

\$30 Million Order Keeps Evans Plant Booming

An order for \$30 million, the 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 who stated the order is for new and reconditioned freight cars. More than half of the new cars will be built at the Plymouth car-building facility, and the remainder at the United States Railway Equipment's Blue Island, Ill. plant.

The \$30 million lease order includes 400 new cars, 1,550 reconditioned cars and 25 cabooses. The Katy order includes 800 new 75-ton cars, 200 of these are 50-foot and 200 are 60-foot in length. Of these 225 will be equipped with Evans DF Loader damage-prevention devices; 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-Creco brake beams and Hydra-Cushion shock-absorbing underframes.

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

All of the cars 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 is to start in May on the D&RGW and the CB&Q cars. Delivery of the new cars will start in the latter part of the year.

The new car order is expected to keep the Plymouth Railway Equipment Division at peak employment for several months — officials there expect to manufacture more than half of the new cars.

At the same time, the division management announced that it has added to its line of DFB adjustable bulkheads a non-rotating version which moves back and forth inside a freight car but, unlike other bulkheads in the Evans DFB line, does not swing.

The new, non-pivoting bulkhead remains parallel to the face of the lading at 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 hulk and hi-density bulkheads. 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 needs of those shippers who do not require the swiveling feature of other bulkheads in the Evans line. The third is to reduce the amount railroads have to pay for a bulkhead device by eliminating the more costly pivoting feature where it is not required by shippers.

Aside from the non-pivoting feature, Evans says the new bulkhead is similar to the standard DFB bulkhead and that it has all of its features, including one-man operation, comparatively few working in parts which makes for easy maintenance, one-lever operation which helps speed loading and unloading, and positive locking in the lading and possible damage in transit.

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 life-long career? Then according to T. H. Hoffman, Southeastern Michigan Chapter manager, the Red Cross can have the answer for you.

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

The Red Cross is 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 an immediate assignment to Korea to serve as recreation workers in the clubmobile 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 quarters and maintenance allowances.

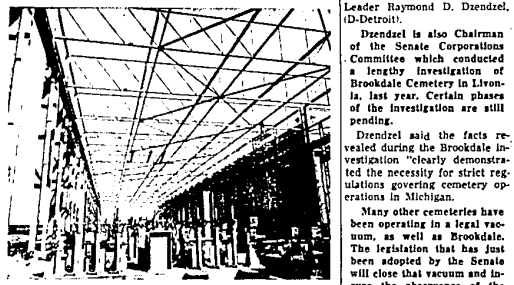
After the completion of one year of satisfactory service, employees may qualify for an educational incentive plan which provides further professional education and training

**The Observer**

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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 Railway Equipment division which has just received a \$30 million order.

Just Chattin'

Battle between Jerry and Soapy for Senate nomination reminder of real old fashioned donny-bros.

by W. W. Edgar

It's been a long time since Michigan had a real old-fashioned donny-bros election campaign in which no holds were barred and one in which the rival candidates reached the oratorical and emotional heights.

But, from all appearances, G. Mennen (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 and "Soapy" countered with the request that the Detroit mayor resign in all fairness to the people who just recently elected him to another four year term. Williams let it be known that Cavanagh stated during the Detroit campaign he had no lofty ambition other than being a good mayor.

Before the primary campaign ends on August 2 it is a safe bet that the air will be filled with charges and counter-charges the like of which the voters haven't heard for a long time. And you can be just as certain that every political trick in the book will be employed by both sides.

It is no secret that "Soapy" was the "darling" of the unions during his 12-year reign as Michigan's governor. It also is true that these same unions played a major role in getting Cavanagh elected to the Detroit's mayor's chair. And it is the secret that these unions urged Cavanagh to make a bid for the state governorship against George Romney instead of battling Williams.

When this happened Cavanagh set the pace for the campaign when he refused the unions and stated this Dutch count was interested in the senate seat regardless of what the unions wanted.

This one statement gave evidence that Cavanagh intended to fight even his old pals—if it became necessary.

The Williams-Cavanagh battle will inject some real interest into the campaign and live up to what has become, for the most part, a dull, boring campaign for public office.

With Jerry and "Soapy" going at it, hammer and tongs, it will be a reminder of the old-fashioned, 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 "Butch" McDevitt, whom no one ever had heard of, ran for the office of sheriff. And he conducted a campaign that was a charm for simplicity.

In those days most of the campaigning consisted of visiting the various beer saloons and buying the boys a drink. This was 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 that cheap s---d--- they'd chant. We won'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.

The zenith of his career came when he had a statue 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 quick.

The statue now is standing in the coal regions as a tribute to a man who out-tricked his rival with his own campaign cards to gain public office.

But the one campaign I never will forget was for the office of county clerk back in the Pennsylvania Dutch country.

On the eve of the election the rival candidates met at the same rally and the challenger made a plea that the incumbent had been in office long enough and that it was time for a change.

When the incumbent, a real Dutchman named Harry Cange, got his chance to speak he rose to emotional heights and closed with this never to be forgotten remark:

"There is no substitute for experience—not even honesty. He didn't win, but he had a lot of fun."

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