Mr. CONSTANDY. I was close.

Mr. SKEELS. The best restraint system we know is the lapbelt plus shoulder harness.

Mr. CONSTANDY. I see.

Mr. SKEELS. The worst one is shoulder harness without the lapbelt.

Mr. CLAUSEN. As a former aircraft fighter pilot that had to use both, when we grabbed the wire, I would agree with you.

Mr. SKEELS. I would like to make a little comment about this barrier if I could. I do not disagree with anything that has been said about it. We have run a test or two at the proving ground on this and have one conclusion, which Mr. Beaton, at least, agrees with.

If this barrier is struck at a relatively small angle, an angle, which, on a beam-type barrier, you just glance off of and continue on your way probably with a scratched fender, if you strike this type barrier at this small angle, it tends to snare you and make a much more major accident out of it. All he has said about the low deceleration is correct; it gives you very mild deceleration, but it tends to snare you and hold you in place and make a major accident or more major accident out of what perhaps, with some other types of barriers, might be only an incident.

It does have the advantage that I have heard espoused that it traps the car and enables the government to get the owner, driver of the accident car, to pay for fixing the fence. It keeps him there.

It does tie up traffic when you get an accident, and you get more of these accidents with this type barrier. However, agreed, you hurt very few people.

Mr. CLAUSEN. Would you agree with that, Mr. Wilson?

Mr. SKEELS. Give him equal time.

Mr. WILSON. That is right. Where we have used this barrier under the same conditions as a beam barrier, we find there will be a few more accidents involving this barrier than the beam. And as Mr. Skeels says, they will glance off the beam and go on their way. They may bend their fender up pretty badly. But this will snag them and keep them there.

You do have to get into that pretty far before doing damage to it.

We do recover a considerable amount of damages from the owners of the vehicles.

Mr. CLAUSEN. If you had your choice, you would run the guardrail rather than this approach?

Mr. WILSON. Well, it would have to be used under two different conditions entirely. We would not consider any way using this median barrier anywhere where we could not park equipment in the median to fix it; because in this case here, if you park a truck along the road to do any repair work, you are going to have to take a lane of traffic away, and the first thing you know there will be accidents developing down the line you do not even know about, so we are very careful about that.

Mr. CONSTANDY. Mr. Prisk.