You see the problem with an innovation of the sort in the railroad industry is that we are, we necessarily must be, uniform throughout the industry because we interchange cars so much.

Now, in this case, happily, we don't have to interchange these cars with anyone, we keep them local to our railroad so we can innovate all we like and this is an enormously significant development not only for this train, but for all trains in the future.

Mr. DEVINE. Thank you very much.

Mr. KUYKENDALL. Will you yield?

You mentioned electronic connections for coupling, and the first thing that pops into my mind is the possibility of the electronic failure creating a lack of coupling. I know this—I think we ought to clarify it in the record.

Mr. MINOR. Yes, sir.

It would not create the lack of coupling. It might create an interference in the control system. These electronic connections have nothing to do with holding the car together, the two cars together. They have to do with relaying impulses through the control system of the entire string of cars to make them responsive to the engineer's electronic controls.

Mr. KUYKENDALL. I see.

Mr. MINOR. Someone described this car as being a rolling computer in a very unfriendy environment, and I think it is a very good description.

Mr. FRIEDEL. Mr. Minor, I just want to ask two questions: One, in your opening statement you said that you consider extending the act for 2 years instead of 1 year?

Mr. MINOR. Yes, sir.

Mr. FRIEDEL. And my opening remark was that I understand Dr. Nelson would like to have it extended for 3 years. What is your opinion on that?

Mr. MINOR. I have no feel for that, Mr. Chairman. If the subcommitte would like—we think that 1 year is probably too short. We think that in the interests of orderly planning and programing 2 years would be better, but 3 years would be fine.

Mr. FRIEDEL. All right.

One other question now: On page 2, you said track operating programs are including the following requirements, and I notice one is track raising and tie renewals 352 miles. What is the track raising?

Mr. MINOR. We have highly mechanized equipment, Mr. Chairman, which operates both on and off track. This particular device goes down the track and lifts the rails off the ties in order to permit a realinement of the rails and replacement of the tie bars, the rail anchors, where necessary, and generally a renovation of the rail, and we have gone 352 miles this shows.

Mr. FRIEDEL. Thank you.

Mr. MINOR. Thank you, sir.

Mr. FRIEDEL. Any other questions? Thank you very much.

Our next witness will be the Secretary of Commerce of the Commonwealth of Pennsylvania, Mr. Clifford Jones.