

Tremendous Growth As Result Of New Products

The continual development of new products in the railway equipment field has characterized the rapid growth of Evans Products Company's Transportation Equipment Group in Plymouth.

When it moved to Plymouth from Detroit late in 1945 Evans had behind it a long list of contributions to the advancement of national transportation. These included the introduction of grooved wheel blocks and attachments for shipping automobiles in freight cars in 1918, and the introduction in 1932 of the famous Auto-Loader which reduced shipping damages in freight cars from 55 cents per auto to 9 cents per auto.

In 1938 Evans introduced the Utility Loader which was used extensively for shipping explosives by U.S. Naval Ordnance.

AFTER THE COMPANY moved, out-pur of new devices continued. In 1948 the company introduced the nationally famous DF Loader for bracing loads and preventing damage in freight car equipment. This raised the revenue capacity of a box car from an average of \$4,000 per year to an average of \$12,000 per year.

In 1955 it produced the Evans Coll Car for safely transporting large coils of steel. In 1958 it advanced the art of freight car cushioning with a device known as the Hydra-Cushion Under-frame, now used on thousands of freight cars to prevent damage to the car and lading.

In 1960 came the DF-B Bulkheads, now widely used by shippers for protecting packaged commodities in freight cars.

In 1962 Evans placed in use on Am-

erican railroads five demonstrator freight cars which act as rolling laboratories, providing information useful to shippers, railroads and Evans' engineering and sales programs.

IN 1964 the company embarked in the business of constructing the entire freight car instead of only its components. It added to its facilities on the corner of Eckles and Plymouth Roads a huge freight car plant at an expense in buildings and equipment of approximately \$6 million.

Since 1964 it has introduced a variety of specialty railcars, including a new Movable Bulkhead Flat car especially designed for the safe transit of building materials.

ONE OF THE newest damage-prevention devices is the "Air-Pak" Bulkhead introduced late in 1967. This device makes use of air chambers which expand to control the load in freight cars, and to prevent it from shifting in any direction.

General Foods, which tested the device for over two years, reported that damage to commodities shipped in cars equipped with the "Air-Pak" was 50 percent less than with standard mechanical load restraining devices. Evans has equipped 10 demonstrator freight cars with this device, and they will soon be offered to shippers through their railroads, for test purposes.

Evans' Transportation Equipment Group is located on a 115-acre tract on the C&O Railroad on Eckles Road. It employs approximately 1600 people in its local divisions, the Railway Car Division and the Industrial Division.



These pictures show story of Evans' growth. (Above) This is what the plant looked like in 1945 shortly after move from Detroit. (Below) And this is the giant Evans Products plant of today showing the expansion and growth.



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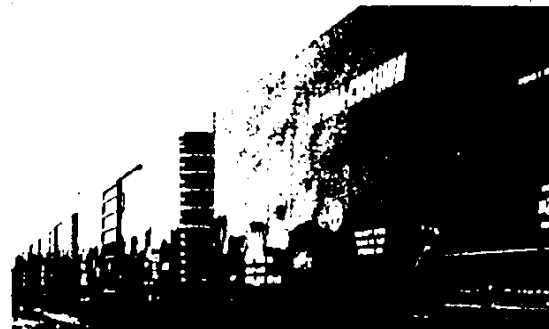
Focus On Business Needs For Greater Industrial Activity

To the leaders throughout Michigan who influence public opinion because of their high positions in government, corporate business, advertising, publishing, labor, and education, what the industrial park effort needs is a more simple means for increasing operating capital so that the investment in fixed assets for land, buildings, machinery, tools, equipment, and inventories can be put into immediate productive use.

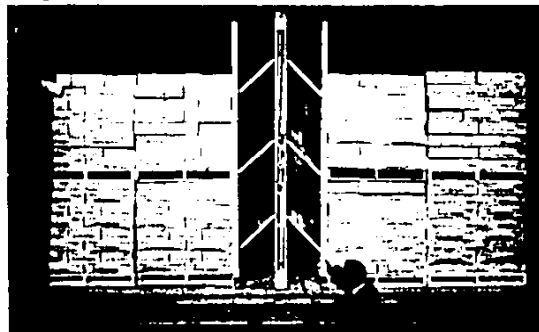
The federal or state government could encourage greater activity in industrial expansion and the creation of new jobs by providing some means that would make it possible to easily increase operating capital in an amount at least equal to that invested by business in fixed assets. If a business man has the courage to make investments in fixed assets, the government should have the courage and foresight to back up such an investment with easier means for increasing operating capital based on future earning possibilities and not as at present based on past earning records or credit reports.

Since the federal and state governments are the first to derive benefits through taxation from any business, they should assume some of the risks involved in providing venture capital at least equal to the fixed investments made by private initiative.

GLAMB ENGINEERING CO., INC.
Garden City, Michigan



Evans new "AIR-PAK" system for total control of lading in freight cars.



Freight cars, like these, are built at Evans' Plymouth plant.

MADE IN PLYMOUTH BY EVANS

Railroad freight cars and railroad and truck damage-prevention equipment made at Evans' Plymouth plant are used from coast to coast by the nation's leading railroads and shippers.

EVANS™

Transportation Equipment Group
Plymouth, Michigan