INFORMER

THE MAGAZINE OF THE FELBERMAYR GROUP 1/2008

RESTORING THE RIVER:
REBUILDING THE BANKS IN HAINBURG

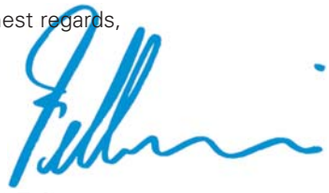
PHOTO: MARKUS LAGINER

Rapeseed for all?

Dear readers,

Fossil fuels are becoming ever more scarce, energy prices are increasing and consumers are having to dig ever deeper into their pockets. Taking account of the associated price increases, it may even be a question of existence for some fleet operators – and despite best efforts, it remains in doubt whether the fight against resource shortages can be won with rapeseed oil. For example, given an average heavy goods vehicle consumption rate of 80 litres per 100 kilometres, a rape field the size of a football field would be needed for the journey from Linz to Munich – which would hardly be practical due to the limited arable land available, especially not during the European Football Championship. But much is being done in the search for new sources of fuel, and it is safe to assume that more practicable solutions will be found both in the development of engines and in the search for better alternatives to fossil fuels than rapeseed biodiesel. A Europe-wide reduction in taxes on oil would help to compensate for the high costs and would send a positive message to worried EU citizens. But consumers, too, have to do their homework, and so we feel responsible for ensuring careful use of natural resources, not only because of economic interests. By using the very latest technologies, we try to ensure that fuel consumption is kept to the absolute minimum possible. In the same spirit, the thoughtless use of motor vehicles must become a thing of the past; but even something like ensuring the correct gear and engine speed can save a significant amount when added together. Let us make the best of things, and always bear in mind: where energy is consumed, there is the potential to save some.

Warmest regards,



Horst Felbermayr

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PHOTOS: MARKUS LACKNER (2), HARALD STEEG (2), GERD KRESSL

CONSTRUCTION

OFFICE BUILDING CONSTRUCTED USING FRAME CONSTRUCTION

An office building of more than 1,000 m² was constructed by the Felbermayr Construction department for the Liebherr works in Bischofshofen.
The scope of the commission for the frame construction building ranged from installing the floor slab, various formwork tasks for in-situ concrete columns and floor units, to assembly of the facade elements. The concrete structure for the three-storey office building was completed in May. A total of 600 cubic metres of concrete was used.

AIRY

Air cushions inserted into the loadbearing elements of a bridge

At the end of May, employees of the Installation department, at the Lanzendorf branch, were involved in placing three reinforced concrete loadbearing elements for a bridge, on their foundations. What made this special was that the heavy elements, weighing up to 220 tonnes, were "floated" on air cushions to their designated positions. Six air cushions were used to give the required lift, supplied by a compressor with 16,000 litres of air per minute. Two mobile cranes were used to secure the concrete components and prevent them from drifting sideways. The site was a motorway construction project in Wiener Neudorf to the east of Vienna.

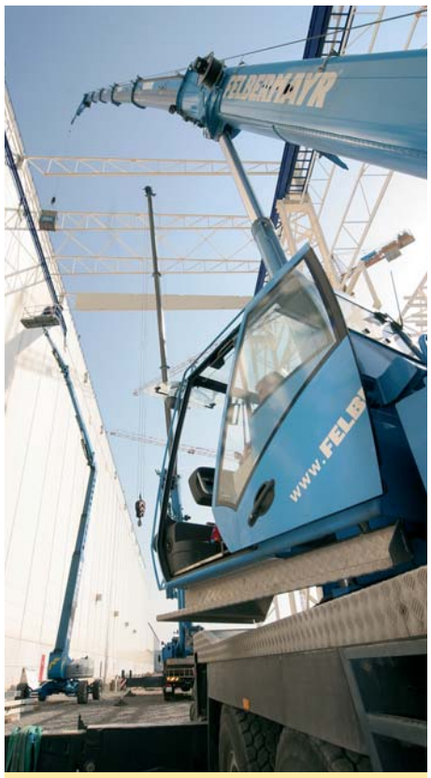
NEWS IN BRIEF: ***LIFTING TECHNOLOGY*** Crawler cranes with load capacities of up to 600 tonnes are currently being prepared for use in Johannesburg. They will be put to use at the construction site of the world's largest stadium, making a substantial contribution to the football World Cup 2010 in South Africa. ***DEMOLITION*** The demolition of a motorway bridge in April became a race against time. The stretch of motorway near Vorchdorf in Upper Austria was closed for 24 hours. During this time the bridge had to be blasted, broken up and transported away. ***TRANSPORT*** In mid-April, employees of the Bucharest branch formed several three-vehicle convoys to take eleven beer tanks from the Romanian port of Braila to Ploiesti, 100 kilometres to the north of Bucharest. The foundations at the brewery were also laid by Felbermayr ***SPECIAL CIVIL ENGINEERING DEPARTMENT*** Slope reinforcements along a stretch of several hundred metres were installed at the St. Pölten station in Lower Austria. They consisted mainly of placing infill for bored piles and soil nail walls. The works are expected to be completed by the autumn.

PHOTOS: ROBERT GRUNDNER, MARKUS LACKNER (2)

AWARD-WINNING

Quality standards confirmed

Borealis Polymere GmbH in Burghausen (Germany) recently praised Felbermayr Hebetechnik for the high quality completion of a lifting job. According to Borealis, the formal acknowledgement was in respect of the excellent cooperation, both in the planning and implementation.



LIFTING TECHNOLOGY

Cranes and platforms for hot galvanising plant

The steel structure for the fifth hot galvanising plant for VA Stahl rises more than 70 metres into the air. In order to come to terms with the working heights, numerous 40-metre articulated telescopic platforms and a truck-mounted platform of more than 60 metres were brought onto the site. The 16-tonne steel parts were raised by crane systems, some of them quite complicated. It is expected that most of the lifting work will me completed by the end of the year.

BIG NOISE

Mini-cranes are competing with the major load-carrying multinationals

Whether for building restoration work, meeting special lifting requirements at inaccessible or restricted sites or on general building sites, mini-cranes with load capacities of three or four tonnes are a nimble, convenient helpers in any situation, and are equally at home indoors or out. The smallest model, with a width of just 75 centimetres, can even fit through doors. Rubber caterpillar tracks and an optional "white chain" also make these cranes popular for use on delicate grounds. Remote control and the option of diesel or electric motors mean that these lifting units are also easy to manoeuvre.

WIDE-RANGING

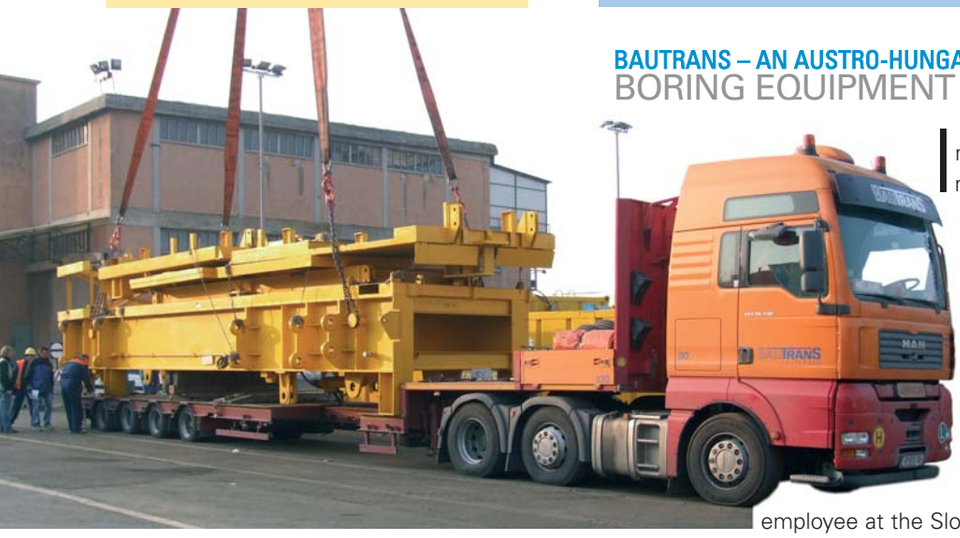
Maintenance work on the Danube

Works by Felbermayr hydraulic engineering are currently underway between Passau and Hainburg. The maintenance measures being carried out along this stretch for Viadonau (the Austrian waterways body) include dredging and the lopping of trees overhanging the shipping lanes. The works also include the 16-kilometre Danube Canal in Vienna. Its narrow width means that the dredging barge has to make repeated return journeys to carry the dredged materials away. The Danube Canal works will be completed by the end of March, while the works on the Danube itself will take a little longer. But all the exemplary shipping lane clearance and bank reinforcing works must be finished to optimum effect by the summer.

HIGH TECH VERSUS LOW TECH

TRANSPORTING HEAVY PLANT FROM POLAND TO BULGARIA

The long journey of two transformers and two generators for a power station in Bulgaria began at the end of last year. The departure point for the transportation of the power station components, which was to include stretches of rail, road and water, was the Alstom plant in Wroclaw, Poland. For the road transport section from the Bulgarian port of Burgas to the power station building site, about 250 kilometres away, a Felbermayr articulated beak-shaped trailer bridge with a maximum loading capacity of 500 tonnes was used for the first time. The main advantage of this transportation device is that the load is distributed over a large number of axles and is therefore less damaging to the road surface. The 300-tonne generator was delivered, and the project completed, in mid-April. The trimodal transportation was planned and carried out jointly by the Felbermayr project management department and the ITB – International Low-loader Rail Transport – department.



BAUTRANS – AN AUSTRO-HUNGARIAN CO-PRODUCTION

BORING EQUIPMENT FOR GAS PRODUCTION

In February, up to 27 sets of BauTrans heavy load equipment were commissioned for the transportation of two boring stations. They were transported over a distance of around 800 kilometres from Koper in Slovenia to Szeged in south-east Hungary. 160 journeys, with unit weights of up to 55 tonnes, were made within 2.5 weeks to carry a total of 3,315 tonnes of heavy plant to its destination. The planning and implementation of the transport manoeuvre was carried out jointly by the Felbermayr subsidiaries BauTrans-Budapest (Hungary) and BauTrans-Lauterach (Austria). Coordination of all delivery deadlines was ensured on site by a BauTrans employee at the Slovenian harbour town of Koper.

PHOTOS: MARKUS LACKNER, PETER STÖTTINGER, LASZLO VAROSI

WBR's most important customers include regional construction companies. Substantial deliveries also come from the Felbermayr waste management and demolition divisions.

Building materials recycling in practice

Together with two other partners, Felbermayr runs Welser Baustoffrecycling GmbH, one of Austria's most modern recycling plants. We take a look at this business to gain an insight into a modern building materials flow management system that makes economic sense.

When it comes to conserving natural resources, recycling is always preferable to tipping," says Robert Lehner, managing director of one of Austria's most modern building materials recycling plants. He was the one who planned and established the plant, and has now been running it for twelve years. Back in the 1990s, when the plant was at the planning stage, the project gained a lot of attention, and so it was an easy matter to attract the construction company Gerstl and the waste disposal company AVE to join the initiator Felbermayr as partners in this pioneering project. Now, around 60,000 tonnes of materials per annum are brought to the Welser recycling plant to be processed into high-quality secondary raw materials. "Around 20 percent of these are from asphalt and around 40 percent from building waste and concrete demolition," says Lehner.

Materials flow management

The building waste materials are inspected and classified according to the degree of contamination. The materials are then roughly presorted and divided into task categories. They then enter the system and are passed from the preliminary separation screen to the manual scanning station. Here, the tangible and visible impurities such as wood, plastics etc. are separated out. In the adjoining impact crusher, the heart of the plant, the materials are broken down, the reinforcing steel separated from the building rubble and finally the various grain sizes screened out. A threefold air classification separates the remaining impurities from the granules for recycling and is therefore very important for ensuring purity and quality.

100 percent quality

Only pure, thoroughly sorted secondary raw materials can meet the demanding requirements of the building trade. In addition to the modern plant, which also has systems in place to reduce dust and noise emissions, a quality assurance system has been implemented in accordance with the guidelines of the Austrian building materials recycling association. "Because of our EC certification and regular inspections by the Upper Austria regional authority, the materials we produce are exempt from the hazardous waste clean-up payment," says Lehner, explaining the background.

The results

There are many areas of application for the quality recycled materials, ranging from asphalt and concrete granulates, used as a frost blanket layer, to top layer material for road construction. Recycled sand is used for bedding in gas, water and power lines. Recycled chippings are used in the laying of sewers and pure brick chippings for roof gardens.

Grounds for celebration: Robert Lehner, pioneer of the recycling sector, produces around 60,000 tonnes of top-quality recycled materials every year at his plant.

PHOTOS: MARKUS LACKNER

River restoration – rebuilding the banks in Hainburg

Well-intentioned works towards the end of the 19th century crucially changed the Danube and among other things upset the ecological balance of the water meadows around the river. Working for Viadonau, the Austrian waterways body, the company Donauconsult has drawn up a pilot project for restoration of the Danube water meadows near Hainburg. The structural measures were undertaken by Felbermayr's civil engineering department.

From November to March, two excavators moved around 42,000 cubic metres of material for reforming the breakwaters.

PHOTOS: MARKUS LACKNER, DONAUCONSULT

The nature conservation experiment near Bad Deutsch Altenburg comprises a section of river of about two kilometres." Site manager Hans Wolfsteiner of Felbermayr civil engineering in Wels describes the extent of the building works to the east of Vienna. Along this section, in 1890, the river banks were clad with well-intentioned ambition with huge stones forming breakwaters.

The ecological benefits of the new breakwater design

In the course of the river bank restorations an attempt is being made to restore the natural river course, allowing the maximum possible self-dynamic development of the Danube in this area. In addition to removing the breakwaters formed from tipped stone, the redesign of the breakwaters has a key function in these restoration measures. Previously, eight breakwaters extended out along a section of river of less than two kilometres, giving very intensive control of the river flow. Following the much-observed nature conservation experiments, all eight breakwaters have now been removed and four of them rebuilt to a design which optimises the flow of water. "The new breakwaters are flat and will be submerged even when the water levels are low," explains the site manager, Wolfsteiner. Around 42,000 cubic metres of material will be moved in the redesigning of the breakwaters. The excavations will be environmentally friendly, using buckets that can only hold stones of the appropriate size.

Nature and shipping lanes once again in harmony

The natural habitats created once again offers room for young fish and specific plant and bird life. The redesigned breakwaters also offer benefits to shipping lanes, says Wolfsteiner: "The breakwaters are angled to follow the direction of flow. This increases the current in the centre of the Danube and the navigation channel remains largely free of unwanted deposits." The pioneering pilot project in the Donau-Auen National Park is funded by the Ministry for Traffic, Innovation and Technology (BMVIT) and from the European Union budget for trans-European transport networks. ■

COMMENTS BY GERHARD KLASZ (QUALIFIED ENGINEER) OF DONAUCONSULT

Between Vienna and the Morava tributary, the Danube flows right through the Donau-Auen National Park. Strict nature conservation regulations apply here and, from an ecological point of view, river bank reinforcements and flow regulation structures should be removed where at all possible. The Danube and its tributaries within the National Park should be left to develop as freely as possible. On the other hand, the Danube is an international waterway, and there are certain shipping standards (navigable channel depth and width), which cannot be achieved without hydraulic engineering measures. There are also good reasons from the traffic policy and economic points of view to promote shipping. Since the fall of the Iron Curtain, traffic volumes have risen sharply, and at least some of this increase should be transferred to shipping. This is a recognised aim on a European level and is supported by EU funding (TEN-T, Trans-European Traffic Networks). This section of the Danube is therefore a scene of the conflicting interests of completely different groups. Hydraulic engineering projects can only be successful if a win-win situation between the ecology (National Park) and shipping can be achieved.

This is the background to the Witzelsdorf pilot project. Bank reinforcements are largely being removed, so that the banks can once again develop naturally, with flat gravel banks and steep walls forming in the alluvial clay. Regulatory structures (breakwaters), which were formed a few decades ago by tipping large stones into the water, are now being reduced in number and height (partial excavation). They are being redesigned in their outline (aligned in declination) so that their detrimental effect on the river ecology is minimised. But at the same time, the nautical requirements, in particular the navigable channel depths at low water, are satisfied. From a hydraulic engineering point of view the task is one of optimisation, taking account not only of the nautical targets, but also the ecological ones.

The client and project owner is Via Donau – Österreichische Wasserstraßen Gesellschaft m.b.H., which in turn is implementing this project for the Ministry for Traffic Innovation and Technology (BMVIT). The planning, construction supervision and ecological supervision is being undertaken by the interdisciplinary planning association ID.at, which consists of technical planners (Donau-Consult Zottl and Erber Ziviltechniker GmbH.), spatial planners (Austrian Institute for Spatial Planning) and ecologists (the Reckendorfer Technical Practice; AVL – the vegetation ecology and landscape planning joint venture; the Zauner technical practice).

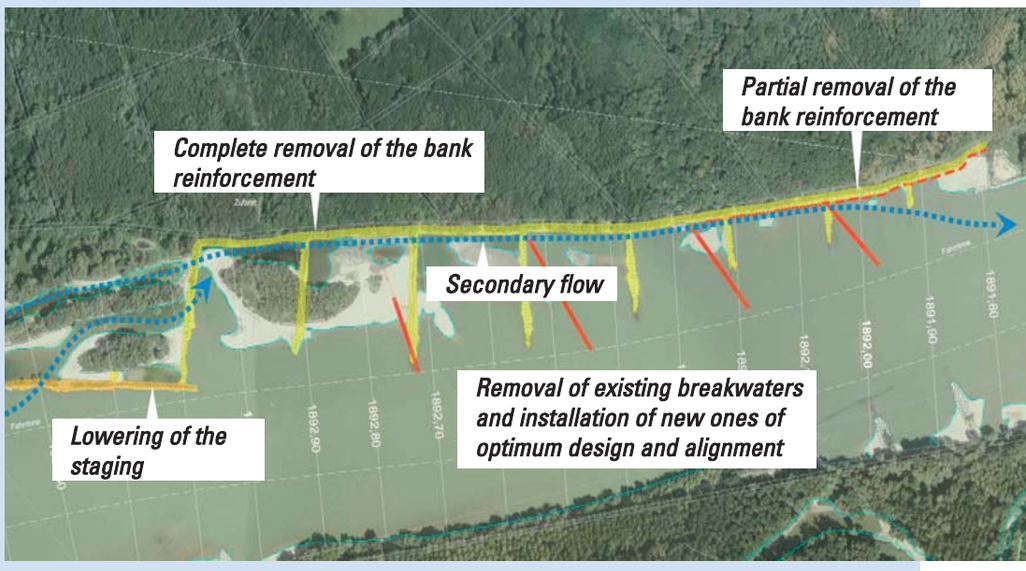


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PHOTO: GERD KRESSL


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In less than 20 minutes, the crawler crane completed the transportation of the 134-tonne sluice gate – around 100 metres from the storage site to the point of assembly. The hanging and assembly of the "gates" was complicated and, despite optimum cooperation between the professionals of the companies Künz and Felbermayr, took several hours.

PHOTOS: MARKUS LACKNER

New "gates" for the Austria's oldest power station on the Danube

At the beginning of March, the first two sluice gates for the Ybbs-Persenbeug power station on the Danube in Lower Austria were replaced. The loadbearing role was undertaken by an LR 1280 with a maximum load capacity of 280 tonnes. The Liebherr crawler crane nobly completed its task – thanks to all the companies involved and their dedicated employees.

The power station, originally planned back in the 1940s and completed in 1959, was once a symbol of the reconstruction of Austria. And to this day it is still one of the most significant power stations in the country, thanks to modernisation measures in the meantime. Age has meant that two sluice gates have now become ready for renewal. As well as the high-quality steel construction itself, the very latest lifting technology and comprehensive installation knowledge was essential.

134-tonne load moved on a hook

"The actual lifting work for the installation of the two new sluice gates was completed within two days," says Gottfried Hrast of Felbermayr Lifting Technology in Linz. But the job included the removal of the old sluice gates and the comprehensive planning, which took more than six months until the plant was ready for commissioning. "Last October we removed the old gates, and shortly thereafter the two new gates were delivered, each in four parts," says Hrast of the details. The individual parts, weighing as much as 58 tonnes, were finished in the drained sluice area. At the beginning of March, the great finale began with the installation of the second sluice gate. The crawler crane fitted with an LTM 1200 in individual modules, lowered around 20 metres, assembled there and prepared for the lifting job. After lifting the 134-tonne sluice gate, the journey began to the place of installation at the sluice entry. "We had to move carefully, so that the load did not begin to swing," says Hrast on the apparent snail's pace of around two kilometres per hour. The crane driver was directed by Hrast throughout the journey. "I'd trust Godi blindfolded," he said. And that is a good thing, as the gate, around 250 square metres in size, blocked any view he might have had of the site during the moving and lifting operation.

PERSONAL

Gottfried Hrast, alias "Godi", has been with Felbermayr for over ten years.

Gottfried Hrast has managed several hundred operations throughout Europe. His considerable achievements include his involvement in the construction of the Olympic Stadium in Athens in 2004. "Godi is technically knowledgeable, has an excellent talent for improvisation and can also drive a crane himself," says crane department head Peter Linimayr of their outstanding employee, who recently celebrated his 60th birthday.

With an uphill gradient of around ten percent, the Weltenburger Berg was one of the greatest challenges. But the team was firmly supported in the transport of the 371-tonne generators with five tractor units and a pusher.

2,500 tonnes – a concentration of power for power station components

From March to May, Felbermayr transported three transformers, generators and turbines from the port of Kelheim to the Upper Bavarian power station of Irsching. The main components, with unit weights of up to 371 tonnes, were moved in convoys, each comprising three vehicles. In charge of the operation was the Felbermayr Nuremberg branch, together with employees from the Hilden site near Düsseldorf. There was also support from Wels.

This was the fourth successive major project we have carried out for Siemens Energy," says Boris Albl proudly. In his opinion, a decisive factor underlying the trust shown is the excellent transport solutions and the numerous possibilities that Felbermayr can offer from its own resources. "For the Irsching power station, we undertook the whole service chain for transporting the two generator blocks, starting with collection at the port of Kelheim, to setting them on the foundations. The biggest challenge was the transportation of a total of eight heavy cargo components within a very short time."

Hurricane Emma shook the transport project

The components were made at the Siemens works at Mülheim, Nuremberg and Berlin. Immediately on their arrival on 1 March, they were to be transferred by crew members using a mobile crane to the transport convoy. But with wind speeds of more than 200 kilometres per hour, Hurricane Emma ruined the plans and threatened to upset the whole time schedule. The reason for the seriousness of the delay was mainly a rail crossing at Saal an der Donau. "You have to apply to cross at this crossing fourteen weeks in advance," says Albl of the dilemma. But fortunately the storm abated two days later and there was still hope of keeping to the time schedule. "Our head of operations for the crane work, Klaus Ruhland, together with his team, succeeded in bringing about the transport of the transformer, gas turbine and generator, scheduled to take three days, in just one day," says Albl, praising the way that all employees involved saved the day with their dedication to the job.

A mobile system for crossing bridges was developed by the Felbermayr heavy equipment works in Hilden.

Obstacles along the road

The transportation over the 65 kilometres from the port of Kelheim for the Irsching power station was to take place in stages of five days per convoy. The initial stretch through Kelheim itself shows why. "Negotiating roundabouts in Kelheim we had to lay 250-metre length of metal trackway to protect the road surface, kerbstones and traffic islands from damage," says Albl; numerous drainage culverts also had to be secured with steel plates. There were also 25 bridges to cross, involving numerous statics calculations and associated measures for passing under and over bridges. A one-off system was even developed for crossing the Abens bridge at Bad Gšgging. Our own "Gyro Gearloose", Erich Bollenbeck from Hilden, achieved the impossible in several "24-hour shifts", according to Albl. Together with his colleagues at the Felbermayr Hilden branch, he designed and built a system in just six weeks that enabled bridges to be crossed by loads whose weight far exceeded the maximum permissible load of the bridge. What made the system special was the speed with which the system could be assembled and dismantled, leaving all former solutions in the shade. But the transportation also faced also various obstacles from above. For example, a number of telephone cables and numerous power lines had to be raised.

Heading for the summit with 3,800 hp

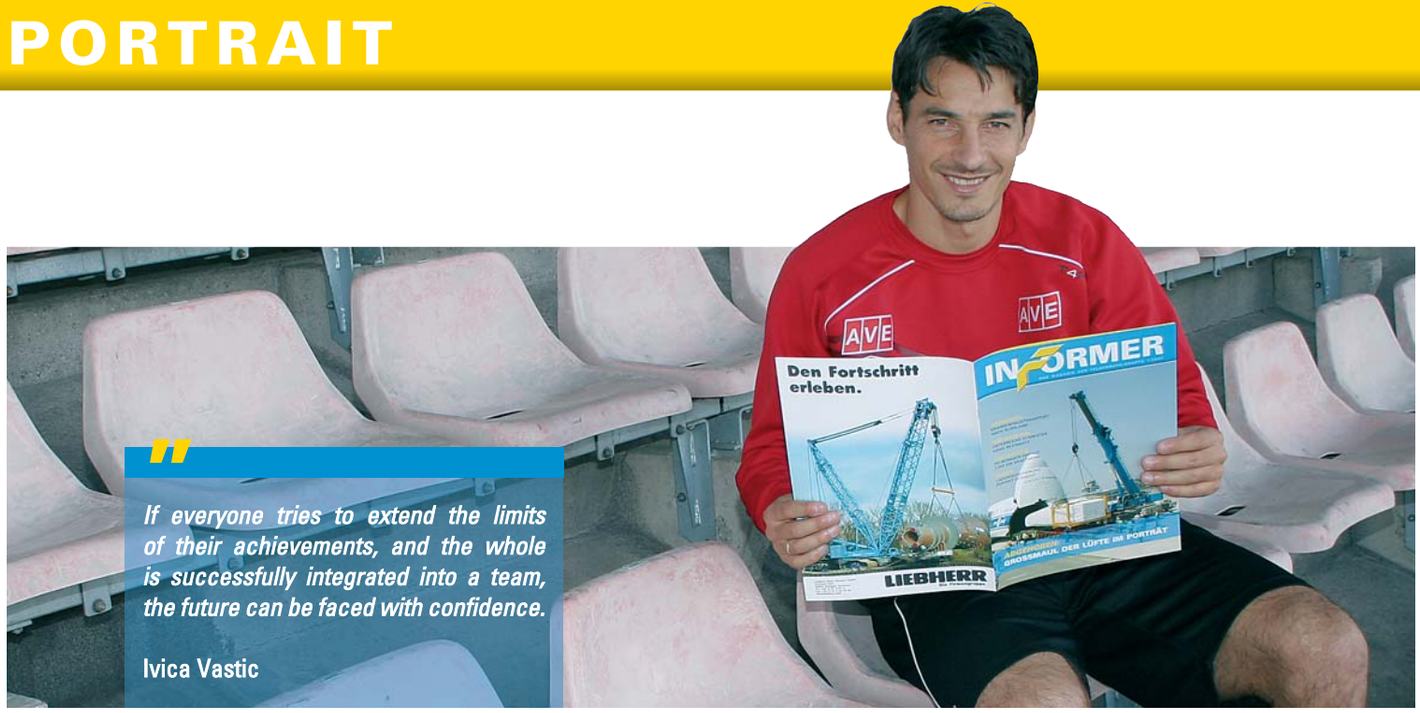
A further obstacle was the Weltenburger Mountain, a few kilometres from Kelheim. With an uphill gradient of up to ten percent over two kilometres, it has brought heavy goods giants to their knees in the past. A further problem was the threat of landslips, which the huge loads of the transport vehicles could have caused. Albl wanted to eliminate all risks and so everything humanly possible was done to prevent the risk of the project being threatened by this ascent. "A geostatic survey was undertaken and the transport column arranged accordingly following discussions with the vehicle manufacturer." Thus five tractor units and one pusher were used simultaneously for the very heaviest parts. This gave a total of 3,800 horsepower. The tractor units, mainly all-wheel drive, were also stabilised with around 35 tonnes of ballast per vehicle. "That is to ensure the necessary traction," explains Albl, adding that when the roads are wet it also ensures sufficient road holding by the tyres. In order to prevent a possible landslip from cracks in the asphalt, the stretches of road most at risk were fully covered with bongossi wood boards.

The grand finale

On arrival at the power station site, the high-tech components, each weighing many tonnes, were transferred by 1,000-tonne lifting gear from the Goldhofer lowloaders onto the Scheuerle SPMT (Self-Propelled-Modular-Transporter) and transported to their final destination. "The powered equipment meant that no comprehensive building measures were needed to be able to negotiate the bends," says Albl of the new Felbermayr acquisition with a maximum load capacity of 1,000 tonnes. The components were set on their foundations in cooperation with longstanding partners, Lastro. "It was impressive to see the 371-tonne generator hanging 16 metres above the foundation," enthuses Albl, clearly delighted with the successful outcome of the project.

The 952 hp SPMT (Self-Propelled-Modular-Transporter) ensured precision down to the last centimetre and secure installation of the high-tech components.

PHOTOS: HARALD STEEG



> *If everyone tries to extend the limits of their achievements, and the whole is successfully integrated into a team, the future can be faced with confidence.*
>
> Ivica Vastic

Ivica Vastic – Austria's Footballer of the Year

With its work on the stadiums at Klagenfurt, Innsbruck and Salzburg, Felbermayr has made a substantial contribution to the completion of the sports arenas for the European Championship. Felbermayr is also involved in the Bundesliga as sponsor of the Lask Linz team, and together with the longstanding team is looking forward to witnessing their comeback. The Lask European Championship "joker" and prolific goal scorer, Ivica Vastic, tells us of his plans for the future and for the European Championship.

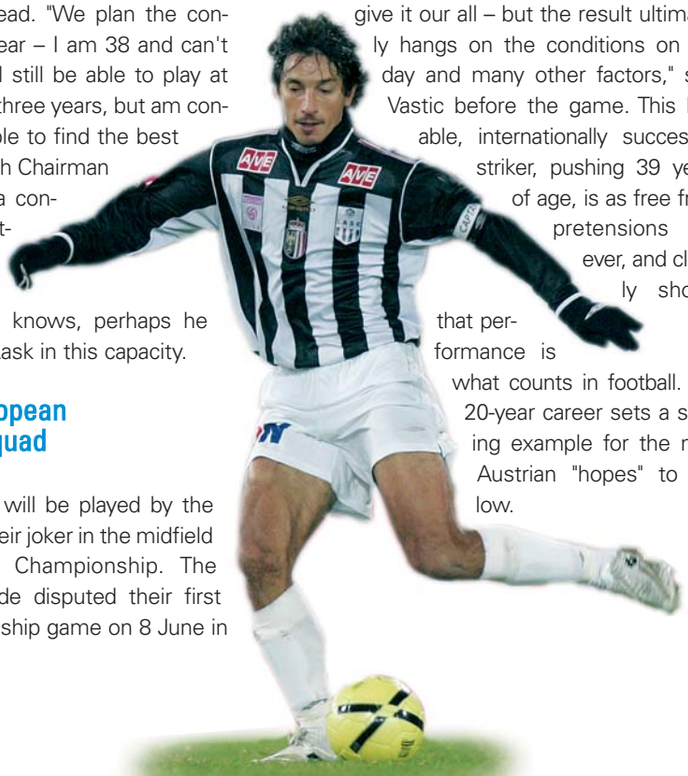
Ivica Vastic's successful career to date is clear to see. He has already won 46 caps for Austria, including 13 goals scored for the national side. He has just been nominated for the fourth time by ten Austrian Bundesliga coaches as Footballer of the Year, overtaking footballing legend Herbert Prohaska and taking the record in the prestigious award run by the Austria Press Agency. "It's a great honour, and carries weight, as the decision is made by the coaches, who know their stuff. On the other hand, it also brings obligations for the future, which can be difficult to fulfil," says the 38-year-old professional footballer. "Of course the body sometimes also lets you down, but I am still managing very well to compensate for that by other fair means" – by which Vastic means his experience. Recently Vastic, born in Croatia, has made a substantial contribution to the reincarnation of Lask in the Bundesliga, and enjoyed a surprisingly good season with the team.

A future in Linz

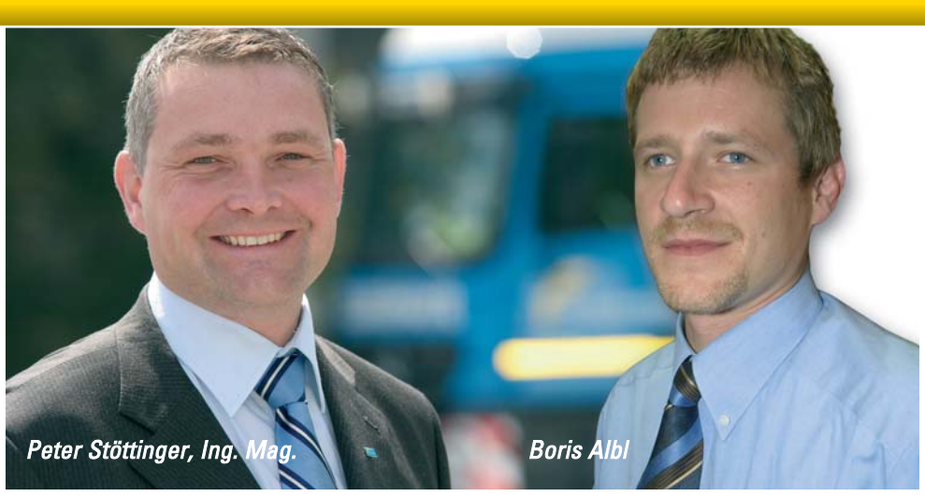
Vastic has assured his contract with Lask for the coming season, but he does not want to look any further ahead. "We plan the contract from year to year – I am 38 and can't guarantee that I will still be able to play at this level in another three years, but am convinced that I'll be able to find the best possible solution with Chairman Reichel." However, a continuation of his footballing career as a coach can be assumed, and who knows, perhaps he will also stay on at Lask in this capacity.

Vastic in the European Championship squad

The Lask superstar will be played by the national eleven as their joker in the midfield for the European Championship. The Austrian national side disputed their first European Championship game on 8 June in Vienna against the team from Vastic's original homeland, Croatia. But Vastic does not have any specific tips up his sleeve: "I hope that we get the best out of the team and give it our all – but the result ultimately hangs on the conditions on the day and many other factors," said Vastic before the game. This likeable, internationally successful striker, pushing 39 years of age, is as free from pretensions as ever, and clearly shows that performance is what counts in football. His 20-year career sets a shining example for the new Austrian "hopes" to follow. ■



PHOTOS: MARKUS LACKNER / AVE-SNAPDOX


Peter Stöttinger, Ing. Mag. Boris Albl

COMPANY REPRESENTATION
EXPANDED POWERS FOR DESERVING EMPLOYEES

The Manager of the Project Management department in Wels, Peter Stöttinger, and the Nuremberg branch manager of many years, Boris Albl, who has also been given responsibility for the sales office in Verden, were granted power of attorney in April. With these expanded powers, these two employees can now react more quickly and flexibly to customer enquiries relating to transport and lifting technology. According to the company directors, Horst Felbermayr and Wolfgang Schellerer, it is also intended as an expression of gratitude for their tireless contributions over the years.

CHANGE OF MANAGEMENT
Stams and Hilden under new management


Jürgen Ewerz, Baumeister DI


Norbert Altmeyer

Since the beginning of this year, the Tirolean FST (Felbermayr Special Civil Engineering) branch has been under the management of Jürgen Ewerz. A master builder with a proven track record, he is one of the first ports of call at Felbermayr in Stams, and in addition to his technical expertise he is well-informed about all internal procedures. Changes have also been afoot at the Hilden branch near Düsseldorf, which specialises in the transport and installation of heavy equipment. The branch has been managed since the beginning of this year by Norbert Altmeyer. The former Wirzius employees has over 14 years' experience of handling heavy loads and has already frequently proven his specialist and social skills at Felbermayr.

PRIZE QUESTION:
READ AND WIN

Prize question:
Where is Felbermayr making a substantial contribution to a river restoration project?

You can find the answer in this booklet. We will again be drawing winners of the 15 non-cash prizes from amongst the correct entries. For further information, please see **www.felbermayr.cc/informer** – Click to enter!

Please send us the correct answer by fax **+43 (0) 7242 / 695-144** or e-mail **informer@felbermayr.cc**.
The closing date for entries is 30.9.2008. There is no legal recourse.

1st prize: A 1:50 scale model of the LTM 1070. This model crane is a limited special edition, not for sale, in the Felbermayr colours, made from diecast aluminium.

WELL-DESERVED
Retirements at Felbermayr

Many thanks and well-deserved appreciation are extended to all those who have recently retired. They have contributed to the growth of the firm, some for decades, and thus have helped shape the company's history.

Rudolf Dürregger – Construction, Salzburg ▪ **Silvia Hafner** – International Low-loader Rail Transport, Lanzendorf ▪ **Ernst Hagn** – Transport, Wels ▪ **Franz Hofstädter** – Lifting Technology, Linz ▪ **Johann Kaltenbrunner** – Building Operations, Wels ▪ **Alfred Klinglmair** – Transport, Wels ▪ **Matthäus Kugler** – Building Operations, Wels ▪ **Mijo Medvedec** – Installation, Graz ▪ **Johann Miessbacher** – Building Operations, Wels ▪ **Lajos Montag** – Lanzendorf workshops ▪ **Joszef Nemeth** – Lanzendorf workshops ▪ **Franz Silberbauer** – Building Operations, Wels ▪ **Sulzberger Josef** – Construction, Salzburg ▪ **Herbert Reutterer** – International Low-loader Rail Transport, Lanzendorf ▪ **Erich Ringer** – Building Operations, Wels ▪ **Horvath Sandor** – Lanzendorf workshops

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