

Presentation of the Thomas H. MacDonald Award For 1962 to Francis C. Turner

By REX M. WHITTON, Federal Highway Administrator, Bureau of Public Roads,
 U. S. Department of Commerce, at the 48th Annual Meeting of the American
 Association of State Highway Officials, Bal Harbour (Miami Beach), Fla.,
 December 4, 1962

It is my privilege and personal pleasure today to present the Thomas H. MacDonald award; AASHO's annual recognition to an individual who has given continuous, outstanding service to the highway program over an extended period of time.

Some of you may think my association with this award is like the Yankees and the World Series. This is my fourth successive year at it—three times as pitcher and once as catcher. I'm equally proud to play either position.

Now, just so you can settle back in your chairs, the 1962 Thomas H. MacDonald Award goes to a man known to most of you—the Bureau of Public Road's Assistant Federal Highway Administrator and Chief Engineer, Francis C. Turner.

I think even the newest of our AASHO members here know Frank. But they may not know much about Thomas H. MacDonald. He was the head of the Bureau of Public Roads under various titles from 1919 to 1953. The title was Chief for many years, and it is as "Chief" that we who knew him, remember him with both affection and respect. More than any one man, he is responsible for the great network of improved highways serving the Nation today; for the Interstate System we are now building; and for the Federal-State cooperative partnership concept that governs the Federal-aid highway program.

When Mr. MacDonald died in 1957, this Association decided to perpetuate his memory and his ideals in a manner he would have thought altogether fitting. And so, AASHO presents this award in his name each year, recognizing the contributions to the highway program of an outstanding man—a man who has devoted his career to public service.

Now, let me tell you something about Frank Turner. First, he's a Texan; born in Dallas and educated at Texas A & M. His first job, fresh from college, was in the Bureau of Public Roads office at Fort Worth. While he had to leave Texas, because the Bureau moved him elsewhere, he has never left the Bureau—for which we're very glad.

From 1929 to 1942 the Bureau had Frank working in a dozen different States and in Washington. Then they decided to send him as far away as possible; but I assure you it was because of his capabilities, and not for other reasons. First it



Rex M. Whitton, Federal Highway Administrator (right), presents the AASHO Thomas H. MacDonald Award for 1962 to F. C. Turner, Assistant Federal Highway Administrator and Chief Engineer, Bureau of Public Road's, during ceremony held at Americana Hotel, Bal Harbour, Florida, on Tuesday, December 4, 1962.

was to Alaska, where he provided liaison between Public Roads and the Corps of Engineers in the construction of the Alaska Highway. The Army Engineers took him on detail, to supervise maintenance of the Highway for three years. The War Department gave him three letters of commendation for that work.

In 1946, the Bureau sent him even further away—to Manila. There he took charge of the \$40 million Philippine highway restoration program. He did so well that the State Department drafted him to coordinate the entire Philippine rehabilitation program, involving \$550 million of United States funds. Somehow, in between, he helped reorganize and modernize the Philippine Public Works Department. In gratitude, the Philippine Government made him an Officer in their Legion of Honor.

Frank came back to Washington in 1950 and became Assistant to the Commissioner. This began his close relation-

ship with Mr. MacDonald that continued until the Chief's death. I expect that Frank will cherish this award, above all else, because it is made in tribute to Thomas H. MacDonald.

For several years in his new Washington post, Frank worked hard and well in the establishment and maintenance of policies and operations of the Bureau's overseas programs—the building of the Inter-American Highway and assistance to underdeveloped countries in building up national highway departments and highway programs. In the same area, he has served periodically as a United States representative to the Pan American Highway Congress and its committee organizations since 1951.

In 1954, Frank received the Department of Commerce Silver Medal Award for Meritorious Service, for his outstanding contributions to the Alaska Highway and foreign assistance programs.

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In that same year, Frank's abilities were turned from overseas to national affairs. He became executive secretary to the President's Advisory Committee on a National Highway Program, headed by General Lucius D. Clay. He continued to represent the Bureau of Public Roads in further studies and hearings of Congressional committees working on highway legislation. Out of all this came the Federal-Aid Highway Act of 1956, with its provisions for completing the Interstate System and establishment of the Highway Trust Fund.

For his outstanding performance, dedication, and contributions in this work, Frank received one of the biggest cash awards ever given to an individual by the Department of Commerce.

The 1956 Act created the new position of Federal Highway Administrator. John Wolfe, for a short time, and then Bert Callamy, took on that job. Frank was their mentor, aiding them in the formulation of policies and procedures for the new, accelerated highway program. I can skip forward to 1961 and say that he has done the same for me. His experience, knowledge, and judgment have been as available to me as it was to my predecessors.

Frank's latest recognition came in February of this year, when he received the Department of Commerce Gold Medal award for Exceptional Service, for an outstanding career in highway engineering and administration.

Frank has one of the longest titles in the Bureau of Public Roads—Assistant Federal Highway Administrator and Chief Engineer. He has had that title, or one like it, since 1957. He holds the highest classified career service position in the Bureau.

Despite the fact that he is from Texas, Frank is a small, quiet, thoughtful man. In this, as in his ability, he resembles Chief MacDonald. I know that Frank will take this as a real compliment.

So, Francis C. Turner, will you please come up here and accept the Thomas H. MacDonald Award from the American Association of State Highway Officials, in recognition of your many outstanding contributions to highways and to the Nation.

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time in tooling up for a job and then have to shut down for the winter. Advertising projects in the spring would, in many cases, enable the project to be completed in one working season instead of two.

(b) The contractors should base their bids on the specified contract time and,

Remarks of Francis C. Turner, on Receiving Thomas H. MacDonald Award for 1962

President Womack, distinguished guests, ladies and gentlemen and Rex:

Thank you for your presentation remarks. Thanks to you and the other members of the Board of Awards, Dave Stevens, Bill Bugge, Alf Johnson, for honoring me as the 1962 recipient of this coveted award. I am proud to join the distinguished list of those previously honored by its award. First there was Herb Fairbanks in 1957, followed by George McCoy in 1958, followed by Alf Johnson in 1959, Rex Whitton in 1960, and Bill Bugge last year.

It is especially meaningful to me because I spent almost my entire career under "Chief" MacDonald. I was closely associated with him during the last years before his retirement in 1953.

This award should not be to an individual. It should not be an honor to an individual. It should be a recognition of the man in whose name it is given. No man can earn this by himself.

I am pleased to receive it in behalf of my wife, who is chief contributor to any achievements I have made, and the Bureau with which I am associated.

New Committee Chairmen For AASHO Committees

Due to expiration of terms, resignations, retirement and death, several changes have occurred in the Chairmanships of several AASHO Committees.

In order to keep the Association Members informed, we are listing the new chairmen as follows:

JOHN C. MACKIE, Michigan, Chairman, Committee on Administration (By reason of being President of AASHO).

T. F. MORE, Illinois, Chairman, Committee on Factual Surveys (Wm. E. Willey, term expired).

GEORGE E. WHITE, JR., West Virginia, Chairman, Committee on Highway Transport (R. R. Bartelsmeyer, resigned).

C. TAYLOR BURTON, Utah, Chairman, Committee on Public Information (Wm. R. B. Froehlich, resigned).

A. H. LAWRENCE, Michigan, Chairman, Committee on Uniform Accounting (G. M. Foster, deceased).

RAY W. BURGESS, Louisiana, Chairman, Committee on Electronics (E. S. Preston, resigned).

WALTER JOHNSON, Kansas, Chairman, Committee on Maintenance and Equipment (J. H. Swanberg, term expired).

EDITOR'S NOTE: On Page 53 of this issue appears the photographs of the new chairmen as well as those carrying over on unexpired terms.

if necessary, provide extra shifts to complete the job within that contract time.

(c) Whenever extra or additional work is ordered, both costs and additional time should be negotiated.

(d) The specifications should contain provisions for time extensions and waiver of liquidated damages which may be granted the contractor because of delays arising from unforeseeable causes beyond the control and without the fault or negligence of the contractor, including, but not limited to, acts of God, utility adjustments, extra work orders, acts of the public enemy, acts of another contractor

in the performance of a contract with the state, fires, floods, labor disputes, freight embargoes or abnormal weather.

(e) Liquidated damages should be realistic, and policies and procedures relating to them should leave no doubt whatsoever as to whether or not they will be enforced. The Joint Committee endorses a procedure whereby a contractor who is consistently behind his own completion schedule could be declared unacceptable by the state highway department, and then would not be permitted to bid additional work until his progress is satisfactory.