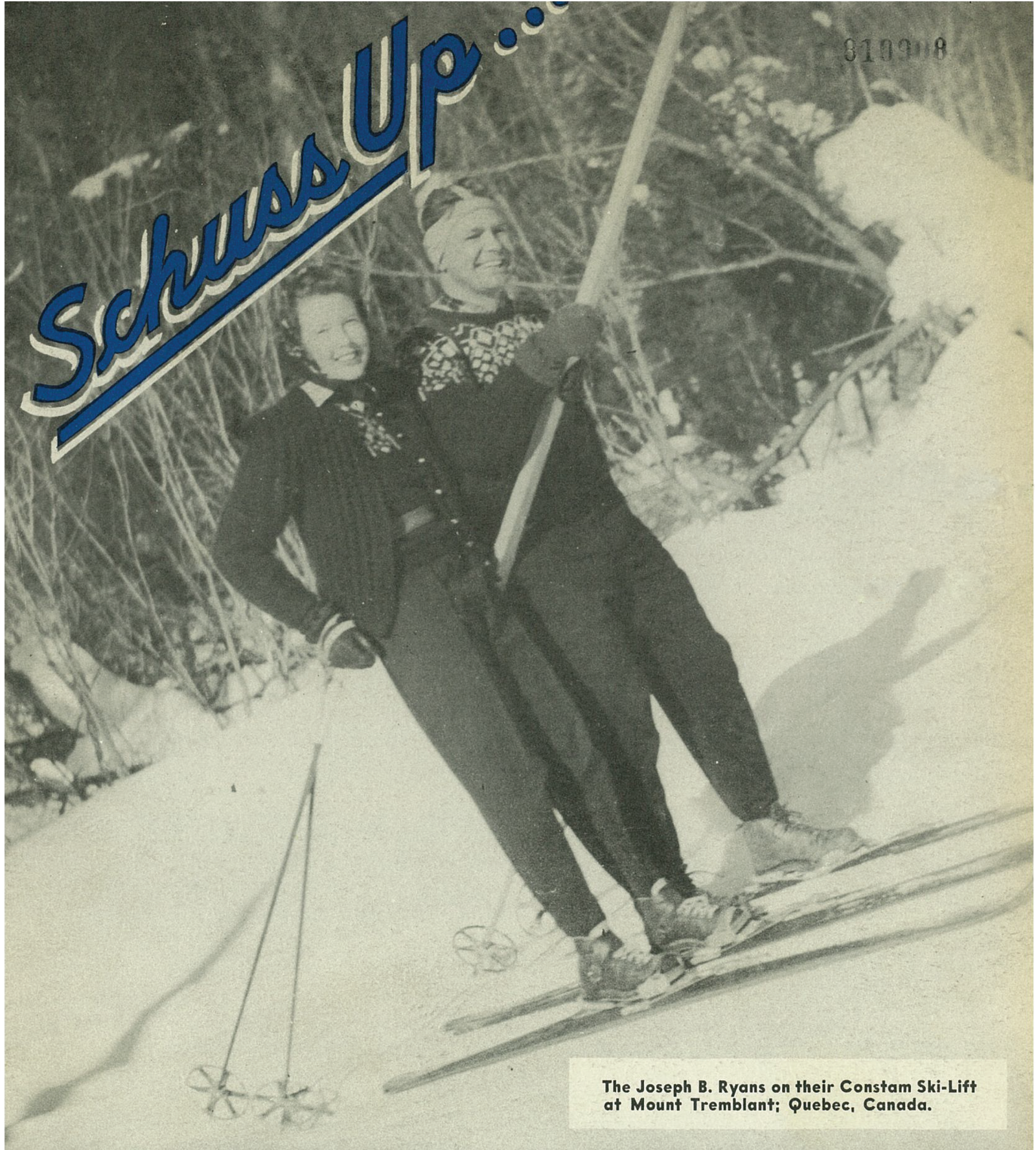


810908

Schluss UP...



The Joseph B. Ryans on their Constam Ski-Lift at Mount Tremblant; Quebec, Canada.

Patented **CONSTAM SKI-LIFT**

Built by

JOHN A. ROEBLING'S SONS COMPANY



. . . LIKE the people at Mount Tremblant Lodge (Quebec), Pico Peak (Vt.), and Cannon Mountain (Franconia, N. H.) are doing on brand new patented Constam Ski-Lifts! It's a thrill and a treat to take the herring-bone and sealskin out of the ascent; to bill and coo instead of puffing and blowing as you go up; to have the time and energy to ski from ten to fifteen thousand vertical feet in a normal day.

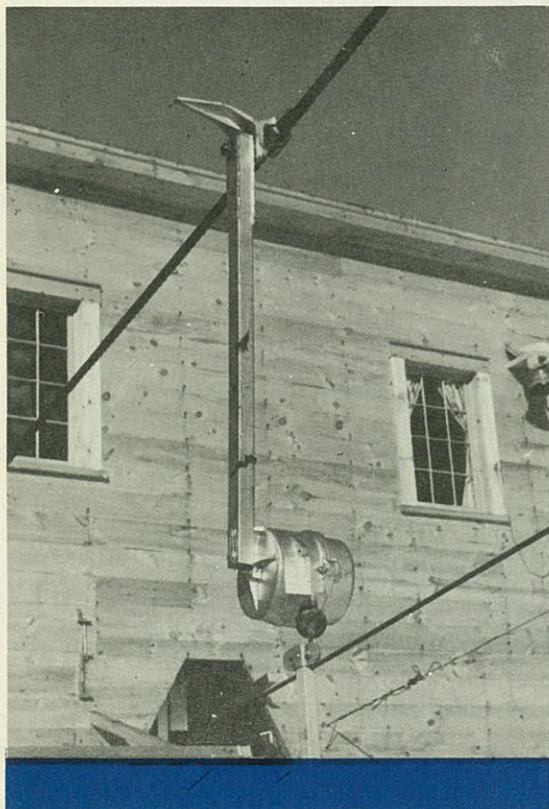
You've never really enjoyed skiing if you haven't used this latest and most advanced development in American skiing!

The Ryans at Tremblant, the Meads at Pico, and Peabody and Rice at Franconia, stole a march on the rest of the continent by installing the first three genuine patented Constam Lifts in North America.



They engaged the JOHN A. ROEBLING'S SONS COMPANY, (bridge builders for one hundred years — Bear Mountain, George Washington, Golden Gate, etc.) who are the exclusive licensees for the Constam Lift east of the 100th meridian, to build new enjoyment into their resorts . . .

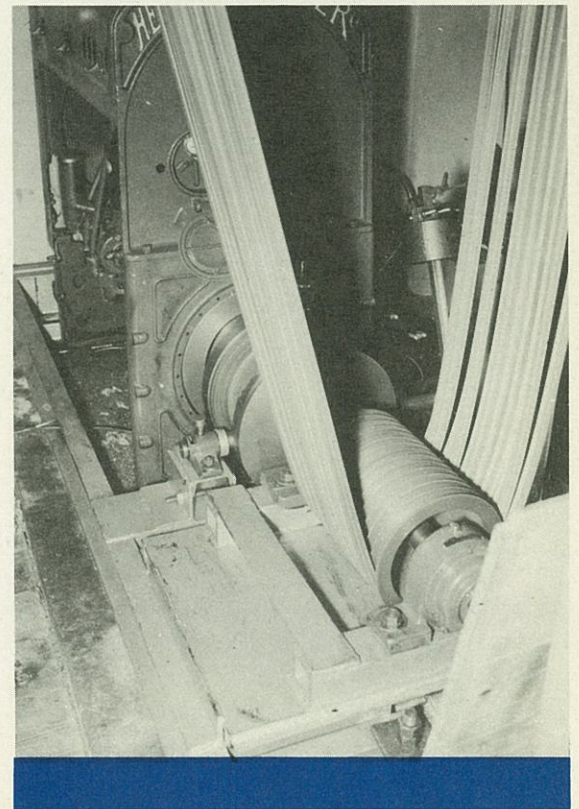
. . . And we do mean enjoyment, for the Constam Lift is the answer to a skier's prayer. It takes him to the top quickly, easily, safely, and economically; its capacity in skiers per hour is high enough to do away with tiresome, chilling waiting between runs; its unique conveying device keeps your skis on the snow during the trip up, requiring just enough effort on your part to prevent your becoming chilled; utmost safety has been achieved in every detail—getting on and off, and during the trip; and finally, the low cost of installation and upkeep make the Constam Lift both economical to you and profitable to the owner.



The Spring-Loaded Hoist unwinds as the skier starts on the lift, thus eliminating a sudden, jerky start. As the skiers get off the "T" bar it is automatically pulled up to the aerial cable, in which position it is shown here.

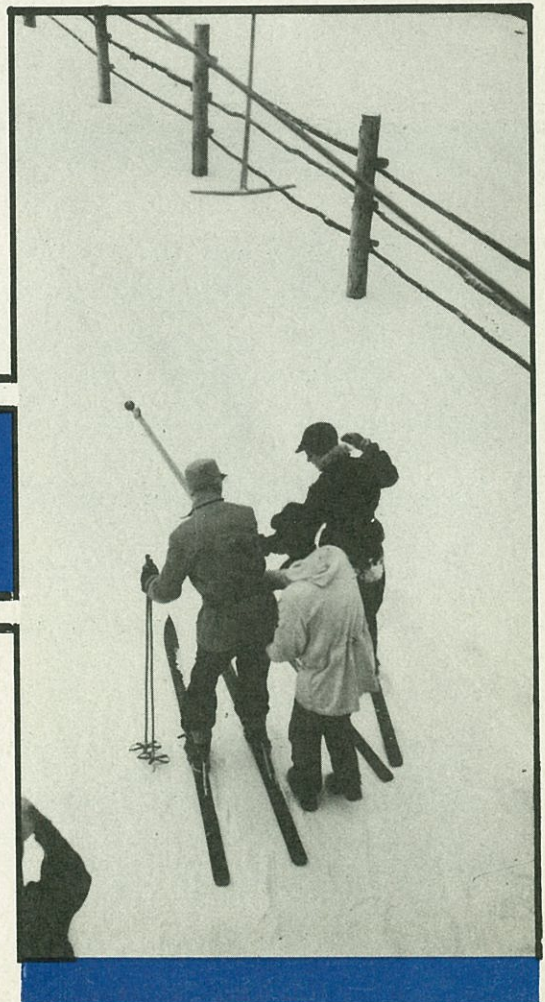
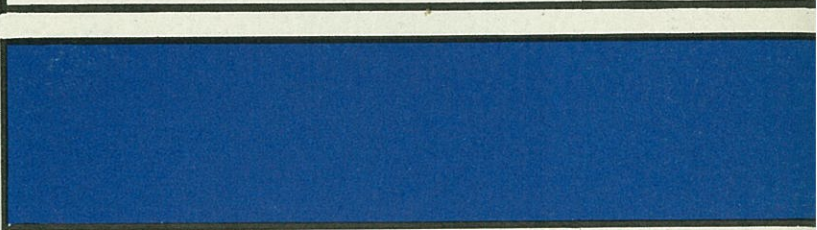


Motors driven by electricity or internal combustion engines supply the necessary power. Illustrated, is a gasoline engine installation.



The Constam Lift, invented and patented by E. G. Constam of Zurich, Switzerland, has long been the accepted standard on the European Continent. (A partial list of European installations appears at the end of this pamphlet.) It consists of an overhead cableway to which is attached a series of seat sticks which are shaped like an inverted T. These sticks are fastened to the hauling cable by means of yielding spring devices, which will accommodate varying snow depths. The overhead cableway, driven by a powerful gasoline engine, is in constant motion, but the hauling sticks are easily engaged by the skier, for there is a length of small diameter, strong wire cable coiled in the spring box which unwinds as the progress of the stick is halted to allow the passengers to place the arm of the "T" across their hips.

When the cable is completely drawn out from the spring box, the skiers are towed smoothly and pleasantly up the line.



If the passenger has not used the lift before, an attendant has plenty of time to assist him in getting settled on the stick. But after one or two trips, even the inexperienced skier has no trouble engaging his own stick.

The "J" type stick can be installed, but usually the "T" type is preferred, for it allows two people to ride up together, thus providing more enjoyment as well as a higher capacity in skiers per hour for the lift.

This capacity feature is an unusual and most important one!

SIX HUNDRED AND TWENTY-FIVE SKIERS PER HOUR! That is the present capacity of the Pico Peak lift. This can be increased considerably if the load warrants. This means that no matter how great the crowd, there is a minimum of chilly waiting between runs.

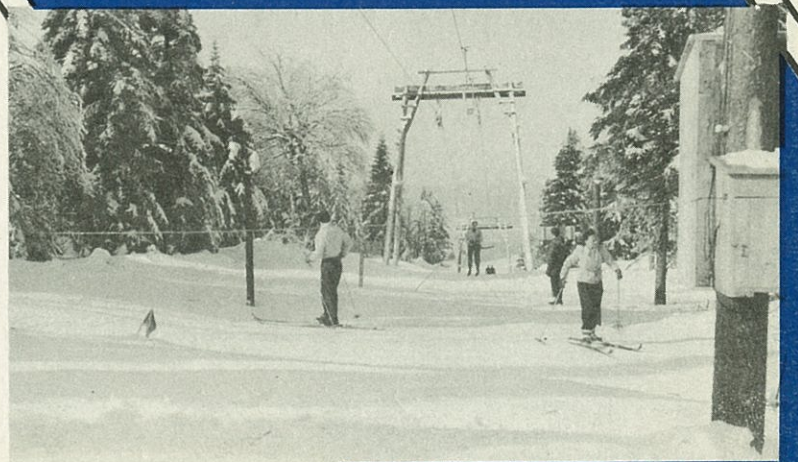
And what runs! The overall rise at Pico is 644 feet in a slope 2330 feet long. This means that if you make 20 runs in a day—and that can easily be done!—you have had almost 13000 vertical feet! A GOOD day's skiing! And it takes only $4\frac{3}{4}$ minutes to make the trip to the top at Pico.



At Mount Tremblant there is a rise of 730 feet in a slope of 3428 feet, up which 450 skiers an hour can be transported at 8 minutes per trip. The Cannon Mountain Lift, which can accommodate 300 skiers per hour, takes 5 minutes to travel up the 2075 foot slope whose rise is 770 feet.

The progress up the slope is quick, smooth, and practically effortless. However, since the skier's weight is supported partly by the stick, and partly by the skiis, there is just enough exertion required of him to prevent his being chilled.

The fact that the skiis are on the snow during the entire trip has these two additional advantages: The passengers may leave the lift at any level, open spot along the line they may desire, and absolute safety is assured the passenger at all times.



Another, and extremely important safety feature, is the fact that the skier is not required to support himself by grabbing onto any moving part.

Safety is also featured at the top. At the summit, the skier simply pulls himself ahead a few inches and slides off to one side. Should he, however, ride too far, a stop switch will shut down the whole lift before he is carried to the upper terminal.

To the owner of the Constam Ski-Lift, and by the same token, to the patron as well, economy is the keynote. Low installation costs make these lifts available even to modest resorts. Low maintenance costs assure good profits even when small fares are charged. The Constam Lift will not be put out of action by severe blizzards or high winds; there is no "shoveling out" to be done, and the simplicity of design assures an absolute minimum of breakdowns.



For the owner, too, there is the added attraction that the lift can easily and cheaply be converted into an aerial chair tramway for summer use simply by changing the ski sticks for chairs!

THE RYANS, owners of the Ski-Lift at Mount Tremblant

Lodge—Province; Quebec, Canada, say . . .

The Constam Ski-Lift is by far the most practicable and economical and safest means of transportation ski-lift that I know of and from now on all ski resorts will turn to them.

J. B. RYAN.

For further information, consult the

JOHN A. ROEBLING'S SONS COMPANY; TRENTON, NEW JERSEY . . .

Exclusive licensees east of the 100th meridian for

PATENTED CONSTAM SKI-LIFTS

EUROPEAN INSTALLATIONS

		inclined length in feet :	vertical ascent in feet :	
1	Davos-Bolgen	980	196	*)
2	Davos-Strela I	1990	740	**)
3	Davos-Strela II	4150	780	**)
4	St. Moritz I	2620	820	
5	St. Moritz II	4600	1542	**)
6	Mürren	3950	1505	
7	Klosters	2350	550	***)
8	Pontresina	1220	310	
9	La Dôle	2480	605	
10	Arosa-Tschuggen	2980	960	***)
11	Arosa-Carmenna	4100	1055	***)
12	Oberiberg	3950	1360	***)
13	Stoos-Frohnalpstock	4880	1500	
14	San Bernardino	2025	580	
15	Mégève	1800	435	
16	Mont-Genèvre	1320	395	
17	Beuil	870	375	
18	Mont-Joux	2990	790	**)
19	Col de Voza	3800	745	**)
20	Carroz-Araches	5350	1820	
21	Piz Ronce	2050	560	
22	Garmisch	6550	1970	
23	Kleines Walsertal	4800	640	
24	Hindelang	2640	960	
25	Zürs-Zürsersee	4810	1540	
26	Lech a/Arlberg	4100	1150	
27	Are	1280	394	

Remarks: *) First modern Ski-Lift in the world.
 **) Second Ski-Lift built at the same resort.
 ***) With an intermediary station.

THIRD PLANTS LICENSED

28	Oslo	980	263
29	La Gourette	980	196
30	Zürs-Kirche	1280	326
31	Wausau	3260	980
32	Plymouth	1970	655
33	Intervale	1640	556
34	Lake George	2620	850

IN WINTER

IN SUMMER

