

Mr. LINKO. That is right.

Mr. CLAUSEN. I think there ought to be reprints of this presentation sent out to prick the conscience of every engineer in this country. I think they have been sadly lacking. I am a great respecter of engineers, but I think it should be on their conscience, because they, in effect, have been killing a great many Americans. I think it should be presented to people very forthrightly, so this thing does not occur.

When a layman like this can come before the committee and make this sort of impression, I am just hopeful now that this committee will take the information and see that it is implemented immediately. Because, as I said, it is not a question of money.

Mr. LINKO. Yes. And I would like to point out, millions can actually be saved every month. I have visited at random new highways and they still have these defects now. It can save millions right now, if only by not building more hazards. That is the point.

Mr. CLAUSEN. I would think, frankly, the engineering organizations of this country would be well advised to take some copies of these photos and voluntarily see that these go out to their members. If they do not do this, I would think the committee would be well advised to see that they are sent to the service clubs throughout the country to prick their conscience.

Some of the people injured or who lost their lives might have been members of your family. It disturbs me greatly.

I think what you have done is one of the greatest services to mankind.

Mr. LINKO. I am glad this committee will listen, because I have given this information out in the last 4 years to everybody, and nobody else has listened.

Mr. McEWEN. Mr. Chairman.

Mr. BLATNIK. Mr. McEwen.

Mr. McEWEN. I would like to add also my appreciation to Mr. Linko for what he has presented. I think you have made us all very mindful of many of these situations that are repeated time and again on our highways.

I would say, Mr. Chairman, I would say to Mr. Linko, just this past week when I had to drive quite a few hundred miles over our Interstate System, I had occasion to observe there are improvements being made. For example, on I-81 in New York State, between Binghamton and Syracuse, I noted there in the newer sections that have been opened where the guardrails are being buried, the ends of them. They are being flared back and buried into the ground.

After looking at your slides prior to my trip of last week, I found, Mr. Chairman, as I think all of us on this subcommittee have, as we have been driving now we have been looking for a lot of these things that you have pointed out.

I will say, Mr. Linko, I saw many of the things that you called to our attention that are still being repeated, particularly on location of signs where they could be placed back of guardrails and they are not placed back of them, or where a slight change in the location would take care of the situation. But I did note some improvements. One, on the flaring of the guardrails and burying them into the ground, and also I saw some better protection on some of our bridge abutments.