

DISTRIBUTED TO:

PAGE 1 OF 1

MAYOR CITY CNCL CITY ATTNY SUTTER MCKAMIE BROWN YOUNG ANIMAL CNTR
McDONALD COLLINS W. RHODES GETCHELL LIBRARY ADMIN LIBRARY REF HARTSELL

DATE DISTRIBUTED 11/8/11 DATE OF ARTICLE 10/26/11 NEWSPAPER Plastics News
co.

PLASTICS NEWS[®].COM

Prototyping firm targets small businesses in Texas

October 26, 2011

URETHANES TECHNOLOGY INTERNATIONAL

EULESS, TEXAS (Oct. 26, 2:45 p.m. ET) -- PartSnap, a start-up company that carries out 3D printing, laser scanning and urethane casting, has started offering its service to users in North Texas.

PartSnap uses Objet PolyJet technology to produce 3D plastic models suitable for testing and design validation, or for producing artistic, architectural or medical models. The company said it also offers 3D laser scanning as a means of transferring legacy designs into modern 3D CAD data. Urethane casting can be used to produce multiple models of a design prior to investing in permanent tooling, PartSnap said in an Oct. 20 news release.

PartSnap said it was founded partly in response to the lack of accessibility to rapid prototyping technology for small businesses and individual innovators. The company, which is run by husband-and-wife team Michael and Lauren Moussa, said it aims to make its services accessible and affordable.

PartSnap will now be able to service businesses in the Dallas/Fort Worth and greater North Texas area.

MAYOR CITY CNCL CITY ATTNY SUTTER MCKAMIE BROWN YOUNG ANIMAL CNT
 McDONALD COLLINS W. RHODES GETCHELL LIBRARY ADMIN LIBRARY REF HARTSELL

DATE DISTRIBUTED 11/5/11 DATE OF ARTICLE 10/30/11 NEWSPAPER FWST

Now part of a Hurst park, 'Devil's Backbone' is a ghostly road

Posted Sunday, Oct. 30, 2011

BY TERRY EVANS

tevans@star-telegram.com

HURST -- Mike Scoma believes that the most important elements of a ghost story are where and when it's told.

It's always better told late at night and in places like a road called Devil's Backbone.

Each Halloween he takes his sons, Tony, 13, and Matthew, 10, to Rickel Park, where the Backbone's last brief, unpaved remnant slashes through weathered oaks and thick strangles of thorny vines.

Scoma "scares them silly" with tales like one about a kid found hanged in the vines and another about a coven of black-robed, torch-carrying devil worshippers who prowled Devil's Backbone in the dead of night. The stories are a legacy from when he was a kid and went into the woods with his buddies to dare and scare one another.

"We'd go camping in the woods and tell scary stories to see if someone would chicken out and go home," he said.

Back then, Devil's Backbone was a blocked-off, abandoned stretch of Bluebonnet Drive between Sotogrande Golf and Tennis Club and Bellaire Drive, slicing through the Rickel family farm in old Hurst.

The Rickel family eventually donated the farm to Hurst for a park. If ghosts are born from tragedy, Rickel Park is a likely haunt.

Scoma recalled a night when he watched police investigate a young man's suicide at a spot that's now near the park's western edge, within feet of where Devil's Backbone used to run.

"That freaked me out," he said. "I still had to do my paper route that night."

Hurst Police Chief Steve Moore, who grew up in Hurst, knows of a similar incident near the Backbone.

"We had a lady in Sotogrande who hung herself in the pump house near the golf course," Moore said. "She had been there for quite a while before her body was found. That was about 20 years ago."

On a night not long ago, Scoma was freaked out again as he walked through Rickel Park with his kids and other relatives.

"We heard gunshots," he said. "The police came out and didn't find anything."

Could the gunfire have been ghostly? Scoma wouldn't rule it out, because he once dodged shots from the land's now-late owner.

"We all feared Mr. Rickel," he said. "He was a one-armed man with a shotgun. He'd yell, 'Get off my property!' And he shot at us with rock salt."

Eules Mayor Mary Lib Saleh, who raised her kids near the Rickel farm, knew the man disliked youngsters.

"They'd bother his peacocks, and he'd come out with a shotgun," she said.

Bluebonnet Drive still ran through the Rickel farm in 1971 when Bruce C. Rosecrans moved to Eules with his family. In 2007 he wrote to the *Star-Telegram* about what he'd seen when he was a teenager: a lady walking not on Devil's Backbone, but above it.

"It was a perfect, side-view silhouette of a short, slender young woman in a long pioneer dress," he wrote. "She was floating motionless about 10 inches above the ground."

Rosecrans died last year, so he can't be asked whether he was spinning a yarn.

But his words read like he meant them.

This report includes material from the Star-Telegram archives.

Terry Evans, 817-390-7620

DISTRIBUTED TO:

MAYOR CITY CNCL CITY ATTNY SUTTER MCKAMIE BROWN YOUNG ANIMAL CNT
McDONALD COLLINS W. RHODES GETCHELL LIBRARY ADMIN LIBRARY REF HARTSELL

DATE DISTRIBUTED 11 / 8 / 11 DATE OF ARTICLE 11 / 1 / 11 NEWSPAPER FWST

Commuters' backup route in Euless now needs its own backup

Posted Tuesday, Nov. 01, 2011

BY TERRY EVANS

tevans@star-telegram.com

There's a problem with the alternative of choice for many drivers avoiding all the construction on Airport Freeway in Northeast Tarrant County.

The Texas Department of Transportation is working on Texas 10 in Euless, sending impatient commuters scrambling for yet another way to avoid the \$2.5 billion North Tarrant Express project, which is widening more than 13 miles of Northeast Loop 820 and Texas 121/183.

"They're resurfacing the road," said Debra Ogle, daughter of Verna Kight, who owns Verna's Cafe on Texas 10. "It's hurt us some. We've been slow since they started three weeks ago."

The diner, near the highway's eastern end, saw business increase as construction gradually made Airport Freeway less hospitable. But lately, people who like to lunch at Verna's have found it tough to navigate Texas 10's various paved and unpaved stages.

"It's a milling and overlay project," Transportation Department spokesman Val Lopez said. "We're removing the surface and applying a new asphalt surface."

Lopez said the \$1.65 million project by Austin Bridge & Road of Irving is being done now because that part of Texas 10 needs maintenance now. North Tarrant Express won't be done until 2015, and the state isn't willing to wait.

"Overlaying extends the life of the road," Lopez said. "It will feel like a new road."

Euless spokeswoman Betsy Deck said the timing is unfortunate. Drivers whose escape route is clogged look elsewhere, causing "traffic jams everywhere," she said.

Deck said the state has done what it can to minimize the traffic impact.

"They're keeping construction time limited, from 9 a.m. to 3 p.m., to try to avoid rush hour," she said. "Unfortunately, they're not always finished by 3."

Lopez said the work is going a lot faster than expected and should beat the prediction of lasting through December.

"When we started the project, we thought it would be three months," he said. "It's going so fast they'll be done by the middle of November."

In the meantime, some drivers have opted for a second alternative.

"They're going down [Farm Road] 157 to Trinity Boulevard," Ogle said.

Only a little bit south of Texas 10, Trinity Boulevard has six lanes from Greenbelt Road east to Texas 360 and beyond, into CentrePort business park.

It has four lanes between Greenbelt west to East Loop 820.

To keep up with daily lane closures, see www.txdot.gov, keyword: Road Conditions.

Terry Evans, 817-390-7620