



# HardHat Herald

The Voice of WACO

VOLUME 8. ISSUE 2

FEBRUARY. 2005



Love is patient, love is kind and is not jealous; love does not brag and is not arrogant, does not act unbecomingly; it does not seek its own, is not provoked, does not take into account a wrong suffered, does not rejoice in unrighteousness, but rejoices with the truth; bears all things, believes all things, hopes all things, endures all things.

1Corinthians

13:4-7

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PLEASE CONTINUE TO  
PRAY FOR OUR MILITARY,  
THEIR FAMILIES, AND OUR  
LEADERS!



# From the Boardroom...

February 3, 2005  
Wilmington, NC

Back in the early nineties, I guess it was, I saw this movie on television entitled “Cape Fear.” I don’t remember much of the details because I usually don’t watch all of a movie. For me, TV movies usually just kind of play in the background for the most part, just like the one with Gary Cooper as young Alvin York is playing in the background on the TV in the motel now as I write this column.

So I don’t get too much out of movies as a general rule. Mrs. Trisha would say that I simply pass them by, along with everything else on TV but Fox News and the Weather Channel, as I repeatedly click the remote. And click the remote. And click the remote. You get the picture. And you probably understand why.

Anyway, as I recall, this movie was one of these dark, scary movies about some convict who, upon his release from prison, had made it his new life’s work to “get even” with his court-appointed attorney whom the convict had decided that, in losing his case, was solely responsible for the convicts previous imprisonment. The convict’s chosen means of enacting his self-justified retribution, contemplated during almost twenty years of imprisonment, against his attorney was to completely terrorize the prosecutor’s family.

Anyway, the movie was called “Cape Fear” as best as I can recall. And all that really doesn’t mean anything, it’s just one of those weird pieces of information that has been floating around in my head, and something that came to the surface of my thought process yesterday afternoon as I checked into a motel in downtown Wilmington, North Carolina, a motel that just happens to be on the banks of the Cape Fear River.

The city of Wilmington is situated about 25 miles or so from the Atlantic Ocean, in a region known as the “Long Leaf Pine” region of North Carolina. This area is widely known for its abundance of long leaf pine forests. And sawmills. Of course, that’s what I’m doing here.

What is not so widely known is the fact that another source for long leaf pine logs has also been developed. What source could there be for logs other than a forest, you might ask. And that would be a good question of course. And truthfully, this new source isn’t an original source at all. This new source is none other than the bottom of the Cape Fear River!

You see, back in the early days of logging and sawmilling, local rivers were used as the favored means of log transport. The logs were cut in the forests and floated downriver to the mills. Some of the logs, especially many of the heavy “heart pine” logs so abundant in this region, were lost to the mud of the river’s bottom, where they have remained untouched and undisturbed, some for almost two hundred years!

These perfectly preserved, heart pine logs, originally thought lost forever or never missed at all, are now being reclaimed by entrepreneurial individuals who have created a thriving industry for themselves, and have brought a much appreciated product to the market. A product that, were it not for the ancient logs, would simply not exist today. It’s a good thing.

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Last month in this space I was “fussing”, I suppose that’s what you’d call it, about the many miles I was driving as I called on clients around the country. It wasn’t so much that I minded the trips, or the driving for that matter, it was just the amount of time it was taking to drive the trips compared to the time it would have taken in the plane. I was complaining about our temporarily having no airplane in which to make the trips.

Well, I am happy to report that, as of this past weekend, that troublesome issue has been finally resolved. Last Thursday afternoon the aircraft dealer from Paducah, Kentucky delivered our new (new to us anyway) company plane to Grenada. He then flew the airplane, with me along, to Wichita, Kansas in order that I keep an appointment to finish up the last day of my five-day, insurance company mandated, factory approved, flight schooling.

We arrived in Wichita just before dark on Thursday and then checked into the motel. I spent the evening studying the airplane manuals and check lists. I went to bed late and was all set to finish up my training on

Friday, but woke up Friday morning to cold, snow, and freezing rain.

Being keenly aware of the weather and doubtful of my chances, I went to the flight school anyway and met with the instructor in hopes of at least being able to get the aircraft inspection and ground portions of the training out of the way. Not able to fly due to the weather, the instructor complied with my request as best he could and we completed everything except the actual flight. This portion we scheduled for early the next morning, Saturday.

Saturday morning I got up early and went to the airport. As I drove in to the airport under cloudless skies, I could clearly see the moon shining on fields completely blanketed in white, wet snow and trees sparkling in the headlights under a liberal coating of ice.

When I arrived at the airport, even though still dark, the skies were still clear and visibility was at least three miles. Just my luck, by the time the instructor arrived at the field, fog (so thick you could almost slice it with a knife and stack the slices on a plate) had moved in and completely shut the airfield down. Who would have thought!

We sat in the pilot's lounge at the airport, drinking gallons of coffee, for hours just waiting for the fog to lift and for visibility to increase to the point we could finally take our flight. But, this just didn't happen until about 10:30 that morning.

As you might expect, and after all that waiting and studying, the 3 ½ hour training flight was accomplished easily and was in fact something of an anti-climax to the months of waiting and weeks of studying.

Our old plane was wrecked back in June of 2004. After being finally signed off, after such a very long time, as approved to pilot the plane, we departed Wichita for Paducah with me in the pilot's seat and my friend, the aircraft dealer, sitting on the other side for a change. After dropping him off in Paducah, I flew the airplane back to Grenada, arriving just after dark on a cold, rainy Saturday night. That was my first trip in our new plane.

Yesterday, coming here to Wilmington, was my

second trip. It sure was a blessing to be able to work in the office all morning, eat lunch with Mrs. Trisha, and then make the trip from Grenada to the east coast of North Carolina in only 2 ½ hours that same afternoon!

It was raining when I departed, but after climbing through only seven thousand feet of cold, wet clouds, I made the entire trip in bright, beautiful sunshine. Travelers on the ground, which I didn't see until completing my decent to the airport in Wilmington, were slogging along on wet and icy roadways. Even in perfect weather, this was a trip, if taken on the highway, would have easily taken over twelve hours to complete and would have left me tired and grumpy, dramatically limiting my effectiveness.

It's clear that it's much better with the plane than it is without one. A company plane is really a time machine and a force multiplier. With the plane I find things can be accomplished, with relative ease and in a timely manner, that would be difficult if not impossible otherwise, especially given the constraints of time and energy. I'm thankful.

The purpose of this trip to North Carolina is to attend a pre-bid meeting for a proposed project with a major forest products company. I'm not at liberty at this point to tell you more than that, but as I stated in last month's column, prospects look pretty good for the coming year. There seems to be quite a bit of activity in the market right now.

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WACO workers have successfully completed another month, our first of 2005, without a recordable accident or injury. You are to be congratulated. This doesn't just "happen". Let's not become complacent regarding our responsibility to act safely. Let's all remember to watch over one another and to consistently remind one another to always act safely.

**There are no shortcuts to Safety. Only unsafe acts that often result in shortened fingers & lives!**

Please be safe!

C. Wayne Roberts

# FAMILY APPEAL

## GREAT JOB !!!



### HONOR ROLL STUDENTS

Jayla Anthony	7 <sup>th</sup> Grade
Jeremy Ballard	1 <sup>st</sup> Grade
Emily Bush	1 <sup>st</sup> Grade
Armani Hemphill	4 <sup>th</sup> Grade
Karlyn Grubb	4 <sup>th</sup> Grade
Kyle Grubb	6 <sup>th</sup> Grade
Robert Sapp	9 <sup>th</sup> Grade



Please Send in any of  
your child's  
accomplishments or



Waco Birthdays

Jimmy Black	February 04
Virgil Rimmer	February 04
Jimmy McCardle	February 26
Robert Furby	March 03
Javon Ward	March 03

Pro-Fab Birthdays

Ronnie Lee Smith	February 18
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**HIRE DATE  
ANNIVERSARY**

Suzanne Thomas	12 Years
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WACO Employees Worked

2,637 Days  
864,933 Hours

Without a Lost Time Accident

Since our last lost time accident on  
October 5, 2004  
WACO Employees have safely worked

117 Days  
35,856 Hours

Remember.....Safety First!!

**EXTENSION CORD SAFETY**

The color for the month of  
February is  
**WHITE**

**Safety Scorecard**

All extension cords are to be inspected each month. Each month has a different color tape. Be sure your extension cords are inspected.

Your **Safety** is very important to us. Keep up the good work!!!

# SAFETY CORNER

## CELLULAR PHONES

In recent years cellular telephones have become an integral part of both our business and personal lives. They have replaced bulky mobile radios and walkie-talkies and they have become smaller and more economical. The cell phone makes it possible for you to communicate with anyone from almost any location. Added features like voice mail make it easy to leave messages and receive return calls no matter where you are.

Cell phones are used for many of the communication needs from the jobsite to other locations. For example, you can check with an architect about plans and specs, call the batch plant to order concrete, get answers to equipment problems, and even dial 911 in an emergency.

Along with the convenience of a cell phone comes the responsibility to use it safely. It's easy to become distracted by your conversation and cause an accident. If you find it necessary to use a cell phone while driving or operating equipment, practice common sense and remember the following tips:

- If possible, pull over and/or stop the equipment.
- When available, use a hands-free device.
- Position your phone within easy reach.
- Let the person you are talking with know you are driving.
- Suspend the call in heavy traffic, work zones, and during hazardous weather conditions.
- Do not engage in stressful or emotional conversations that may be distracting.

In certain places the use of cell phones can be extremely dangerous. Most hospitals and clinics prohibit their use due to possible interference with lifesaving equipment. Using cell phones on airplanes is also prohibited because they may interfere with guidance instruments.

Check the state and local laws covering the use of cellular phones and their accessories. Always obey them. The use of these devices may be prohibited or restricted in certain areas. Finally, if you must use your phone in a public place, remember to talk softly or move to a location where you won't bother anyone.

Whether you are in traffic, walking down the street, or working on the jobsite, it's better to postpone or end a call than to risk causing an accident.

**According to Waco Employee Handbook :** *The possession and/or use of portable telephones (cell phones), pagers, personal digital assistants (PDAs), etc. during scheduled working hours is restricted to only those employees whose job related duties requires their use, and will be approved only on a case-by-case basis.*

**Remember...Safety First!**

# ***Welcome Back!***



Joel S. Bridges, P.E., P.L.S.  
Vice President

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**SAFE TODAY, HERE TOMORROW!**

# WACO COMPANIES



## Phoenix Pipe & Supply, Inc.

102 Air Industrial Park Road  
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**Toll Free: 800-563-0042**  
**Phone: 662-229-0042**  
**Fax: 662-229-0044**

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Safety and Construction Supplies, Blades,  
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&  
CUSTOM FABRICATION**



## WACO Construction Company, Inc.

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Grenada, MS 38902  
Website: [www.waco-eng.com](http://www.waco-eng.com)  
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Fax: (662) 226-3002