



VOICE of the ROCKIES

Denver Chapter of IFMA Newsletter

Newsletter

Editor's Box

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Letter from the President

IFMA

DEAN STANBERRY

DIRECTOR, WORKPLACE
SERVICES



Welcome to the Spring 2006 issue of the Denver Chapter of IFMA's Voice of the Rockies. As I write this, I am already two months into my term as 2006 President of the Denver Chapter of IFMA. Therefore, I thought I would take this opportunity to deliver a "State of the Chapter" message.

We have all read that the economy is picking up. And, after many years in the doldrums, it may well be finding its way to the ranks of Facilities Management.

One of the indicators I see is chapter membership. We added twenty-two new members in the first two months of 2006. While this is due in part to the diligent recruiting efforts of our Membership Committee, it is also a sign that businesses are once again investing in the professional development of their personnel. In addition, we have seen an increase in attendance at chapter events. In fact, the latest Chapter Meeting luncheon became a "standing room only" event. On that note, let me put in a plug encouraging members to pre-register for events. We'll always have a place for you if we know you're coming...

Another indicator is our Sponsorship participation. By the end of February we had achieved our Sponsorship objectives for the year. While this was in no small part due to the efforts of our Past President, Tracey McDonough, and the Sponsorship Committee, it also signifies that our Associate Members are feeling more economically comfortable investing in the Chapter. And just to clarify, meeting our objective does not mean our Sponsorship opportunities are full. For all the Associate Members reading this that are not yet Sponsors, please consider this opportunity to support your Denver Chapter of IFMA. Your Sponsorship helps us make a difference.

In another exciting development, the Denver Chapter of IFMA will be joining forces with BOAC and AFEC to host the AFEC Facilities Management and Engineering Conference in November 2006. This event has been growing in size and popularity for several years, and this represents an opportunity for both the Professional and Associate Members to participate in a larger trade show and educational event than the Chapter could host on its own. More information will be forthcoming, so watch for it in your e-mail and our Chapter web site (www.ifmadenver.org).

But wait - there's more! Your Chapter Executive Board continues to find ways to add value to your Membership. While not all visible in "front of the screen", we continue to evolve and enhance our Chapter web site adding features and improving our ability to bring you information in an efficient and timely manner. You also may have noticed that we are using an internet based survey tool, making it simpler and more convenient for Members to provide feedback on events and Chapter services. And, if a Member finds themselves unemployed, they are invited to attend Chapter events free of charge so that they may continue to take advantage of their IFMA network.

Yes, membership in IFMA continues to be one of the best Professional Association values available. However, the ultimate value to you, the member, depends on how you take advantage of the vast IFMA resources at your disposal.

For example;

- If you haven't visited the IFMA Bookstore lately, you might be interested to find the recently published 2005 Operations and Maintenance Benchmark (www.ifma.org/tools/index.cfm). If you want to know how

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Management

Maneuvers

IFMA

PAT HARRIS, CFM, IFMA FELLOW

DIRECTOR FACILITIES ADMINISTRATION

At one of the audio seminars that I attended last year, Kurt Neubek gave a presentation titled "Project Success: A Barrage of Lessons Learned." It was an interesting presentation that was the result of a huge project he had completed. Here are the nuggets I gleaned from that meeting.

We all know that PLANNING is the key to a successful project. There obviously are a lot of things that can go wrong, but generally, if we do a really good job of planning, the unexpected events are minimized. Mr. Neubek gave a number of "symptoms" and "corrections" to help predict where the project could be running awry.

One must identify and respond to the real client--the ultimate decision maker. The team must be clear about the objectives and know what the goals are. This is easier to glean if the champion of the project is available to fight for the project. It is best if that person is influential in the "political" aspects and has good interaction with the team.

1. Start every meeting by stating the purpose, expectations and objectives.

- A lack of clear direction will lead to misunderstanding and different agendas by the participants. When you feel like you are just "spinning your wheels" with no progress, this could be the cause. People need to have a clear objective to be efficient.
- If you feel like there is commitment but progress is not made, then the assignments or who is responsible may not be clear.
- If teams argue and seem not to agree, this indicates a lack of "buy-in" and the leader must place the tasks in the context of the overall mission.

2. Every meeting should end with a consensus and next steps.

- The next steps must be identified with a resource and likely source. Again, these need to be tied back to the goals of the project.

3. For effective communication, all has to be placed in the context of the overall mission. You may have agreement, but if it is not in line with the goals, again you will be "spinning your wheels".

4. In building consensus, the team must compare alternatives, but each alternative needs to solve the same problem. Then the best alternative can be selected. If team members are focused on the decision makers objectives (clear goals for project), and know what the criteria is, then good decisions can be made that support the goals.

5. Delivering projects within budget requires realistic project scoping and measuring against the objectives of the project.

So good luck with the projects! If you get in the habit of identifying the goals of the project and reiterating them frequently during task assignments, etc. then you should be able to make good progress. Let me know how you do!

Pat Harris, CFM, IFMA Fellow, is WellPoint's Director of Facilities Administration for Colorado and Nevada. She can be reached at Anthem Blue Cross and Blue Shield, 700 Broadway, Denver, 303-831-2027 or pat.harris@anthem.com.

IFMA Sponsors



We wish to thank all the 2006 Sponsors who have stepped forward to support the Denver Chapter of IFMA and the facility management community. Your generosity towards our chapter is greatly appreciated and will result in better education and activities for us all. Members, please think of these companies when you have a need for a product or service this year!

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well your operating costs fare against other companies like your own, you'll want to acquire this resource.

- What about the IFMA Councils? From Academic Facilities to Utilities, the Councils give you an inside track on the latest developments relative to your industry and/or specialty. Check out (www.ifma.org/chapters_councils/council_listing.cfm).
- And the pinnacle if IFMA events, World Workplace, will be held in San Diego this year October 8th though the

10th. Is the trip worthwhile? I know I will be deploying two new products I "discovered" at the 2005 World Workplace, and evaluating one more. (www.worldworkplace.org/northamerica/2006/index.cfm) In closing, I just want to emphasize that participation is the key to unlocking the value of your membership. Your IFMA Denver Executive Board is committed to delivering quality programs and services. All we ask is that you meet us half way...

Dean Stanberry



What is an Elevator?

IFMA

BRUCE HOGY

CENTRIC ELEVATOR

There are two types of elevators:

A geared/gearless elevator known as a Traction Elevator, and a second type, known as a Hydraulic Elevator. The traction elevator works with motors and hoist cables. The hydraulic elevator uses hydraulic fluid or oil and a large piston. We are going to discuss how each elevator works, and the different components involved in each elevator system.

The component that you are probably the most familiar with is the elevator car or cab. Much goes into the building of the cab. It all starts with a basic frame that is called a sling. The sling consists of a lower plank called a safety plank, which supports the cab floor, two vertical sides called stiles, and an upper beam called a crosshead. The main purpose of the sling is to act as a support structure for the cab, which is what the passenger rides in. The cab is built inside of the sling, beginning with the floor or platform. The floor is attached to the safety plank of the sling. Once attached, the floor or platform is leveled with adjustable crossbraces called brace rods. Next the walls and ceiling are added, as well as the car doors, door track and door operator mechanism. The door operator is a device that opens both the elevator cab, and hoistway doors, and is located on top of the elevator cab.

The elevator travels in a vertical shaft called a hoistway. Inside of the hoistway are two vertical rails, called guide rails, which are precisely aligned to guide the car up and down the hoistway. One of the many safety devices found in the shaft are buffers, which are large springs located in the bottom of the shaft or pit, and are used, if necessary, to bring the cab to a cushioned stop should it travel beyond the bottom floor landing. The cab is given a smooth ride up and down the shaft by roller guides, which are attached to the bottom and top of the stiles of

the car frame. Roller guides help to position the car on the guide rails and prevent any sideways motion. Each roller guide is equipped with three rollers.

In traction elevators the cab is suspended in the hoistway by steel cables, called hoist cables. These hoist cables extend up through the shaft and enter through the floor of what's known as the penthouse or machine room. The machine room is where most of the equipment is used to operate the elevator. Here the cables pass over what is called a hoist or traction sheave. This sheave is a large grooved wheel. Hoist machines are powered by electronic motors, and hooked up to the hoist sheaves to provide the power to move the hoist cables that raise and lower the cab. In a geared machine the traction sheave is driven by an electronic motor through a set of speed reducing gears, located in the traction sheave. Geared machines are used for elevator speeds of up to 450 feet per minute, or about 5mph. Geared machines can also be powered by either direct or alternating power.

In a gearless machine the cable sheave is mounted directly on the motor shaft, which is always powered by direct current. A gearless machine has no gears in the traction/hoist sheave. A motor generator is used to convert alternating current to direct current. Gearless machines are used for speeds greater than 450 feet per minute. The hoist machines which power the sheaves, that move the cable, are capable of reversing direction as well as varying their speed when accelerating or decelerating as the elevator leaves or approaches a floor. As the hoist cable passes over the traction sheave it runs onto a deflector sheave. This sheave helps to steady cables as it runs back down through the hoistway, terminating at the counterweight.

The purpose of the counterweight is to balance the cab

and reduce the power needed by the hoist machine to move the cab. The counterweight moves in the opposite direction of the cab and also has guide rails and a buffer. The counterweight is adjusted by removing or adding steel bars until its weight equals that of the cab, and 45% of the cab's capacity.

In tall buildings, the weight of the hoist cables becomes significant and can cause the system to become unbalanced. To help this condition, compensating cables or chains are connected to the bottom of the cab and the counterweight. Thus, the weight on either side of the hoist sheave is always equal. While one cable would be sufficient to support the elevator cab, additional cables are used to provide the correct amount of friction with the sheave. The amount of friction between the cables and the sheave is important to the operation of the elevator system. The better the friction, the more efficiently the elevator runs.

All traction elevators have a safety device called a governor. This device will halt the motion of the elevator cab should it start exceeding its designed speed for any reason. The governor consists of a set of flyweights that are driven by a loop of cable that extends from the governor in the machine room down to a pulley in the hoistway and connects to the elevator cab.

Hydraulic elevators are slow speed elevators that are used in buildings that are no higher than seven stories. In this type of elevator, lifting is provided by a hydraulic piston and cylinder, which is embedded in the ground under the building.

This system has a reservoir tank that is filled with hydraulic fluid or oil. Upward travel is caused when a hydraulic pump pumps the oil out of the reservoir tank and into the bottom of the cylinder. As the cylinder fills with oil, it pushes a piston up out of the cylinder. The elevator cab sits on the piston. To descend, an electronically operated bypass valve opens, allowing the oil in the cylinder to flow back into the reservoir tank.

All elevator systems, whether hydraulic or traction, employ sophisticated control systems. These systems which are called controllers, perform many functions related to travel management and safety functions. The

controller is located in the elevator machine room and is the brain of the elevator. The controller manages all of the automatic functions of the elevator.

The controller monitors the cab's location in the hoistway with a device called a selector. If the controller is the brain of the elevator, then the selector is the nervous system of the elevator. The selector compares the cab's position to its destination, and tells the controller when to slow and stop the hoist machine. The selector can be mechanical or electric. Both types of selectors have a grooved steel cable attached to them and the cab. This cable is known as a selector cable, and acts as the spinal cord of the elevator, letting the selector know where the cab is so it can inform the controller.

All elevator doors are monitored by the controller. Elevator doors must be completely closed, before the controller will allow the brake assembly to release the elevator, so it can move from floor to floor. Elevator car doors are equipped with what are called safety edges, which are located inside the edges of the doors. There are two basic types of safety edges. One type is a retractable edge, that when obstructed or held in, will prevent the elevator doors from closing. The second type is a light beam, that when broken by an object, will prevent the elevator doors from closing. Once the elevator doors have closed, a manual lock keeps them from being manually opened.

All types of elevators have several types of signal fixtures. The signal fixtures in the lobby or hallway outside of an elevator usually consist of hall call buttons and hall signals. The hall call buttons will summon an empty elevator, or will intercept an elevator in motion if it is going in the desired direction, and has not yet reached the calling floor. The hall call button tells the controller what floor to stop at, and the desired direction of travel. When the cab arrives at the calling floor the hall call button extinguishes, and the hall signal illuminates, identifying the arriving car and direction of departure.

Inside the elevator is a car operating panel consisting of buttons, that when pressed, tell the controller the passenger's desired location. The controller must be able to remember multiple destinations to stop the car at each floor in turn. A position indicator located above the

elevator doors inside the cab, illuminates to tell passengers of the cab's location and direction of travel. There are several other buttons located on the car operating panel that passengers should be aware of. There is a door open button, which will hold the elevator doors open, to allow extra time for entering or exiting the elevator cab. There is also an emergency button, that when pressed, will sound an alarm in case of trouble.

All elevators are required by law to have some type of communication system in case of an emergency. Elevators equipped with telephones or intercoms should also have a sign posted telling the passenger the name and address of the building, and the car number so that the passenger can correctly identify their location.

There is also a stop switch located in the panel, that when activated, will halt the movement of the car. A special control panel contains switches that control the lights, ventilation and an independent service switch, which will permit the car to be operated manually, removing the car from automatic operation. In this mode, the car will respond only to the cab controls. Another switch permits the car to be shut down totally. In the case of an emergency such as a fire, there is a key switch, which is usually located in the lobby and can only be operated with a special key. This switch, when activated, can take control of all the elevators, bringing them down to the lobby floor.

Elevators are the mass transit system of a building. They are complex pieces of machinery with many different components. Elevators also represent one of the major expenses in a building. It is therefore extremely important that anyone associated with the car, maintenance and any pertinent decisions made regarding the elevator, be educated about their functions and mode of operation.

Bruce Hogy, Centric Elevator, has been involved with elevator specification, installation, upgrades and maintenance for a number of years. He can be reached at 303-477-8300 and at bhogy@centricelevator.com.

save the date

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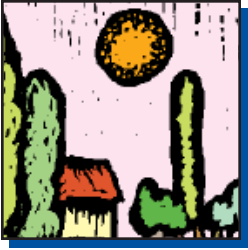
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when 5 - 6 pm: Cocktail Reception (cash bar)
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where The Denver Center for the Performing Arts
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1245 Champa Street

Look for your invitation in early April!





Business Cards, Handshakes and Hugs

IFMA

Harry H. Hill, III
Facility Superintendent
City & County of Denver

As we move further into this year, the Year of the Dog, we should look both back on what has been and ahead at what is to come. The former is rather easy to accomplish and the latter, well, somewhat more difficult to do without a crystal ball or a deck of Tarot cards. Why do I write this? I was recently reminded of something I do that I had started to take for granted. The caller stated that I had told them at one time that I kept business contacts in several locations and always had someone on my list to call to say hello. I asked why. They stated that they had just been laid off, escorted from the facility and this was the only number they had.

Reflecting on this I'm reminded how important these contacts still are. Not only are they important for business contacts but for personal reasons and resources as well. Many of these people have moved beyond contacts and have become acquaintances and in some cases they have become friends. There are things that we alone cannot accomplish and therefore we call on these people to lend us a hand as surely we would help them. Our goals and ambitions though they rest in our hands may also need the hands of others to be brought to fruition.

I find this is why networking is so important. It is more than the simple handing off of a business card; it is the process of developing a relationship. In each of us there is a unique method of using this process. It has become a part of us to get the most out of each relationship we begin. Our plan and goals will dictate how the process will work for us. We may want to make a sale or need a specific item or contractor or maybe just be putting two people together that don't know yet that they need each other. For each new introduction there is a process, a sequence of events that takes place. The order may change with the significance of the meeting place but they are usually there, an introduction, eye contact, shaking of hands and the passing of business cards. This could be just another introduction and there may be polite conversation or there could

be the off chance that some strange connection is made and you end up in deep discussion finding many people, places and things in common. How we conduct these first few minutes and this sequence of events may determine the extent of future interactions. Can you think of times when a contact led to a dead-end? Or you found what you were looking for, better yet the people that you matched up were perfect for the venture. Now, think of all of the contacts you have made through the years, how many of them are still in your life as business acquaintances or even friends?

Since our jobs in many cases have become our lives wouldn't the relationships developed through networking naturally progress into friendship? I am not saying this will happen in every case or our lives could get somewhat crowded but when you find one the world is expanded.

I don't see networking as a one shot deal that it is sometimes made out to be. It is more than just a handshake a business card and a promise to call for lunch next week. It is an on-going process that involves calls months down the road to say, "Hello how are you". It's cards at Christmas time that carry a hand written message. It is a hug instead of a handshake when we meet again it is a moment that asks how is your life going, and oh yeah, how's work?

Through the years my network of acquaintances has sustained me in the difficult times and has been there to share the good times. Just as the "Dog" I will stay loyal to that which has worked for me and seek my goal of expanding my network. We never know what the next person we meet will mean in our lives or to our business.

Harry H. Hill, III, is Facility Superintendent for City and County of Denver and has been member of the Denver Chapter of IFMA for several years. He can be reached at harry.hill@ci.denver.co.us or at 303-458-4833.



Flat Panel Monitors

IFMA

Justify Costs

STEVE BYRD

Workplace Enhancements

New flat panel LCD monitors are stylish, contemporary, and make every office look more professional. While every worker wants an LCD, management demands justification for the expense of replacing existing CRTs.

Fortunately, there are very real benefits that result from upgrading to LCDs -benefits that flow directly to the bottom line. The total cost of ownership is neutralized by a positive return on investment that can easily exceed 100%. According to major industry reports, the cost savings incurred by converting to LCDs are:

Space: Real savings come from more efficient use of the workspace. CRTs have hogged the desktop for over twenty years. The corner workstations that were necessary to provide a home for the deep CRTs are no longer needed. Workstations can now be designed and arranged for specific tasks and space requirements. Stations that are designed with LCDs and a monitor arm can be over 20% smaller, without sacrificing any functional working area.

Rent: Less space quite simply means less rent paid. Additional savings can be realized through affiliated costs such as taxes, maintenance, and janitorial.

Tenant fit-out: Costs in completing interior tenant construction are reduced in smaller spaces

Building mechanical and electrical: Reduced energy requirements allow for downsized major mechanical and electrical requirements of smaller facilities.

Furniture: Without the bulky CRTs, smaller and less complex furniture is acceptable for a fully functional

workstation.

Energy: Xcel Energy determined that Flat panel LCD monitors save 60 - 90% in direct electricity use over CRTs. In addition, due to the substantial reduction in heat output of the LCDs versus CRTs, there are also lower costs for air conditioning.

Product life span: The average electronic life span of an LCD is thirteen years versus five years for a CRT. This fact alone offsets price differentials between CRTs and LCDs.

Cost of disposal: Eight state landfills, including California have stopped accepting CRTs because of the lead content and the costs of disposal are increasing annually.

Health and safety: According to the American Optometric Association, 90% of users of existing CRTs suffer from Computer Vision Syndrome (CVS), costing businesses \$2 billion a year. Because they do not flicker like CRTs, LCDs greatly alleviate CVS and associated costs.

As beneficial as they are, flat panel LCD monitors do not create space saving benefits. Because of the relationship between the user and the monitor, the front of the screen must be at the same distance from the user's eyes as with the CRT, which is in the range of 20 - 26 inches. Simply placing a LCD on the work surface in place of a CRT will not realize any effective gain in usable workspace because the only real space savings will be directly behind the monitor, which is basically useless.

Transforming space behind a flat panel monitor into usable space can be accomplished by installing the monitor onto a monitor arm. SpaceCo created a free

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floating monitor arm named SpaceArm that not only frees up the work surface directly under the LCD for other uses, and the monitor can easily be moved back and out of the way when the user needs full use of the work surface for other tasks.

Articulating monitor arms also increase the ergonomic integrity of the workspace. With SpaceArm's advanced five-axis position adjustment and pneumatic counterbalance, the height, depth, and tilt angle can be easily adjusted as desired. The monitor can also be ergonomically adjusted to the correct focal distance and axis of vision.

With the proven financial benefits of LCD monitors and the addition of a monitor arm, the question for businesses is not "Can we afford to upgrade?" but rather "Can we afford not to?"

Steve Byrd, Workplace Enhancements, has been involved with ergonomic issues for a number of years. As the industry makes technological changes, ergonomics still must be addressed. Steve can be reached at 303-887-1337 or sbyrd@weworks.us.

Save the Date!



Advanced Facilities
MANAGEMENT & ENGINEERING
CONFERENCE

November 8-9, 2006
Denver Marriott/Loews Hotel Denver Colorado





A Restoration in Progress: The White Way Grill

IFMA

JOHN VAUGHN
SUPERVISOR,
CITY OF LAKEWOOD

The historic preservation and restoration of buildings and structures may present an interesting change of pace for a Facilities Maintenance crew. But each unique historic structure can also present unforeseen challenges, and sometimes force a municipality to re-examine its commitment to historical accuracy. Any attempt to preserve a building in its original form and usage requires a hard look at current building codes, accessibility requirements, and zoning regulations.



In February 2002, the City of Lakewood and the City of Aurora announced that they had reached an agreement to save the China Place Restaurant at 9842 E. Colfax. Aurora agreed to give the restaurant to Lakewood and pay up to \$20,000 to help in moving the restaurant to the Lakewood Heritage Center. The City of Lakewood agreed to restore the building to its original condition as an operating diner.

For the last 24 years the China Place Restaurant has been a welcome sight for motorists coming west into town along East Colfax Avenue. So, many people in the Lakewood community have wondered why Lakewood is bothering to preserve an old, small, unattractive Chinese restaurant from clear across town. In order to answer this question we must go back to the years following World War II, when the China Place restaurant was

known as the White Way Grill.



The China Place Restaurant

The years following the Second World War were a time of great change in America. A devastating world war in Europe, and the dramatic changes taking place at home in America at the end of the war had thrown many of the assumptions of previous generations into serious doubt. Too much was changing all at once. Mass transportation, the concentration of population and wealth in the cities, increased literacy, growing materialism, mass emigrations, and growing transoceanic trade all combined to dramatically change the way life was viewed. Stability and complacency were seen as the virtues of an older generation.

Perhaps the complexity of life in the world had contributed to the breakdown of traditional assumptions about the values of the past. Many young men returning from the horror of war in Europe took to the road to see America. Within a few years America was saturated with new kinds of eating-places. Diners, cafeterias, luncheonettes, soda fountains, Automats, ice-cream parlors, drive-ins, and barbecue stands began growing along the roadsides. Purveyors of hash browns, pies, hamburgers, and milk shakes became common all over the landscape.

Classic diners were factory built and designed for

efficiency. Many of the early diners resembled railroad dining cars, streamlined with gleaming stainless steel, aluminum, glass, neon lights, and leather upholstered booths. The name diner probably comes from the railroad dining car.



An Abandoned and Unloved Diner

The origin of diners goes back to the horse drawn lunch wagons that were common in New England in the late nineteenth century. Late shift factory workers were often hungry after completing their workday but most of the conventional restaurants were already closed up for the night. This unsatisfied demand soon caught the notice of local entrepreneurs who began constructing self-contained wooden lunch carts and parking them near the factory gates at night. Some of the carts did so well that the owners left their carts in the same place for years, allowing their carts to obtain more legitimacy and respectability than was often accorded to the roaming food vendors. Local city officials and prominent businesses often considered then roaming carts to be unsanitary and a public nuisance, so the lightweight movable food carts gradually gave way to heavier, more permanent models. Discarded trolley cars were often dis-wheeled and converted into eating establishments. Not surprisingly, several manufacturers began selling standardized diners that could set up anywhere and operated with little or no training in the restaurant business.

For years the diner was considered to be a working mans eating-place. Women and children were not encouraged to frequent diners, where they might expect to find a rather rough crowd with poor manners and foul language. The diner emphasized low prices and fast service, not fine dining. The nickel cup of coffee and greasy food was the expected bill of fare. During the depression, one writer said "the diner has saved more lives than the red cross" When prohibition eliminated the

main source of competition for the diner, the neighborhood saloon, the diner business boomed. One estimate was that there were 70,000 diners in operation on the eve of world war two. One of the diner manufacturers, Samuel Kullman, estimated that 90 percent of these diners were located within 100 miles of New York City.

When the war ended, thousands of young veterans returned with new ideas, money in their pockets, and a desire to see and experience the best that the country had to offer. Businesses were not slow to recognize the potential of this emerging market and began to aggressively market their products. In order to establish brand identity and differentiate between their products and those of their competitors, manufacturers began to aggressively market to certain audiences and to introduce the idea of style into their product line. Automobile manufacturers were very successful at establishing an image for their products and appealing to certain age groups and lifestyles. Sometimes exaggerated elements of style, such as huge tail fins, heavy chrome front ends and massive rocket shaped taillights were used to attract buyers looking for something unique and outrageous. During the 1950s many of the diner manufacturers began following the example of the automobile makers.

Style often triumphed over substance and the streamlined designs of newer larger diners echoed the design of glitzy ornamentation of the 1950s automobile. Gleaming stainless steel art deco, fluted stool columns, octagonal seats, elaborately patterned stainless steel wall patterns, and Formica countertops and bright colors were the usual ingredients in the recipe for a stylish diner. The food, unfortunately, usually did not approach the lofty levels of the décor.

Over the years there have been dozens of companies that have manufactured diners. The difference between a diner built by one manufacturer and one built by another is mainly style. Almost like cars built by different automakers but without the name emblazoned on the grill. One of the largest manufacturers in the golden age of diners included Jerry O'Mahoney, Inc. of Elizabeth New Jersey. Surviving O'Mahoney's diners include Ted's diner in Milford Massachusetts and Ma X's Grill in Harrison New Jersey. Both featured barrel roof, bright red porcelain exteriors, and cream-colored lettering. In

the late 1940's, O'Mahoney's introduced bright stainless steel exteriors that it featured until the company went out of business in 1956.

The Valentine Manufacturing Company, Wichita, KS, 1938-1974, in its time was the only significant diner manufacturer outside the Northeast. Valentine built a small, boxy diner that was radically different than any of the other manufacturers. The company's founder was Arthur H. Valentine, a Wichita restaurant owner and hamburger stand operator.

This company produced the vast majority of factory-built diners west of the Mississippi. Their 1940's were tiny, 10-stool operations with an L-shaped counter and often featured a take-out window. In the 1950's models such as the Twin Arrows Cafe near Flagstaff, Arizona or Suzie Q's in Mason City, Iowa, some larger units were produced such as Cindy's Diner in Fort Wayne, Indiana.

More than 2,200 Valentine diners were built during the years from 1938 to 1971, and were sold to buyers in every state but Washington. The most popular model was called a Little Chef, it had 10 stools and retailed for \$3300.00. Buyers only had to find a small piece of land, hook up utilities, and have the diner delivered and ready to operate. The beauty of the Little Chef was that it would fit almost anywhere, between buildings, on corners, in vacant lots or along country roads.

In 1947 one of these small Valentine diners, a ten-stool Little Chef model, called the White Way Grill, was installed at 9842 East Colfax and served customers continually until June of 2001, when the diner was scheduled to be demolished as a part of a 14 million dollar expansion project of the Fox Arts Center and Fletcher Plaza.

But instead of demolition the diner was moved across town to the Lakewood Heritage Center.

Lakewood's Heritage Center is a historic and social center park featuring a look at early 20th century lifestyles, especially rural life. Located on the former May Bonfils-Stanton Estate, the Heritage Center originally opened as the Belmar Museum in 1976. Currently it features ten historic structures on site and over 30,000

artifacts, plus photo and document archives.

The Lakewood heritage center has plans to refurbish the restaurant and open back up under its original name the White Way Grill, complete with a walk up window and outdoor patios. The once gleaming but now faded stainless steel, art deco diner is an example of the International Style of architecture that has come to represent a lost era of glamour and populist elegance. The specific areas of restoration planned for the White Way Grill will include complete site preparation work, including soil testing, asbestos and lead paint removal, installation of gas, sewer, and electric lines, and construction of a concrete foundation to ensure safety and perpetual preservation of the building. As a part of this process we will also perform necessary mechanical upgrades, repair the electrical system and fixtures; replace plumbing fixtures, including the hot water heater; repair the roof, and apply historically correct wallpaper, paint, and window coverings. The flooring will also be replaced, new heating and cooling systems installed, and broken windows replaced. An ongoing maintenance plan will be developed for the building and historically accurate fixtures located and installed. Some of the other areas, which must be addressed before the building can legally be reopened for public use, include, telephone, security, data, and other communication design and installation. Testing must be done for hazardous materials including asbestos, zoning and building exemptions must be secured in order to reopen the diner in its original form, and accessibility issues must be resolved.

The challenge is to preserve the structures of the past in their own original and unique form so that future generations can experience life as it really was for previous generations of Americans.

John Vaughn is a Facilities Maintenance Supervisor in the Planning and Construction Division for the City of Lakewood. He has been involved with IFMA for several years and a frequent contributor to Voice of the Rockies.

John can be reached at johvau@lakewood.org.

Fox Hollow at Lakewood Golf Course

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Member

Spotlight



**Edward
Morris**

The member in the spotlight for this edition is Edward Morris. He is currently on the Membership Committee. Being a part of this Chapter and Committee allows him to socialize and network with other members as well as to share thoughts, insights and ideas about managing facilities.

Edward is employed by Medtronic Inc. They are the world leader in medical technology that provides lifelong solutions for people that suffer from chronic ailments such as heart disease, neurological disorders and vascular afflictions. Their products and technologies have enhanced the lives of over 2.5 million people in the last year alone. Medtronic Navigation, based in Louisville, is the leading supplier of integrated image guided surgery products.

Edward has been able to expand his facility knowledge and experience by becoming involved with all phases of the facilities process. This includes lease negotiations and construction, health and safety management, as well as the planning and design of a new corporate facility.

Growing up in Texas, Edward now enjoys the dry climate of Colorado. After 20 years of military service and various overseas postings he has the taste for travel which he enjoys with his wife and son. With the mountains so near he often takes the opportunity to indulge in his desire to ski. In addition to spending time with his family, Edward is a Mentor with Denver Partners and shares some of his spare moments with his Jr. Partner Ryan.

Sponsor

Spotlight



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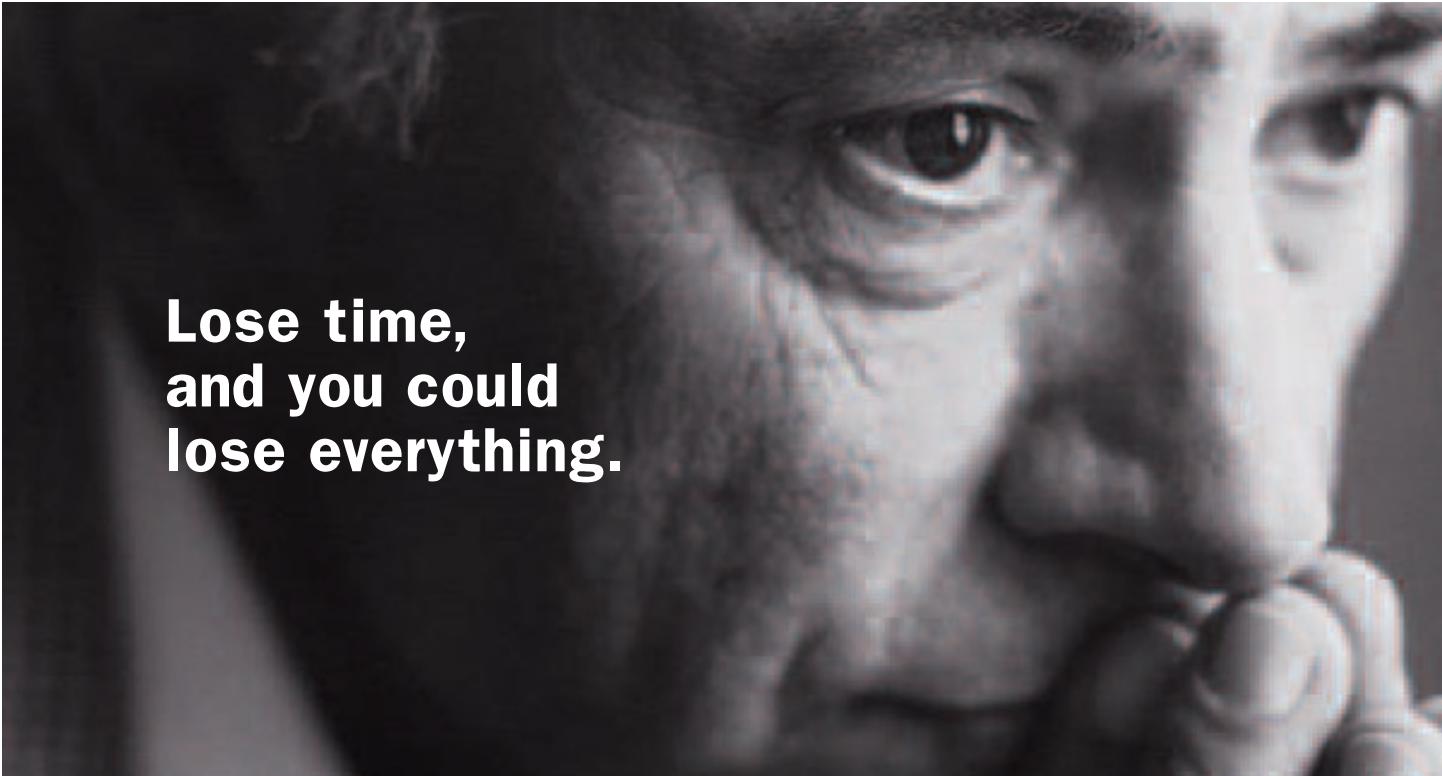
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Programs

IFMA

APRIL LUNCH TUESDAY, APRIL 11, 2006

As you read this article, sitting at your desk, relax and take a deep breath before reading further. How do you feel? Statistics from the World Health Organization report that nearly two-thirds of all commercial buildings have what is now dubbed "sick building syndrome," an indoor air quality condition that perpetuates sickness of people within these structures. Ranked as the number one environmental health issue by the Environmental Protection Agency, indoor air quality is linked to more health problems than water pollution and solid waste disposal. Due to energy-saving insulation practices, our homes, office buildings and industrial facilities are capable of hosting air quality seventy to one hundred times worse than the outside air of the same location. The materials inside of buildings (such as cleaning chemicals, combustion appliances, building materials, fabrics and allergens) are trapped and re-circulated in the spaces we occupy. Indoor air quality is blamed for employee sickness, lost work days, and host of other symptoms including headaches, sinusitis, fatigue, memory loss, breathing problems, skin irritations, and dizziness.

How do you feel now? This month we will hear from Joseph D. Gifford of A.G. Wassenaar, Inc., a local commercial environmental firm, about the most common problems encountered and latest technologies available to help improve the air in your facility. He is a Certified Industrial Hygienist with over 15 years of occupational health, safety and environmental consulting experience. Joe will share with us the options available and how to evaluate the most effective and efficient solution for each of our unique situations.

Americans spend approximately ninety percent of their time indoors. For your own health as well as the health and well being of your tenants and co-workers, you need to attend this meeting. Wouldn't it be nice - when you lean back, stretch and take a deep breath at the end of your day - that you don't have to worry about what is in that breath that could be doing you more harm than good?

Time: 11:30 am - 1:00 pm Cost: \$25 Members, \$40 Non-members

Where: Maggiano's downtown, at 500 16th St., in the Pavilions Shopping Center
Parking available in their underground garage for \$2 an hour. Entrance is off of Welton, between 15th & 16th

MAY TOUR TUESDAY, MAY 9, 2006

We press a button to begin capturing and translating electronic signals into sights and sounds from all over the world as well as from days long past. We call it television, and this month we will be touring the local facility of the nation's largest provider of premium movie services, Starz Entertainment.

Designed by Barber Architecture, Starz Entertainment Group Headquarters is part of the Liberty Media Campus. The 40-acre master plan was envisioned much like a college campus, with the most significant element being its informal park. The Starz Entertainment building's two five-story wings are united by a central glazed rotunda. Other amenities include a full service cafeteria with outdoor dining terrace, fitness center and indoor racquetball courts.

The most unique feature to this 300,000 square foot facility is its state-of-the-art multi-channel digital, 24-hour television playback and satellite uplink operation - all of Starz and Encore's movie channels are broadcast from this facility.

Running a high tech facility has its own unique challenges. Tens of millions of dollars of equipment serving over 30 million subscribers translates into a huge facility management responsibility. What might be a minor problem in most situations could be a catastrophe given the scope of the impact that they could cause here. Beautiful architecture and state of the art facilities are nice but we are going to get an inside glimpse of what it takes to keep over 30 million people happy every day. And you thought your job was high pressure!

Time: 5:00 pm - 6:30 pm

Directions: The address is 8900 Liberty Circle, Englewood, CO 80112. Take C-470 east to Peoria exit. Go north and take the first left, which is Liberty Blvd. Take next left onto Liberty Circle. Park in the Visitor parking on the west side. Additional parking around the "ring road". Security will direct you to the proper meeting location on the west side of the building.

SUMMER PROGRAMS

Friday, June 23, 2006
Golf Tournament
Information on page 14.

Tuesday, July 11, 2006
Summer Social! Details to follow.



Calendar

Chapter Activities

IFMA

April	5	Board Meeting Pear Commercial Interiors	7:30 AM
	11	General Meeting Maggiano's Downtown Indoor Air Quality	11:30 AM
	20	Audio Seminar at OfficeScapes Carpet Reclamation Speaker: Georgina Sikorski of INVISTA	11:00 AM
May	3	Board Meeting Pear Commercial Interiors	7:30 AM
	9	General Meeting Starz Entertainment Tour 8900 Liberty Circle, Englewood, CO 80112.	5:00 PM
	25	Audio Seminar at OfficeScapes Stating Your Case - FM and the Language of Business Speaker: Tim Springer, Ph.D. of HERO Inc.	11:00 AM
June	7	Board Meeting Pear Commercial Interiors	7:30 AM
	22	Audio Seminar at OfficeScapes Quality Data and Data Infrastructure Systems for FM and CRE Speakers: Will Esterly of Proctor & Gamble, and Curtis Knapp of Jones Lang LaSalle	11:00 AM
	23	Golf Tournament	7:00 AM

July	5	Board Meeting Pear Commercial Interiors	7:30 AM
	11	Summer Social tba	

August	2	Board Meeting Pear Commercial Interiors	7:30 AM
	8	General Meeting	

September	6	Board Meeting Pear Commercial Interiors	7:30 AM
	12	General Meeting	

October	4	Board Meeting Pear Commercial Interiors	7:30 AM
	8-10	World Workplace - San Diego	
	10	General Meeting	

November	1	Board Meeting Pear Commercial Interiors	7:30 AM
	8-10	AFEC Conference and EXPO and IFMA's EXPO	
	14	General Meeting	

December	6	Board Meeting Pear Commercial Interiors	7:30 AM
	12	Holiday Party	

Please note the Board Meetings are now held on the first Wednesday on the month.

Denver Chapter of IFMA Officers - 2006

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January 1, 2006 - December 31, 2006

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Judy Leyshon, Treasurer

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Co-Chair - Open

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