

In addition to that, it is quite a trash catcher, to get to the esthetics of it.

It does do a pretty good job of stopping a vehicle; we know that.

Mr. ZION. I would like to make available for the committee members' inspection some pictures of the multiflora rose hedge as used in the State of Oregon. It is apparently quite attractive and does not show the trash-collecting capacity which you mentioned, although I am sure this is true.

Dr. HUELKE, my wife and I were very well aware of your interest in preventive medicine at my alma mater. I can say that with my experience with Michigan and its capacity to prevent diseases and so forth, it has never been more vividly portrayed in activities, in preventing serious accidents, as this job you are doing now; and I would like to associate myself with the remarks that this is a wonderful service performed by you and by your alma mater. I think citizens of this country are most indebted to you for your work.

Dr. HUELKE. Thank you very much, sir.

Mr. McCARTHY. If there is no objection, I would like to request that these photographs be made available for reference by the committee.

Mr. ZION. Yes.

Mr. McCARTHY. Without objection, they will be marked as "Exhibit 1."

(The exhibit is retained in subcommittee files.)

Mr. McCARTHY. Mr. May.

Mr. W. MAY. Dr. Huelke, we had testimony in the previous 2 days from Mr. Joseph Linko, of New York. Mr. Linko stressed changes in design of construction that would call for, as Mr. Linko said, a sliding action of the vehicle. If it strikes the guardrail and if a guardrail were properly overlapping the bridge end post, you get a sliding action. The accidents you analyzed seem to stress situations where the vehicle came to an abrupt halt.

Is there not a relationship in the thinking of both of you?

Dr. HUELKE. This is the whole concept. It is not how fast you are going; it is how fast you stop that causes the injury. And you want to take that time period and go and go and go and go before you come to a stop; and never do it abruptly, because it is the abrupt stop that causes deformation of the vehicle and injury to the people.

Mr. W. MAY. While engaged in the inquiry a few months ago, we on the staff were impressed to read about Mr. Arfons, who was driving a test car going 580 miles an hour and lost control of the vehicle, and he lived. As a matter of fact, he was very slightly injured, which suggested to the staff at least, that a person can lose control of a vehicle and would come to a stop without serious injury if he continued to move, to slide, and gradually slow down.

Dr. HUELKE. That is just what he did in his car.

Mr. W. MAY. He did not strike a bridge abutment or a signpost.

Mr. Chairman, I would like to make Dr. Huelke's Highway Research Board paper, called "Nonintersection Body Fatalities—A Problem in Roadway Design," exhibit 2.

Mr. McCARTHY. Without objection, so ordered.

(Exhibit No. 2 is retained in subcommittee files.)

Mr. W. MAY. Do you have anything else to add, Dr. Huelke?

I have no further questions.