

January 14, 1953

CONFIDENTIAL

MEMO TO MR. CARTER:

Re: Meeting of Dallas City Council - 2 P.M. January 13, 1953
Municipal Building - Dallas, Texas

Mr. Roberts, a Dallas attorney, opened the meeting by addressing the Council as the representative of the 200 objectors present in the Council room.

Mr. Roberts stated that the objectors present were not opposing the improvement of Love Field in principle, but to the improvement of Love Field at its present address in the interest of safety to persons and property.

Mr. Roberts offered the same plan as proposed by Mr. Northcutt at the Hillcrest meeting Monday night--sell the present Love Field site and use the revenue for building a new Love Field in another location. Mr. Adams, a Councilman, pointed out that Dallas could not just close Love Field, sell the property and rebuild a new Love Field. Air service to Dallas had to continue no matter what course was followed.

Mr. Roberts introduced a Dr. Chisolm representing the Negro residents. He made a rather impassioned talk citing the City of Dallas using the Negro residents as the least line of resistance in property condemnation, that they were paying taxes on the property around Love Field but the City would do nothing to improve their situation.

Mr. Teague, representing the Hillcrest group, made a strongly worded speech to the Council stressing only the safety angle that the Master Plan has runways on takeoff and approach directly in the line of eight schools, and any disaster that might occur involving the death or injury of these school children would be on the Councils' head. Mr. Teague mentioned that one principal of these schools stated she was afraid parents would remove their children from the school because of the ever present danger of airplanes crashing.

Councilman Adams said he believed that people bought property around Love Field knowing full well of the danger and noise and nuisance involved.

Mr. Lambert, President of the Air Safety Committee, stated Dallas had three choices in the Airport matter:

1. Go to Midway
2. Improve Love Field at a new address
3. Improve Love Field at the present address.

Mr. Lambert said he was not in favor of moving to Midway at all, but believed there were people in Dallas who did. He could only support the bond issue if Love Field was moved to a location where the percentage factor of people being exposed to crashes was reduced to a minimum. Mr. Lambert quoted from the Buckley report, stating that certain facts presented by the City based on this report had been quoted erroneously.

Mr. Marcus spoke in behalf of the Aviation Committee of the Chamber of Commerce supporting the Master Plan. He stated that some cities had moved their Airports to the outskirts of the city, thereby losing large amounts of revenue. He used Willow Run as an example quoting the decline of the Detroit-Cleveland business. He quoted Mr. William Littlewood of American Airlines, that the advent of jet transport airplanes would not appreciably increase the noise nuisance factor around Love Field if jet-liners ever became a reality. Mr. Marcus mentioned that there were people in Dallas who wanted

to move to Midway over Love Field.

Mr. R. L. Thornton followed Mr. Marcus, stating he was not an expert in aviation or engineering, and he appreciated the fears of the objector group for their families and property, but Dallas was now at a cross-road in aviation and he did know something about the building of Dallas, and in order for Dallas to go ahead the Master Plan should be carried out.

Mr. Riley, representing the American Federation of Labor, stated that labor supported the Master Plan in every way. Mr. Riley said that his labor groups had been addressed by Mr. Marcus, and the desirability of the Master Plan was accepted by the labor group.

Mr. Teague asked Mr. Riley if labor had invited any representative of the objector group to explain the other side. Mr. Riley said "no", and no meeting was scheduled until after January 27, 1953.

Mr. Roberts pointed out that Mr. Riley was empowered to call a complete meeting of the labor group on a 24 hour notice.

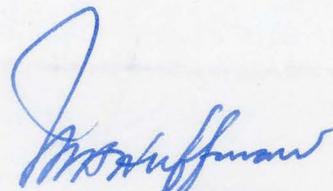
Mr. Northcutt spoke for the Aviation Safety Committee advocating a new location of Love Field. He mentioned Midway briefly in that it was strange that Fort Worth could acquire a suitable location that afforded protection to residents.

Mr. Carrington, representing the Planning Committee, supported the Master Plan as best, and that the objector group offered nothing but general ideas in opposing the Master Plan, and since they had no specific formula, the vote should be for the Master Plan.

The Council voted unanimously not to defer the bond election.

Councilmen Adams, French, Davis and a Judge (Wright, I think) were the Council members who questioned the speakers the most. The other Councilmen did not participate to any degree at all.

The meeting for this hearing adjourned at 4:30 P.M.



M. H. HUFFMAN