

you were sending some of your people to charm school, and this rather excited me, only if it is merchandised right. I like to see the old conservative, staid railroad industry thinking about something glamorous because, in my opinion, it is going to have to be glamorous to sell it, just that glamorous, because I don't think the fact and figures are going to sell it. I think you are going to have to get people excited and get people talking about it. I think it is going to have to become the thing somehow to ride a train Washington-New York instead of ride an airplane.

Mr. MINOR. We are very hopeful that we will be—that this will be done with enormous competence. I might point out to you that the Penn Central and its predecessor companies were the initial companies in the U.S. rail companies to set up marketing departments in our companies, based primarily at that time on freight marketing but certainly the same principals are applicable to the passenger traffic. I appreciate your comments and we intend to have a real go at it.

Mr. KUYKENDALL. Thank you, sir; and I appreciate the very constructive part your company is playing in this far-moving program.

Mr. MINOR. Thank you.

Mr. FRIEDEL. Mr. Devine?

Mr. DEVINE. Mr. Chairman, may I ask two clarifying questions, please?

Mr. Minor, I don't understand what a thyristor is. Would you for the sake of the record—it says “our propulsion system employs a silicon controlled rectifier system using thyristors for phase-shift voltage control.” Will you describe what this is?

Mr. MINOR. I told Dr. Stevenson earlier that I knew I was going to get that question.

Yes, sir. A thyristor, as I understand it, is an electronic device, solid state, which operates as a valve does on a hydrant, it slows down or increases the amount of voltage which flows through, and these are set in series so this tremendous voltage can be brought down to workable levels in the operation of the train, for control purposes.

Mr. DEVINE. Fine.

The other question, perhaps you can describe it in layman's terms, you have a new type hook coupler, is there any way you can describe that?

Mr. MINOR. Yes; I can describe that. In appearance the coupler is unlike any of the couplers we are all familiar with, the standard interlocking coupler.

Mr. DEVINE. Yes.

Mr. MINOR. In appearance this coupler has a face of approximately 1 square foot, perhaps a little larger, and across this face are 102 different connections, so that when the two faces of the cars being coupled come together each of the 102 electronic control circuits is automatically—

Mr. DEVINE. Drawn together.

Mr. MINOR. Drawn together. The pneumatic system, the air hose system is also drawn together in this way.