

\$30 Million Order Keeps Evans Plant Booming

An order for \$30 million, largest in the company's history, has been received by Evans Products Company's United States Railway Equipment subsidiary in Chicago from the Missouri-Kansas-Texas, the Chicago, Burlington and Quincy and the Denver and Rio Grande Railroads.

That was the announcement Monday by company officials that Evans Products Company's United States Railway Equipment subsidiary in Chicago from the Missouri-Kansas-Texas, the Chicago, Burlington and Quincy and the Denver and Rio Grande Railroads.

The \$30 million lease orders include 1,400 new cars, 1,550 reconditioned cars and 25 cabooses.

The Katy order includes 800 new 79-ton box cars, 600 of these are 50-foot and 200 are 60-foot in length. Of these 225 will be equipped with Evans DF Loader damage-prevention

device; 225 will be equipped with Evans DFB bulkhead bracing device.

All of the 800 cars will be equipped with Evans-Superior freight car doors, Evans-Creekside brake beams and Hydra-Cushion shock-absorbing undercarriages.

The Katy order also includes 600 open top hopper cars, 100-ton capacity, with roller bearings and Evans-Creekside brake beams and 600 reconditioned box cars also to be leased to M.K.T.

All of the 800 and the 25 cabooses leased to Katy will be for a 15-year period.

The \$30 million figure also includes leases for 250 reconditioned box cars for Denver and Rio Grande and 600 box cars to be reconditioned and leased to CB&Q.

Delivery of the leased cars will start in the first quarter of 1968.

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The new, non-pivoting bulkhead remains parallel to the rail car during all times.

The locking pins and operating handle of the device are always under tension, assuring positive locking when the operator releases the handle. The bulkhead thus is always in a locked position when not being operated.

The non-pivoting principle with positive locking mechanism has been proven over the past few years in Evans hi-cube and hi-cube box cars. Evans said the non-pivoting type has been developed for three reasons.

One is to meet the railroad's demand for a self-locking bulkhead. The second is to meet the demand of shippers who do not require the swiveling feature of other

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Evans expects to be in production with the new adaptation of its bulkhead in the near future.

Red Cross Offers Youth Job Chances

Have you always wanted a job that was just a little bit different? A job that offers a sense of accomplishment, an opportunity to travel and a chance of a long-term career?

John H. Hoffman, Southeastern Michigan Chapter manager, the Red Cross may have the answer for you.

Here are the basic qualifications outlined by Hoffman: ability to work with people, a desire to serve, a desire in the world, good health, and a college education, preferably with major study in the social sciences. The foregoing applies to both men and women applicants for positions as welfare workers, social workers, with armed forces personnel wherever they may be stationed, but the first assignment is in the United States.

The Red Cross also interested, Hoffman said, in young single women who are college

graduates, or graduating students, who have aptitudes for music, art, recreation, entertainment or handicrafts. Such young women may qualify for a mid-term assignment to Korea to serve as recreation workers in the mobile program, or to work in military hospitals where they are stationed first in this country before transfer overseas.

Young men and women selected for positions with the Red Cross are eligible for participation in a retirement program, group insurance, Social Security and annual and sick leave benefits. In addition, those serving overseas receive quarterly pay and maintenance allowances.

After the completion of one year of satisfactory service, employees may qualify for an educational incentive plan which provides further professional education and training

for advancement and/or transfer to other branches of Red Cross services.

A recruiting team will be available for interviews May 3 and 4 at the Red Cross office in Detroit. For an appointment and further information call Southeastern Michigan Chapter, 961-3900.

Senate Bill To Control Cemeteries

The State Senate has taken action to place all cemeteries in Michigan under the supervision of a state cemetery commission of three to ensure the stability of "perpetual care funds."

The bills that were adopted in the Senate and sent to the House of Representatives, were introduced by Senate Majority Leader Raymond D. Dendzel, D-Detroit.

Dendzel is also Chairman of the Senate Corporations Committee which conducted the lengthy investigation of Brookdale Cemetery in Livonia, last year. Certain phases of the investigation are still pending.

Dendzel said the facts revealed during the Brookdale investigation "clearly demonstrated the necessity for strict regulation of the state cemetery operations in Michigan."

Many other cemeteries have been operating in a legal vacuum, as well as Brookdale. The legislation that has just been adopted by the Senate will close that vacuum and insure the observance of the public trust in cemeteries.

The Cemetery Commission would be composed of seven members, to be appointed by the Governor with the advice and consent of the Senate, and would be responsible for promulgating rules and regulations, licensing all cemeteries except those operated under the auspices of a religious organization, license all cemetery lot salesmen, and conduct annual inspections of all cemeteries.

The operating expenses of the Commission would be paid for with the inspection fees to be paid by the cemeteries.

Other legislation increases the amount of money to be spent for the cemetery perpetual care fund, from 10 per cent of the grave sales price, to 15 per cent, and requires cemeteries to file annual reports with the state.

Driver Safety State Records

LANSING — Monthly and quarterly records for driver improvement work were shattered by the Michigan Department of State through the first quarter of 1966.

Secretary of State James M. Hare reported that 6,383 hearings held in March represented the largest single month's work in LI history. It sparked the three-month total to 13,982, a new quarterly high.

Actions taken against errant drivers included suspensions, revocations, point suspensions, and other restrictions when at a record level, Hare reported. The 4,267 such actions taken in March shot the quarterly total up to 9,721, still at record level.

While "tougher" enforcement was the single more important factor stimulating increased actions under the Michigan point system, mandatory suspensions and point reductions and unsatisfied judgments saw a three-year high total of 4,929 for the first quarter of 1966.

March figures in this area were 1,877, the highest monthly totals since September of last year.

Can't Keep 'Em Down on Farm

LANSING — "How ya gonna keep 'em down on the farm" is the way the old refrain starts but the modern political registrations are as you indication, are... you aren't.

In 1965, a total of 38,267 farm vehicles were registered, Secretary of State James M. Hare said, a downward trend from the record of 49,904 totals. But even more startling is that in 1963... only 12 years before... a record 76,161 farm vehicles were registered in Michigan.

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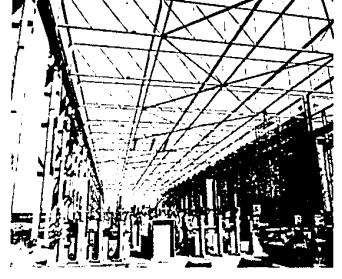
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STEELWORK IS UP for one of the many additions to the Evans Products Plant in Plymouth to take care of the expanded needs for the Railcar Equipment division which has just received a \$30 million order.

Just Chittin'

Battle between Jerry and Soapy for Senate nomination reminder of real old fashioned donnybrooks.

by W. W. Edgar

It's been a long time since Michigan had a real old-fashioned slam-bang election campaign in which the candidates were born and bred in it. In the real old fashioned days, the rival candidates reached the oratorical and emotional heights.

But, from all appearances, G. Mennan (Soapy) Williams and Jerry Cavanagh, the youthful Detroit Mayor, will make up for lost time when they get down to real campaigning in their battle for the Democratic senatorial nomination.

The voters were given an idea of what will happen when Cavanagh demanded that Williams' picture be taken off the ballot. Williams refused.

In those days most of the campaigning consisted of visiting the various beer saloons and having a drink. This is not what McDevitt did — but with a new twist.

He visited the saloons and talked with these hard working coal miners. When he finished speaking he would pass out the cards of his opponent and walk out.

"Why they cheap so-and-so," he'd say. And they didn't vote for him. And they didn't.

As a result of the trick McDevitt was swept into office as sheriff—an office not very high on the totem pole. But that didn't bother "Butch" McDevitt. He made the folks sit up and take notice.

With his career came the realization he had a made of himself and then chartered a special train to take the statue and a number of friends to Washington where he hoped to have the statue erected to his memory.

You can imagine what happened. Washington had never seen anything like this—before or since. McDevitt and his statue were asked to leave the nation's capital—and quickly.

The "tougher" enforcement was the single more important factor stimulating increased actions under the Michigan point system, mandatory suspensions and point reductions and unsatisfied judgments saw a three-year high total of 4,929 for the first quarter of 1966.

March figures in this area were 1,877, the highest monthly totals since September of last year.

When this happened, Cavanagh set the pace for the campaign and lived up what he had been for the most part, dull and interesting campaign for public consumption.

With Jerry and "Soapy" going at it, hammer and tongs, it will be a reminder of the knock down, drag out affairs they used

to have back in the hard coal regions of Pennsylvania, back in my old home town.

I recall a campaign in the early 20's when a fellow named Charles McDevitt, son of the sheriff, came to town.

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