

McCurry: The problem came when the mayor proposed that the Crosstown Expressway turn eastward at 79th Street and a 79th corridor be developed to reach the existing Skyway. There was a tremendous outcry by the people that lived on either side of 75th Street, which Walker felt was justified.

Blum: You mean the people that would be displaced by this?

McCurry: Yes. And it became a deadlock between the mayor of the city of Chicago and the governor of Illinois. Finally, the governor refused to allocate state funds to this development and the federal government then squashed the whole project. The answer in our judgment, and we were terribly disappointed by what happened, was to join the Indiana and Michigan tollways, or arterial highways, through the newly developing Route 80, which could have been reached by continuing the Cicero corridor southward.

Blum: So, in other words, after all of your thoughtful considerations, what you considered a better solution, were really defeated because of the political situation.

McCurry: That's right. The money which was coming to the city, which was I think was half a billion dollars, an enormous sum of money, was finally given to the city of Chicago when Jane Byrne was mayor. She frittered the money away patching potholes and making a start, of course, on the development of rapid transit on the Stevenson.

Blum: When you were president of the AIA you also gave an address entitled "The Architect's Image and His Education," which I presume drew on your background and experience as an educator as well as an architect. What precipitated this address?

McCurry: As architects we were facing a period of time in which practically everyone in the building industry was facing the constant and uncontrolled escalation of costs. In a political sense this was uncontrolled inflation, probably due to the liberal Democratic congress, the war in Korea, the war in Vietnam, which