup, the independent driver can haul 105,500 pounds and 80,000 pounds without the pup trailer.

"It's quite a bit of messing around with," Malinen said. "But it's quite a bit of a jump in tonnage."

A large amount of Malinen's hauling is for Nygaard Logging, one of the larger logging operations on Northwestern Oregon. Malinen began working for Nygaard as a teenager on the road crew spreading straw on roadsides.

"They've been keeping me busy for three and a half years with steady work," Malinen said. "Nygaard also works for several different companies and it's kind of been an ace in the hole in getting hauls."

Malinen has driven for JJ Neikes Trucking, JM Browning, Morissee Logging, Jerry DeBride Logging and then for Boyd Cribbs before setting out on his own.

The Astoria native added that his can-do positive attitude on the job site has helped him throughout the years. It's hard to beat the every-changing job site of a logging road and the people you meet while hauling logs, he said.

Shorter trips have kind of been the norm is today's industry with Malinen shipping close to his home just outside of Astoria in Olney, Ore. He also has several family members in the area including his brother Caleb Malinen, who hauls rock and runs equipment for Quality Excavation in Seaside, Ore.

Malinen added that he loves camping, fishing and hunting with his wife and kids.

"I feel really comfortable and I enjoy the area," Malinen said. "I've been riding around on these roads since my Dad had me in a carseat in his truck."

So in 2009, Malinen had a choice to make. Since getting his own rig, he's worked with family, grown his family and developed lasting relationships throughout the region. In the future he hopes to continue to grow the business and expand to multiple trucks on the road. It's another choice for Malinen, who looks like he's headed in the right direction.

If you have any questions or comments, you can contact writer Brandon Hansen at brandonwaynehansen@gmail.com or follow him on Twitter at @BrandonHansenLW



FULLY LOADED, Nate Malinen hopes that his trucking company can expand in the future to multiple trucks on the road.

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