

major airport that has that standard control tower is O'Hare. I.M. Pei designed that tower. That's how I first met I.M. Pei.

Schulze: It's Jim Freed's design, isn't it?

Manny: Yes. Jim was Pei's man on that job. Bill Downes, for the city, was adamantly opposed to it. Najeeb Halaby, who was the administrator of the Federal Aviation Administration, had come to Chicago one time, and Bill Downes felt that he had slighted Mayor Daley. It had something to do with Meigs Field. I don't remember the story, but Bill just disliked the man enormously; and when he wanted to foist off this standard tower on Chicago, Bill Downes rebelled. He wanted the tower that Gladych had designed, but there was never enough money to build it.

Schulze: The Pei tower, however, went up rather late.

Manny: Yes, but Gladych and I both felt that the Pei tower did pretty well for O'Hare, and it went along with that wishbone structure of the bridge. We were not unhappy with it and finally convinced Bill Downes that he should back off and let it go ahead, which he eventually did. But he was very reluctant about it. I want to finish the story of the traumatic time when this overrun happened. I told you about how Benesch really won over the technical group in this meeting in the Murphy office and, from that point on, I don't think Joe Baker and Charlie Duke paid a whole lot of attention to Jack Train. Jack realized that ours was a quality operation, and, in the end, when they filed a written report it was very favorable. Another thing that happened at that time was that we took this airline group out to O'Hare, and they met with Metschke. I think we were actually in a construction office trailer, and the construction was still going on. Metschke showed them one of things responsible for the overrun were all these utilities, drainage. All these things were out there under separate contracts where they would overlap with