

Now, there are other types of guardrail even beyond the ones that are here, of course, but the farthest to the left is the cable rail where you have a wire cable, steel cable, mounted on wood post, or on steel posts for that matter, which will perform, and again depending upon the post, of course, with various kinds of effects.

The farthest to the right is the box beam type of rail which is a rather new development in the field, starting in New York. This depends for its effectiveness not on the blocking out but on the fact that that post collapses upon contact as the vehicle goes into the rail, the box beam rail, it will knock down the vertical supports and bend this little square section that you see up here at the right end [indicating]. So there are various types of rail systems. These are four.

Mr. CONSTANDY. Incidentally, in connection with the box beam rail, we will have testimony further in these hearings from people who developed it. But it is important to recognize, in use of that type guardrail, that the post be weak and it is intended that the car will knock it down as it slides along.

Mr. PRISK. May I show you the various types of approach end treatment that are commonly used?

This is a case where the end of the guardrail, which is at the right of the slide, is buried in line. In other words, it is dropped to the ground level and anchored there with a concrete block. So that as the vehicle approaches that, he is not going to be impaled on the end of the rail.

Mr. CONSTANDY. I think it would be appropriate here to make reference to the Highway Research Board Special Report 81. Correct me if I am in error, but in it they depict both this and the next one you show which has a flare on the end of it and they recommend this one over the other one; do they not?

