

like to thank you for your considerable cooperation and the hours that you have spent with us out in California showing us many, many pictures of the type you showed here today. Your own thoughts have been very helpful and we appreciate it.

Mr. BEATON. Thank you very much.

Mr. CONSTANDY. You have made a vital contribution in the field of highway safety and you have certainly helped us at this hearing.

Mr. BLATNIK. The Chair and all of the members of the committee express our appreciation for your excellent and very, very impressive presentation which you have made here this morning.

Mr. Beaton, we are impressed with your dramatic and well-engineered, carefully laid out test crashes and the scientific and engineering data that you have gathered and carefully collated and evaluated. What use is made of it besides the use within your own State of California Division of Highways?

Mr. BEATON. We prepared and distributed written reports to all of the States, both through the Bureau of Public Roads and also through presentation of the Highway Research Board, and I feel that several States have used this work. I have no way of knowing, of course, which ones have and which ones have not.

Mr. BLATNIK. What I am trying to get at, without getting you to pass judgment, is how it should be handled. You say several States have used it. Would you have any suggestions to make as to how we would get this to all of the States so that they would at least be aware of this information?

Is that your responsibility, or the Federal bureau, the safety section of the Federal bureau?

Mr. BEATON. It could be. In other words, they could have the machinery to disseminate this type of information. I think that everybody has to take this information and study it and make sure they can or cannot apply it in their particular situation.

Mr. BLATNIK. You may have stated it earlier. Were any Federal funds involved in this research?

Mr. BEATON. None of our earlier work but all of our later work has been funded by Federal money.

Mr. BLATNIK. All that information would be available to the Federal bureau then, and it would be their responsibility to see that the States got what was pertinent and significant. It ought to be made available to the States, either in the form of recommended designs, or directives instructing them.

We have thousands of miles of guardrail. Do you have any idea at all how many in the country are inadequate or deficient in some respect, such as being too low, improper spacing of posts, support of posts, things such as that?

Mr. BEATON. I could not even guess as to that, sir. It would be very difficult to make an intelligent guess.

Mr. BLATNIK. The reason I ask the question, in narrating an earlier reel you said this was standard guardrail design and you showed some structures in the period around 1958. You showed and described great weaknesses in it and reported great improvements in subsequent modifications. I am getting at all of the standard designs of that time. There was a considerable amount of that being installed. Do you think it is still in existence?