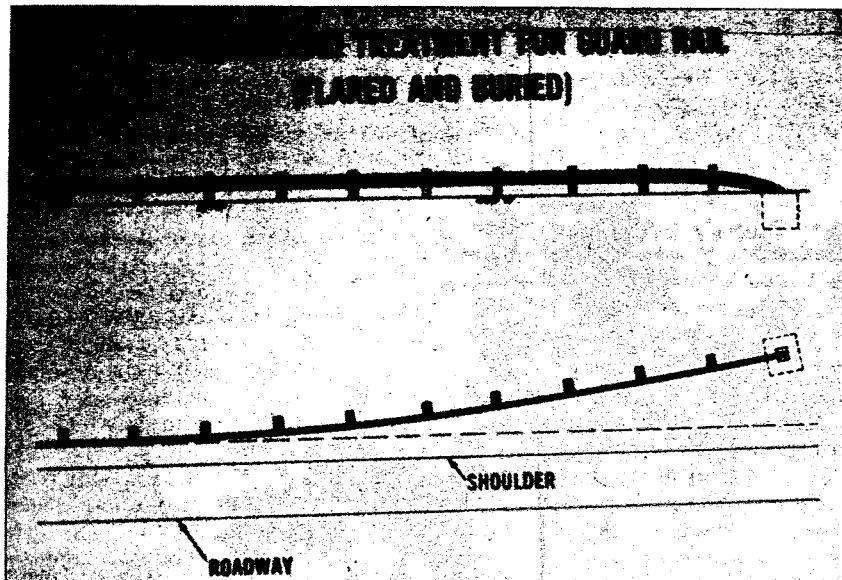


Mr. PRISK. Yes, this is the flared and buried installation, where the approach end of the rail is actually carried laterally away from the roadway, so that your contact is in that curved section before it gets back to the edge of the shoulder.

Mr. CONSTANDY. Mr. Skeels is chairman of the committee of the Highway Research Board which had a subcommittee develop Highway Research Board Special Report No. 81; is that not correct, Mr. Skeels?

Mr. SKEELS. That is correct, yes.



Mr. CONSTANDY. Was that not a distillation of the known research which has been performed by various people on the use and application of W-beam guardrail?

Mr. PRISK. That is.

Mr. SKEELS. That is right. Although the known test data was assembled and investigated by the subcommittee and Special Report 81 is the result of the findings of all available work.

Mr. CONSTANDY. I see. Thank you.

Mr. ZION. Mr. Prisk—

Mr. CONSTANDY. When was Special Report 81 published?

Mr. SKEELS. I don't have the exact date in mind. I would say about 4 years ago.

Mr. CONSTANDY. I would like to make that exhibit No. 4, Mr. Chairman, Highway Research Board Special Report 81.

Mr. BLATNIK. Without objection, so ordered.

(Exhibit No. 4 is retained in subcommittee files.)

Mr. ZION. Mr. Prisk—

Mr. BLATNIK. Mr. Zion.

Mr. ZION. Where you have—I have seen new installations where you have the end of W-beam buried. It appeared to me that if it is not flared, as some I have seen, an automobile would have a tendency to ride up over it and then overturn as a result. Is this a possibility?