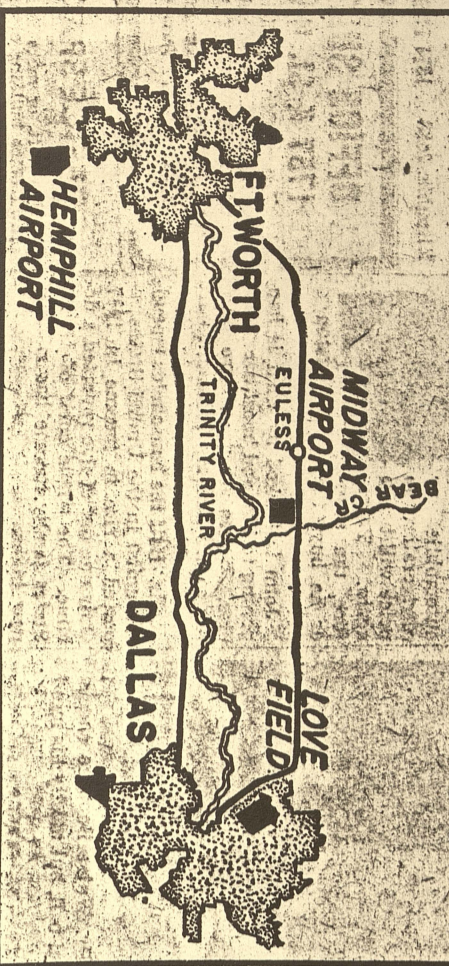


EMPLANING AIR TRAFFIC FOR QUARTER ENDING
SEPTEMBER 30, 1947*

City	Number of Passengers	Tonn of Aircraft	Tonn of Express	Tonn of Air Freight
Dallas	94,350	378.2	232.2	392.8
Fort Worth	14,318	90.6	20.8	16.3
Difference	80,032	287.6	211.4	376.3

*Latest available figures as to Fort Worth traffic.

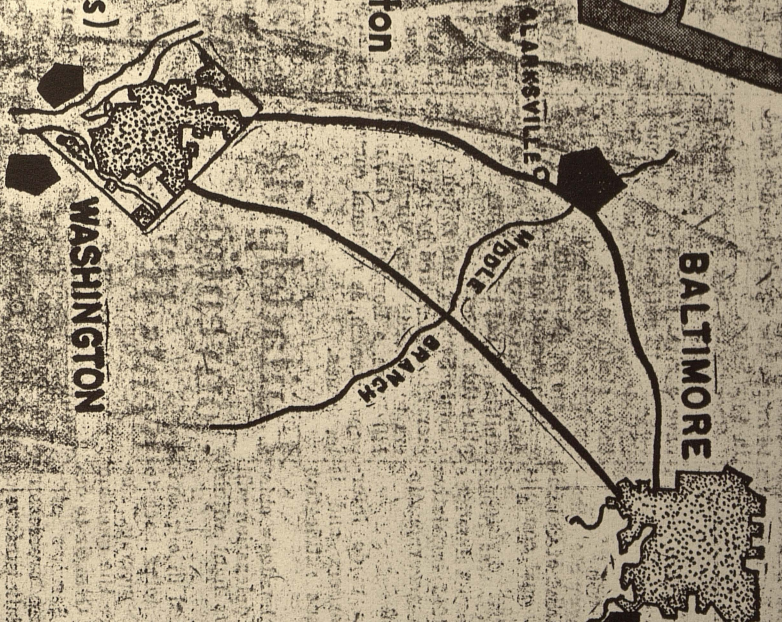
FORT WORTH-DALLAS AREA



WASHINGTON-BALTIMORE AIR

Background

Compare maps (same scale). Suppose CAA planned a superairport at Clarksville, with shuttleports at Washington and Baltimore—19 mi. out from each—would you like it? For Washington read Dallas—for Baltimore read Fort Worth—for Middle Branch read Bear Creek—for Clarksville, Md., read Euless, Tex.—and you have the picture. Love Field, Dallas (\$12,000,000 plus voted bonds) is modern, close in, adequate to main-flight traffic: 8th in volume in the United States. Why junk it?



The House Had Time To Hear Both Sides

Mr. GAEBY, Mr. Chairman, I yield ten minutes to the gentleman from Texas (Mr. Wilson).

Mr. WILSON of Texas. Mr. Chairman, I made a little talk Friday with regard to airport funds that are included in the Civil Aeronautics Administration appropriation. We down in Dallas, Texas, feel that the CAA has not dealt fairly with our city. We have the oldest municipal airport in the United States, in which we have an investment of \$12,000,000. As between the Dallas and Fort Worth areas, Dallas furnishes about and about 80 per cent of the passenger traffic, including the whole area; the Dallas area furnishes something like 87 per cent of the cargo traffic of this whole area.

The CAA has apparently—in setting up in this budget and estimating \$2,600,000 to create and build a new airport known as the Fort Worth International Airport which is 12 miles farther out than Love Field at Dallas, Texas, which is a total of 19.5 miles from downtown Dallas and 17.2 miles from downtown Fort Worth—they have indicated in their justifications for this appropriation the fact that they intend to relegate Love Field, which is a great airport, to a secondary position to be used as a feeder field for the Fort Worth International Airport.

I may say that within the last five months there have been 80,000 passengers per month in and out of Love Field at Dallas; there have been millions of pounds of cargo in and out of Love Field at Dallas. We have a bus system which goes to Love Field, which is only 6 1/2 miles from downtown Dallas, on the edge of the city—bus service at 10 cents per passenger. You can ride a taxicab from any of the hotels for \$1.35.

If Love Field is relegated to a secondary airport and an auxiliary airport, as they say in their report, notwithstanding its pre-eminent position in the field of air in the Southwest, it will result in a cost to the passengers who use the commercial air lines of from \$1,000,000 to \$2,000,000 per year in order to save the air lines \$10,000 a month. . . .

Mr. Chairman, since the ocean in this country there has been one criterion, one impelling motive, that has moved the Interstate Commerce Commission and the various corporations or railroad commissions of the several States, and that is the question of convenience and necessity. To whom? To the majority of the traveling public, not to the air lines, not to the railroad, not to the bus lines, not to the truck companies, but to a majority of the traveling public. . . .

Dallas has an estimated population of 550,000. Greater Fort Worth has an estimated population of some 300,000 to 325,000—maybe 350,000. You can see from the actual facts and figures quoted by CAA in its justification that out of every 10,000 people in Dallas County 871 of them ride airplanes. Out of every 10,000 people in the Fort Worth district, 341 ride the airplane.

Now is there any justification under the sun for the storing Love Field and wasting Federal money in order to build another field that we will have to travel without bus service, upon narrow highways, take that extra hazard, travel 19.5 miles and hand carry at an estimated cost of 20 cents per pound additional from that airfield to the downtown area?

*Our plan is to make Love Field the secondary air-line airport to supplement the large airport to be developed at the Midway Airport site to serve the Dallas and Fort Worth Metropolitan Area. . . . Regional office sponsored by AARL, Fort Worth, airport engineers, 505, W. 24th.

Rep. Wingate Licas Speaks for Fort Worth

Mr. GAEBY, Mr. Chairman, I yield ten minutes to the gentleman from Texas (Mr. Licas).

Mr. LICAS of Texas. Mr. Chairman, I rise to speak to the same subject. I have the honor of representing Fort Worth, Texas, in the Congress of the United States, and this Fort Worth airfield about which the gentleman from Texas (Mr. WILSON) was speaking, I repeat that it is necessary in these perilous times that we should discuss such a relatively trivial matter in this important body when we have national and international problems facing us which we should be legislating upon. I repeat that a municipal problem, attending only a certain section of Texas, should demand our attention, and I apologize for it. I want to tell you, however, that it is none of my making.

Members of this house, the crux of this is only one thing: Dallas does not want Fort Worth to have an airport; that is all there is to it. Dallas does not want Fort Worth to get any Federal funds for an airport; that is all there is to it.

For the City of Dallas to in any way protest the allocation of funds by the CAA under the Airport Act to the City of Fort Worth for the construction of a municipal airport is preposterous. . . .

We feel we have the same right to ask for help in constructing our own municipal airport as Houston, Chicago, Atlanta, or any other city in the United States. We do not feel that it is any of our business where the City of Atlanta, Ga., builds its municipal airport, nor do we feel it is any of our concern as to where any other city in the State of Texas builds its airport; neither do we feel that it is any business of the officials of Dallas, Texas, as to where Fort Worth decides to construct a municipal airport.

Fort Worth is not blessed with the fine airport Dallas, Texas, has—constructed by the State of Texas during the recent World War. Incidentally, this money was furnished on a 100-percent basis, whereas the market value of the City of Fort Worth can receive for its airport, under the Airport Act, is on a fifty-fifty matching basis. The people of Fort Worth should have the privilege of building an airport to serve the community—let Dallas build whatever they please and wherever they please.

At the time Fort Worth announced that its municipal airport would be built south of the city, no objections of Texas were made when Fort Worth started to build an airport in the eastern part of Tarrant County, in Dallas objection began. . . .

She cries for hearings, she wants hearings so that she can present her case, meaning that she wants to stop Fort Worth. Fort Worth did not cry for hearings when the Civil Works Authority allocated some money to be spent on Love Field; Fort Worth did not cry for hearings when WPA allocated some money for Love Field. Fort Worth did not cry for hearings when the Army spent \$2,500,000 during the war on Love Field.

An Appeal to Congress

It's Not a Local Squabble!

THIS IS NOT just a Dallas-Fort Worth squabble about an airport. This thing involves air service to the American people—we come to you, and through you, to the American people. We don't presume to thrust a local matter upon you at this time of national and world crisis.

We bring our case because it is a test case. It is a key case in air transportation—and regulation. What threatens the oldest municipal airport in the country can wipe out your own port in your own home town. It could wipe out the National Airport right here in Washington.

WE PLEAD THE CAUSE of public necessity and convenience against encroachment of air line interest and convenience. We admit air lines into Washington and Baltimore could show a saving by dumping Washington and Baltimore traffic at one stop, instead of two—leaving all of you to find your way 19 miles into town, as best you can.

We admit that Texas air lines can save money by dumping Dallas and Fort Worth passengers into a cow pasture 19 miles out, instead of bringing us into town, where we can catch a bus for a dime or a taxi for \$1.25. We showed the public interest by spending \$4,000,000 of Dallas money on Love Field. We showed it by enlarged facilities just completed!

Whose necessity is public necessity? Whose convenience is public convenience? Who ought to regulate air service—the air lines or the public? These issues are at stake. They are nation-wide issues. They are Congress-size in impact.

WE ALLEGE that the Fort Worth regional office of CAA arbitrarily, unreasonably and secretly planned this Midway Airport 19 miles from Dallas to displace our modern, improved and adequate Love Field.

We allege that the site was in fact located by the air lines and not by the independent judgment of

CAA. By consequence, if not by intent, the regional office is serving the air line convenience at the expense of the public.

We allege that the Midway site is hemmed in by water, railroad, power line and highway obstacles so as to make it dangerous. (One Fort Worth representative actually advocates depressing the highway under runways to make room at this site!)

We allege that a purported airport to serve an area of four counties was designated upon the advice and consent of Fort Worth unilaterally, and without notice or hearing for Dallas.

We allege that CAA records have been concealed, changed and juggled to hide partisan and unilateral imposition of this airport against the will, against the necessity and against the convenience of 80 per cent of the flying patronage of the area supposed to be served.

These allegations we will prove, if given an open hearing with the right to subpoena witnesses and cross-examine opposition witnesses. Dallas has been denied such a hearing from the beginning. CAA refuses.

WE DO NOT ASK Congress to give to Dallas an inch or a penny of advantage over Fort Worth—or over anybody anywhere. We do not begrudge to Fort Worth the finest and most convenient airport which her patronage can justify or her celebrated initiative can confute.

All we ask is that Congress postpone action until a full, fair and open hearing of both sides can be held, with cross-examination of all witnesses so that the full truth of this amazing case can be brought before the whole nation.

Out of such a hearing, we believe, will come the formulation of a new and better national policy for regulating air transportation and protecting the true public necessity and the true public convenience in access to air travel. THANK YOU.

THE CITY OF DALLAS

Example
Mayor, the City of Dallas

Robbie B. Thomas
City Manager, the City of Dallas

Paul Livingston
President, Greater Dallas Planning Council

E. O. Kimmons
President, Dallas Citizens Council