

City Plans Two Sets Of Parallel Runways For Super Airport

Further plans for additional expansion of Love Field were announced by city officials Tuesday that will give the postwar superairport two sets of parallel runways on the landing strips most heavily used.

The projected double runways, 500 feet apart, on the northwest-southeast and the north-south strips, will require acquisition of land 2,000 feet wide for a distance of at least 1,000 feet from the end of the extended runways.

This will mean that the present route of Lemmon Avenue will be one of the new runways. Using Lemmon avenue for a landing strip will not only cause its abandonment as a main thoroughfare to Love Field from near Mabel to Bachman's Lake, but the almost complete clearance of Elm Thicket, a thickly populated Negro district.

To Buy Land Soon.

The Army, in asking the city to provide land for better landing strips, requested extension only of existing runways. Mayor Woodall Rodgers said the city decided that parallel runways will be desirable for the municipal superairport planned after the war, and that the land needed for these additional runways should be purchased at the same time the land needed to meet Army requests is bought.

Detailed plans for buying land for Love Field expansion will be rushed by the public works department, so actual buying can start promptly if the \$5,000,000 bond issue for airport expansion is adopted in the Dec. 28 election.

The first purchases will be made to extend the north end of the north-south runway to provide a 6,000-foot landing strip. At the same time obstructions at the west end of the east-west runway will be removed, including the old administration building, a large frame hotel on Love Field Drive, some hangars on the drive and other structures.

Next will come the acquisition of land for extending the southeast end of the northwest-southeast runway paralleling Lemmon avenue.

Bond Issue Ample.

The decision to build two sets of parallel runways has not changed plans to extend the east-west runway some distance east along Lovers Lane to provide a 6,000-foot landing strip.

So much engineering work has been dumped on the city public works department that Tim Conroy, acting public works director,

said that he could not yet state how many buildings would be purchased, how much acreage and how much the land is likely to cost. Acting City Manager V. R. Smitham and Mayor Rodgers said the \$5,000,000 bond issue will be ample. The Mayor estimated at least \$2,000,000 will be left over for other airports as called for by the new master plan if and when they are needed.

Some of the larger buildings along Lemmon Avenue probably will be left standing until the city swings into completion of the double runways for the superairport after the war. Whether the present administration building, the telephone exchange, the new branch post-office and some other large buildings along Lemmon are removed soon will depend on the Army's attitude, it was understood.

The strips 2,000 feet wide for the area for the double sets of parallel runways will be required because of regulations setting the minimum distance between parallel landing strips and the cleared space on each side. Parallel runways may be 500 feet apart from center to center. The clear space on each side of the outer runways must be 750 feet from the runway center.

Report to Council.

Smitham and Conroy will report to the City Council Wednesday on the decision to first purchase land to extend the north end of the north-south runway, carrying it across Lemmon to the Bachman Creek lowlands; to remove dangerous obstructions at the west end of the east-west runway, and to provide for extension to the southeast of the southeast-northwest runway.

Conroy said there was a misunderstanding in regard to the attitude of Lockheed modification plant officials in removing a power line serving the plant. Officials do not intend to appeal the Army's request for removal to Washington, but will go there on another matter, Conroy stated.

Scores of property owners in the Love Field area visited Conroy Tuesday or called him by telephone seeking information on whether the city planned to acquire their land.

OCD Adviser Sought

A civilian mobilization adviser, to be paid \$4,600 a year, will be hired by the government for the Dallas regional Office of Civilian Defense. The Civil Service Commission said applications would be considered before Dec. 14, and choices will be made on the basis of administrative experience.