

Mr. CONSTANDY. In that case, is it not true that the front of the car begins to decelerate and the back end of the car then is caused to swing around, either overturning or going end over end?

Mr. PRISK. That is right, and quite often the occupants of the car receive severe treatment, and sometimes are thrown from the car if not restrained by seat belts.

Mr. SKEELS. I would like to reinforce that with one more statement. If the wheel of the car is allowed to contact the post, which happens when the rail is not blocked out, it is very likely that the wheel of the car is torn off and you make a major accident out of a situation which otherwise might be quite a minor one.

Mr. CONSTANDY. Mr. Huff, I think you would like to say something more.

Mr. HUFF. I would like to state that with our guardrail, where the ends are anchored, securely anchored on the ends, the non-blocked-out rails have been performing very satisfactorily.

Mr. CONSTANDY. You use such installation in Texas, do you not?

Mr. HUFF. Yes. I can understand if the end is not secure you might have trouble. Where you anchor the end you probably will not have trouble.

Mr. CONSTANDY. Mr. Ricker, do you care to comment?

Mr. RICKER. I was going to raise a different question.

I wonder if Mr. Prisk is going to speak of the spacing of the post and the situating of the post spacing.

Mr. CONSTANDY. I think so, yes. That will come up in the course of the slides in any event.

Mr. PRISK. Yes. Just as a matter of getting this before us pictorially, let's take a look at what we mean by a blocked-out rail.

The third from the left is the common example of a blocked-out W-beam rail. This same section that I have here at the table. And this shows the difference between that and the one next to the left, the standard rail which is mounted on the post.

