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The OITAF jubilee

OITAF, the International Organization for Transportation by Rope, celebrated its jubilee last autumn with a session of the Management Committee and a gala evening held on 23 October followed by an excursion to Rome's Castelli Romani the next day.

For two days, the eyes of the international ropeway industry were on Rome, a city with an exciting history. Almost all the invitees came to the 119th session of the Management Committee and the gala evening. The list of guests was impressive: starting with OITAF's President Jean Charles Faraudo, Vice-president Werner Inderbitzin, Secretary General Heinrich Brugger, Management Committee members Hans Höhener and Jörg Schröttner, auditors Michael Seeber and Roar Moe, and committee chairmen Fredy Lang and Michael Manhart. OITAF's honorary members were represented in Rome by Artur Doppelmayr, Herbert Frank, Karl Trütsch, Jean Charles Simiand and Horst Kühschelm.

Sandro Lazzari, President of ANEF, Amadeo Fumero, Director of the Ministry of Transport in Rome, and Alessandro D'Armini, son of the founder of OITAF, also accepted the invitation to attend the jubilee event. Gilberto Greco was prevented from attending for personal reasons and received a personal visit in the morning from the President and the Secretary General.

The agenda for the Management Committee meeting included the 10th Worldwide OITAF Congress for Transportation by Rope to be

held in Rio de Janeiro on 25 - 27 October 2011. In addition to the various committee reports, great interest was also shown in the OITAF Environment Seminar being organized for SAM 2010 in Grenoble. ISR – an OITAF partner for the last fifty years – was invited to the jubilee session to present its brand-new 2009 OITAF Statistics, the first update for ten years. With data from 28 ropeway countries, the 2009 edition offers an impressive basis for further analysis that will benefit the ropeway industry as a whole.

At the gala evening held in the Hotel Cicerone, President Jean Charles Faraudo took the opportunity to tell the story of OITAF and its fifty years of history. The contributions to OITAF made by the organization's past Presidents and Secretaries General received due acknowledgement, with a special focus on Dr. Heinrich Brugger's 25 years of continuous service. The following report on OITAF's activities from 1959 to 2009 is the product of further painstaking labors by Heinrich Brugger.

Josef Schramm



Jean Charles Simiand, Ellen Brink, Jean Charles Faraudo



Pierpaolo Siazzu, Sandro Lazzari, Giorgio Paolini, Heinrich Brugger



Peter Feuz, Fredy Lang, Pieter Zeilstra, Hans Höhener, Werner Inderbitzin



Herbert Frank, Horst Kühschelm, Jörg Schröttner

Photos: J. Schramm

Jubilee report on the development and activities of OITAF since its foundation in 1959



Dr. Ing. Heinrich Brugger

Dr. Heinrich Brugger,
Secretary General of OITAF
since 1984

1957

1st International Congress on Transportation by Rope in Rome
At the first conference, Ms Gertrude Stolpe of the UN Food and Agriculture Organization (FAO) aroused great interest with a presentation on the need to establish an international organization for the ropeway industry, complete with a precise proposal for its mandate. That provided the initial stimulus for the foundation of OITAF, with all delegates and attendees at the conference in support of the idea.

Subsequently, Prof. Pietro D'Armini and Prof. Gilberto Greco – senior civil servants in the Italian Ministry of Transport – were asked to draft the relevant statutes.

1959

Following completion of the draft statutes, the constitutive meeting and 1st General Assembly was held in the Maritime Museum in Milan on 20 January 1959. It was attended by 27 founding members from Italy (8), France (10), Austria (2), Switzerland (2), Germany (3), Poland (1) and Spain (1), representing the following actors in the ropeway industry: supervisory authorities, operators, manufacturers and individual engineers, and including a number of well known names like D'Armini † (I), Schlägelbauer † (A), Jarisch † (A), Rebuffel † (F), Rumilly † (F), Winkler † (CH), Krolikowsky † (PL), Greco (I), etc.

In Milan, Prof. Pietro D'Armini was unanimously elected as the first OITAF President for a three-year term of office, with Prof. Gilberto Greco as the first Secretary General. Since one of OITAF's main objectives was to draw up guidelines for the construction and operation of ropeway installations, the following three committees were established:
Committee for the Elaboration of International Ropeway Regulations, members: Carlevaro (I), Hennebert (F), Zuberbühler (CH), Winkler (CH); Committee for Ropeway Terminology, members: Zuberbühler (CH), Winkler (CH), Greco (I); Committee for Ropes and Magnetic Induction Testing, members: Greco (I), Winkler (CH), Wolff (D).
Appointment of OITAF Honorary Presidents: Prof. Anastasio Anastasi (I) and Dr. André Rebuffel (F)



Prof. Pietro D'Armini,
President of OITAF
from 1959 to 1971

1960

Establishment of the following new committees:
Committee for Ropes and Wires
Committee for Ropeway Components and Assemblies
Publication: "Technical Recommendations for the Construction of Bicable Reversible Tramways" (Book no. 1)

1961

Publication: "Technical Recommendations for the Construction of Continuous-Motion Monocable Ropeways with Fixed and Detachable Grips" (Book no. 2)
Appointment of additional experts to the Ropes and Ropeway Components Committees set up in 1960

1962

2nd General Assembly of OITAF in Munich
Re-election of Prof. Pietro D'Armini as President and confirmation of Prof. Gilberto Greco as Secretary General
Appointment of Ing. Rebuffel (F) as Chairman of the Ropes Committee
Appointment of Ing. Wolff (D) as Chairman of the Magnetic Induction Rope Testing Committee

1963

2nd OITAF Congress and 3rd Extraordinary General Assembly in Paris
Establishment of a Committee for Marking Ropeways as an Obstacle to Aircraft, members: Marhold (A), Fumer (F), Gross (D), Clayton (GB), Carlevaro (I), Perret (CH)
Mandate for the Ropeway Terminology Committee extended to include ropeway statistics
Publication of ropeway statistics in the framework of the congress

1964

Approval of Technical Recommendations 1 and 2 by the Economic Commission for Europe (ECE)
Appointment of Dipl.-Ing. Schrödl (D) as Chairman of the Ropeway Components and Assemblies Committee
Appointment of Mr Gross (D) as Chairman of the Committee for Marking Ropeways as an Obstacle to Aircraft

1965

4th General Assembly of OITAF in Munich
Re-election of Prof. Pietro D'Armini as President and confirmation of Prof. Gilberto Greco as Secretary General
Publication of "Magnetic Induction Rope Testing – Description and Equipment" (Book no. 3)
Publication by ISR of the ropeway terminology produced by Prof. Karl Bittner (A)
New and revised edition of Book no. 1 ("Technical Recommendations for the Construction of Bicable Reversible Tramways")
Establishment of a Working Group for Rope Lubrication within the Ropes Committee, Chairman: Max Clayton (GB)
Establishment of a Working Group for the Compilation of Ropeway Statistics within the Ropeway Terminology and Statistics Committee, members: Greco (I), Rummily (F), Wolff (D), Zuberbühler (CH)

1966

Establishment of a Materials Handling Ropeways Committee, Chairman: Ing. Maurizio Primo (I)
Publication of "Technical Recommendations for the Construction and Operation of Passenger Ropeways. Part 8: Operation" (Book no. 14)

1968

5th General Assembly of OITAF in Turin
Re-election of Prof. Pietro D'Armini as President and confirmation of Prof. Gilberto Greco as Secretary General
Publication of revised Book no. 2 relating to continuously circulating ropeways with detachable grips (Book no. 2.2)
Establishment of the Publications Committee, Chairman: Ing. Maurizio Primo (I)

1969

3rd OITAF Congress and 6th Extraordinary General Assembly in Lucerne
New Chairman of the Ropes Committee: Prof. Italo Bertolini (I)
New Chairman of the Materials Handling Ropeways Committee: Max Clayton (GB)

1970

Reorganization of the OITAF committees as agreed at the Congress and General Assembly in Lucerne: The existing committees were dissolved and the following new committees plus working groups constituted:

Committee no. I: Technical Recommendations, Chairman: Ing. Paul Zuberbühler (CH)

Working Group: Elaboration of Technical Recommendations for Bicable Ropeways with Detachable Carriers, Chairman: Ing. Paul Zuberbühler (CH)

Working Group: Elaboration of Technical Recommendations for Materials Handling Ropeways, Chairman: Max Clayton (GB)

Committee no. II: Characteristics and Inspection of Ropes, Chairman: Prof. Italo Bertolini (I)

Working Group: Magnetic Induction Rope Testing, Chairman: Prof. Italo Bertolini (I)

Working Group: Fatigue Strength of Ropes, Chairman: Prof. Italo Bertolini (I)
Committee no. III: Technical Aspects of Ropeways, Chairman: Dipl.-Ing. Friesenecker (D)

Committee no. IV: Legal, Administrative, Economic and Statistical Matters, Chairman: Dr. Herbert Frank (A)

Publication of "General Recommendations for the Lubrication of Steel Ropes for Ropeway Installations" (Book no. 4)

1971

7th General Assembly of OITAF in Munich
Election of Prof. Gilberto Greco as new President and appointment of Dr. Eugenio Massara (Italian Ropeway Authority) as Secretary General

Appointment of OITAF Honorary Presidents: Prof. Pietro D'Armini (I) and Dipl.-Ing. Paul Zuberbühler (CH)



Prof. Gilberto Greco,
President of OITAF
from 1971 to 1984

1972

Establishment of the following working groups within Committee no. III (Technical Aspects of Ropeways):

Working Group 1: Track Rope Braking and Rope Oscillations

Working Group 2: Self-propelled Evacuation Cars

Working Group 3: Evacuation Equipment

Working Group 4: Influence of Wind on Ropes

Working Group 5: Electrical Equipment for Remote Controls: W. Ott (CH)

Working Group 6: Hydraulic Transmissions

New Chairman of Committee no. I (Technical Recommendations) and the Working Group on the Elaboration of Technical Recommendations for Bicable Ropeways with Detachable Carriers: Dipl.-Ing. Fritz Winkler (CH)

Ropeway and Accident Statistics mandate re-assigned to Committee no. IV

1975

4th OITAF Congress and 8th General Assembly in Vienna

Re-election of Prof. Gilberto Greco as President and confirmation of Dr. Eugenio Massara as Secretary General

Publication of "Technical Recommendations for the Construction of Bicable Circulating Ropeways with Automatically Coupling Cabins" (Book no. 5)

Publication of "Studies and Experiments on Equipment for Rescuing Passengers from Ropeways" (Book no. 7)

Foundation of OITAF-NACS in the USA as the organization's North American arm

Creation of a coordination group for OITAF and OIPEEC to promote the exchange of knowledge and perform joint investigations into rope service life. OITAF representative: Prof. Pietro D'Armini

Appointment of OITAF Honorary President: Dr. Stanfel (A)

New Chairman of Committee no. III: Dipl.-Ing. Franz Zbil (D)

1976

Establishment of a Working Group for the Elaboration of New Statutes with Dr. Herbert Frank (A) as Chairman

Establishment of a Working Group for the Creation of a Documentation and Information Center, with Dipl.-Ing. Josef Wolff (D) as Chairman

Publication of "Studies and Proposals for Electrical and Electronic Devices" (Book no. 6)

1978

9th General Assembly of OITAF in Turin

Re-election of Prof. Gilberto Greco as President and confirmation of Dr. Eugenio Massara as Secretary General

1979

Publication of "Report on the State of Investigations in the Field of Steel Ropes" (Book no. 17)

Appointment as Honorary Member of OITAF: Dipl.-Ing. Josef Wolff (D)

New Chairman of Committee no. II (Characteristics and Inspection of Ropes): Prof. Giorgio Paolini (I). He also represents OITAF in the OITAF-OIPEEC Coordination Group.

1980

Publication of "Recommendations for the Construction and Operation of Materials Handling Ropeway Installations and Cable Cranes" (Book no. 8)

1981

5th OITAF Congress and 10th General Assembly in Munich

Re-election of Prof. Gilberto Greco as President and confirmation of Dr. Eugenio Massara as Secretary General

Publication by OITAF of the OITAF Ropeway Statistics with technical data (for 1980)

1982

Appointment as Honorary President: André Rumilly (F)

1983

11th Extraordinary General Assembly in Barcelona

Approval of the new Statutes of OITAF

New Secretary General: Dr. Andrea Marasca (Italian Ministry of Transport)

1984

12th General Assembly of OITAF in Vienna

Election of Prof. George Derron (Swiss Ropeway Operators Association) as new President

and appointment of Dr. Heinrich Brugger (Ropeway Supervisory Authority of the Autonomous Province of Bozen (I)) as Secretary General



Dr. George Derron,
President of OITAF
from 1984 to 1993

1985

New Chairman of Committee no. I (Technical Recommendations): Prof. Erwin Wrbka (A)

1987

6th OITAF Congress and 13th General Assembly in Grenoble

Re-election of Prof. George Derron as President and confirmation of Dr. Heinrich Brugger as Secretary General

New Chairman of Committee no. IV: Dr. Horst Kühschelm

Appointment as Honorary Members of OITAF: Prof. Gilberto Greco (I), Dr. Herbert Frank (A) and Dipl.-Ing. Fritz Winkler (CH)

1988

Reorganization of the OITAF committees. The following committees and working groups were confirmed or reconstituted:

Committee no. I: Technical Recommendations, Chairman: Prof. Erwin Wrбка (A)

Working Group in Committee no. I: Surface Lifts, Chairman: Dipl.-Ing. Wolfgang Allgeuer (A)

Committee no. II: Characteristics and Inspection of Ropes, Chairman: Prof. Giorgio Paolini (I)

Committee no. III e: Electrical Components and Modules in Ropeway Installations, Chairman: Dipl.-Ing. ETH Ruedi Schüle (CH)

Committee no. III m: General Problems of Mechanical Assemblies in Ropeway Installations, Chairman: Dr. Achille Bonini (I)

Committee no. IV: Legal, Administrative, Economic and Statistical Matters, Chairman: Dr. Horst Kühschelm (A)

Committee no. V: Operating Reliability, Chairman: Dipl.-Ing. Esslinger (D)

Committee no. VI: Problems with Public Service Operation, Faults and Evacuation

Committee no. VII: Promotion of Ropeways as a Means of Transport, Chairman: Francis Crouzet (F)

Publication by ISR of OITAF Ropeway Statistics with technical data (for 1986)

1989

1st OITAF Seminar on "Hydraulic Tension Equipment for Ropeways with Continuous Movement" on 31 March at ETH Zürich (CH)

Publication of a revised edition of the "Technical Recommendations for the Construction of Continuous-Motion Monocable Ropeways with Fixed Grips" (Book no. 2.1)

Publication of "Recommendations for Conditions of Carriage for Ropeways"

Establishment of Committee no. VIII: Quality Assurance in Ropeways, Chairman: Dipl.-Ing. Dieter Krischke (D)

1990

14th General Assembly of OITAF

Re-election of Prof. George Derron as President and confirmation of Dr. Heinrich Brugger as Secretary General

Publication by ISR of OITAF Ropeway Statistics with technical data (for 1988)

Personal contact with the EU in Brussels relating to the need for a cableway directive and the possible involvement of OITAF in the work

Inclusion of OITAF as a permanent member in an advisory capacity in CEN Technical Committee no. 242 (TC 242) as the relevant CEN body for the definition of safety requirements for aerial ropeways and surface lifts for passenger transportation

Appointment as Honorary Member of OITAF: Max Clayton (GB)

1991

2nd OITAF Seminar on "Non-destructive Testing During Maintenance of Ropeways" on 19 April at the Federal Chamber of Trade and Industry in Vienna (A)

1992

Interruption of the regular work of Committees nos. III m, VI and VIII to permit them to draw up draft standards for CEN TC 242. With the exception of Committee no. IV, the other committees curtailed their regular activities to allow for involvement in the CEN working groups.

Publication of "Technical Recommendations for the Construction and Operation of T-bar Lifts" (Book no. 10). This document was made available to CEN and integrated almost completely in the CEN standards.

Publication of "Technical Recommendations for Braking the Drive on Ropeway Installations" (Book no. 13)

Establishment of a Working Group for Non-public Ropeways within Committee no. I, Chairman: Dipl.-Ing. Wolfgang Allgeuer (A)

Establishment of Committee no. IX for Tourist Ropeway Installations and the Environment, Chairman: Ekkehart Ulmrich (D)

1993

7th OITAF Congress and 15th General Assembly in Barcelona

Election of Karl Trütsch (Association of Ropeway Manufacturers) as President and confirmation of Dr. Heinrich Brugger as Secretary General

Publication by ISR of the OITAF Ropeway Statistics with technical data (for 1992)

Appointment as Honorary Members of OITAF: Prof. George Derron (CH) and Ing. Roberto Jaumandreu (E)



Karl Trütsch,
President of OITAF
from 1993 to 1999

1994

3rd OITAF Seminar on "Safety Measures for Rope Sheaves on Monocable Systems" on 27 April in Zurich (CH)

Dissolution of the following committees in view of the activities of CEN:

No. V: Operating Reliability

No. VII: Promotion of Ropeways as a Means of Transport

1996

4th OITAF Seminar on "Quality in Ropeways – Innovative Path into the Future" on 30 September in Munich (D)

16th General Assembly of OITAF in Munich

Re-election of Karl Trütsch as President and confirmation of Dr. Heinrich Brugger as Secretary General

Publication of "Recommendations for the Construction and Operation of Non-public Ropeways for the Transportation of People and Goods" (Book no. 11)

New Chairman of Committee no. I: Dr. Peter Sedivy (A)

1997

5th OITAF Seminar on "Reliability of Ropeways and Safety Requirements with Special Reference to Programmable Control Systems" on 16 October in Bozen (I)

The following innovations and changes were made:

Launch of the OITAF website in nine languages at www.oitaf.org

Switch to an annual rhythm for the OITAF seminars

Publication of OITAF NEWS twice a year

Establishment of a working group to revise the Technical Recommendations for Materials Handling Ropeways (Book no. 8)

Changes to the structure and tasks of the OITAF committees in the light of ongoing CEN activities:

Committee no. I renamed Ropeway Engineering and Technical Recommendations, Chairman: Dr. Peter Sedivy (A)

Working Group on Non-public Ropeways given a new mandate: revision of the "Technical Recommendations for Materials Handling Ropeways" (Book no. 8), Chairman: Dr. Achille Bonini (I)

Committee no. II: no change, Chairman: Prof. Giorgio Paolini (I)

Committee no. III m: withdrawal of mandate for General Problems of Mechanical Assemblies in Ropeway Installations. Mandate re-assigned to Committee no. I, Chairman: Ruedi Schüle (CH)

Committee no. III: renamed Electrical Components and Modules in Ropeway Installations, Chairman: Ruedi Schüle (CH)

Committee no. IV: no change, Chairman: Dr. Horst Kühschelm (A)

Committee no. VI: renamed Optimization of Operation of Ropeway Systems, Chairman: Francis Crouzet (F)

Committee no. VIII (Quality Assurance in Ropeways) dissolved

Committee no. IX (Tourist Ropeway Installations and the Environment) dissolved and its mandate transferred to Committee no. IV

1998

6th OITAF Seminar on "Ropeways and Europe – Economic, Financial and Legal Implications of Community Law" on 23 April in Grenoble (F)

Publication of "Technical Recommendations for the Construction and Operation of Ropeways for Transportation of Goods with Payloads up to 2000 kg" (Book no. 12)

Establishment of the Environment Forum Working Group within Committee no. IV, Chairman: Dipl.-Ing. Michael Manhart (A)

1999

40th Anniversary of OITAF celebrated with a gala evening in Rome at the invitation of ANEF
7th OITAF Congress and 17th General Assembly in San Francisco

Election of Dr. Horst Kühschelm (Austrian Ropeway Authority) as President and confirmation of Dr. Heinrich Brugger as Secretary General

Publication by ISR of the OITAF International Ropeway Statistics with technical data (for 1998)



Dr. Horst Kühschelm,
President of OITAF
from 1999 to 2005

2000

8th OITAF Seminar on "Industrial Safety for Ropeway Operations" on 27 April in Grenoble (F)

Management Committee enlarged to permit the inclusion of five more members without voting rights. Representatives of Poland, Slovakia and Slovenia appointed to the Committee. Statutes changed to provide for a seat on the Management Committee without voting rights for OITAF-NACS.

Direct personal contact in Beijing with the Chinese authorities, ropeway operators and tourism businesses to discuss the creation of an Asian continental group within OITAF

Publication of "Recommendations for the Design and Construction of Conveyors as a Boarding Help for Chairlifts" (Book no. 16)

Publication of "Recommendations for the Design and Construction of Conveyors as Uphill Installations for Winter Sports"

New Chairman of Committee no. II: Prof. Enrico Bazzaro (I)

2001

9th OITAF Seminar on "The Extent to which Present-day Technical Limits Affect the Construction of Ropeways" on 12 October in Bozen (I)

Publication of "Recommendations for the Design and Construction of Double Monocable Aerial Ropeways with Regard to their Specific Features" (Book no. 18)

New Chairman of Committee no. III: Dipl.-Ing. Fredy Lang

OITAF given stakeholder status on the EU's Permanent Committee for Cableway Directive 2000/9/EC

2002

10th OITAF Seminar on "Specific Legal and Economic Issues of the Ropeway Industry" on 9 October in Innsbruck (A)

Joint session of the Management Committee of OITAF and senior officers of OITAF-NACS in Girdwood (Alaska/USA)

18th General Assembly of OITAF in Grenoble

Re-election of Dr. Horst Kühschelm as President and confirmation of Dr. Heinrich Brugger as Secretary General

New Chairman of Committee no. II: Ing. Laurent Reynaud (F)

2003

11th OITAF Seminar on "The Optimization of Ropeway Operation" on 3 October in Bozen (I)

Publication of a "Legal Glossary of Ropeways" (Book no. 19)

Committee no. II reorganized and given a new mandate

2004

"Round Table on Directive 2000/9/EC – from Theory to Practice" organized by OITAF in Grenoble (F) on 22 April

2005

8th OITAF Congress and 19th General Assembly in Innsbruck

Election of Jean Charles Faraudo as President and confirmation of Dr. Heinrich Brugger as Secretary General

Publication of "Recommendations relating to Fire Prevention during the Operation and Maintenance of Ropeway Installations" (Book no. 20)

Appointment as Honorary Members of OITAF: Karl Trütsch (CH), Dr. Horst Kühschelm (A) and Jean Charles Simiand (F)



Jean Charles Faraudo,
President of OITAF
since 2005

2006

12th OITAF Seminar on "Characteristics and Inspection of Ropes" on 27 April in Grenoble (F)

Establishment of an ad hoc working group within the Management Committee to draw up recommendations for the relocation of existing ropeway installations

Publication of revised Book no. 8 "Recommendations for the Construction and Operation of Materials-handling Uni-directional and Reversible Ropeway Installations, Cable Cranes and Materials-handling Funiculars" (Book no. 8)

Publication of a recommendation on "The Transportation on Chairlifts of Children less than 1.25 m Tall" (Book no. 9)

2007

13th OITAF Seminar on "The Safety of Ropeway Installations: What can we Do to Remain a Safe Means of Transport?" on 18 April in Innsbruck

Direct contact in Rio de Janeiro with representatives of ropeway authorities, standards organizations and ropeway operators from Brazil, Venezuela, Chile and Argentina to discuss the creation of a South American continental group within OITAF

Publication of a "Guide to Re-lubrication of Ropes for Ropeways" (Book no. 21)

Publication of "Recommendations for the Definition of Essential Safety Aspects of Unidirectional Aerial Ropeways and Safety Aspects which have to be Given Due Consideration in a Safety Analysis of Components of Unidirectional Aerial Ropeways" (Book no. 22)

New Chairman of Committee no. II: Ing. Eric Premat (F)

2008

14th OITAF Seminar on "The Economic Importance of Ropeway Installations" on 27 June in Oslo (N)

20th General Assembly of OITAF in Oslo

Re-election of Jean Charles Faraudo as President and confirmation of Dr. Heinrich Brugger as Secretary General

Publication of recommendations for "Environmental Protection Responsibilities of Transportation by Rope" (Book no. 23)

Publication of a "Recommendation relating to Relocation of Existing Ropeway Installations Designed to Carry Persons (high-rope ski tows, fixed-grip and detachable-grip unidirectional ropeway installations)" (Book no. 24)

Conversion of the Environment Forum Working Group into Committee no. VII (Environment)

Decision taken to hold the 2011 OITAF International Congress for Transportation by Rope in Rio de Janeiro

Establishment of an organizing committee for the 2011 OITAF Congress in Rio de Janeiro

Appointment as Honorary Member of OITAF: Senator Artur Doppelmayr

2009

15th OITAF Seminar on "Directive 2000/9/EC: Application of the EU Directive to the Electrical Equipment of Ropeway Installations - Latest Experience" on 24 April in Innsbruck (A)

Publication of "Recommendations for the Definition of Essential Safety Aspects of Bicable Reversible Tramways and Safety Aspects which have to be Given Due Consideration in a Safety Analysis of Components of Bicable Reversible Tramways" (Book no. 25)

OITAF Jubilee celebrated with a gala evening in Rome at the invitation of ANEF
Publication by ISR of OITAF Ropeway Statistics with technical data (for 2006/2008)



Perfect competition trails with the Formatic 350

The Formatic 350 was chosen for snow grooming for the Tour de Ski.

Developed and tested in the land of a thousand lakes, the Formatic 350 started its career in the snowy mountains of Europe. Formatic vehicles draw on decades of experience of Scandinavia's ice and snow. The Formatic 350 is now in service on the cross-country ski-trails for the top skiers in the Tour de Ski. The Formatic 350 is actually a pure ski slope grooming vehicle. It was specially equipped with a Kässbohrer 4-way track-setter for the events of the Tour de Ski and produced perfect competition trails. The slope

equipment specialists at Kässbohrer Geländefahrzeug AG created the best conditions with the Formatic 350 for top skiers from all over the world at the venues in Oberhof, Germany and Val di Fiemme, Italy.

The Tour de Ski participants have very particular requirements of the organisers and the cross-country ski-trails at the venues. Skiers and organisers were agreed that the trails prepared by the Formatic 350 met those requirements in full.

The large hydraulic pumps of the Formatic 350 transfer the mighty power of the 350 hp Cummins diesel engine direct to the tracks. Equipped with the PistenBully's proven original combined tracks, it effortlessly climbs any slope. The Snowrobot TriFlex tiller with two-way finisher with finisher blades mounted one behind the other and the hydraulically adjustable side flaps produced perfect cross-country ski-trails with the 4-way tracksetter. The Formatic 350's attachments can be steered precisely using the fully proportional load sensing-controlled hydraulics and, thanks to the latest on-board electronics, all functions can be controlled effortlessly.

Formatic Finland OY AB

Formatic snow groomers are unchallenged pioneers among snow vehicles. Since June 2008, the vehicles have been an addition to the product range of Kässbohrer Geländefahrzeug AG. Sales and full service are offered under one roof with the PistenBully. Production continues at the traditional site in Replot, Finland. Formatic Finland OY Ab is a 100% subsidiary of Kässbohrer Geländefahrzeug AG. Kässbohrer is operating a two-brand strategy with the Formatic 350.



Photos: Kässbohrer

The Formatic 350 with 4-way track setter for perfect competition trails



Photo: Prinoth

Bison X Park Show at Kronplatz

Highly successful Bison X Park Show at Kronplatz in South Tyrol: With over 200 attendees from more than forty ski areas, the show exceeded all expectations.

“More than a demo, more than an event!” – That was the motto chosen by Prinoth for the big happening on 29 January. Against a magnificent mountain backcloth, attendees were shown what perfect snow park grooming is all about. The focus was on the Bison X, the park construction and maintenance pro. The over 200 attendees at the show were given a striking demonstration with an expert commentary as two Bison X groomers shaped a snow park out of the snow.

“Spectacular Show”

As soon as the Bison Xs had done their work, the freshly shaped snow park was tested by the experts. A spectacular Freestyle and Boarder Show gave visitors a convincing demonstration of the excellent quality of the snow park. The Freestylers from F-Tech were also full of praise for the perfectly shaped jumps and kickers. Many of the attendees took the opportunity to test the Bison X for a first-hand impression of the advantages of

the machine. Apart from the Bison X, the Beast was also in attendance. And the skiing public was suitably impressed: Within minutes, dozens of skiers had lined up along the fence to observe the Beast at work grooming the trail.

Oskar Schenk and the Prinoth team organized a highly successful day packed with useful information, professional tips for the perfect snow park, and plenty of entertainment.

CA

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Second Cable Liner Shuttle opened in Las Vegas

The new APM built by Doppelmayr Cable Car (DCC) is the main means of transport for the CityCenter mega-project.



The DCC Cable Liner in front of the huge MGM CityCenter complex

Photo: Doppelmayr

At 8 p.m. local time on Wednesday, 16 December 2009, the biggest privately financed property development project in the USA opened in the form of the Las Vegas CityCenter. An integral part of this mega-project is a Cable Liner Shuttle supplied by DCC Doppelmayr Cable Car, a subsidiary of the Doppelmayr/Garaventa group. DCC handled the project for an APM (automated people mover) as a local public transport system in collaboration with the MGM Mirage group. The value of the contract for DCC was about USD 66 million (EUR 45 million).

After a construction period of only three years, the huge buildings that make up the new CityCenter in Las Vegas opened their doors. The complex, which cost a total of about USD 8 billion to build, comprises 2800 luxury apartments and three hotel casinos with 5000 bedrooms and over 44,000 square meters of floor space for shopping malls, restaurants and function rooms. And they are all served by the DCC Cable Liner Shuttle. The new Cable Liner, which has a rated capacity of 3,000 pphd (persons per hour and direction), links the existing MGM Mirage hotel casinos Monte Carlo and Bella-

gio with a mid-line station at the heart of the CityCenter. The first Cable Liner Shuttle in Las Vegas, the Mandalay Bay Tram, was installed for the same client in 1998 and since then has carried no fewer than 250 million passengers in safety and comfort. "This is convincing proof that the market is more than willing to invest in a system that combines simplicity, reliability and short project handling periods with the competence, flexibility and performance capacity of the dynamic DCC team," says DCC's CEO Stephan Wabnegger.

Stubnerkogel - no. 4!

Stubnerkogel mountain, the heart of the Schlossalm – Angertal – Stubnerkogel Ski Area, has become even more attractive following the construction of the new Stubnerkogelbahn, the fourth ropeway to be built to serve this mountain since 1945. Gasteiner Bergbahnen AG have spent a total of EUR 14.3 million on the new installation, complete with a lower terminal building that is a new architectural landmark for the region. The Stubnerkogelbahn, which is the main feeder installation from Bad Gastein to the heart of the ski area, has been built to replace the 6-seater gondola constructed in 1987. After over 40,000 hours of operation with the old system, it was decided to build a modern installation in collaboration with the Doppelmayr company as a long-serving supplier to the ski area.

EUR 45 million in total investments

Over the last three years, Gasteiner Bergbahnen (GBB) have spent a total of EUR 45 million on new ropeways, additions to the snowmaking system and other modernization measures. The objective is to achieve a more efficient distribution of visitor movements within the Stubnerkogel-Schlossalm ski area interconnect.

There are fantastic views to be had from the fully glazed cabins on the new Stubnerkogelbahn



Photo: GBB

Kettingbahn – maximum chairlift safety

The Kettingbahn, the new detachable six-seater chairlift serving the Schmitten in the Salzburg region, is one of three recently equipped with Doppelmayr's new self-locking restraining bar and footrest.

Apart from maximum safety, maximum comfort is now also the order of the day, of course. As a replacement for the somewhat elderly Gipfelbahn, a fixed-grip triple chairlift built in 1979, and the Kettinglift, a T-bar dating back to 1982, Doppelmayr installed a modern six-pack during the summer of 2009 complete with canopies and heated seats. For Schmittenhöhebahn AG, one of the main reasons for investing in the new chairlift was to offer visitors protection from the winds, which can be cold and gusty on the west flank of the Schmitten mountain.

An equally interesting aspect is the decision to fit the six-seater chairs with an automatically locking restraining bar and footrest assembly. This is a further development of the double restraining bar introduced two years ago to reduce the gap between the bar and the seat. There was no footrest with that system so that children would not be tempted to slide forward on the seat in order to rest their skis on the footrest like an adult. On longer lifts, however, some people were uncomfortable with the weight of the unsupported skis on their feet. The new solution with a combined footrest solves that problem.

Before the chair is launched on the line at the terminal, it passes an operating rail that closes the restraining bar automatically, and within about six seconds of loading, the bar is closed and locked and cannot be opened by passengers while the chair is on the line. When the chair reaches the upper terminal, the bar is unlocked and automatically raised as the chair reaches the unloading point.



Photo: Doppelmayr/Markus Mitterer

Marchner 10-seater gondola for the ultimate in comfort

The Kronplatz Ski Area success story is also a story of close cooperation with the Leitner company: Since 2000, Kronplatz AG has built four new 8-seater gondolas with the help of Leitner. The latest arrival, just in time for the 2009/10 winter season, is a 10-seater gondola by the name of Marchner.

The old Marchner chairlift had reached its capacity limits, and the standard solution today is to completely upgrade the system. In this case it was decided to build a modern gondola with the latest Sigma cabins with ten padded and heated seats. The result is maximum passenger comfort and a system capacity of 3000 P/h, which makes standing in line at the lower terminal a thing of the past. That and the significant reduction in transit time

in comparison with the old chairlift means visitors have more time for skiing or snowboarding or a visit to a romantic mountain hut.

The line of the old chairlift was modified for the new installation so that the upper terminal of the Marchner gondola offers a direct link to the lower station of the Belvedere 15-passenger gondola.

Apart from the new Sigma gondolas, the Marchner installation is also innovative in terms of ropeway engineering: It has an extended lower terminal structure with long and straight loading areas on either side. That permits loading to take place at a lower speed compared with loading on the turnaround, where higher speeds are needed to avoid con-

tact between the gondolas. The new configuration also permits the gondola to operate with separate loading areas, e.g. for ski school groups, children and beginners.

All the construction work was contracted out to local companies to ensure maximum benefit to the regional economy.

The construction of the new gondola also provided an opportunity to modify the trail and to upgrade the snowmaking system with the construction of a new line with T60 snow guns from TechnoAlpin. And to round off the modernization project, a new Prinoth Beast was added to the Kronplatz fleet of groomers. The total package is doubtless a big enhancement for the Marchner area!



Photo: C. Amtmann

Marchner 10-seater gondola for the ultimate in comfort

New Rendlbahn in St. Anton

The Arlberger Bergbahnen company has invested EUR 13 million in its new Rendlbahn. In its 35 years of operation, the old system built by Waagner-Biro carried a total of 7 million passengers. It was a bicable gondola and one of the last of its type in Austria; there are only seven still operating. The new line chosen for the gondola made it possible to relocate the lower terminal, which was originally so far from the center of the resort that St. Anton's north- and west-facing slopes tended to be neglected by visitors. The new terminal is conveniently located above the coach station and is just 150 meters from the Galzigbahn. As a result the slopes of the Rendl, which had always been something of an insider tip in the past, are now easily accessible for everyone.

Convenience from valley to mountain

From the bus station, an escalator leads straight to the ticket office and the spacious loading area in the lower terminal. For visitors arriving from the direction of the Galzig or Kapall, the terminal offers grade access. The ride in the modern 8-seater Diamond cabins with heated seating built by Sigma takes about 7.5 minutes. The new Leitner gondola has a line length of 2588m and a system capacity of 2000 P/h. At an altitude of 2030 meters above sea-level, visitors can enjoy not only the superb skiing and boarding but also a brand-new mountain restaurant built at a cost of about EUR 3 million.



New Rendlbahn in St. Anton



Photos: J. Schramm