



Presidents Message

I hope all of our members had a very nice Thanksgiving with your families. Also I hope all of our members got through Black Friday without too much of a Hassle. Before you hear FROM ME again we will all be through Christmas, so I am wishing all of you a **Merry Christmas and a Happy beginning to the New Year.**

Your District Directors are getting the Christmas Decorations out for Christmas Season. If you know your district directors please LET THEM know how much you appreciate their efforts for their commitment to our neighborhood. They all are volunteers for your neighborhood Association.

I was told that there was some activity going on up at the club house. It looks like our new owners are making some progress. It will be next spring before

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ONA OFFICERS

President	Larry Walters
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Secretary	Sharon Parrish
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Communications	Dana Hopkins
Environmental	Joe Fagan
Crime Prevention & Safety	Brenda Olive

City Council by Rick Williams

For the past 30 years, Garland Summer Musicals have been a major attraction for the Arts community in Garland and all of North Texas. It has been acclaimed by Dallas critics for the classical Broadway shows with highly talented casts accompanied by a full orchestra and complemented by professional choreography, set designs and direction. The downturn in the economy has hit the Arts Community particularly hard, and I know we have some generous and civic-minded citizens in District 7 who might be able to help. I encourage you to attend the two Garland Summer Musicals in 2013 and you can also contribute to help support the Arts in Garland by going to this web site www.garlandsummermusicals.org/.

If you have been a regular reader of my monthly articles, you have heard me encourage residents to support local small businesses. My wife and I discovered one recently called the Texas Jewelry Exchange www.texas-jewelry-exchange.com located a couple of doors down from the Red Rob-

in hamburger restaurant on North Garland Avenue. Basically, they sell ladies bracelets, necklaces, pendants, etc. which are all hand-made and very reasonably priced as these are primarily made from silver and colorful stones. If you haven't been to this store, I think you will find it very unique and interesting compared to most jewelry stores, and a good place to find some unique Christmas presents.

I had a report from an Oakridge resident about the chain link fence located on the Oakridge golf course at Beltline and Jupiter. It had been hit by a car and needed repair. I contacted the City of Richardson and they will fix it in a few weeks.

One of the reasons I write this monthly article is to bring to your attention interesting little tidbits I pick up at city council meetings. One such item is a new "*Residential Idea Book*" which can be found on line by going to Garland's web site

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City Council by Rick Williams

(continued)

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www.garlandtx.gov and then typing in "residential idea book" in the search block. This is a 75-page book with ideas and illustrations dealing with DOs and DON'Ts for remodeling, landscaping, etc. for homes in Garland neighborhoods. It has lots of good ideas you might want to see if you are considering fixing up the exterior of your home.

On November 20, the City Council approved a concept plan for a huge 90-acre residential/business/office/recreation mixed-use project at SH-190 and Campbell Road. They will be presenting a detailed plan in a few months, but I believe this will be a great addition to the City of Garland and District 7.

Not so good news is that we learned in late October that Navistar will close its manufacturing operations at the SST Truck facility in Garland by the end of this year. Navistar officials report that the company lost more than \$100 million last year, and they have two-thirds more production capacity than they need. Production will continue at their facilities in Springfield, Ohio and Escobedo, Mexico. This plant closure will result in the loss of 900 jobs, of which approximately 590 are Garland residents. Declines in sales tax revenues are expected to be approximately \$200,000 a year and will begin materializing a couple of months after the plant closing. Loss in property tax revenue will not be felt until fiscal year 2013-14 since the plant will remain open

past January 1, 2013. The loss in property tax revenue is expected to be approximately \$360,000. Combined the loss in Water and Wastewater utility revenue will be approximately \$200,000, bringing the City's total loss to approximately \$760,000.

Congratulations to the Camelot Neighborhood Association (in District 7) for winning the grand prize at the 10th annual Garland Neighborhood Summit on October 27. They put together a scrap book telling the story of the neighborhood from farm land (the 100 year old lady who used to own the farm still lives in Camelot) to the present day. I saw the scrap book at the summit for the first time and it was a "work of art" taking many residents many, many hours to create it. The prize was \$10,000 in neighborhood vitality grant money, so their next "problem" is how to spend the money.

For the last 5 ½ years, you could call me councilman, but as of October 30, you can call me granddad. My youngest son and his lovely wife Kate produced my first grandchild, Ryan, and we couldn't be happier. Life is good.

Just a closing thought. It's hot here in Garland, but what we don't have are hurricanes, mud slides, earth quakes, forest fires, serious flooding and blizzards. The occasional tornado dances by, but all and all (especially after seeing recent hurricane Sandy), this is a good place to live.

As always, if you have questions or concerns, feel free to call me (214 535-2648) or E-mail me at rickwil-

President's Message (continued)

(Continued from page 1)

any planting will take place. Hopefully, we will have some news from them before the year end.

If any of you see Bill or Brenda Olive please give them a big thanks. Annually they prepare meals for Thanksgiving and Christmas for the two fire facility firemen. Brenda and Bill do this every year

at this time.

Again, I am going to request that you help us grow our Membership in our neighborhood association. We have a total of 1500 house-holds in our neighborhood and only about 30% are members.

Again Merry Christmas and wishing all of you a happy and safe New Year!

Daytimers

If you wear an apron around the home or workplace or have memories of seeing your mother, father or grandmother and other relatives at work in an apron, you would have enjoyed the program Daytimers on November 13th, 2012, at the home of Suzanne Snow.



and other relatives at work in an apron, you would have enjoyed the program Daytimers on November 13th, 2012, at the home of Gail Durbin

Sally Weiss presented information that highlighted the importance and significance of aprons for protection and style through the years through readings, poems, magazines and other research. There was great participation as members wore and displayed special aprons from the past and narrated the story the aprons represented. With Thanksgiving on the way and cooking on the minds of many, Gail and Sally chose, planned and presented the perfect theme for an enjoyable meeting.

Hostess, Suzanne Snow, had decorated her home and the serving table with an array of colorful, memorable, and useful aprons. She shared the sentimental meaning of some of them. Several of these aprons surrounded the refreshments that Sharon Carlton, Ernie Gharis and Pat Tharp provided for the group.

President, Chris Beyers, introduced a returning member, Vanita Bass, and welcomed guests, Suriaya Salam and Vickie Askew. Concerns were expressed for friends and family who had various illnesses and Audrey King announced November birthdays. Peggy Crenshaw announced a location change for the Book Club meeting. Dianne Winter read a news article featuring member, Beth Fagan, who had bowled a perfect 300 "back in the day".

Margaret Fowler and Sally Weiss are coordinating the Oakridge Christmas Caroling. Margaret

announced plans for December 9th caroling and after party and also reminded everyone of the Go-Go meeting.

Chris Beyers led a game that consisted of remembering cooking utensils that had been arranged on a platter and later listing them after a short time of viewing the assortment.

Each Daytimer received a special favor from Sally Weiss. She had printed a poem, "Grandma's Apron" on an apron shaped background – complete with ribbon ties.

During this Thanksgiving season this meeting reminded us to be grateful for our friends and neighbors.



Please come and join Daytimers to meet your neighbor and hear the neighborhood news.

The next meeting will be December 11th at 10 am. At this December meeting

the activity will be a gift exchange of costume jewelry with a value of \$10 – 12. If you wish to participate, bring the jewelry gift wrapped for exchange.

Come join Daytimers for this fun meeting.

Daytimers is a social organization that requires residence in Oakridge and \$15.00 annual dues. Daytimers promote the Oakridge community and the Oakridge Neighborhood Association. Any questions should be directed to president, Chris Beyers – 972 530 8292.

Crime and Safety Report By Brenda Olive

We've had several incidents during the past month and I'm repeating one which I reported on previously because it is concerning.

10/22/12 3300 block of Bending Oaks, Stolen Vehicle
 11/03/12 2700 block of Stoneridge, Burglary Vehicle
 11/01/12 2900 block of Oak Point, Theft
 11/06/12 3200 block of Bending Oaks, Burglary Habitation
 11/11/12 2000 block of Hearthside, Burglary Vehicle
 11/20/12 2500 block of Big Oaks, Stolen Vehicle

You will note that we've had two stolen vehicles in Oakridge within 1 month. On 11/20/12 we also had a stolen vehicle found in the alley between Stoneridge and Hearthside. This vehicle belonged to someone who isn't a resident of Oakridge. The Neighborhood Police Officer has asked us to request that anyone who has exterior security cameras to let us (COP at 972-495-3402 or Bill Olive--email to indexva@verizon.net) know so that we can provide him with this information. From time to time, such as these vehicle thefts and burglaries, someone may have important information on their video which can assist in solving these crimes.

Any information will be kept confidential.

Next month we will provide some disturbing information regarding the 2011 statistics on Law Enforcement Officers Killed and Assaulted.

In Memory:

Robert Holland McDole

May 12, 1931 - November 1, 2012

Thank you for all your hard work on behalf of the Oakridge Country Club

"Memories" By Brenda Olive

In commemoration of November 11th, Veterans Day, we recently asked for some memories from some of Oakridge's resident's. Ralph Morgen and Jim Tucker shared some such memories with us and we're sharing them with you as both a tribute to them and a thank you for their service to our country.

Jim Tucker's Story

According to Jim Tucker his time in the service "wasn't very exciting", maybe that's because he didn't see battle, or that he wasn't "on deck" during the arrival and departures from ports of call. He did get to visit a lot of places between December, 1950 and the fall of 1952, so he was on the go for 2 years, so some may disagree with his description of "not very exciting"!

Jim joined the Naval Reserve in December, 1950, just at the beginning of the Korean War. He was sent to the Great Lakes training facility just before Christmas, which just happened to coincide with "Christmas leave" time for the active, training personnel there. As a result, he "sat around for the first couple of weeks of boot camp, basically doing nothing". Then surprise, surprise, it snowed and rather than take a chance that one of the recruits couple slip and fall on the ice and snow and hurt themselves, they had to train indoors. Of course, there was snow on the ground the entire time Jim was at Great Lakes so they never "marched around outside" or did any outdoor training.

After boot camp, Jim went to Norfolk, Va. and was assigned to a "heavy cruiser", the USS Macon. This ship carried anywhere from 1300 to 1500 men—a really tight quarters situation, which was quite a shock to a young man who grew up in a small Arkansas town with a popula-

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tion of only 900 people. Unfortunately, the ship had been damaged during a storm when it was returning from a trip to the Mediterranean. This required 3 months of repairs at Portsmouth Naval Shipyard. Once the repairs were completed the ship sailed to Guantanamo Bay for a “shake-down” to ensure the readiness of the ship, which basically means making sure that all the guns and systems aboard the ship were okay and at the same time it gave an opportunity for a “little training” for the new men on board. After that, they sailed back Annapolis, Maryland, picked up a load of Mid-Shipmen (guys in training to become officers) and then sailed to Northern Ireland and England, then back to the states to drop off the Mid-Shipmen, then back to Portsmouth Naval Shipyard for new guns, radar and other modifications for the next 4 months. Then, of course, back to Gitmo for another shakedown cruise and some gunnery practice (with their 8 foot long guns! Jim was working in the forward engine room, wearing headphones, and choking on the dust that came pouring down from the ducts every time they did gunnery practice! During this time the ship also visited Haiti, the Dominican Republic, Jamaica and Barbados as good will visits and to show the flag! By this time it was the summer of 1952 and they again went to Annapolis and picked to another group of Mid-Shipmen, but this time they sailed to Santos, Brazil and toured inland to Sao Paulo, Brazil.

As a bit of humorous information, Jim tells about crossing the equator the first time as a sailor. This is when you simply must go through an initiation, called “Shellback”. This is a tradition dating back many years, and as a sailor, you go from being a “Pollywog” to a citizen of the “Kingdom of Neptune”. Typically this means being run through a chute of rotten garbage, dumped into a pool of garbage and then having

to kiss the belly of one of the guys who has grease on his belly, (or some other outlandish things). *Probably the initiates weren't sure they really wanted the “honor”!*

Jim was a yeoman, in the Engineering Department aboard ship, and at one point served under *Capt. Ulysses S. Grant Stout, Jr.* {it took almost a full line to type his name in the records}. The job of yeoman was basically a clean, easy duty in what was termed an office consisting of 4 decks, and he says that after the first hour or so of the day there were no officers around. At night they had the place to themselves and could “lean back”, read a book, etc. in privacy. What was the biggest downside of this position? He wasn't able to be on the top deck when entering or leaving a port. He was in the forward engine room, wearing head-phones and communicating messages so he did know what was going on.

In the fall of '52 the ship was scheduled to sail to the Mediterranean Sea for 6 months and Jim only had 3 months of active duty left to serve. He was given the option of going or taking early discharge. Jim chose to take the discharge. Jim lost a brother in the Mediterranean during WWII and didn't really want to visit the area himself. Later he learned that his brother had died when the transport ship he was on, the HMT Rohna, was sunk by a German guided bomb. Unfortunately, the US government had withheld this information, and even though 1115 Americans were lost at the time, the incident never made headlines. If you would like to learn more about this tragedy, visit www.HMTRohna.org. About 6 years ago Jim was able to attend a reunion of the survivors and heard their stories of how they managed to escape the ship and survived.

Now, here is the best part of this whole story—as Jim puts it so succinctly, it may have been by God's providence that he didn't make the trip to

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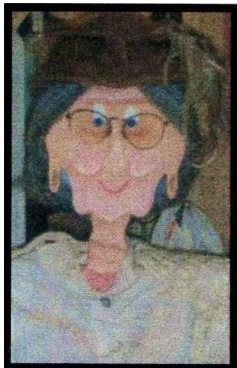
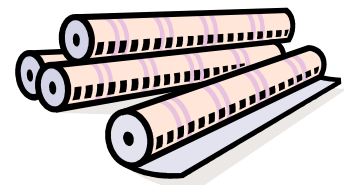
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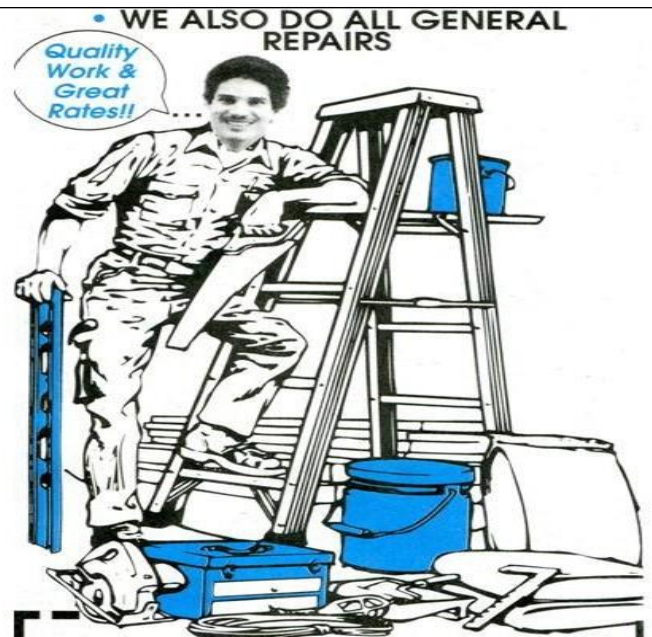
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Memories (continued)

the Mediterranean. At the same time Jim was coming home, others who had served in the Korean War were also coming home, and one of Jim's cousins held a party for them. There was a young woman at the party that Jim had known before, but never dated. She had just graduated from the University of Central Arkansas and was teaching in a local school. Jim noticed that she was single and "so beautiful"—he called her a few days later for a date—and this young woman turned out to be his wife. Jim says he just knew she was "the one" from that very first date.

Because of his service to our country, Jim was able to utilize the GI Bill to go to college and took advantage of that opportunity to earn a degree in Electrical Engineering. He says that life has been great and he gives praise to the Lord for it.

Jim is a golfer and chose Oakridge for the opportunity to play...we're thankful that he chose Oakridge to make his (and wife Dorothy's) home here.

Ralph Morgen's Story

Our next story is from Ralph Morgen, who was a member of the Air Force Reserve. As Ralph tells it, while he was still in high school, back in 1944 he knew he had to be a part of the War Effort. He took and passed the Aviation Qualification Exam and fully expected to go into training in 1945. Then came VE Day and the need for pilots and training was suspended. So instead, Ralph entered ROTC training and completed it and was commissioned a 2nd Lieutenant in the Army Reserve, this became the Air Force Reserve in 1950. Ralph had become an engineer and was on a 2 week reserve duty tour at MacDill Air Base in 1950 in Tampa, Florida when the Korean War began. His bomb wing was immediately sent to Yakota Air Base in Japan and he was mobilized

to replace support personnel. At this time it was evident there was a shortage of pilots and training had begun on a somewhat limited basis.

Ralph wanted to be a pilot so he requested to enter pilot training as a commissioned officer and fortunately, his request was granted, assuming he passed the physical tests. He was sent to Keesler Field in Mississippi, along with 2000 or so other remobilized personnel for 1 week in September. He was then transferred to Sherman, Texas for initial training. Ralph shares that Keesler Field was a "zoo" with a lot of reluctant WWII vets who were not happy about being called up again. He says there were some very comical events occurring there "which aren't for printing".

Upon completion of training, in October 1951 Ralph was sent to the B-29 Combat Training center in San Antonio, then transferred to the 303 Bomb Wing as a co-pilot on a B-29. Although it was a Strategic Air Command wing, it wasn't A-Bomb qualified. From there he went to North Africa and flew missions directed at the USSR even though they didn't penetrate their borders. This was a "temporary duty" then he returned to the USA and his wing was disbanded, some were demobilized, some went to training and others were reassigned to other SAC wings. Ralph was transferred to the 43rd Bomb Wing, which was B-50 Bombers. He had a nice 30 day leave before he was assigned as a co-pilot on the "wing standardization crew" made up of field grade officers (except for Ralph who was now a 1st Lieutenant) and a bombardier. This wing was A-Bomb certified. It had specific targets if the cold war turned into combat action. A B-50 was a modified B-29 with much bigger engines and capable of air to

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air refueling—this was accomplished by a hose deployed by a modified B-29 Tanker which was just snagged by the bomber and reeled in to refuel. (Can you imagine how scary this must have been?) Ralph was sent overseas again, to England, and flew missions with A-Bombs, with the bomber being refueled to proceed to holding patterns ready to depart into USSR air space when/if commanded to do so. (Again, can you imagine how it must have felt to know that you were in place to possibly start or **end** a war with A-Bombs?) Ralph flew numerous missions with multiple crews as a replacement pilot, so he has had his share of experience.

In June 1953, the 43rd Wing was disbanded for crew training in the B-47 jet bomber and this required a commitment to an indefinite service period and Ralph decided that he wouldn't extend his commitment. Fortunately, the war ended shortly thereafter and he was able to return to civilian life as an engineer.

Ralph was asked about what it was like to fly the B-29 and he readily admitted there were some scary moments. The B-29 and the B-50 were the first pressurized bombers but the bomb bays weren't pressurized when open. The front and the rear of the plane were connected by a tube so that the entire crew of 10 people--(2 pilots, a navigator, a bombardier, a flight engineer, a radar operator, a fire control gunner, two waist control-left and right gunner-observers and a tail gunner) were in a pressured condition, similar to today's passenger planes. Most of these planes had 5 people in the front and 5 in the rear, but Ralph's plane had 6 in the front.

Ralph describes flying the B-29 like flying a big truck, it took a lot of muscle because there were very few servos, (something that helps manipu-

late some part of a mechanism, like power steering in your car) and the trim tabs (a stabilizing mechanism to keep the plane level front to back) were absolutely necessary. Unlike the B-29, the B-50 was much improved and much easier to fly and its mission was strictly to drop the big bomb, even though the B-29 mission was more varied, it probably wasn't used during combat other than to drop bombs. During training however, the B-29 was used for air to ground gunnery and this was a real adventure because you had to sharply bank the plane in order for the gunners to see the ground targets and to aim the turrets. This required the pilot to drop the wing which would normally cause the aircraft to turn, but you had to keep the plane moving in a straight direction by using the opposite rudder. Ralph says that on his crew they always fired from the right side with the right wing lowered in excess of 20 degrees and the left rudder "extended to the fire wall". This required extreme muscle and most of the guys could only maintain this for a few seconds so it took both pilots to brace their shoulders against the armor plate behind the seats and straighten their legs against the rudder pedals. "Your left leg would really vibrate but with two pilots, one could relax for a second and the other would maintain full extension and then they would alternate." Fortunately, gunnery runs were very short in duration but the resulting devastation caused from firing three turrets was extensive.

Did you know the pilots on the B-29 and the B-50 couldn't see the engines? The left and right gunners, when not in combat, acted as observers so they could visually detect problems with any engine and let the pilots and the flight engineer know what was going on. These observers were vital during taxi because the wings extended a long way from the center of the plane and while pilots could see the tips in order to avoid hitting

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The ARTS in Garland

Granville Arts Center Facilities

300 N. Fifth Street, Garland 972-205-2790

Plaza Theatre

521 W. State Street, Garland 972-205-2782



December 31

New Year's Eve Casino Night

8:00 pm

Branding Iron

The Garland Summer Musicals is having a New Year's Eve Benefit at 8 pm at the Branding Iron in Garland. There will be a full casino with prizes, Italian Dinner, complimentary beer, full cash bar, dancing, a silent auction and fun to be had by all. There will also be a champagne toast at midnight to ring in the New Year! Tickets are \$75 per person and may be purchased at the Granville Arts Center Box Office or by calling 972-205-2790.



December 27-30

"Laura Ingalls Wilder Christmas" Granville Arts Center – Small Theatre

This original play presents the poignant story of the "missing" two years in the life of the Ingalls family – the only period that Laura chose not to include in her Little House books. Told with period songs, humor, and depth of character, it tells a story of healing that celebrates the importance of enduring family bonds. Evening performances begin at 7:30pm. Matinees are at 2:30pm. Tickets are \$12 with group rates available. To purchase tickets call the Granville Arts Center Box Office at 972-205-2790 Monday through Friday, 10am-4pm.

Memories (continued)

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some object, the observers could assist the flight engineer to make sure the engines were operating properly.

Taxiing B-29's required use of the brakes and engines to turn the nose wheel to maneuver the plane; fortunately the B-50 was greatly improved because it had a steering bar to turn the nose wheel. A fully loaded B-29 weighed 144,000 pounds so it didn't bounce around anymore than today's airliners. Of course, it weighed much less after using the fuel and dropping the bombs. It wasn't designed to impact the ground in a 3-point attitude on landing so it was necessary to land with the main wheels impacting the runway long before the nose wheel was allowed to touch down. (Have you watched 767's being landed—they touch down much the same way)? Ralph explained that most pilots, including himself, had transitioned from planes where the distance from the pilot seats back to the main gear was much

shorter. It took a while to learn the non-3-point landing technique successfully, so not all landings were "squeakers", (smooth as glass). He advises that pilots take great pride in squeaker landings, but in their zeal, have sometimes over done things and as a result have dragged the tail of the bomber on the runway. To prevent major damage the B-29 and the B-50 had a heavy skid at the tail of the plane which protected the structure from damage but did little to prevent banging around the rear of the plane. This was needless to say, noisy to the crew in the rear, but the pilot was too far away for the sound to reach him. Of course, a method was determined to assuage guilty pilot's guilt—he/they had to buy a case of beer for the crew to compensate them for the error. (Wonder how many cases of beer were bought where the landing was actually a squeaker, but the crew wanted some free beer?)

Ralph is also a golfer, and is looking forward to the Country Club being reopened. We want to thank both Ralph and Jim for their informative articles and for their service to our country.

YOUR ENERGY SAVINGS LIST

Controlling energy costs is always a concern for homeowners. A strong demand for energy can result in higher prices.

While it's no secret that you might be spending more to heat your home throughout the winter, if you take measures to conserve energy, you can significantly minimize the impact. Here are some energy savings tips:

Install a programmable thermostat. Well-insulated homes can save up to 30 percent on heating costs with one. You can program these thermostats to automatically lower temperatures when at work or while sleeping, thereby saving energy hours at a time. Programmable thermostats will quickly pay for themselves.

Add weather stripping around windows and doors. Use of door thresholds, window caulking and plastic window film can go far in saving your money this winter. If you live in a drafty home, you could save up to 20 percent with an investment of as little as \$25.

Install ceiling fans in your home. Running the fans slowly and in reverse will keep warm air circulating throughout the house, thereby reducing running time for the furnace. Ceiling fans add a nice decorative touch as well.

Be smart about setting the temperature. Homeowners can save up to 3 percent on energy bills simply by turning down the thermostat just one degree. You won't even notice the change in temperature, but your heating bill will.

Properly insulate your ceilings and attic. Heat rises, and if there isn't enough insulation in the space above, your money literally is going out the roof. Most ceilings and attic spaces should have at least an R-30 rating, although some areas of the country recommend an R-40-50 rating.

Let the sun be your guide. It's free energy! During the day, open up drapes and blinds and let the sun heat your home. At night, draw the curtains to keep the heat inside.

If you read through this and decide you still need some help, don't despair - ask the helpful folks at your neighborhood Ace store!

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CP&S Bill Olive	972-495-3402

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