

Schulze: Can you date that time when the airlines started supporting you again?

Manny: It would have to be some time after meeting with Benesch in the downtown office and the meeting with the airlines in the trailer out at O'Hare. I'm not sure—probably the spring of 1961 about the time of Jack Train's report. I should go back a little bit about some of these things that were done, I think, uniquely at O'Hare that went into getting solid support from all quarters. We got the airlines to accept some standards, and they then became airport standards for the future. Both Bill Downes and the airport manager were good about policing the standards. I should also say that when Bill Downes finally took over, when those buildings were finished and opened up, Mayor Daley promoted Bill Downes from being a bureau head to being a commissioner, and aviation became a separate department from public works. This is the source of a great many problems that followed thereafter, because there was great, great jealousy and friction between Bill Downes and George Dement. At that point George Dement was the president of the Airport Operators Council. This was an association of the major airports around the United States. Bill Downes felt that he should relinquish that presidency since he was not the commissioner of aviation, but George Dement also had an ego and had been involved with this thing up to this point, and he did not give it up. That was, I think, the start of their friction which continued and was then carried on with Pikarsky when Dement moved over to the CTA and Pikarsky took his job. That was a headache for me on the later O'Hare development things because our contract was still with public works, but we had to satisfy aviation. This was a constant problem for the next fifteen, twenty years, and I think it is probably still a problem. We had another system of airline identification down the length of the terminal buildings: these signs that hung at intervals, where they put their little logo and where they had their name. They couldn't use their own script, their own typeface. I think we used the sans serif typeface that we used throughout the airport. Hayward Blake, the graphics consultant, was a big help. The alphabets were developed, and we looked at the