people may get the impression that on a section of road 10 or 12 miles long, we sought out those places that did not look too good. Nothing could be further from the truth.

Mr. PRISK. No.

Mr. CONSTANDY. What we have shown are typical, representative things on that project in the way they were found. We took 2,300 pictures, all told, and from them we will use some 600.

We have not gone out of our way, either way, to look for things that were good or look for things that were bad. We simply took pictures of these various 10 elements for what they were.

Mr. Skeels, do you want to say something?

Mr. SKEELS. I want to call your attention to one other item in this photograph. These posts are spaced at 6-foot-3-inch intervals, which means that one of the posts occurs at a splice portion; the next one occurs at a position where the rail is not spliced.

The spliced portion on the rail is two rail thicknesses thick. At the intermediate post, then, there is only one rail thickness involved.

In our test at GM, we have had several occasions when a car impacting a rail at a point where it is not spliced will tend to cut the rail in two in a shearing action at the mounting point, and it is our practice to put in a doubling section. In other words, a short section of rail about a foot long to act as a doubler at the point where we attach to a post, where it does not fall on a splice.

Mr. CONSTANDY. If my recollection serves me that is also recommended in Special Report 81?

Mr. SKEELS. I forget. We will have to check that.

Mr. CONSTANDY. I think it does.

Mr. RICKER. It is.

Mr. CONSTANDY. It is?

Mr. SKEELS. It is a very cheap little thing. It does not cost much except a little foot of rail at each one of these, and it does prevent shearing action.

Mr. CONSTANDY. Thank you. That is a good point.

Mr. PRISK. OK, now we move along and look at some of the installations.