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December 24, 1940

Senator Morris Sheppard
Senate Office Building
Washington, D. C.

Dear Senator Sheppard:

Attached is a copy of the brief which was submitted to General Brett setting forth Fort Worth's advantages as a location for the Consolidated Aircraft Corp. A copy of this brief has also gone to the following:

Mr. Wm. S. Knudsen, National Defense Advisory Commission, Washington, D. C.
Col. Wm. F. Vollandt, Material Division, Air Corps, Washington, D. C.
Lt. Col. Walter T. Reed, Munitions Building, Washington, D. C.
Mr. Wm. H. Harrison, Chief of Construction, Industrial Production Division,
National Defense Advisory Commission, Washington, D. C.

Earlier information along similar lines was submitted to the following:

Admiral J. H. Towers, Chief, Bureau of Aeronautics, Navy Department
Captain S. M. Krause, Asst. Director, Aircraft Division, National Defense
Advisory Commission.

Attached is a copy of a letter submitted to Major Fleet, President, Consolidated Aircraft Corporation, binding Fort Worth to furnish the 1,200 acres of land and to bring to the site all the necessary facilities and utilities, including a railroad, at no cost to the Government. This entire development would cost the City approximately \$1,000,000.

Attached also is copy of the statement by President Stone of the advantages of Fort Worth and the Lake Worth site, which was sent to you on December 14th.

Briefly, the Government plant to be operated by the Consolidated Aircraft Corp. should be located on the Lake Worth site for the following reasons:

1. Because the Consolidated Aircraft Corporation selected this site several months ago as the one where it would build an interior plant in the case it was required to do so and, when asked to pass on sites recently, surveyed the proposed sites in Oklahoma and again reached the decision that it would build the plant here more quickly and operate it more efficiently than at the other points. The company states that it has so advised the Air Corps repeatedly during the past two weeks.

2. A plant on this site can also be used, if needed, for the manufacture of flying boats having a water base adjoining it with runways adequate for the largest boats. It is now being used by Consolidated as a mid-continent stop in the transport of flying boats to the British. The Consolidated manufactures both flying boats and bombers. Why not make the investment where the greatest use can be made of the plant and where the Government has the best chance to realize on its investment if it ever desires to dispose of the plant?
3. The site for a landing field can provide longer runways and be developed at minimum of cost in comparison with the sites in the other cities. The availability of extremely long runways is important for the present and future large aircraft.
4. Climatic conditions are definitely more favorable here.
5. Fort Worth and the bulk of its natural trade territory, in West Texas, has not had any defense establishments and should not be penalized by counting projects established in other parts of this very large state.
6. If another airplane assembly plant or factory is to be located in this general region, why not place it at Tulsa and let this plant which has selected Fort Worth be located where it can do the best job for the National Defense Program.

If the point is brought up that the North American Company is located near Dallas, it can be very easily answered that the Fort Worth-Dallas industrial area in the two counties alone has a population of approximately 625,000 against 193,000 in Tulsa County, with no large industrial centers nearby. Obviously, this area is far better able to support an additional plant at Fort Worth than Tulsa is to support the one plant, employing probably 15,000 men. This area is the largest concentration of population south of Kansas City where the Government has recently announced the location of a very large arms factory and also one of these army bomber assembly plants, the sites being within a very few miles of each other, so the argument against location in Fort Worth on the basis of available population or against concentration is not sound.

I will be glad to furnish any other detailed information desired. Do not hesitate to wire or call.

Thanking you for your continued interest in this matter, I am

Sincerely yours,

William Holden
Executive Vice President

UNUSUAL ADVANTAGES AVAILABLE AT FORT WORTH, TEXAS,
FOR ESTABLISHMENT OF A MANUFACTURING PLANT BY
CONSOLIDATED AIRCRAFT CORPORATION.

SITE: A site of 1,000 acres on Lake Worth 6 miles from Tarrant County Court House is available for manufacturing facilities and the necessary airport. This site can be expanded to the west to include at least 400 additional acres.

The Consolidated normally manufactures both land and sea planes. While we understand that the immediate plans of the company are to produce in this plant only land planes for the U. S. Army, a location on an adequate body of water is important for possible future production also of sea planes. Officials of Consolidated have indicated that a combination location of this type is much more desirable from the company's point of view than is a land-locked location

Lake Worth is suitable for the launching of sea planes. Consolidated is now using the lake as an over-night stopping point in the delivery of flying boats from its San Diego plant to Great Britain.

Fort Worth's chain of three great lakes on the Trinity River, Lake Worth, Eagle Mountain Lake and Lake Bridgeport, 6, 10 and 32 miles, respectively, above Fort Worth, all interconnected, have an aggregate capacity of 530,000 acre feet. By regulation of flow from the two upper lakes water may be maintained at spillway level in Lake Worth through any conceivable drought.

Fort Worth city utilities, with the exception of sanitary sewage disposal, can be made available at the proposed site on Lake Worth.

LABOR: Labor in this vicinity is intelligent. Approximately 83 per cent of Fort Worth and Tarrant County's population is native white. Mr. T. E. Crabb, Manager of the Fort Worth Office of Texas State Employment Service, stated recently that there are 11,000 skilled mechanics and machinists registered in the several offices of that agency within 100 miles of Fort Worth. Eleven per cent of these are under 21 years of age, 74 per cent are between 21 and 45, and 15 per cent are over 45. Mr. Crabb states further that there are in the files of the Fort Worth office names of approximately 3,000 skilled and semi-skilled workers and 6,000 unskilled workers. Due to construction activity in other Texas cities these numbers are probably materially reduced at the present time, but when the construction of military camps shall have been completed the number of available workers will naturally increase.

North American Aviation, Inc., has under construction a plant in the vicinity of Dallas. The largest number of employees to be used in that plant, according to the best available information, is 12,000. Officers of Consolidated have indicated that should the

proposed plant be established at Fort Worth it will make use of approximately 15,000 employees. The recent census shows the population of Tarrant County, Texas, to be 225,588, and that of Dallas County 398,049, a total of 623,637 in the two adjoining counties, from which to draw a maximum of 27,000 employees for the two plants, should Consolidated locate on Lake Worth - although of course such employees could and probably would be drawn from the population of all of North and Central Texas.

In this connection an interesting fact has been pointed out by officials of Consolidated Aircraft Corporation. They state that there is an important advantage in having two airplane manufacturing plants in the same general vicinity, as experience at San Diego and perhaps other West Coast cities has demonstrated. There are times when a department of a large aircraft factory will find it necessary to cease operations, in whole or in part, for a period of time, during which a nearby plant may be able to use employees from that department, and the managements have found it practicable and convenient to work together in the matter of "floating" groups of employees from one plant to another, for a time, to the great advantage of both the factories and the employees.

TRANSPORTATION: Fort Worth is served by 9 trunk line railroads. No city in the Southwest has finer railroad facilities. Fort Worth is on direct air lines from the East Coast to the West Coast. It is 9 hours by air plane travel from Los Angeles to Fort Worth. No other city with Fort Worth's lake facilities is so well situated approximately half way between the coasts, as is demonstrated by Consolidated's use of Lake Worth as a stop-over point in its delivery of flying boats to Great Britain.

HOUSING: The Fort Worth Chamber of Commerce has pledged itself to provide adequate housing facilities for new citizens who might seek homes here in the event of location at Lake Worth of a Consolidated Aircraft Corporation plant. The 1940 Bureau of the Census survey of housing facilities indicates that at the moment there are 2500 vacant units in the city of Fort Worth.

FORT WORTH CHAMBER OF COMMERCE,

By _____,

President

December 14, 1940.