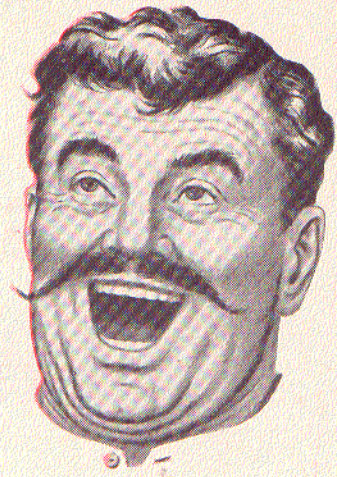


John doesn't "push" here any more . . .

Remember the famous song that went:

*Where do you work-a, John?
On the Delaware-Lackawanna.
What do you do-a, John?
Oh I push, I push, I push.*

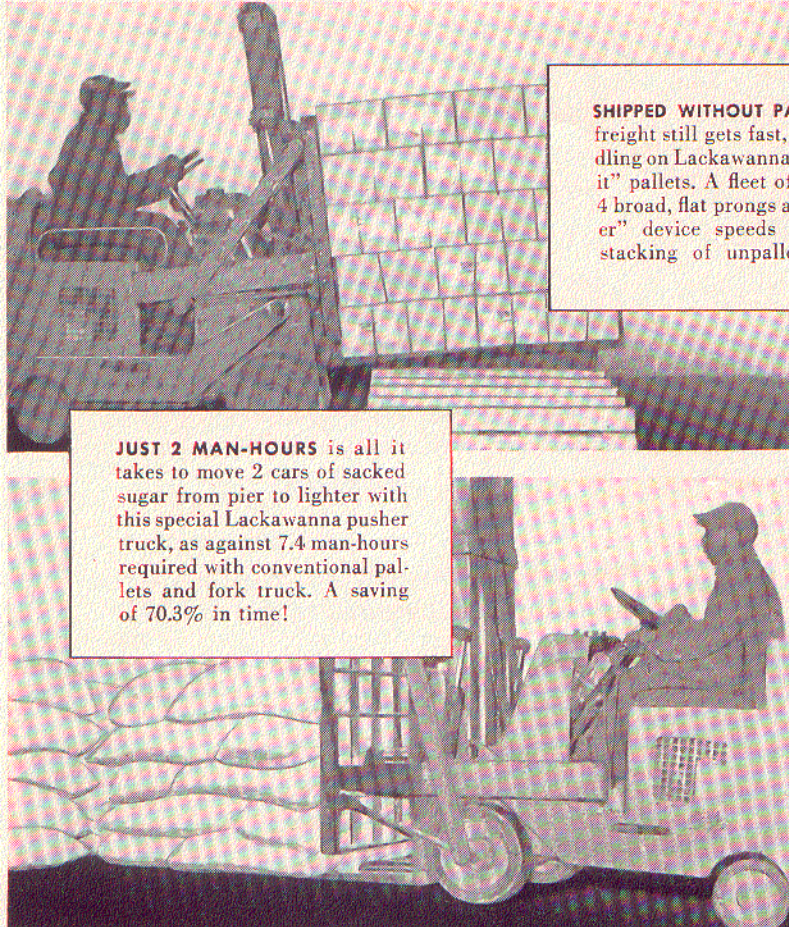


Today, if you asked John what he does, he'd tell you that he doesn't do much pushing any more. Machines now handle the transfer of packaged freight between lighter or boxcar and covered docks on the Lackawanna — faster, much more efficiently and with far greater safety for shipments.

For example, average tons of packaged freight handled per man-hour at the Hoboken Terminal has been in-

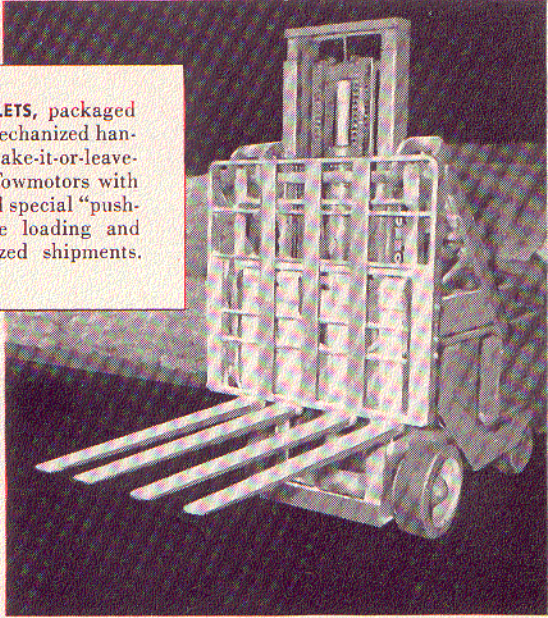
creased 44% in three years — thanks to the ingenious "take-it-or-leave-it" pallet and fork-truck pusher device developed by the Lackawanna.

Whether it's packaged freight, perishables or heavy machinery, modern Lackawanna efficiency adds up to preferred handling for your shipments. That's why so many of the world's great shippers specify Lackawanna — to or through New York.



SHIPPED WITHOUT PALLETS, packaged freight still gets fast, mechanized handling on Lackawanna "take-it-or-leave-it" pallets. A fleet of Towmotors with 4 broad, flat prongs and special "pusher" device speeds the loading and stacking of unpalletized shipments.

JUST 2 MAN-HOURS is all it takes to move 2 cars of sacked sugar from pier to lighter with this special Lackawanna pusher truck, as against 7.4 man-hours required with conventional pallets and fork truck. A saving of 70.3% in time!



Lackawanna Railroad



SHIPPERS WHO ARE IN THE KNOW, CHOOSE THE ROUTE OF PHOEBE SNOW