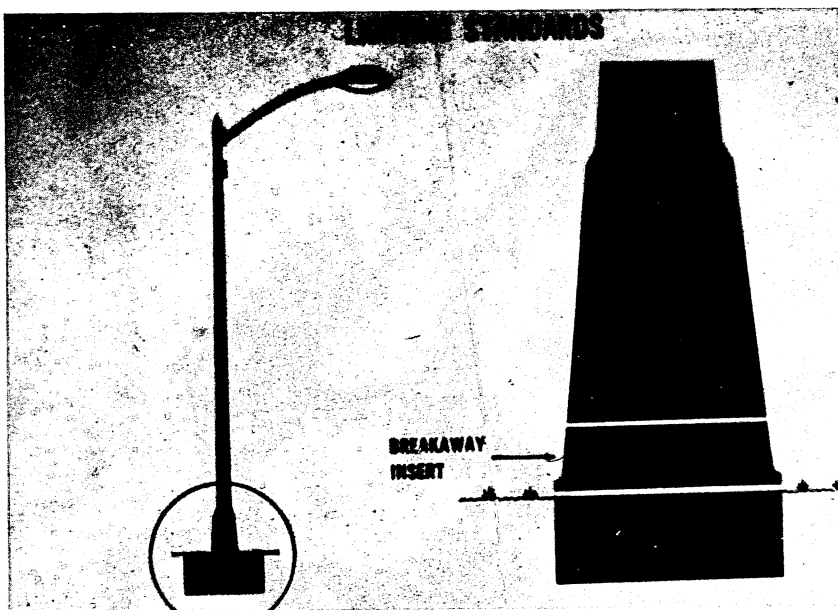


Mr. HUFF. I do not know what else you have. Suppose you proceed, if you will, Charlie.

Mr. PRISK. Well, we have a few in here. This is the way it appears, general appearance.



This is a slide simply to illustrate the very ingenious way that they have begun to convert their system of previous poles that had steel bases and are steel all the way, to include this minor section here that can be introduced in the support system at the base of the pole.

The next slide I think shows this even better. This is the break-away section down here. This is frangible. It is steel, will not give. But upon impact with this surface, this section tears out and the pole falls harmlessly over the top of the car.

Mr. CONSTANDY. Is that a relatively inexpensive modification, Mr. Huff?

Mr. HUFF. We installed some of those with maintenance forces for about \$25 apiece. That is material and labor both. On the contract jobs that we have let, it cost a little bit more.

Mr. CONSTANDY. So it is well within reach for the amount of safety that is being bought.

Mr. HUFF. Yes, of course. We ran considerable numbers of tests, Texas Transportation Institute did, prior to putting these into operation. We also installed some to observe. We had, oh, two or three accidents. They were safe accidents, no damage except the pole had to be put back up and nobody was injured in the accidents.

Mr. PRISK. This is one of the things that you can convert at relatively low cost. Some of these other adjustments we talked about are more expensive.

Mr. CONSTANDY. If you could run back through these we would have the effect of a movie. It depicts an automobile striking that type of light