

# Relocation of Midway Building Is Protested

Mayor McCrary, in a letter to Secretary of Commerce Jones, has accused the Dallas City Council of "crow-hopping" over location of the Midway Airport administration building and strongly protested any further change in the agreed location of the site near the northwest corner of the field.

The mayor's letter was read at Wednesday's City Council meeting. His communication was in response to a Nov. 1 letter from Jones which stated that either the northwest location or a north-central location on Highway 183 would serve but that "the north-central location will be more nearly equally accessible to both sides of the field." Dallas' present contention is for the north-central location.

## More Dissatisfaction.

The mayor's letter asserted that "we do not believe that we should be penalized any further for the failure of an interested party to agree to the original proposal" and pointed out that the Fort Worth City Council had agreed to the original proposal for location of the building on the west side of the field. A proposal by the CAA to move the location to the northwest corner of the field also was accepted by Fort Worth, although not with entire satisfaction.

"It now develops," McCrary wrote, "that discontentment again arises from the City of Dallas, which to my mind is wholly unwarranted, impractical and prejudicial to the common interests of both Arlington (sponsor of the airport), Fort Worth and the carrier operators.

## Strongly Opposed.

"Our city has been much disturbed over the change in events occasioned by the continual 'crow-hopping' of the Dallas City Council. . . . We strongly protest a further change in the agreed location of the administration building or any development that would affect its maximum usefulness."

The mayor also dispatched to A. N. Kemp, president of American Airlines, a telegram asserting that any change would be vigorously opposed by Fort Worth.

Also revealed Wednesday was a letter addressed by William Holden, executive secretary of the Chamber of Commerce, to Jones, asserting that "the map of the airport layout . . . shows that the proposed future parallel runways are laid down in general to the east of present runways with the result that the entire future development of the airport, including

TURN TO PAGE 6, COLUMN 5)

# Midway Port Plan of Dallas Is Protested

(CONTINUED FROM PAGE 1.)

future hangars, is extended four-tenths of a mile farther east than the present boundary line of the airport. We believe from preliminary study of the topographic map that such parallel runways could have been laid down so as to push the development to the west just as easily as to the east.

## **Closer to Dallas.**

"The alternate location for the administration building lying farthest east is in fact within a quarter of a mile of the eastern boundary of the present airport."

Also pointed out was the fact that CAA engineers originally proposed sites on the west of the field, and that the CAA reported that area was more desirable from the standpoint of topography and weather conditions.

"Since you do not propose to definitely locate the building site at this time," Holden's letter added, "we trust that you will make no commitments favorable to the so-called north-central location. This would place the location of the entrance to the administration building approximately two miles closer to Dallas than to Fort Worth by present main highways."

## **No Formal Action.**

Although the council took no formal action on Mayor McCrary's letter, it indicated tacit approval and some councilmen were outspoken.

"If we should agree to the north-central site," Councilman Eagle remarked, "Dallas would come back in a week or two and want to move it even closer to Dallas—maybe over to Love Field. That's big Dallas for you."

"I'm against moving another inch in this proposition," Councilman Evans declared, and added, "I'm interested to know what's going to be done about it."

"I don't know," City Manager Bothwell replied.