

They're brightening up the Empire Trains

Joe Domogalik, Jr., is a Penn Central painter who works about 350 miles from New York State.

But Joe has a hand in determining the success of the Empire Service, which the Penn Central is providing for New York passengers.

Electrician Gilbert E. Russell is involved, too. So is Sheet Metal Worker Wesley J. McLaurin. And so are scores of other employes who work in the former New York Central—now Penn Central—car shop at Beech Grove, Indiana.

"We're fixing up the passenger cars so people will enjoy riding them," Joe Domogalik explains.

"The Railroad will have a better chance of attracting passengers to this service if the equipment is bright and attractive.

"That's our part of the job."



They're fixing up coaches right down to the seat frames. General Foreman G. W. Sulles at Root Street Shop, Chicago, checks work of the gang: Alfred Joren, Peter Wudewich and Joseph Pfeffer.



Installing stack bar at Beech Grove, Ind., W. J. McLaurin, sheet metal worker; W. E. Lashley, car repairman; Gilbert E. Russell and Topperwein Brickert, electricians.

Empire Service was started by the New York Central last December and is being continued by the Penn Central. The service is an experiment. Its aim is to find out whether trains running on new, convenient schedules will lure travelers in New York State away from airlines and private automobiles.

Eight trains run daily from New York City to Albany, one departing every two hours between 8:30 A.M. and 10:30 P.M. Seven other trains depart every two hours southbound from Albany to New York City, between 7:30 A.M. and 7:30 P.M., and an eighth at 4:30 A.M.

Five of the runs in each direction also go between Albany and Buffalo. And two of the trains include sleeping car service between Buffalo and Chicago.

Penn Central ads in New York State newspapers have called the public's attention to the convenient schedules and the advantages of a service that runs in weather that would ground airplanes. The motorist is reminded of the pleasures of relaxing instead of battling through traffic.

The Empire equipment includes eight buffet bar cars, providing over-the-counter food and drinks.

"People will want fast, convenient meal service, and they'll get it," said Sheet Metal Worker Wesley McLaurin, who helped install the bar equipment at the Beech Grove shop.

Topperwein Brickert, an electrician, said, "We've put heating and refrigeration units into these buffet bar cars, and they're compact and handy to operate."

His fellow electrician, Gilbert E. Russell, said he expects passengers to respond favorably to the refurbished cars and the meal service.

At another former New York Central shop—Root Street, Chicago—Penn Central men have been putting new covers on the coach seats for Empire Service.

"I think they look very good," said Peter Maltese, tacking down a seat cover. "The bright color helps make a pleasant atmosphere for passengers."

Louis J. Henczel, an upholsterer gang leader with 42 years' service on the New York Central, added: "The seats are very comfortable to sit on. We did a sturdy job on them. They'll last a long time."



Refurbishing coach at Beech Grove, Ind. In foreground, Painters Richard D. Matzke and Joe Domogalik, Jr. Rear: Car Repairman Lashley, Electrician Topperwein Brickert.



At Root Street Shop, Gang Leader L. J. Henczel supervises seat renovation by Upholsterers H. M. Uppodine, Barney Stettner, Peter Maltese, L. T. Raczynski, S. Sobocinski.



Refurbished coach for Empire Service is given a final inspection at Chicago by General Foreman G. W. Sulles (since transferred to New York) and Supervisor Herman Faust.

"I want my hat..."

John Kline is a member of the Armadillo Club. This is an exclusive club. To

wear both."

Mr. Kline missed several days' work after the mishap,