

Jesse Jones' Airport Plan Gets Study

No answer on the suggestion of Secretary of Commerce Jesse Jones that Dallas, Fort Worth and Arlington jointly sponsor the beleaguered Midway Airport will be given until the City Council and the master aviation committee give it thorough study, Mayor Woodall Rodgers said Tuesday.

Secretary Jones gave his long-awaited recommendation on the airport in letters to Mayor Rodgers and Mayor Newt McCrary of Fort Worth, enclosing maps which placed the administration building on the northwest corner of the field, paralleling the new Dallas-Fort Worth North Road.

It was a site on the highway that Dallas requested in the long controversy over the airport that finally landed in Secretary Jones' lap in Washington months ago.

Amon G. Carter, Fort Worth publisher and member of that city's aviation committee, said Tuesday that Fort Worth, "as it has from the beginning, is willing to follow Secretary Jones' recommendation that Dallas, Fort Worth and Arlington jointly sponsor the project."

Never, he said, had Fort Worth asked that the administration building be placed on the west side, which, Dallas officials contended, was nearer Fort Worth and tended to throw development of the field in that direction.

"We only wanted equal representation," said Carter. "The Civil Aeronautics Authority recommended the west side—we did not." Mayor to Investigate.

In Dallas, Mayor Rodgers, commenting on Secretary Jones' letter, said:

"We must know the effect it will have on the master aviation plan for Dallas, now under survey by Harland Bartholomew and his engineering associates.

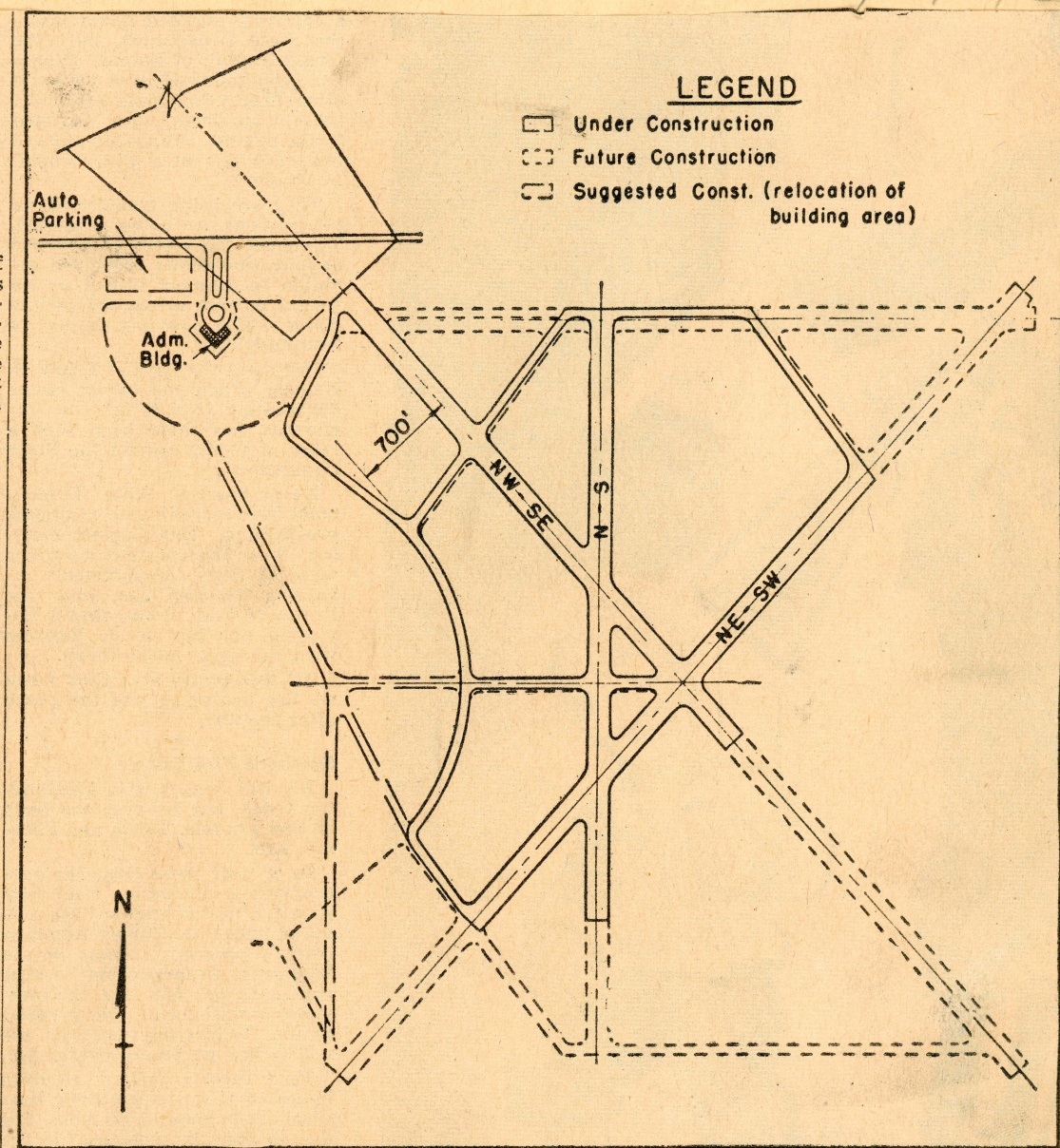
"We feel that for proper consideration of the matter we should be advised as to the contemplated use of Midway Airport and whether it shall serve as a transcontinental and international airport only or whether it contemplates serving local patronage.

"While we have felt that the position of Dallas and its own interests should be served by its own airport system, we feel that we should, as early as possible, give full consideration to the suggestion of Secretary Jones.

"I would not want to anticipate the action of the City Council and the master aviation committee on these proposed plans."

Secretary Jones, in his letter, told Mayor Rodgers:

"I feel very strongly that Dallas and Fort Worth should be co-



Jesse Jones' Midway Airport proposal . . . administration building in northwest corner.

sponsors of this airport along with Arlington. It is clear that aviation is going to have an increasing part in transportation, and regardless of whether Dallas and Fort Worth have their own individual airports—which I am sure they will have and must have as air traffic expands—the Midway Airport should be sponsored and supported by both Dallas and Fort Worth, and should serve these two cities as their joint airport.

"Undoubtedly, transcontinental and trans-American lines serving the Dallas-Fort Worth territory will not want to make two stops within a distance of thirty miles, and should not be required to do so.

"It is my understanding that this plan can be adopted without any cost whatever to Dallas and Fort Worth beyond the obligations of sponsorship, and I recommend it."

Members of the Civil Aeronautics Board, he added, had unofficially concurred in those views.

Carter, amplifying the statement, said both cities "can build what they want to."

"We have some airport plans here in Fort Worth. But it is feasible to have a one-stop airport for transcontinental traffic. As an individual, and not speaking for Fort Worth or the city officials, I concur with Secretary Jones."

The publisher added that the recent story emanating from Dallas that construction on the new North Road to Fort Worth had been halted by the WPB because of dirty politics, was pure bosh.

"We've tried to help on that road. We know the value of a new road to Dallas. Anyway," he slyly added, "we want you people over there to come over to this high altitude and visit us—see the real west!"

Mayor Rodgers had no comment to make on the new turn of events insofar as the North Road was concerned. He said, however, that Secretary Jones' recommendation

could change the recent WPB order.

The new location of the administration building at the northwest corner of Midway Airport would be equidistant from the hotel centers of Dallas and Fort Worth, about seventeen and one-half to eighteen miles, Mayor Rodgers said. The proposed Dallas superairport will be located within ten miles of Dallas. The administration building first proposed by Dallas was on the north side of the Midway Airport, about the center, and a short distance closer to Dallas than Fort Worth.

The City Council is scheduled to consider Wednesday making arrangements for obtaining data on the cost of preparing three or four proposed sites for use as a superairport. A decision on the Jones proposal is likely to be reached before further steps are taken on the superairport.