

WALTER AND ASSOCIATES - ARCHITECTS
NEW YORK - NEW YORK - LOS ANGELES - LOS ANGELES - LOS ANGELES

August 6, 1962

Mr. J. F. Schrot
Procurement and Equipment Purchasing Division
General Motors Company
Warren Road
Warren, Michigan

Dear Jack:

Enclosed herewith is the original and one hard copy of the revised contract for the architectural interiors and furnishing and decorating of the V.I. Building at the Ford Exhibit Building in the New York World's Fair. It has been written in substantial conformance with your letter of August 1, 1962. I decided to send it back as a re-written contract because of the pressing time factors in getting this work started so it can be integrated with the other architectural and engineering work we are doing.

I will note that we have established a lump-sum fee of \$8,000. This will give us approximately 670 man hours in which to accomplish the work. Dan Morganelli, who will be heading this part of the project, estimates that 670 hours is quite minimal, especially if we have to go through the scheme more than once.

We have eliminated from the contract, as you suggested, the purchasing and installation of the items of furnishing and decorating as well as the drawings, art work and signing portions of the contract submitted June 12. I hope you realize this does not approximate anywhere near one-half of the work. The great bulk of it, the creative and technical portions, shall remain and, therefore, it is impossible for us, as you suggested, to cut the amount substantially less than one-half of the original quoted \$15,000.

If you have any questions after reviewing this, please get in touch with me.

Sincerely,

WALTER AND ASSOCIATES

Jack B. Woodward

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S P E C I F I C A T I O N S

FOR

PASSENGER AND FREIGHT

ELEVATORS AND DUMBWAITER

NEW YORK WORLD'S FAIR EXHIBIT

1964-1965

FOR

FORD MOTOR COMPANY

DEARBORN, MICHIGAN

September 12, 1962

WELTON BECKET AND ASSOCIATES
ARCHITECTS

10000 Santa Monica Boulevard
Los Angeles 25, California

BRadshaw 2-8811

- 71.37 GUIDE RAILS: The guide rails for the car shall consist of a planned steel T's, erected plumb and securely fastened to the hoistway framing by heavy steel brackets. The ends of the guides shall be tongued and grooved forming matched joints connected with steel splice plates. Inserts for guide rails to be provided to Concrete Contractor for installation.
- 71.38 SLIDING GUIDES: Nylon gibs shall be provided.
- 71.39 CAR FRAME: A suitable car frame or sub-truss of structural steel shapes, bolted, welded or riveted together shall be provided. Milled self-aligning cast iron guide shoes shall be furnished at the top and bottom of each of the upright members of the car frame or sub-truss and structural members of suitable size shall be furnished under the platform to transmit the load from the plunger to the platform. Brace rods or structural members as required to form a thoroughly rigid structure of car frame and platform shall be provided.
- 71.40 BUFFERS: Two spring buffers shall be provided, mounted on pit floor or supported on the cylinder head. Buffers shall be blocked up as required to protect cylinder head and packing gland in the event the car should, for any reason, pass the bottom limit switch setting. Striking plates shall be provided on underside of car frame to engage buffers.
- 71.41 CAR PLATFORM: The car platform shall consist of a structural steel frame filled with two layers of wood flooring and a top floor covering. The top wood flooring shall consist of T & G Yellow Pine or exterior grade plywood. The underside of the platform shall be fire resistant. The platform shall be equipped with a bronze threshold plate. The platform shall be mounted on rubber pads supported on an auxiliary steel frame fastened to the car frame. This arrangement shall form an isolating cushion between the car and steel car frame. An all steel platform may be provided.
- (a) Rubber or Vinyl Tile Floor Covering of approved design, color and quality, shall be laid on asphalt felt all securely cemented in place.
- 71.42 CAR AND HOISTWAY DOOR OPERATORS: Doors on the car and at each hoistway landing shall be operated quietly and smoothly by an electric operator driven by a direct current motor which shall open the car door and hoistway door simultaneously.

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- (a) The Operator shall fully open the door in a maximum time of 2.0 seconds, and shall fully close the doors in a maximum of 2.9 seconds. Door movements shall be cushioned or checked at both limits of travel.
- (b) An Electro-Mechanical Interlock shall be provided at each opening to prevent the operation of the elevator unless all doors are closed and locked.
- (c) An Electric Contact shall be provided on the car door which shall prevent elevator movement away from the landing unless the doors are in the closed position as defined in the American Standard Safety Code for Elevators, Dumbwaiters and Escalators.
- (d) Each Hoistway Door shall be equipped with a positive electro-mechanical interlock and auxiliary door closing device so that the elevator can be operated only after the interlock circuit is established. The interlock operation shall comply with the American Standard Safety Code for Elevators, Dumbwaiters and Escalators.
- (e) The Door Operator shall be arranged so that in case of interruption or failure of electric power from any cause, the doors can be readily operated by hand from within the car. Devices and keys for opening the doors from the landing shall be provided as required by governing code.
- (f) The Car Door shall be provided with a protective device extending the full height and projecting beyond the front edge of the door while the door is closing. The device shall retract as the door opens.
- (g) Should This Device Touch a Person or Object in its path, while the car doors are closing, both car and hoistway doors shall return to the open position. The doors shall remain open until the expiration of a predetermined time interval and then close automatically.
- (h) When Operating "With Attendant", the doors shall open automatically as the elevator is leveling and shall close when the "Start" button is pressed. The elevator attendant may, at his discretion, stop and reverse the movement of the doors by removing pressure from the "Start" button.

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In case of power interruption or failure of the operation, it shall be possible to open the doors manually from within the car. Reversal of the doors while the elevator is being operated "Without Attendant" shall be accomplished by pressing the "Door Open" button.

(i) Access to hoistway for inspection, maintenance or repairs and emergency purposes shall be in accordance with code.

(j) Top of Car Operating Device: Means shall be provided to operate the elevators from on top of the car during adjustment, inspection, maintenance and repair in accordance with code.

71.43 PHOTO-ELECTRIC EYE DEVICE: A double light ray will be provided for each car door and arranged to work in connection with the mechanical safety shoe so that interception of the light ray by a person or object will either prevent the doors from closing for a period of time, or cause the doors to reverse and reopen if they are closing.

71.44 CAR ENCLOSURE: A metal car of Otis Design No. 200-6 or equal shall be installed.

(a) Panels and Canopy shall be not lighter than No. 14 U.S. gauge furniture steel, smooth and free from defects. Wainscot panels shall be in one piece vertically from floor to canopy, and coated on outside with sound reducing material. All plates shall be welded and no rivets are to be used in the construction.

(b) Drawn Steel Shapes shall be not lighter than No. 16 U.S. gauge. No visible fastenings for moldings or ornamentation shall be used.

(c) The Car shall be entirely free from squeaks and rattles. All joints shall be lightproof.

(d) Before the Finish is Applied, the panels shall be thoroughly "Bonderized" after which the car interior shall be cleaned. The canopy shall be finished in solid colors. The exterior shall be finished with one shop coat of lead and oil paint.

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(e) The Car Shall Be Provided with accessories as follows:

- (1) Front Return Panels, entrance columns and fascia shall be an integral unit of stainless steel.
- (2) A Fully Illuminated Ceiling with 3/16" flat plastic ceiling panels.
- (3) Extruded Aluminum or baked enamel ceiling frame.

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- (4) Direct Fluorescent Lighting.
- (5) Recessed Baked Enamel Base with concealed vent openings.
- (6) Exhaust Fan.
- (7) Pad Hook.
- (8) Natural Metal Certificate Frames.
- (9) Applied Wood Panels faced with high pressure plastic laminates. Panels separated by recessed black grooves allowing replacement without dismantling car.

71.45 CAR DOORS: Each car entrance shall be provided with center-opening horizontal sliding doors with flush surfaces. Panel rigidity shall be obtained by suitable steel reinforcement. The car side surface of doors shall be of the same material and finish as the interior of the car.

71.46 DOOR HANGERS AND TRACKS: Furnish and install for each car door sheave type two point suspension hangers and tracks complete. Sheaves shall be steel with flanged groove in which a solid rubber tire shall be securely vulcanized. Sheaves shall include ball bearings sealed to retain grease lubrication and shall be mounted on steel housings arranged for attaching to the doors. Hangers shall be provided with ball bearing adjustable rollers to take the up-thrust of the doors. Tracks shall be cold drawn steel with surfaces shaped to conform to the tread of the hanger sheaves and rollers.

(a) An Air Cord Drive, or other suitable arrangement shall be used to transmit motion from one door panel to the other. Air cord sheaves shall be of steel and shall have flanges and grease sealed ball bearings.

71.47 HOLLOW METAL ELEVATOR ENTRANCES: The Elevator Contractor shall furnish and erect a total of 8 metal entrances. Each entrance shall be 3'-5" wide x 7'-0" high and designed for indicated finished walls. The entrances shall include frames, doors, sills, fascia plates, toe guards, headers, struts and closer angles, hanger cover plates, tracks, hangers, and hardware. The following specifications shall apply:

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