With prize draw
3 iPods to be won
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September 2011
No. 185 • 36th year

Wir

For the modernization of the Säntis aerial tramway (Switzerland), Garaventa used carriages and brakes in a special lightweight aluminum design. p.4

Gondola safari at Kolmården Wildlife Park in Sweden. Fixed bullwheels which allow the detachable grips to travel around them are mounted at the five curves. A world first! There is just one detachable station for loading and unloading. p.18

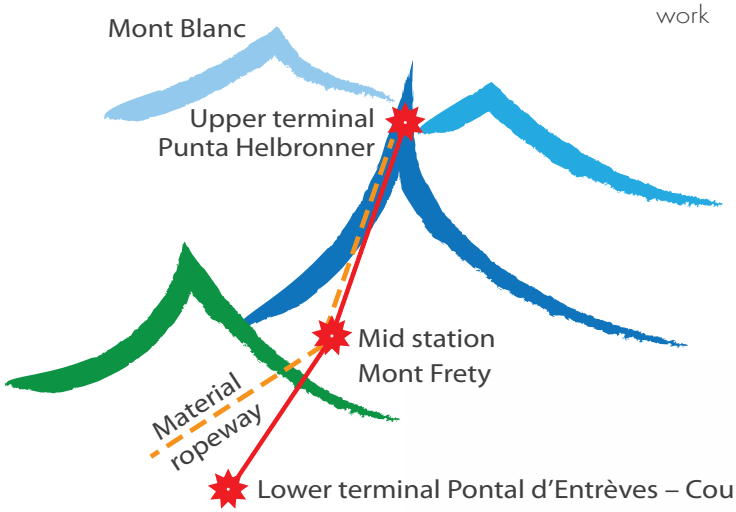
Doppelmayr®

Magazine for
Customers and Employees

Super aerial tramway to the roof of Europe

Doppelmayr Italia began with the construction of the new aerial tramway on the Italian side of the Mont Blanc massif in April 2011; start-up is planned for 2015.

The new tramway has two sections. It will replace a 60-year-old three-section tramway and link the well-known tourist resort of Courmayeur with Punta Helbronner (altitude 3,500 m). The lift line and station locations are new. The two sections share a mid station, but are technically independent. The long construction period is explained by the altitude, which means that work can only be carried out during the three summer months.



First high-tech revolving cabins at an altitude of 3,500 m

The four 80-passenger high-tech cabins are round, have all-round glazing and rotate about their own axis. The internal fittings are also out of the ordinary. Features include:

- Floor heating to prevent the risk of slipping,
- Window heating to prevent condensation,
- External cameras to enable the landscape beneath the cabin to be shown on four screens mounted on the cabin ceiling around a central console.

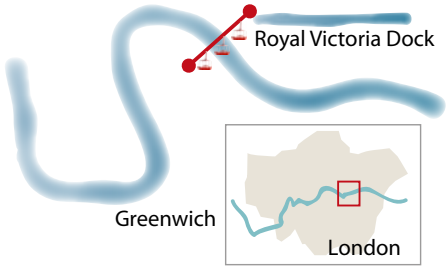
The new aerial tramway will be purely for sightseeing and is to operate for ten months a year. The bottom terminal in Entrèves near Courmayeur can be reached easily from the south portal of the Mont Blanc highway tunnel. Unlike the old terminal location La Palud roughly a kilometer away, the new one has ample parking facilities. Once the new tramway is completed, the old one will be dismantled.

Green light for London Cable Car

By summer 2012, London will get its first urban cable car. The scheme, initiated and led by Transport for London will be constructed by a group of companies including Doppelmayr.

The cable car for London will connect the Greenwich Peninsula and the Royal Victoria Dock and provide a fast and convenient service carrying pedestrians and cyclists at a height of 50 meters across the River Thames. Hailed as the first urban aerial ropeway in the UK, the new link is to be firmly integrated into London's public transport network.

London Mayor Boris Johnson stressed his conviction that cable car passengers will be captivated by the spectacular views of London's Olympic sites and iconic skyline. He also said that the link is to become an essential part of London's passenger transport system.



The cable car is part of the ongoing regeneration of this quarter of London. Doppelmayr was awarded the contract for the building of the ropeway and gondolas of the cable car by the UK-based international consultancy and construction company Mace which is acting as principal contractor for the project. The cable car will be managed by the statutory body Transport for London (TfL).

Our customers drive innovation

Worldwide, Doppelmayr ropeways carry around 2.5 billion passengers on an annual basis. Our installations rank among the safest and most comfortable means of mass transit. As technology leader, Doppelmayr sets the benchmark where safety and comfort are concerned. It is important to remember, however, that the maintenance and continuous expansion of such high quality and safety standards always take place in close cooperation with ropeway operating companies.

Ultimately, it is our customers who inspire progress by constantly setting us new goals. At Interalpin in Innsbruck, Doppelmayr/Garaventa was able to demonstrate its talent for addressing customer needs. And that's a capability which is recognized by the market.

But the relevance of ropeways as a contemporary means of transport is not only borne out by the summer season which is now drawing to a close or the forthcoming winter season in tourist areas. Cities are increasingly discovering the benefits of ropeway transport – and are opting for gondola lifts as well as track-bound systems.

We always have our finger on the pulse and have every intention of shaping the future of ropeway technology by working hand in hand with existing and future customers.

Michael Doppelmayr

High-tech aerial tramway to the Säntis

The almost 40-year-old "new" aerial tramway up to the Säntis in the Swiss half-canton of Appenzell-Ausserrhoden has undergone a succession of modernizations in recent years[1].

When it came to the latest upgrade of the Säntis tramway, the operators faced a dilemma: The use of a modern standard carriage would either have meant reducing the maximum capacity of the cabins or rebuilding the stations, bullwheels and towers. As an alternative, Garaventa offered to develop a lightweight version of the carriage and, with it, a world first.

But that's not the only special feature of the new tram.

[1]The tramway first went into service in 1935 and was entirely rebuilt in 1974.

Loading and unloading on demand

Tower II is designed as an unloading tower. Passengers wishing to unload or load press the stop button in the cabin or at the tower. As soon as the cabin arrives, the station platforms are lowered into position. The unloading area is situated at a height of 15 m and can be reached from ground level by a stairway.

Electric storage heaters in the cabins

The panorama cabins are heated and equipped with an audio system. For spe-

The Säntis rises high above the Rhine Valley on the Swiss-Austrian border and is particularly prone to hefty storms.

cial trips, a revolving bar can be installed in the center of the cabin. The batteries for these installations are automatically charged via a power rail every time the cabins pass through the stations. Portable electric storage heaters are available for use in the winter. These are connected to the power network overnight.

Hoists for bulky freight

Two hoists for freight transport can be attached to the cabin on track 1 in next to no time. These are regularly used to carry 5,000-liter water and oil tanks for the shops, restaurant and hotel on the mountain, but have also been used to transport cars for promotional events.

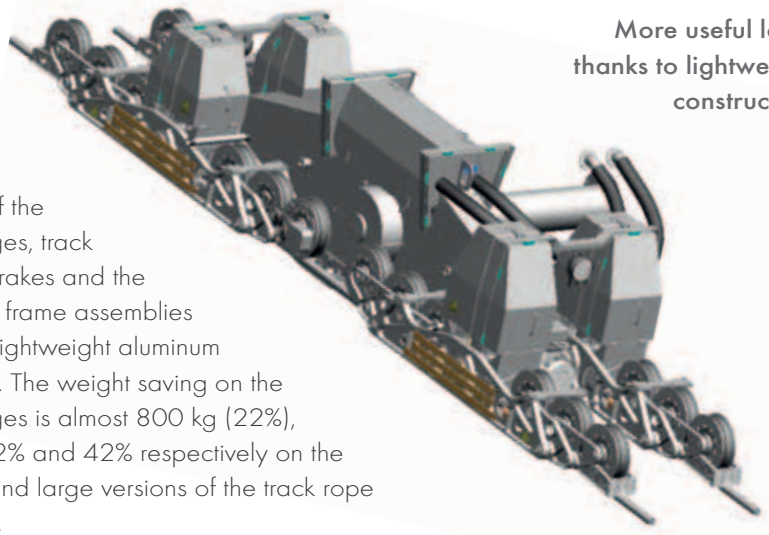
100 percent availability

The tramway has to be available 365 days a year as vital transmission equipment is located at the summit of the Säntis. To ensure 100 percent availability, the tramway has been equipped with two independent drives. Each drive system has its own emergency drive. In the event of a power outage, the emergency drives are powered by a diesel generator.

Bruno Vattioni, CEO of Säntis-Schwebebahn AG: "After replacing the carriages, we can now say that the entire tramway has been modernized over the past few years – with the exception of the towers and track ropes. And we accomplished this last job in just two weeks, largely thanks to the smooth collaboration with Garaventa."

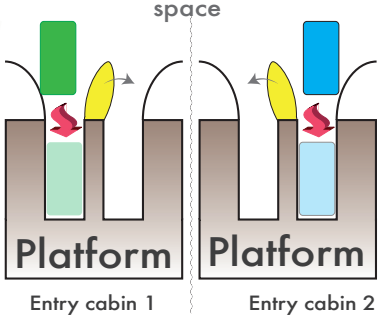
85-ATW Säntisbahn	
Transport capacity	690 PPH per direction
Trip time	10.0 min
Cabins	2
Speed	8.0 m/s
Inclined length	2,235 m
Altitude top platform	2,473 m
Vertical rise	1,122 m
Towers	2
Drive	Bottom
Haul rope tensioning	Top
Track rope tensioning	Bottom

More useful load thanks to lightweight construction



Parts of the carriages, track rope brakes and the evener frame assemblies are in lightweight aluminum design. The weight saving on the carriages is almost 800 kg (22%), with 32% and 42% respectively on the small and large versions of the track rope brakes.

Adjustable cabin guide in upper terminal to compensate for lack of space



The cabin guide is swung to the right or left, depending on which side the cabin enters the terminal.

Freight and passenger ropeway in one

Garaventa has refurbished the heavy-duty ropeway belonging to the mountain power plant Heiligkreuz in Upper Valais, Switzerland.

The ropeway acts as a transport link for maintenance personnel who work at the Kummenbord reservoir which lies at an altitude of 2,097 m and is not far from a historical pilgrimage church. It was erected in 1969 by Willi Bühler/Von Roll Seilbahnen (integrated into the Doppelmayr Group in 1996). Even back then, the ropeway was equipped with a rope winch for freight as well as a passenger cabin. This system was initially used for construction of the reservoir and for burying the pressure line which runs immediately below the ropeway. Later on, the ropeway became the means of access for maintenance personnel. After 40 years of faithful service, the time had come for a complete overhaul of the ropeway installation.

Freight and passenger transport

Garaventa replaced the main and emergency drives, bullwheels and gear unit, the carriage and the hydraulic tensioning system for the track rope as well as the haul rope and the control system. No significant civil engineering work was necessary. All that was required was reinforcement of the lower terminal foundations

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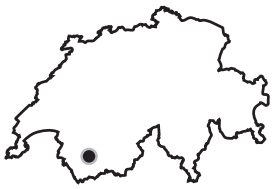


The Heiligkreuz-Kumme power plant ropeway operates all year round and is used exclusively to transport material and maintenance personnel. However, proposals for a possible tourism amenity in the future are already on the table. This would only require minimal refurbishment of the loading and unloading areas. The operators of the Heiligkreuz power plant are the Gommerkraftwerke (GKW). With its three plants, the company generates around 300 GWh of electricity, which is the equivalent of the power consumption of the three Swiss cities Sitten, Visp and Brig (total population of almost 50,000 inhabitants).

for the new drive. The control room was moved to a cube in front of the lower terminal. A crane driver cabin with a winch to take weights of up to 4.2 tons is fitted to the freight carrier; the new passenger cabin can carry 30 people.

A special feature of this installation is the fact that the track ropes can be tensioned with a hydraulic cylinder. This (very unusual) construction makes it possible to dispense with a counterweight shaft in the subsurface rock.

The specified time frame was tight. Garaventa began work on dismantling the old ropeway equipment in April and by June the installation was ready to go into service again.

Reservoir to be enlarged

Besides the maintenance and repair work, the ropeway overhaul was essential for the proposed increase in height of the reservoir dam. Work on raising the dam – a height of eight meters is planned – will not go ahead until the power plant operators and conservationists reach an agreement on the residual water flows which are to be directed into the surrounding streams. A temporary material ropeway has already been built.

4.2-t-MRW Heiligkreuz-Kumme	
Trip time	9.7 min
Speed	4.0 m/s
Carriers	1
Inclined length	2,152 m
Top station altitude	2,097 m
Vertical rise	636 m
Towers	4
Drive	Bottom
Track rope tensioning	Top/fixed Bottom/hydraulic
Haul rope tensioning	Top

Black Forest funicular claims world first

Work on the complete overhaul of the Sommerberg funicular railway at Bad Wildbad in the Black Forest has now been completed. Comfort and performance have been significantly improved. A strict separation between pedestrians and cyclists prevents any potential conflict.

Bad Wildbad is a popular vacation and spa resort offering thermal baths and attractive wellness facilities. The Sommerberg mountain on the periphery of the town is promoted as a local highlight: "With its mild, stimulating climate, the Sommerberg offers a welcome contrast to the moderate climate that prevails in the valley as well as plenty of fun walking tours for the whole family."

The Sommerberg funicular is well integrated into the local public transport network and takes passengers to a plateau 300 m above the valley. The upper terminal is located in a popular residential and recreational area and right next door to the starting point of a much-used downhill stretch for mountain bikers.

Hydraulically adjustable ramps

A special feature of the funicular is due to its alignment. As the passing loop is situated in a curve, the track length traveled by the two cabins differs. As a consequence, their stopping points in the upper terminal are roughly half a meter apart.

In the upper terminal, the height difference between the platform and the lowest compartment (which is for wheelchair users) is compensated by hydraulic ramps. This is a world first! In the lower terminal and mid station, level access makes this measure unnecessary. The cabins have four compartments and are very spacious as they accommodate 75 passengers in an area which would normally take 110. The reason behind this generous use of space is the operators' wish to cater for the needs of both pedestrians and mountain bikers.

Peter Buhl, Commercial Director of the Sommerberg funicular, stresses the funicular's importance in addressing public transport requirements. It provides a passenger service for a quarter of a million people – residents, hikers and mountain bike enthusiasts – on an annual basis.

75-FUL Sommerbergbahn	
Transport capacity	980 PPH
Trip time	2.5 min
Stopping time in stations	1.8 min
Speed	7.0 m/s
Carriers	2
Inclined length	741 m
Altitude top platform	720 m
Vertical rise	291 m
Drive	Top

Well-conceived organization of passenger flows

The two central compartments of the funicular's cabins are for bikers; the two end compartments are reserved for pedestrians. In the lower terminal, passengers take the left-hand platform stairway while bikers are directed to their compartments via the

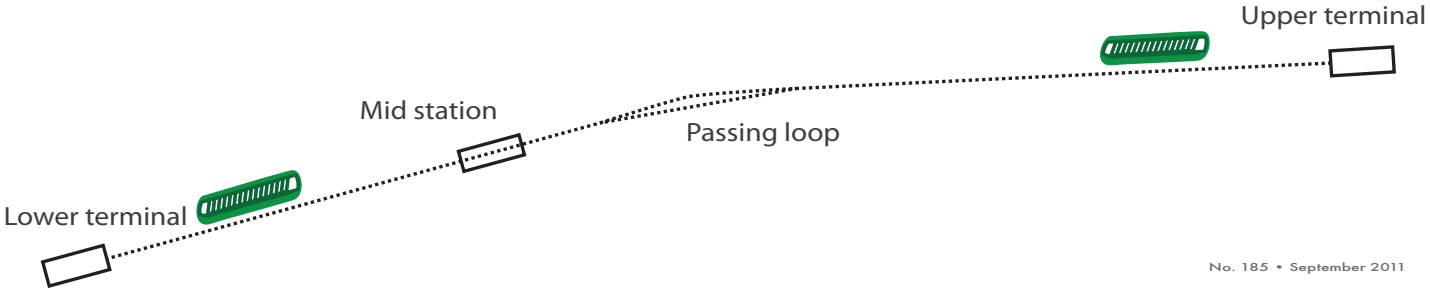
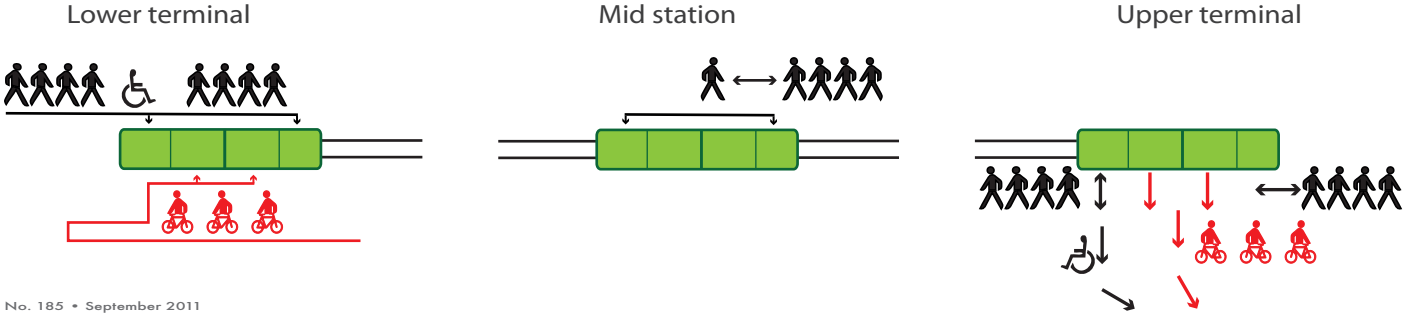


Foto: Schwarzwälder Bote

The arrival of the new cabins in Bad Wildbad was greeted with great enthusiasm from local inhabitants and provided the occasion for a huge celebration. The cabins are normally unmanned. Video and audio installations as well as an optical/electronic passenger counting system (to show how many more people can board) in the cabins and on the platforms provide information for the passengers and for the operating personnel. The control center is housed in the upper terminal.

one at the right. The two passenger groups are also separated in the upper terminal, but here the separation is not so strict as bikers don't use the funicular for the downhill trip.

If there are far more pedestrians than bikers, one of the central compartments can be made available to these passengers.



The Netherlands: Gondola for garden lovers

A gondola lift has been built in the Dutch city of Venlo for the 2012 World Horticultural Expo known as the "Floriade". The installation already went into service in mid-April 2011.

The lift – the first modern gondola in the Netherlands – has been running as a "preview lift" since April. It will be closed from October and not reopened until the start of the World Horticultural Expo. It will then remain in service for the duration of the show, which runs from April to October 2012.

Gondola for advance viewing

Opening the lift so far in advance provides an ideal opportunity for promoting the Floriade. In the Netherlands, people are already taking a keen interest in how the creation of the pavilions and display gardens is progressing. By the start of the summer, 20,000 visitors had already enjoyed the ride over the 66-hectare "Venlo GreenPark" at a height of 30 m.

The construction of the gondola lift was also motivated by another key aspect. The showground used for the Floriade includes conservation areas as well as archaeological sites dating back to the time of the Celts, which are barred from public access. This made an aerial ropeway all the more ideal as a means of transport as it would pass over these areas from above. At the same time, the bird's eye view enables visitors to see far more than would normally be possible.

Major event

The Floriade is expected to attract two million visitors.

Destined for the Alps

The operators of the gondola lift are Silvretta Montafon Bergbahnen AG, based in Vorarlberg, Austria. Once the Floriade is over, Doppelmayr is to dismantle the lift and install it in the Silvretta Nova skiing and hiking area, where it will be used for all-year operation.

8-MGD Floriade Lift	
Transport capacity	2,000 PPH
Trip time	5.0 min
Speed	5.5 m/s
Cabins	45
Interval	13.1 s
Inclined length	1,115 m
Vertical rise	1.6 m
Towers	9
Drive	North
Tensioning	South

For Leon Friesen, Limburg's Provincial Governor (right; left Paul Beck, Managing Director of the Floriade), a childhood dream has become reality. His first ever ride on a gondola lift dates back to 1970 – at the Floriade in Amsterdam. On April 16, 2011, he was able to open "his" ropeway installation in Venlo, at the heart of the Rhine-Meuse horticultural region.

New attraction for Skopje

A new 8-passenger gondola lift provides convenient access to Mount Vodno, the most popular recreation area near Macedonia's capital city Skopje.

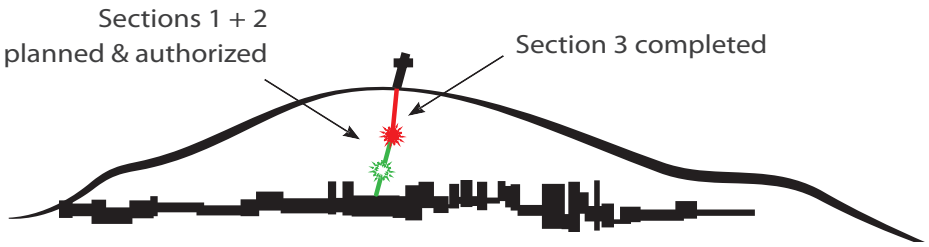
The 1,066 m Mount Vodno is situated on the southwestern edge of Skopje. Its summit is crowned by the 66-meter Millennium Cross, which can be seen from 100 km away and is one of Skopje's major landmarks. Views from the summit stretch across the entire country as far as Serbia and Greece.

The midway point of the uphill route to the mountain summit can be reached by car or bus. Up to now, getting to the summit involved a two-hour trek on foot. Thanks to the recently opened gondola lift, this is no longer necessary. The lift is extremely popular and carries up to 12,000 passengers a day.

Extension planned

Ambitious plans to extend the lift installation are already being hatched out. The intention is to add another two sections to the route so that passengers can board the lift from a point in the city served by other means of transport. Together, these two sections would be 3.5 km long and have a combined vertical rise of 780 m in the final expansion stage; and it would then be possible to get to the summit in less than 15 minutes.

In addition, the building used for the base of the Millennium Cross is to be converted into a large restaurant. – The ropeway has already been fitted out for night trips just in case.



Sredno actually means "middle". And it is in the middle of Mount Vodno that the bottom station of the new 8-passenger gondola lift is located. This is as far as you can go by car or bus; if you don't want to walk to the top, it is now possible to take the lift. But in the near future, the car journey to the midway point will no longer be a necessity either. Once the extension is completed, the lift line will go as far as Skopje.

The gondolas have interior lighting and loudspeakers. The electric batteries are plugged into chargers in the parking area (when the gondolas are not in service) and otherwise charged by means of solar panels on the cabins. The manually operated continuous loop parking facility is housed in a steel structure next to the bottom station.

Doppelmayr was general contractor

Doppelmayr acted as general contractor for the project and was responsible for all the work, with the exception of laying the underground high-voltage power line and building the transformer station. A helicopter was used to erect the towers.

From the bottom station midway up the mountain, numerous hiking and biking paths lead through the mountains around Skopje.

8-MGD Sredno Vodno – Millennium Krst	
Transport capacity	1,200 PPH
Trip time	5.4 min
Speed	6.0 m/s
Cabins	28 + 2 VIP
Interval	24.0 s
Inclined length	1,645 m
Top station altitude	1,062 m
Vertical rise	482 m
Towers	9
Drive	Bottom
Tensioning	Bottom

Reiteralm ski region: the only way is up!

In its 40-year history, the Reiteralm ski region has earned itself a top reputation among tourists and in the world of professional skiing – thanks to a painstaking and ambitious investment policy geared to the long term.

Since 1995, Wolfgang Habersatter has been managing director of Reiteralm Bergbahnen GmbH & Co. KG – which also owns the Reiteralm and Fageralm ski mountains. He has succeeded not only in winning over the 100 shareholders for his business strategy but also in securing the support of tourism professionals throughout the region.

Today, Reiteralm ranks among the most sought-after ski resorts in the Eastern Alps. This success is largely attributable to two factors: first, to the abundant snowfall and second, to a well-conceived prioritization of investments. The capacity of the lifts and snowmaking installations has been carefully coordinated and successively optimized.

"We're a mid-sized ski resort," explains Wolfgang Habersatter, "and size determines the extent of our financial resources. Had we concentrated exclusively on expanding transport capacity, the losses incurred in a winter season with less snowfall would have been really painful."

It has to be said, however, that the resort has never been lacking in transport capacity: Reiteralm and Fageralm have over 20 lifts at their disposal. And 2005 marked a quantum leap with the opening of the 8-MGD Silver Jet; the 8-MGD

Reiteralm is another region where the operators want to use the lift installations to boost summer tourism. The region has 26,000 beds to offer[1]; in Pichl the figure is 2,600 – more than the number of inhabitants!

What Wolfgang Habersatter, Managing Director of Reiteralm Bergbahnen, values in Doppelmayr is the "all-round professionalism". All of Reiteralm's large lifts have been built by Doppelmayr. Wolfgang Habersatter also holds top positions in regional and supraregional tourism organizations. These include the role of president of the Ski Amadé[2] for the current term which ends in 2012. His motto: "A major building block to our success is the excellent and constructive collaboration we enjoy with neighboring ski mountains as well as all our tourism partners."

Preunegg lift followed in 2010. Both installations act as feeders as well as providing repeat uphill trips for skiers using the adjacent slopes.

Top of the game: 8-MGD-S Preunegg-Jet

The 8-MGD Preunegg-Jet with heated seats replaces and extends a surface lift. At the same time, the skiable area in the Preunegg Valley was extended[3]. That makes the Reiteralm ski circuit even more attractive.

A fully automatic, 4-rail dead-end parking facility for the carriers is built onto the side of the bottom station. The main building itself houses ticket office, public restrooms, ski storage, a parking garage and an elevator.

Summer operations gaining in importance

Yet this is still not enough as the facilities are underused in the summer. The area around Schladming – and consequently Reiteralm – is in fact a popular summer tourism destination. For that reason, Wolfgang Habersatter and his team – 50 employees in the summer, 120 in the winter – are now looking to expand the amenities available in the summer season. The ski trail areas have been carefully grassed over to delight the eye of the hiker and conservationists. In addition, new activities have been added to the offering.

[1] 1.5 million person-nights in the winter; 1 million in the summer

[2] Integrated ski trail and lift network. 270 lifts, 25 villages, 7 million person-nights in winter 2010/11

[3] This increased the total skiable surface area on the Reiteralm by 20 percent to 122 ha

8-MGD-S Preunegg-Jet	
Transport capacity	2,403 PPH
Trip time	6.3 min
Speed	6.0 m/s
Carriers	70
Interval	12.0 s
Inclined length	2,217 m
Vertical rise	705 m
Top station altitude	1,750 m
Towers	15
Drive	Top
Tensioning	Bottom

Bottom right on the opposite page: The operating company's managing director Franz Schafflinger. Gasteiner Bergbahnen is the driver and constant inspiration behind the "Almorama" world of experience which encompasses three mountains. The beneficiary is the entire region.

Right: The 140-meter-long suspension bridge at an altitude of 2,300 m. Opposite right: The world of fantasy to be discovered in the rock formations: eagle, shark, cow, horse. Children want to see all there is to see and can't wait to go on a hiking trip to the mountains.

Fun mile high in the mountains

Input, a company belonging to the Doppelmayr/Garaventa Group, played a pivotal role in designing the "Almorama" world of experience in Gasteinertal (Salzburg/Austria).

The motivation for developing an extensive and continuously expandable experiential concept was the need to set the tourism offering in Gasteinertal on a broad, year-round basis for the long term.

One of the most active contributors of ideas to this constant drive for innovation is the managing director of Gasteiner Bergbahnen, Franz Schafflinger.

His success is due to his ability to convince critics and proponents of project ideas to come on board, and consequently to realize projects that are supported by everyone.

More passengers in the summer

The key question for Franz Schafflinger is how best to tap into the passenger potential theoretically available in the valley to ensure better utilization of the ropeways. To achieve this, the summer tourism business, which currently only accounts for five percent of sales revenues, will need to be boosted. There is ample spare capacity as only five of the 35 lifts operate in the summer. – 2006 saw the start of a major initiative to revitalize summer activities which since last year have been promoted under the "Almorama" brand.

The idea is to offer destinations which on foot can only be reached with considerable physical effort, but with ease if you take the lift. The adults want to enjoy comfort when they are on vacation without having to forgo the mountain experience. In most cases, children have to be given a special incentive to go on a hike.

The suspension bridge that crosses a 30-meter-deep couloir on the Stubnerkogel at an altitude of 2,300 m has proved to be a mega hit in this respect. It is just a few steps from the top station of the 8-MGD lift and can even be crossed by wheelchair users; and its sole function is to provide a nerve-tingling experience in absolute safety.

In the meantime, many variations on the theme of "Nature, Games and Fun" have been played out for a wide range of target groups, with ever increasing diversification.

Many more pedestrians on the mountain

The benefit for the ropeways is clearly borne out by the statistics: More and more uphill and downhill trips are being booked en bloc. Over the last three years, the number of pedestrians has risen by 70 percent in the winter and 50 percent in the summer. The increase in absolute numbers is also impressive: In recent years, the number of summer trips has grown from 60,000 to over 120,000, and Franz Schafflinger is convinced that it won't be long before they reach the 200,000 mark.

Franz Schafflinger

Gasteiner Bergbahnen: Increase in summer trips 2009 – 2011

Gondola lift at Swedish wildlife park

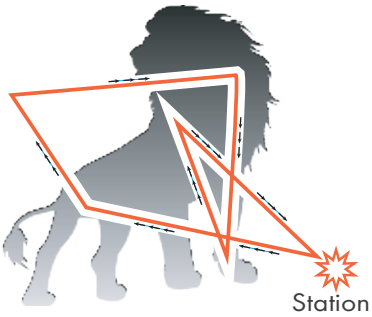
Since summer 2011, visitors to the Kolmården Wildlife Park have been able go on safari by gondola.

The gondola lift crosses the safari park which, until summer 2010, visitors were allowed to drive through. An old cable car installation which previously circulated around the adjacent conventional zoo area has been demolished. The wildlife park operators sum up the advantage of the new lift as follows: "You get close to the animals without disturbing them. The risk of incidents – which can occur, for example, if car doors are opened – is zero. You don't have to open any gates and there are never any traffic jams."

The construction work was completed without a hitch. When necessary at various stages of the project, the animals were simply moved to other sections of the safari park. Doppelmayr was the general contractor.

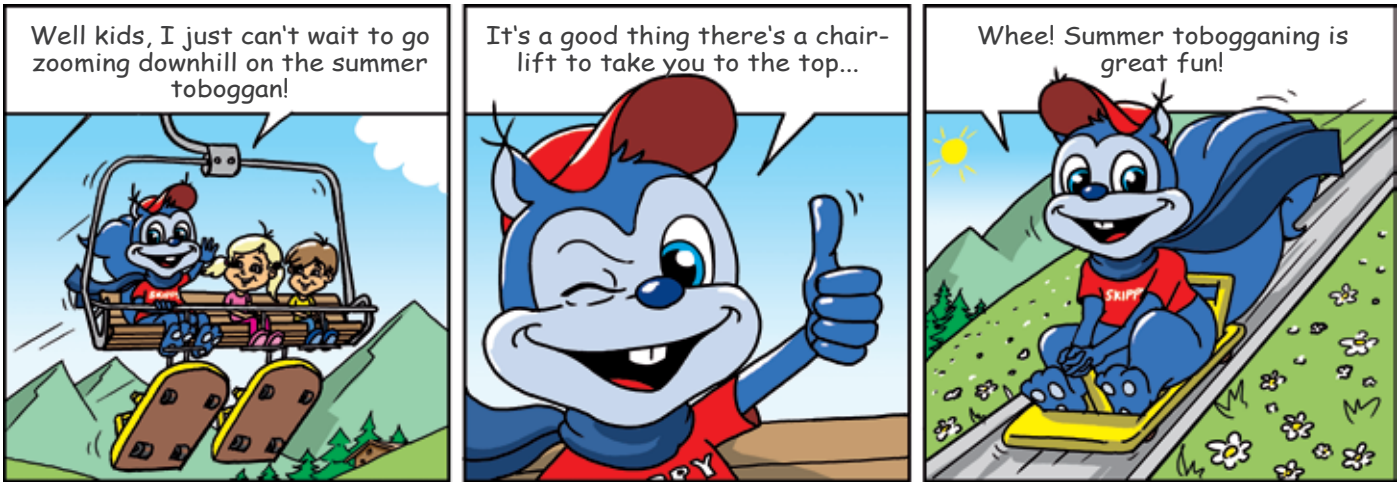
8-MGD Safari Gondola Lift	
Transport capacity	1,360 PPH
Trip time	30.2 min
Speed	1.7 m/s
Cabins	78
Interval	21.2 s
Inclined length	2,638 m
Vertical rise	0 m
Towers	26
Drive and Tensioning	(Un)loading station

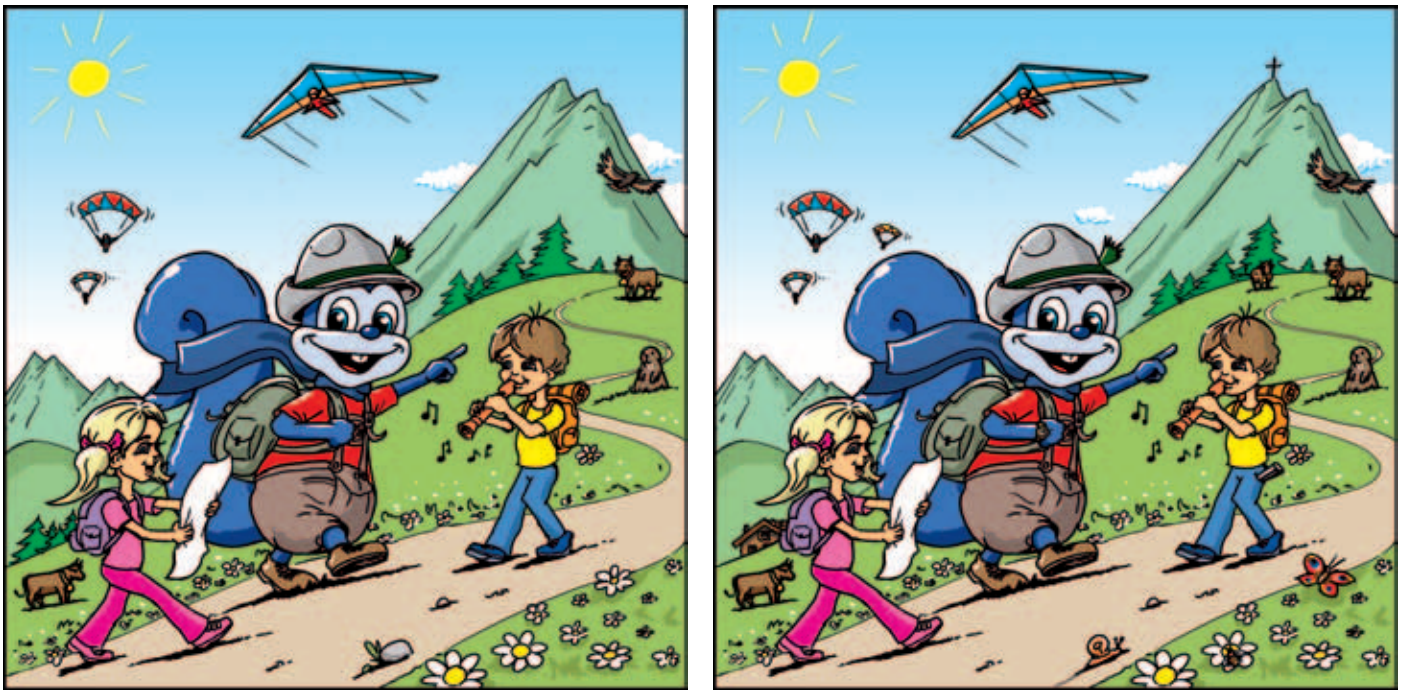
Zoo gondola lift
Kolmården Wildlife Park, Sweden
Lift line



Visitors using the safari gondola lift ride across the wildlife park in partially open 8-passenger carriers at heights ranging from 2.5 to 20 meters. They are rewarded with an up-close view of lions, bears, wolves and other animals. A multi-lingual audio guide system is also available to them. The new curve technology does away with the need for grip opening and closing stations, which not only significantly reduces the cost of the lift installation, but also allows it to blend in well with the surrounding landscape. The Kolmården Wildlife Park is the biggest in Scandinavia and can be reached easily by car, bus or express train from Stockholm in 1½ hours.

Fun with Skippy





I've got another tricky puzzle for you! The left-hand picture isn't quite the same as the one on the right. It has 10 little mistakes. Can you find them?

Competition:

Send your summer story to Skippy and win a prize! The senders of the best three stories will each win an original Doppelmayr backpack. Just mail me your story to: skippy@doppelmayr.com

Prize draw

The quiz question for September 2011 is: **Which river is crossed by the gondola lift in London?** Three iPods are to be won. The judges' decision is final. Please mail your answer to **wir@doppelmayr.com** by November 10, 2011, stating "Prize Draw" as the subject. The correct answer to our prize draw question in issue No. 184/May 2011 was: "Rosa Khutor" or "Sochi". The following lucky winners have been drawn from the correct answers: Max Büeler-Aeppi, Altdorf (Switzerland); Elisabetta Tait, Mezzolombardo (Italy); and Stefan Hopfner, Alberschwende (Austria). Each wins an iPod. Congratulations to the winners!

LTW at 30 – A brief overview

At the start of the 1980s, Doppelmayr was looking to set up a business division in the area of logistics. The foundation for a successful business collaboration between LTW founder Peter Malin and Artur Doppelmayr was then laid in 1981.

Initially, LTW concentrated largely on the development of stacker cranes. As the company expanded its radius of action, so the product portfolio began to grow: from stacker cranes to conveyors, software and retrofits. With 750 projects completed to date worldwide, LTW has become a global supplier offering a full range of equipment for high-bay warehouse applications.

If LTW had not had the benefit of "tangible manufacturing quality" made by Doppelmayr in addition to a broad product range, customer demand would not have been so intense – that's why particular thanks are due to customers and to Doppelmayr. Thirty successful LTW years would certainly not have been possible without their support!

Jim Marshall Award for Warren Sparks

Warren Sparks (Executive Vice President & General Manager of Doppelmayr Canada West) has been presented with the Jim Marshall Lifetime Achievement Award, the highest distinction awarded by the Canada West Ski Areas Association (CWSAA).

In his laudatory speech, Dave Gibson (right) attributed the decision to Warren's long and significant efforts dedicated to the sport of skiing, particularly with respect to safety and training.

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Alpspitz lift in Lego look

Sisters Nicki and Leonie, aged seven and nine, from the Bavarian Swabian municipality of Syrgenstein in Germany have built a replica of the gondolas and bottom station of the Alpspitz lift in Nesselwang, Bavaria (with a little help from mother!). Nicki and Leonie are "twin patrons" of the two sections that form the combined lift up to the Alpspitze (1,573 m; built in 2006 and 2010) which they visit on a regular basis. The idea to build the 3 kg model consisting of over 850 Lego bricks and costing almost 200 euros came to them after a trip to the "Legoland Germany" theme park not far from their home.