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## ROPEWAYS

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## PISTE

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## CABINS

TRENDS IN CABIN ENGINEERING



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## EXPO ANDES

**Expo Andes 2011, the first International Mountain Professionals Summit of South America, was held at the Equestrian Club of Santiago on 19 - 21 October.**



**Left to right: They guarantee successful ski area operations: Roger D. Mc Carthy with Paul and Linda Mathews from Ecosign.**

In the trade show, which was attended by over 50 exhibitors from 14 countries (with a strong presence from France, Switzerland, Austria and Canada) including Leitner-Poma, and Prinoth, Roger McCarthy (ex-President of Vail Resorts and Mont Tréblant), MDP Consulting and Groupe MND, visitors were shown the latest technologies and trends in such areas as transportation by rope, the management of natural hazards, and equipment for mountain resorts and businesses with similar problems. The main actors from the South American world of snow and mountains were present in a total of 700 professional visitors, including the ski resorts of Chile and Argentina, mining companies, the Ministry of Public Works - Mountain Roads, Border Crossings and Mountain Armed Forces, mountain municipalities and others. Expo Andes ended with a Mountain Development Symposium with panel discussions on international best practice and issues of relevance to the industry as a whole. During the event, Mr. Raúl Torrealba (Mayor of Vitacura and President of the Association of Chilean Municipalities) and Felipe Guevara (Mayor of Lo Barnechea and President of the Chilean Association of Mountain Municipalities) signed a cooperation agreement between Chilean and French mayors, with the latter represented by Vice-President Jacques Guillot (Mayor of Chamrousse, Winter Olympic venue in 1968). The agreement is targeted at knowledge sharing for the development and promotion of mountain policies. Expo Andes is to be held every two years as a focal point for professionals, companies and institutions in the Cordillera de Los Andes, thus strengthening its position on the international stage of mountain destinations. "As a country with 83% of its territory in the mountains and the world's longest mountain range, Chile was a logical host for the meeting. That is confirmed by sales negotiations worth more than 4 million euros held during the show," says Francisco Sotomayor, President of Expo Andes.

# OITAF Congress

**The 10th World OITAF Congress for Transportation by Rope was held in Rio de Janeiro on 24 - 27 October 2011.**

For OITAF, the World Congress, which is held every six years, is the most important item on the calendar of events, where the big decisions are taken on the organization's ruling bodies and activities for the next six-year period. At the OITAF General Assembly held on October 24, the outgoing president Jean Charles Farauo handed over to his successor Martin Leitner, and the long-serving Secretary General Heinrich Brugger was followed by Markus Pitscheider, who – like his predecessor – is head of the Ropeway Authority in Bolzano, Italy.

The main thrust of the 2011 OITAF Congress was to offer full coverage of the subject of ropeways in the urban environment. Not only were most of the presentations on the first day devoted to this topic; urban ropeways also played a part in several papers presented in the working sessions on "Transportation by Rope and Tourism", "Sustainability of Transportation by Rope, Environmental and Social Aspects, Economic Efficiency" and



"Technology and Safety". That pattern had been anticipated by ISR in an OITAF Congress Special published in six languages, with a keynote article on urban ropeways by Professor Josef Nejez, in which the ISR's Technical Editor explained the relevant terminology and took a look at the ropeway systems deployed. The excursion on the second day of the Congress was also directly connected with the topic of ropeways for urban applications, and the visit to Poma's Aerial Tramway in Rio de Janeiro was an impressive experience. With the construction of this high-capacity ropeway link in the favelas area of Complexo do Alemão, comprising five consecutive stages of a gondola system operating with 10-passenger cabins, Poma has produced a feat of ropeway engineering whose socio-economic impacts on a suburb that had previously had only poor public transport cannot be overstated.

On the third and last day of the Congress, attendees were treated to presentations on a wide variety of subjects before it was time for the representatives of the two big ropeway manufacturing groups Leitner/Poma and Doppelmayr/Garaventa to make their final pitch, in which they presented the latest developments in ropeway engineering for the urban environment and their innovations for ski area operations.



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# New and innovative ropeway for the USA

**LPOA** Leitner-Poma of America (LPOA) was contracted by Mount Snow, Vermont and Peak Resorts to produce a new and innovative product for the USA.



Bluebird Express top station accommodates all riders and age groups with new LPOA design

LPOA was pleased to announce the installation of the Bluebird-Express, the first ever 6-seater bubble chair in North America, for the 2011/2012 winter season at Mount Snow. The name is derived from a combination of the sky blue color of the bubbles on the new chairs and the beautiful cloudless days during winter that skiers and riders refer to as “bluebird”.

Ride time is only 7.4 minutes from the base to the top of the mountain, which is less than half that of the old chairlift it replaces.

During construction in late August 2011, Hurricane Irene be-

came a highly destructive force for the Eastern coast of the United States. The storm caused an estimated \$7 billion in damage in the USA, and Vermont was one of the hardest hit areas. LPOA and Mount Snow crews were hard at work on the Bluebird Express as washed out roads, bridges and damaged highways made transportation of lift equipment from Colorado and handling the cranes a huge challenge. Nevertheless, the crews prevailed through one of the wettest summer seasons ever, and the chairlift opened in time for Mount Snow’s ski season. This was a true test of the com-

mitment and durability of LPOA and of the Mount Snow operations and logistics departments.

Mount Snow moved an enormous amount of soil and rock in the base area in order to erect a full storage barn for the bubble chairs. This not only increases the service life of the bubbles but also enables the resort to open the most critical lift on the mountain early, even in harsh weather conditions.

Boarders and skiers visiting Mount Snow are ecstatic about the Bluebird Express. The bubble chairs shield guests from the cold easterly winds that previously de-

PHOTOS: LEITNER POMA





Mount Snow's Bluebird Express base station with room for six passengers under the comfortable bubbles in all weather conditions.



Parking barn parking neatly stores bubble chairs for protection and opening efficiency.



Mount Snow base station with parking barn to guarantee daily on-time opening and protection of chairs and bubbles from the elements.

tered individuals from riding the lifts at all. The six-seater padded chairs, haul rope, grips and blue

bubbles were supplied by Leitner, located in the South Tyrolean mountain region of Northern Ita-

ly. The remainder of the lift equipment was manufactured and procured by LPOA in Colorado. As an added feature, chair number 50 is fitted with a golden yellow bubble to commemorate fifty years of operation at Mount Snow. There is a definite sense of excitement when riders realize they are about to load this golden bubble chair. The huge success of the first ever six-seater bubble chair in North America is a tribute to the commitment to innovation and progress of Mount Snow and Leitner-Poma.

## TECHNICAL DATA

### BLUEBIRD EXPRESS

Slope length	7,385 ft.
Vertical rise	1,608 ft.
Speed	1,000 ft/min.
Capacity	2,400 pph
Number of carriers	102
Primary drive design power	800 HP ABB AC Drive
Auxiliary diesel drive	400 HP x 2 Cummins QSM 11
Haul rope	48mm-6X31WS-Solid Core-Galvanized
Gearbox	Poma/Kissling 21L-three input- SB 750
Grip model	LPA-N-D4



# Record-breaking gondola lift for the Gaislachkogel

**DOPPELMAYR** Austria: World-record 8-seater gondola lift built by Doppelmayr



In mid-December 2011, two new Doppelmayr ropeways went into service in Sölden: an 8-seater gondola lift and a 30-passenger 3S-Bahn aerial tram. They are a replacement for a DLM gondola built in 1988.

The two new ropeways operate as independent systems with a shared mid-point station, which is actually the top station of the 8-seater gondola and the bottom station of the 3S-Bahn. This station functions as a hub for several ski trails. With a rated transport capacity of 3,600 persons per hour, the 8-seater gondola has the highest capacity of any ropeway of this type in the world. The bottom station is located at the center of the village. Access to the loading platform is via an elevator or escalators located along the side of the building. Above the loading area – without a floor to separate them – is the carrier parking facility.

The mid-line station (2,174 m) has an unloading platform with room for passengers to put their skis on.

Gaislachkogelbahn – a fantastic cable car!



Incoming line to the middle station, with the 3S-Bahn station area on the right

PHOTOS: DOPPELMAYR



Those who want to ride all the way to the summit simply change onto the 3S-Bahn. The station building is designed with a 190 m<sup>2</sup> window offering spectacular views of the Stubai Alps.

**“THAT’S A FANTASTIC CABLE CAR!”**

In general the design of the Gaislachkoglbahn is one of the keys to commercial success – based on the premise that visitors do not pay primarily for the engineering but for the experience of the ride. “When customers say, ‘That’s a fantastic cable car!’ you know you also have an effective marketing tool. Everybody wants to ride the Gaislachkoglbahn at least once,” says Marketing Manager J. Falkner.



Incoming line to the top station of the 3S-Bahn

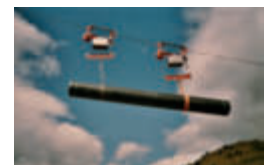


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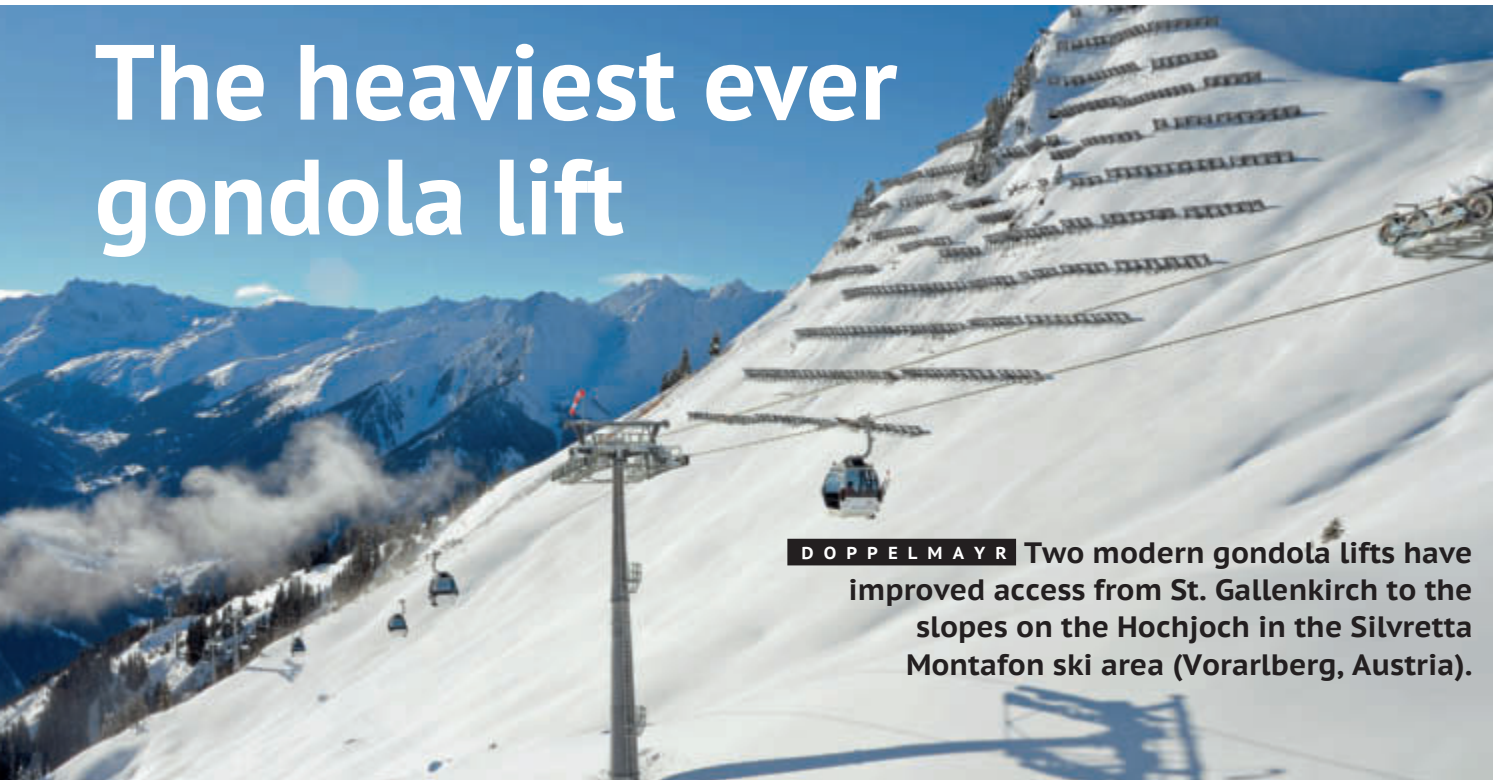
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**THINKING OUTSIDE THE BOX!**

# The heaviest ever gondola lift



**DOPPELMAYR** Two modern gondola lifts have improved access from St. Gallenkirch to the slopes on the Hochjoch in the Silvretta Montafon ski area (Vorarlberg, Austria).

One of these lifts, the Grasjoch, is the most powerful gondola lift ever built by Doppelmayr. The lift lines and station buildings for both installations are entirely new.

The Grasjoch lift is almost four kilometers in length and has a vertical rise of 1,160 meters. It is the first installation of its kind where a 58 mm rope has been used. At the top station of the Grasjoch lift, passengers have a choice: They can either ski down from here or continue on – via a covered corridor – to the Hochalpila lift. The second lift takes you to Alpilagratt, the highest point in the ski area at 2,430 m. The fast Hochalpila lift replaces a two-seater angle chairlift built in 1980. The Grasjoch lift connects the previously separate ski areas of Hochjoch and Nova. The link-up between the two was first discussed back in the late 1970s. But it was not until 2007, when the Bank für Tirol und

## TECHNICAL DATA

	8-MGD-S Grasjoch Bahn (1)	8-MGD-S-O Hochalpila Bahn (2)
Transport cap. PPH	2,400	2,800
Trip time min	11.9	4.6
Speed m/s	6.0	6.0
Rope dia. in mm	58	52
Carriers	120	53
Interval in s	12.9	10.3
Inclined length m	3,916	1,359
Vertical rise m	1,160	442
Top station altitude m	1,980	2,421
Towers	23	11
Drive	Top	Bottom
Tensioning	Bottom	Bottom

Vorarlberg acquired a majority interest in Silvretta Nova, that the vision began to take on concrete form. Before long, a new brand was born: 2008/2009 saw the creation of the Silvretta Montafon ski region offering over 40 lifts and 155 kilometers of ski trails. The new ski region had barely been launched when work began on implementing plans for the new lift connection. Construction went ahead in 2011.

The Grasjoch lift crosses steep, inaccessible and partially forested terrain. The highest point above ground level is 107 m. It is here that Doppelmayr's modern recovery concept has made its debut on a continuous movement monocabable ropeway. In the event of a lift malfunction, the passengers are returned to safety by emptying the line. This recovery concept replaces two costly rescue ropeways.

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PHOTO: DOPPELMAYR



## Comfort and safety - no compromises



The new chair model „CS 10“ with automatic restraining bar locking and footrests is a world first. It meets the comfort needs of all age groups and underlines Doppelmayr’s leading role in ropeway technology.



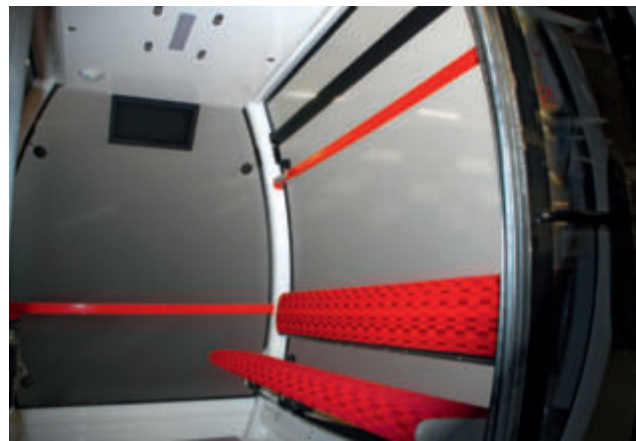
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# Doha – Sochi – London –

**C W A** Highlights in February 2012



Omega IV-10 LWI, London Cable Car, outside view and interior



Funicular in Baku

Visitors to the CWA production plant can currently admire a number of cabins and cars that will soon be ready for shipment – to almost all points of the compass and seventeen different countries of the world. Four of the contracts, for Doha, Sochi, London and Baku, are presented below.

## TWO TRAINSETS

The two five-car trainsets ordered for Doha International Airport in Qatar are now in the finishing stages. The new rope-hauled Cable Liner Shuttle linking the terminal with the gates will carry about 6,000 persons per hour and

direction. Total transparency was the order of the day for the designers. The trainsets have interconnecting cars so that passengers can move from one car to another. The interior design is a customized solution. The structural framework for the cars has been carefully calculated to permit the maximum use of glazing for the roofs, sides and ends of the trainsets – a glass train for Qatar.

## 95 ZETA 30 CABINS

The last of the 95 ZETA 30 cabins ordered for Sochi/Russia, namely 41 for Krasnjaja Poljana Alpika Psekhakol and 54 for Krasnjaja Poljana Olympic Village Alpin,

will be delivered this summer. The ZETA cabins for 30 persons each (22 seated and 8 standing) have a number of quality extras including padded seats, interior lighting and an intercom with the necessary power supply. Four of the ZETA cabins have additional features like roof hatches and ladders, which permits them to be used as maintenance cars.

## 36 OMEGA IV-10 LWI

When completed, the London Cable Car will offer pedestrians and cyclists a fast, safe and convenient link between Greenwich Peninsula and the Royal Victoria Docks – at a height of 50 m above the River

PHOTOS: CWA



# Baku

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Cable Liner Shuttle for  
Doha International Airport, Qatar



ZETA for Sochi, Russia

Thames. It is the first urban aerial tramway to be built in the UK and will provide a useful connection to the local public transport network. The tramway is part of the urban redevelopment program for the Royal Victoria Docks area, which includes the construction of a business park, stores and private dwellings. The 36 OMEGA IV-10 LWI cabins are luxuriously equipped. They have electric ventilation with temperature-based controls. The on-board infotainment system meets every possible need; the monitor can be used to display a sequence of useful information, e.g. for public transport services. The WLAN antenna also permits videos to be imported and viewed if required. Supercaps are used to power the interior lighting, CCTV,

emergency power supply and all other electrical systems.

## TWO 40-PASSENGER FUNICULAR CARS

The urban funicular built near the coast in Baku/Azerbaijan in the 1960s is being completely refurbished. With a line length of 435 m, the funicular overcomes 92 m of vertical at a line speed of 3.0 m/s. CWA is supplying the two new cars, which have a capacity of 40 persons each with comfortable padded seating for 28 passengers. The cars have fully glazed roofs, which can be opened section by section and thus create a light and airy feeling in the interior. The Baku funicular cars have a six-month production time and are due to be delivered at the end of February.

# From Val Thorens to Stanserhorn

**G A N G L O F F** Gangloff Cabins specialize in customized solutions for funicular and APM cars and aerial tramway cabins and gondolas.

Whenever something special is called for, including the refurbishment of historical funicular cars, Marc Pfister can rely on the know-how and long years of experience of his engineers and skilled labour force. With the support of Michael Stähli as Senior Engineer, Marc Pfister is able to satisfy a wide range of individual customer requirements – like the two funicular cars designed and built for the Ocean Express in a Hong Kong leisure park or cars for power station operations as in the case of the Hinterrhein and Heiligenkreuz power plants. One big event in 2012 will be the opening of the Stanserhorn Cabrio, where the Gangloff cars had to be specially engineered for the unconventional location of the rope and other unusual specifications.



In summer 2011 Gangloff Cabins delivered two cars in an Art Nouveau look designed by two Milan architects for the Como – Brunate funicular. The historical funicular links Como with Brunate and offers panoramic views of Lake Como and the Monte Rosa.



At the end of 2012 two Gangloff cabins were delivered to the Val Thorens – Cime de Caron jigback. The convex shape of the all-round laminated glass windows gives the cabins a dynamic touch.



At the end of 2011 Gangloff supplied four 40-passenger cabins for the Funitel serving Col du Bouchet in Val Thorens. Another 38 Funitel cabins ordered as a follow-up for Val Thorens will be delivered this year.



The Stanserhorn Cabrio is a world first. This fine “Swiss made” project was presented by (left to right) Michael Stähli (Gangloff), Jürg Balsiger (Stanserhornbahn), Reto Canale (IKSS), Marc Pfister (Gangloff) and Istvan Szalai (Garaventa). The aerial tramway with the Gangloff cabins is due to open in June of this year.

PHOTOS: GANGLOFF CABINS (3), J.SCHRAMM (1)



# **NEVEPLAST** ARTIFICIAL SKI SLOPES

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# Ferris wheel for Las Vegas

**SIGMA** The Leitner group has been awarded the contract for the world's biggest Ferris wheel. Innovative design and advanced engineering will be the hallmark of this new highlight for Las Vegas.

The gambler's paradise in the Nevada desert has chosen a giant Ferris wheel as its latest attraction. With its 28 jumbo-size cabins – to be delivered by the South Tyrolean group – the new wheel will offer millions of visitors breathtaking views at a height of 168 m above the ground and, naturally enough, exciting on-board entertainment starting in 2013. The High Roller, as the wheel is called by the sponsor Caesars Entertainment, will be the central attraction of the new Las Vegas entertainment district, which the financiers have christened the Linq. It will feature restaurants, stores and clubs with a total contract value of USD 550 million and create 1,500 new jobs in the process. On the model of the London Eye, the High Roller will be more than just an observation wheel; the cab-

ins have space for up to forty persons, who can celebrate a friend's birthday or hold a stag party or even a wedding reception up in the sky. Each cabin has its own entertainment offering complete with a 360° battery of flat screens that can be used for a variety of purposes like providing resort information or showing the best wedding photographs, for example. The cabins naturally have air-conditioning and various other technical goodies. The new retail, dining, entertainment and hospitality district is being built near the famous and centrally located Caesars Palace, Flamingo and Harrah's hotel casinos.

## CABINS FROM SIGMA

For Sigma, the cabin manufacturing specialist within the Leitner group of South Tyrol, the High

Roller is an exciting contract and a big challenge for the company's designers and engineers in terms of aesthetics and high-tech solutions. The 28 completely spherical cabins to be mounted on the external rim of the Ferris wheel will be largely of glass and resemble a kind of transparent space shuttle of the future. The cabins will be self-leveling to account for the movement of the wheel so that passengers can be sure of a smooth ride and breathtaking panoramic views.

"We are proud to be in on this high-visibility project, which is going to change the face of Las Vegas," says Anton Seeber, CEO at Leitner-Poma of America, the company that will be responsible for handling the 45 million dollar US contract. "It's going to be an-

PHOTOS: SIGMA





Starting in 2013, millions of visitors a year will enjoy breathtaking views at a height of 168 m and, naturally enough, an exciting on-board entertainment offering in 28 jumbo-size cabins built by Sigma of the Leitner group.

other exciting challenge for the group; we have to take full advantage of our cabin-building expertise, our experience with modern electronic entertainment systems, and the lessons learnt in the planning and construction of the Lon-

don Eye in order to meet the requirements of the High Roller project," he adds. London's Ferris wheel, which opened in the UK capital for the start of the millennium in 2000, also operates with cabins supplied by Sigma. But the

Las Vegas schedule is tight; in the next few weeks the drawings submitted by the design engineers are to be turned into the real thing, with a first prototype due to be presented at the beginning of 2012.

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# “Think Green in Red!”

**KÄSSBOHRER** Under its slogan “Think Green in Red!”, Kässbohrer Geländefahrzeug AG made a strong presentation of its commitment to sustainability at SAM 2012 in Grenoble.



The PistenBully 600 Polar – the flagship PistenBully with the new and more powerful 3B engine

“Think Green in Red!” relates to sustainable vehicle technologies as incorporated in the PistenBully 600 E+, the first snow groomer with diesel electric drive, or the integrated SNOWsat navigation system for snow groomers, and even training sessions for responsible groomer drivers.

## VARIED PRODUCT RANGE FROM PISTENBULLY

At the French winter technology trade show, PistenBully presented its extremely varied range of products: From the PistenBully 100 to the PistenBully 600 W Polar and the Formatic 350, practically the full range was to be seen in Grenoble. In addition to a very full offering of new vehicles, accessories and services, visitors were also

able to take a look at the PistenBully 600 Select range of almost new PistenBully 600s.

The PistenBully 100 has been redesigned and now has a chassis with an additional axle. That improves the distribution of weight and hence hill-climbing ability.

With its new winch, the muscular PistenBully 600 W Polar scores with even more power and longer service life for the gears and shaft bearings. The winch comes with 1,050 meters of cable as standard, with an extra-long 1,450 meter cable available from the company's spare parts department in Laupheim on request. The new technology offers clear benefits in terms of fast and precise working. The groomers on show at SAM also included the PistenBully 400 Park and the Formatic 350.

## GREENIQ – GREEN INTELLIGENCE FOR PISTENBULLY

When developing new vehicle technologies, Kässbohrer Geländefahrzeug AG is always very much aware of their environmental impact. All the vehicles on show at SAM were powered by engines that meet the strict Euro 3B/Tier 4i exhaust standard. These 3B engines have more power: The PistenBully 100, for example, now comes with 210 hp, the 600 with 455 hp and the PistenBully 600 Polar with an impressive 510 hp. All the groomers can still be delivered with engines designed to the Euro 3A/Tier 3 standard, but availability is limited.

At Kässbohrer Geländefahrzeug AG, GreenIQ is the label for PistenBully groomers with sustainable engine and exhaust control tech-

PHOTOS: KÄSSBOHRER





**PistenBully 600 E+ – the first groomer with a diesel-electric drive at work on the mountain**

nologies, i.e. all PistenBullys with 3B engines, the PistenBully 600 E+ and the PistenBully 600 TwinPower, the first series-production snow groomer with a diesel-gas drive.

At SAM, Kässbohrer Geländefahrzeug AG also presented its PistenBully 600 E+ with a hybrid diesel-electric drive. The new technology reduces fuel consumption by up to 25% and also lowers CO2 emissions. Attachments that were previously powered via the hydraulic system can now be powered electrically. The hybrid configuration turns the PistenBully 600 E+ into a kind of mobile power plant, with enough power to operate external electric tools, e.g. for repair work. The PistenBully 600 E+ made its debut in demonstrations on the mountain at the beginning of February.

New vehicle development is only one aspect of the company's commitment to sustainability. With SNOWsat, Kässbohrer Geländefahrzeug AG now offers an integrated navigation system for snow groomers based on GPS and the use of modern inertial technology.

Apart from ski trail management, SNOWsat also provides valuable data on snow depth. This function facilitates precision snowmaking and trail grooming, with clearly positive effects in terms of resource management, e.g. through the use of less water and energy.

As far as operating economics are concerned, the PistenBully drivers themselves are clearly a key factor. In collaboration with an experienced partner, Kässbohrer offers drivers targeted eco-snow training sessions, which serve awareness-building for drivers with regard to their economic and ecological responsibilities.

#### **PISTENBULLY SELECT**

PistenBully Select is the name of a limited sales program of young PistenBully 600 and 600 Polar groomers. The almost new vehicles are fully overhauled in line with the strictest Kässbohrer quality criteria and are supplied in fully restored condition, including certificates from Daimler and Dekra, and with a full range of equipment plus an attractive service package. Ski

areas that take advantage of PistenBully Select to extend their groomer fleets need fear no loss of quality in comparison to new vehicles. Not surprisingly, the extended PistenBully Select program has met with a keen response from the market. In addition to PistenBully Select, Kässbohrer Geländefahrzeug AG also presented its other offerings of pre-owned groomers at SAM 2012.

#### **PISTENBULLY SERVICE**

Kässbohrer's service people were in attendance at SAM, providing useful advice and assistance. The service stand also gave visitors an opportunity to convince themselves of the quality of original Kässbohrer spare parts and to purchase various Kässbohrer merchandising items. And French drivers were also invited to register for the PistenBully Club.



**GreenIQ is PistenBully's name for sustainable groomer technologies.**



# The top ten resorts for grooming

**PRINOTH** Prinoth was recently the indirect winner of a readership poll conducted by the popular Ski-Mag.com online magazine. The publication reported readers' rankings of the best ski resorts for grooming in North America.

**F**or Prinoth, the results of the poll were nothing short of sensational: The South Tyrolean company is sole supplier to the winning resort for perfect slopes, namely Deer Valley in Utah, and also has a presence in nine of the top ten ski resorts ranked – a convincing reflection of Prinoth's snow grooming expertise and constant innovation in the pursuit of perfectly prepared ski slopes worldwide.

Second place in the Ski-Mag survey went to Sun Valley in Idaho, fol-

lowed by Snowmass, Beaver Creek and Vail in Colorado, Mammoth Mountain, Northstar-at-Tahoe and Heavenly in California, Park City in Utah, and finally Whitefish Mountain in Montana.

Of course, the motto "for perfect pistes" has long been an expression of Prinoth's commitment to skiers and snowboarders. Whether the surface is soft or hard, whether the snow cover is natural or artificial, advanced equipment such as the Prinoth Posiflex tiller ensures excellent slope quality and a per-

fect finish every time.

So, as Ski-Mag puts it, "Get out there and carve that corduroy!"

Ski-Mag is a leading publication aimed at all levels of skiers and covering a myriad of related issues: instruction, travel, fashion, equipment and the overall lifestyle of the sport. Their reader-focused content highlights customers' opinions and requirements while its surveys and rankings lend a voice to the public, giving them the last word on the issues that matter.

PHOTOS: PRINOTH





# 12-hour Ski Challenge

**FUNDRAISING** Prinoth Canada supports Canadian children with cancer

Prinoth Canada is proud of its participation in the 2012 Leucan 12-hour Ski Challenge. The Prinoth team, consisting of Luc Bordeleau, Jean-François Labbé, Cédric Camiré and Jacques Noel, raised \$7,500 for Canadian children with cancer. The team also won second prize for the best fund-raising campaign in the Eastern Townships region in Quebec.

Throughout the year, Prinoth's team members organized fund-raising activities such as Prinoth snow groomer rides for clients of the Ski Bromont resort. The fund-raising campaign ended with the Ski Challenge held on Saturday, March 17 at Ski Bromont where the Prinoth team had to take up the final chal-

lenge of skiing twelve continuous hours in aid of sick children.

The Human Resources team of Prinoth Canada also participated in the event as a sponsor to promote career opportunities in skilled trades at the Granby, Quebec factory and to provide the skiers with refreshments. Close to \$715,000 in total donations were collected for Leucan with the campaign, which was also held in five other ski resorts. The funds go direct to the association, which supports cancer-stricken children and cancer research in Canada.

ISR would like to take this opportunity to congratulate and thank Prinoth's team members on behalf of the sick children.



The Prinoth team, consisting of Luc Bordeleau, Jean-François Labbé, Cédric Camiré and Jacques Noel, raised \$7,500 for Canadian children with cancer.

# Success in summer business

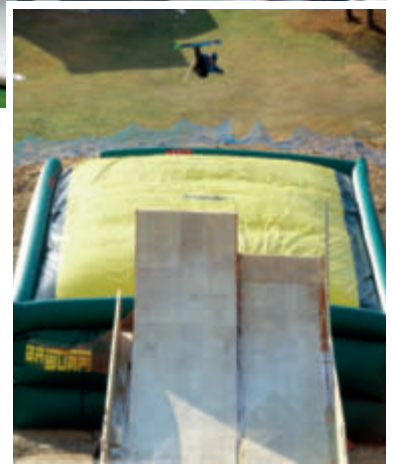
**NEVEPLAST** Lots of opportunities to promote skiing and mountain tourism



Tubby jump

The Italian Neveplast company is the world leader in the production of artificial ski and snow tubing slopes. With summer business becoming more of a must for ski operators, Neveplast offers a range of products that extend winter sport opportunities into the off season. On the basis of its extensive experience with permanent facilities

for Alpine skiing, Nordic skiing and summer/winter snow tubing, Neveplast also offers installations for short-term promotional events. With airbags becoming the norm in the terrain park scene, many operators are now adding airbags for their summer business with skiing and summer tubing. Neveplast artificial ski slopes are definitely an exciting solution.



Bag jump

PHOTOS: NEVEPLAST

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