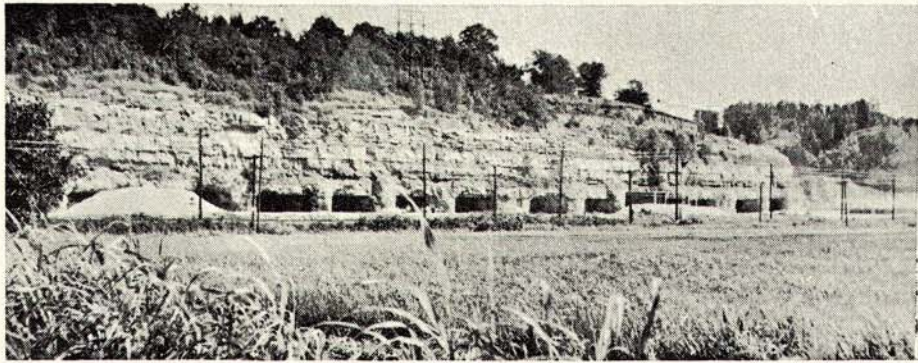


Ford Starts Operation Underground



THIS IS THE first view of the underground storage area from the roadway. The railroad entrance is the projection, fifth opening from the right. Next on the left is the truck opening to the Ford storage area.



A NEW FORD CUSTOM in the entrance of the Ford storage area shows the size. This entrance has been sealed off, an overhead door hung and an unloading well for trucks dug out. The unloading facility will accommodate two huge vans at a time.

Parts Storage Area Completed After 560,000,000 Years

Take the finest 70 degree May day of the year, make the humidity a comfortable 40 per cent relative, multiply this day by 365 and you will have the life of several employes and one supervisor who will man the Company's underground storage area.

Truck drivers will find road

Woodhaven Plant Eyes Production

Only a year after ground-breaking, the Company's partially completed Woodhaven (Mich.), Stamping Plant already has produced 100,000 major stampings for waiting Mustang assembly lines.

Giant presses are being installed and placed into operation even while construction workers continue to transform a former bean field into a 2.5-million-square-foot network of steel, concrete and metal siding.

Stamp Parts

Three production lines at the Ford Woodhaven plant daily stamp out thousands of 1966 Mustang quarter and dash panels. The parts are shipped to assembly plants at Dearborn, Mich., San Jose, Calif., and Metuchen, N. J.

More stamping lines are on the way. Presses are being installed for five more lines which will be making parts by the end of September.

Calls For 15 Lines

"Our current press installation schedule calls for 15 lines to be in operation by the end of this year, with 10 more lines planned for 1966" according to Mark Kaiander, in charge of activating the huge facility.

Employment has risen to 600 and by early October the plant is expected to have nearly 1,200 persons on its payroll. At peak production, it will employ about 4,000.

access easy. The only stop light between the cave and the Plant is at the Plant entrance. The only stop signs are at Randolph Road and across the railroad tracks near the cave.

Easy Access

To get to the underground storage area from the Plant drivers turn left at Randolph Road and go as far south as pavement allows. Near the river the road turns east and takes the driver past a rock quarry. Here he will see huge openings in the side of a cliff. These openings are the entrances to the new storage area.

Ford will occupy 82,000 square feet of space. At the present rate of rock mining, about ten acres a year, it took miners about two and one-half months to mine the area Ford will occupy.

Huge Rock Strata

The cave, located in what geologists call the Bethany Falls Ledge, is one-half mile deep,

one and one-half miles long. The strata of rock runs from Bethany, Mo., south and east to Jefferson City. It will take 200 years to take the rock from this rock deposit.

Without a temperature control system, the cave would be a constant 58 degrees. Proof of the temperature and humidity control is indicated by the 300 car loads (3,000,000 pounds) of sugar in storage in one area of the cave. Fresh air coming into the cave is filtered and either heated or cooled according to the season of the year.

35-Foot In Diameter

Pillars, 35 feet in diameter, support 12-foot ceilings. Rock is now considered the main product with storage a bi-product. Within the next few years storage could become the main product and rock slip to a bi-product stage.

Geologists claim the rock in the cave is 560,000,000 years old. There is ample evidence on the pillars, ceiling and floor to prove that the area was once an ocean floor.

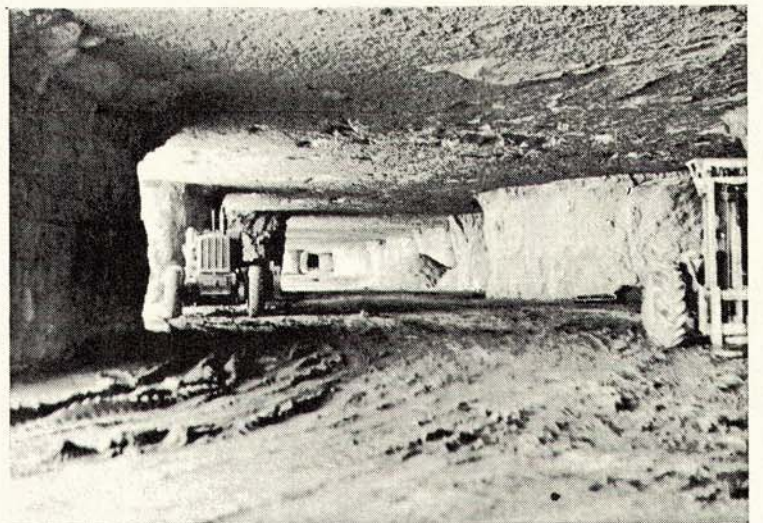
The rock is calcium carbonate and was formed when the water subsided. Shell and marine life became trapped in the remaining water. Through the years this life became the rock that formed Ford's new storage area.

Soil Is Unique

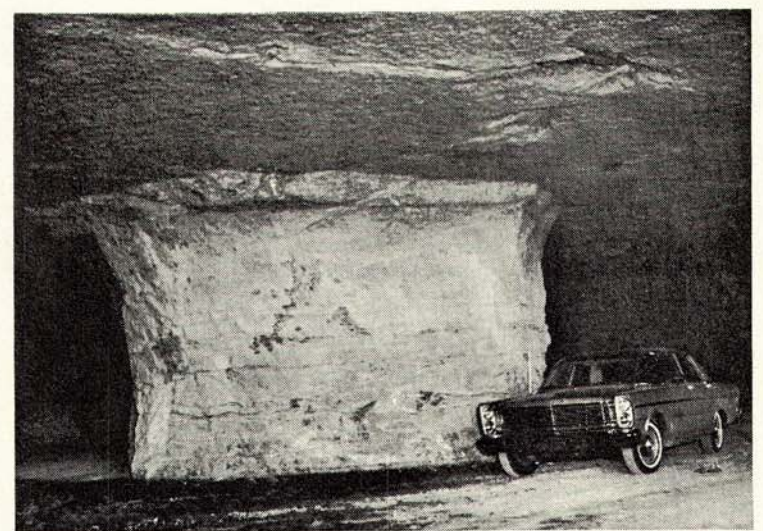
Soil on the top of the cave is unique. Experts say there is only one other place on the earth where a similar soil exists—in the Gobi desert in China.

The size of the cave and cave openings are so immense that railroad tracks allow trains to park rail cars in the cave for loading and unloading.

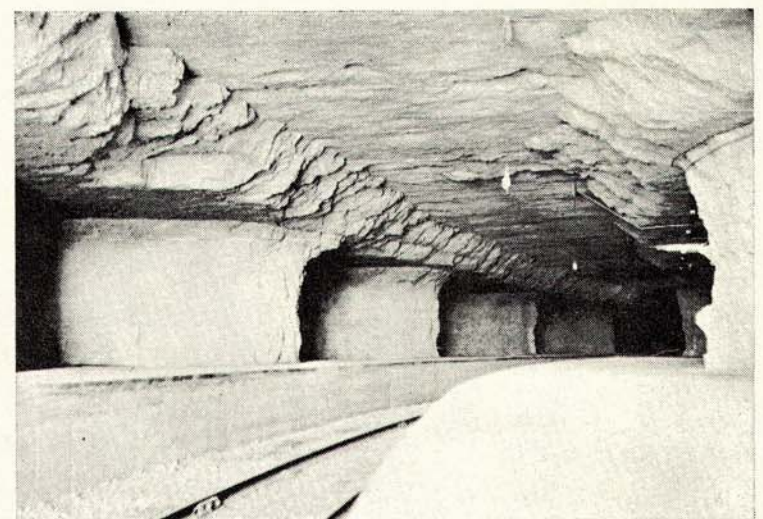
"Ford has come up with another first," Material Handling Supervisor William Lawhon said. "I think we can safely say that we are the only ones in the automotive industry using an area that took 560,000,000 years to construct."



AS FAR AS THE EYE could reach pillars and more cave can be seen. At this point the cave is one and one-half miles in length. Since this photo was taken the ceiling and the pillars have been whitewashed. A concrete floor now covers the area and the lighting has been installed. New cars are stored in the cave.



THE FORD CUSTOM gives some indication of the size of the pillars that support the 12-foot ceiling. The pillars are 35 feet in diameter according to Bureau of Mines specifications. A close inspection of the surface of the pillars will reveal evidence of marine life.



THIS IS THE RAILROAD spur that brings in Ford parts. The Ford dock is on the left. Unloading can be accomplished from either side of the spur. The facility will accommodate 14 freight cars.

Salaried Hear School Bells

It's school bells for many salaried employes in September as the Ford Continuing Education Program swings into its 13th year of action in Kansas City.

The program makes college-level educational resources of the community available to salaried employes. Courses must be completed after regular working hours.

The objective of the program is to enable salaried employes to continue their education at both undergraduate and graduate levels. The course of study selected must meet the needs of the employe and the Company.

The opportunity is available to all salaried employes exclusive of cooperative trainees. Further information is available in the training coordinator's office.