

As the days get longer and lighter, things at Hamilton continue to get brighter. We are excited to look ahead toward a full and complete summer for our great team of bridge builders.

Some of the projects we currently have underway that will continue into the summer include the following:

Kuebler Blvd. in Salem  
Tri-Met Commuter Rail in Portland  
I-205 in Portland  
Pioneer Mtn. in Eddyville  
Wilsonville to Hayesville from Salem to Portland  
Illinois River in Cave Junction  
Old Winchester Bridge in Roseburg

Projects starting this summer include:  
Mckenzie River/Goshen in Eugene  
Weaver bundle on I-5 near Myrtle Creek

As you can see, we are not going to run out of projects, but quality crafts people will be in high demand. If you know any safe and productive people who are looking to join the premier bridge builder in the Northwest, now is the time to send them our way and have a chance to collect a finder's fee. A number of projects will also have opportunities for a number of apprentices to start a career with Hamilton.

Lastly, if you look around and wonder why so many great people already choose to work at Hamilton Construction, just ask yourself what it takes to be proud of your work. Maybe it's offering the guy next to you help with the new equipment on the job. Maybe it's reading the Director of ODOT's letter of congratulations for Kuebler's 50,000 safe hours. Maybe it's the AGC safety award to Hamilton for first place in the nation for Heavy Highway Contractors working 100,000 to 300,000 hours per year. Maybe it's going home and telling your daughter about the bridge you just helped build.

Whatever it is...

Be proud and be safe.

—Bob



## HAMILTON

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# The HAMILTON Herald



April 2007

## Washington County Commuter Rail (Tri-Met)



We are a subcontractor to Stacy & Witbeck building RR trestles along the Portland & Western RR lines for the new Tri-Met commuter rail line. Our original subcontract was for \$6.2 million to rebuild 4 trestles, rehabilitate 2 wood trestles, jack and shim a newer steel structure and build 1 new bridge. There have been quite a few changes since then, but most of the changes have been positive for Hamilton.

The project starts in Wilsonville on the Oregon Electric line and ends 15 miles up the tracks in the Beaverton Transit Center. This is a heavy rail, joint freight and commuter project. Stacy & Witbeck has rebuilt most of the mainline track as of this writing and are working on secondary mainline and siding tracks from Tigard to Beaverton. There is quite a bit of work left to do as the stations and ganntlet tracks still need to be built. Hamilton is currently working on Tualatin Reservoir and Tualatin River North trestles. Hall Creek is the next bridge we start working on which is right next to the Beaverton Transit Center.

The pictures show the tearout of the Tualatin Reservoir bridge. The tearout and replacement are especially challenging on this project. Our contract only allows us a 72 hour window in which we have to demo the existing timber trestle and set the pre-cast RR box beams, install the new track and have it open to train traffic. We have to build the entire substructure under the existing trestle prior to the tearout. This is actually a lot of fun as it is controlled chaos for a short period of time. This is the second bridge we've done on the project so far.

This project is a pilebuck's dream job. We will end driving 2.3 million pounds worth of 14x89 H-Pile and about 160,000 pounds of 12x53 piling along with workbridges at most sites. Hamilton bought a new LinkBelt 218 HSL for this job along with another

pile hammer. Mike Sheeley and his crew have been pretty happy so far. The actual pile driving is some of the most challenging driving we've done in a long time. The crews have to drive battered pile through the existing trestles using swinging leads inside a 10 hour work window and have everything open to train traffic by the end of shift. We also have a few people currently going through the Jack Young Pilebuck training course. Hamilton will have a few more pilebucks by the end of this job if they can survive Jack.

We have been sharing a yard and office with 2 other jobs up here in Wilsonville. There have definitely been some benefits to all the jobs as we can share equipment and people fairly easily. It has also led to some confusion for the shop and our suppliers as we order things (let me know if you want anything, I'll give you Randy's PO number). The home office has had some difficulties trying to figure out who got what and when. We like to keep them guessing!

Portland & Western RR has been pretty happy with our performance to date which may lead to more work for us in the future. We are currently looking at a job in Albany that will hopefully be coming out fairly soon. I think most everyone agrees that working on the railroad is an enjoyable break from I-5.

Crew: Bob Hirte-PM, Jack Young – Superintendent., Mike Sheeley – PB Foreman, Ellis Mire – PB Foreman, Dennis Berg – Oper., Brian Allison – Carp, Carlos Torres – Labor, Ed Cabine Carp App., Jack Dailey – Laborer, Jeff Fierro – Carp App., Joe Foskey – Carp App, Gerry Graber – PB, Mark Martinsen – Pilebuck, Tanaka Modoc – PB, Bob Orem – Carp Lead, Mark Paden – Oper, LT Tavares – PB, Todd Burnette, Oper.



**SHELDON GILLIAM** came to Hamilton in 1991 working for Jim Sly at Jump-off Joe Creek. He came on as a laborer/ operator and remembers that job less than fondly as one where he spent a good deal of time behind a jackhammer, and not enough operating equipment.

It wasn't long after that Sheldon became a full time operator; instead of using a jackhammer, he now had big cranes at his disposal. And use them he did. He said one of his favorite experiences was being able to "fly" his father Don Gilliam who was his supervisor at the time around in the man-basket. Apparently Don did not care for the "high" flying.

A couple of jobs Sheldon mentioned as being his favorites were the Medford 238 railroad crossing where he and John Kurz set what at that time were some of the largest concrete beams. He also mentioned the time that he got to be part of the demolition of the Dillard steel bridge as being very impressive. Apparently Sheldon was asked to run up the river in a boat and float back down to below the bridge to make sure no one else was floating in the area of demolition. While floating under the bridge he could hear over the radio "3, 2, 1.....just kidding." Watching the way the company dropped the bridge with explosive charges and such precision was an extraordinary

experience. If pressed, Sheldon told me the Gold Beach Rogue River Bridge was his favorite, being right on the coast and just a very interesting all around project.

He's glad he came to Hamilton when he did as that allowed him the opportunity to work with some of Hamilton's now retired, more experienced hands; Gene Dickson, Ellis Runk, and Dave Place Sr. were mentioned.



Sheldon has a very full life at this point with his wife Laura and their two sons Parker 16, and Ethan 13. Together they own and run a cattle and quarter horse ranch in southern Oregon, which can take up a good deal of time. Laura has become known as quite the trainer where horses are concerned. Although they are very busy, they still find time to go dirt bike riding and 4-wheeling with the boys in the Oregon dunes on the coast. Sheldon still has hopes of once again owning a Harley-Davidson, just to putter around with.

**JOHN PRENDERGAST** had just received the AGC Excellence in Safety Award for Highway Contractors of 100,000 to 300,000 Manhours on Hamilton's behalf. I asked Vickie Prendergast, John's wife of 27 years, "What makes John so effective in his role?" Her response, "He cares!" Caring about us seems a fitting profile of John.



John's path to becoming Hamilton's Safety Manager is an interesting one beginning as a lad in Great Falls, Mt. with his parents and 3 sisters. Upon completing his tour in Viet Nam with the US Army, John began his construction career building houses throughout Montana. He moved to Seattle in '79 and began working with a prestressed concrete manufacturer where his interest in bridge construction began. He met Ted Amland and soon was working with FE Ward as a carpenter. After 6 years with FE Ward, Dave Weiland successfully recruited John to Hamilton to begin work raising bridges in the Roseburg area with Ellis Runk, Debbie Cortez, and Don Gilliam.

In 1995, John was lured away and began working with a small company building bridges in the Columbia Gorge—the work was interesting and close to home. There John severely injured his back, resulting in 18 months off work. During this period, he began studying safety, OSHA policies, and other safety related education. His first safety job was with Fullman Co., a sub to Intel. When Fullman left, Intel kept John in a safety role. The

day John decided to leave Intel is the day Dave Place Sr. called suggesting they needed to talk about John returning to Hamilton.

Since July '98, John has been Hamilton's Safety Manager, driving nearly 1/2 million miles visiting Hamilton job sites. When asked about best memories, he indicated there are many. Two jobs stand out for him as having addressed difficult working sites successfully: Gold Beach and Olympia. Today, he's most proud of Hamilton's safety record, low accident rate, and the joint effort by everyone to work and live safely.

One of John's special abilities is building productive relationships. At Oregon OSHA, John is recognized as responsive and committed to working with the agency to see that our job sites conform to OSHA policy. At the same time, OSHA knows, as do many of us, that when John believes OSHA oversteps their authority, he's ready to speak up for what he believes is right and in the best interest of Hamilton.

Of course, amidst the work, John is a constant source of good humor. How many jokes are told? How many times have we been asked if he mentioned to us the news about his friend Joe....and the story begins. John is now planning to spend more time doing what he wants to do. He will soon be starting his first construction project as CEO., President, Superintendent, Foreman, Carpenter, Accountant and HR person with Prendergast Construction. His first contract is signed, and he will be leaving Hamilton in July. However, he promises to maintain contact and be available for counsel, guidance, and good humor for all of us.

When asked about a message for each of us, he quickly responded, "Take care of two people; you and your buddy." Sounds just like the fellow his wife Vickie says he is.

April/May Anniversaries

Dave Weiland	34	Debbie Schueller	8	Adam Piasky	4	Dennis Campbell	2
John Walkers	18	Con O'Connor	8	Fort Flores	3	Pat McLaughlin	2
Bob Orem	14	John Benham	6	Tade Farmer	2	Heath Jones	2
Jaime Amarel	13	Brian Allison	5	Eric Harvey	2	Rich Hubbard	2
Wendell Snook	12	Shawn Bunch	5	Pete Sundberg	2	Greg Kent	2
Steve Blakeley	10	Jack Dailey	4	Laird Bollinger	2	Steve Hassz	2

Do you know a good worker with experience as a laborer, carpenter, pilebuck, finisher, or crane operator? Ask them to fill out an application, and let us know!

Hamilton is an Equal Opportunity Employer who is interested in applications from qualified candidates.

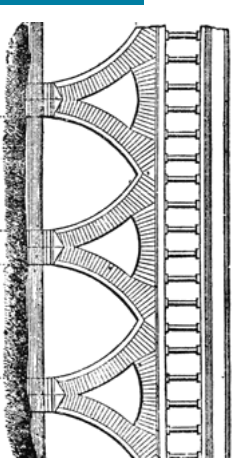
Reminder:

In order to keep our information current, we need your help. When your address or phone number changes—please complete a Change of Address Form and submit to Payroll. Thanks!

Welcome/ Welcome Back:

Steve Brown	2
Donnie Vercher	2
Rich Carden	2
David Steinmetz	2
Andres Juarez	

BRIDGE WORD SEARCH



L I V O U S S O I R O Z L F L A N G E H A R C H G  
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 R I B A T G S N S R N S T R A N D F A O D L E D S G  
 A O L C E R T P A T D N I B E A M D D E R M E O V  
 G N A K N A R E A M I J M O R T A R I D G E W R N H  
 E F T S A N I R N I L D P Y L O N C L A D D I N G X  
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 C L E R A Y T I N R R V M B E A M A V E R T I N E W E  
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 B A T T E R G W L K R V T R A V E R T I N E W E

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| Abutment      | Falsework   |
| Anchorarm     | Fender      |
| Anchorage     | Fill        |
| Aqueduct      | Flange      |
| Aramid        | Formwork    |
| Arch          | Galvanizing |
| Backspan      | Girder      |
| Bascule       | Granite     |
| Batter        | Hanger      |
| Beam          | Haunch      |
| Bedrock       | Ibeam       |
| Cable         | Intrados    |
| Caisson       | Keystone    |
| Camber        | Mortar      |
| Canilever     | Mortice     |
| Capital       | Oscillation |
| Catenary      | Pier        |
| Centering     | Portal      |
| Chain         | Pylon       |
| Chord         | Ripple      |
| Cladding      | Scour       |
| Clapper       | Shear       |
| Cofferdam     | Soffit      |
| Colonnade     | Spandrel    |
| Compression   | Springing   |
| Concrete      | Starling    |
| Corbelling    | Steel       |
| Corinthian    | Strand      |
| Counterweight | Striking    |
| Creep         | Suspender   |
| Crown         | Theam       |
| Cutout        | Tenon       |
| Cutwater      | Tension     |
| Deadload      | Torsion     |
| Doric         | Tower       |
| Dovetail      | Troverfine  |
| Drawbridge    | Truss       |
| Enablature    | Voussoir    |
| Eyebar        | Web         |