

I think, incidentally, the analysis we have here in review, pictures, will stimulate some comment from this distinguished panel that I am happy to have at the table today.

Mr. CONSTANDY. They may even disagree either with you or among themselves. We hope they will feel free to voice their opinion whether it agrees with anyone else's or not.

Mr. PRISK. I would welcome that.

Mr. CONSTANDY. Incidentally, we are not attempting here to establish any design standards; it would probably be inappropriate for a congressional committee to do so. We simply want to review and analyze this without it being thought that we are setting any design standards to be followed. I think there are appropriate points here that could be commented on, which should prove interesting to people who have the responsibility of setting design standards.

Mr. HUFF. I would like to ask Mr. Prisk if he has any accident data or knowledge of installations that are in operation that prove the superiority of the blocked-out rail versus the non-blocked-out rail?

And I also have one other comment I would make now, Mr. Prisk, if I may. I would suggest that you stress the importance of not putting a curb directly in front of a rail, if you do that as you go along.

Mr. CONSTANDY. I think Mr. Prisk will agree with you on the curb. He has convinced me that is undesirable. We will get to a section of this discussion later when we are dealing almost entirely with curbs. Mr. Skeels?

Mr. SKEELS. While we are talking about the advantages of the blocked-out rail, I would like to point out another one. When a rail is mounted directly on a post and not blocked out, as the rail is struck by a car, the post will tip backward in the ground and the height of the rail then immediately starts to decrease; as the post is pushed backward the rail lowers. With a blocked-out rail, as the post is pushed backward, initially at least, the rail rises, actually gets higher, and so it is very effective in preventing cars from mounting the rail.

Mr. CONSTANDY. Have you conducted research on this point, Mr. Skeels?

Mr. SKEELS. I have not conducted research personally on this point, but Mr. Beaton of California has, and has proved this beyond a doubt.

Mr. CONSTANDY. You have reviewed the—

Mr. SKEELS. I have reviewed his work. At General Motors we do use a form of blocked-out rail. It is blocked out by a spring section instead of by a solid block, but it does the same function and it is very effective. And we have done a considerable amount of evaluation on the benefits to be obtained by mounting the rail forward of the post face.

Mr. CONSTANDY. Thank you.

Mr. Wilson

Mr. WILSON. I am somewhat familiar with Mr. Beaton's experiment done by the California Department of Highways, and I can confirm that what Mr. Skeels says is correct.

I would like to comment on the problem of the guardrail not being blocked out. Mr. Beaton also conducted some experimentation which led to the use of the block. What happened, the car would hook into a post and have a tendency to circle and throw occupants out of a car.