

Client:

CAIRNGORM CHAIRLIFT
 COMPANY

Project:

CAIRNGORM FUNICULAR

Drawing:

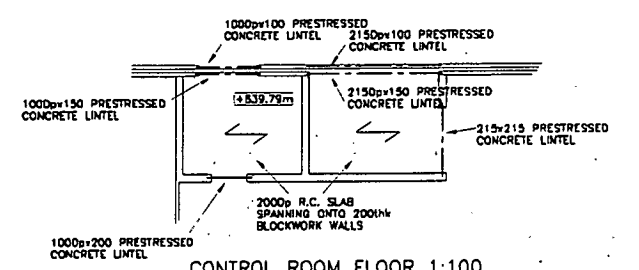
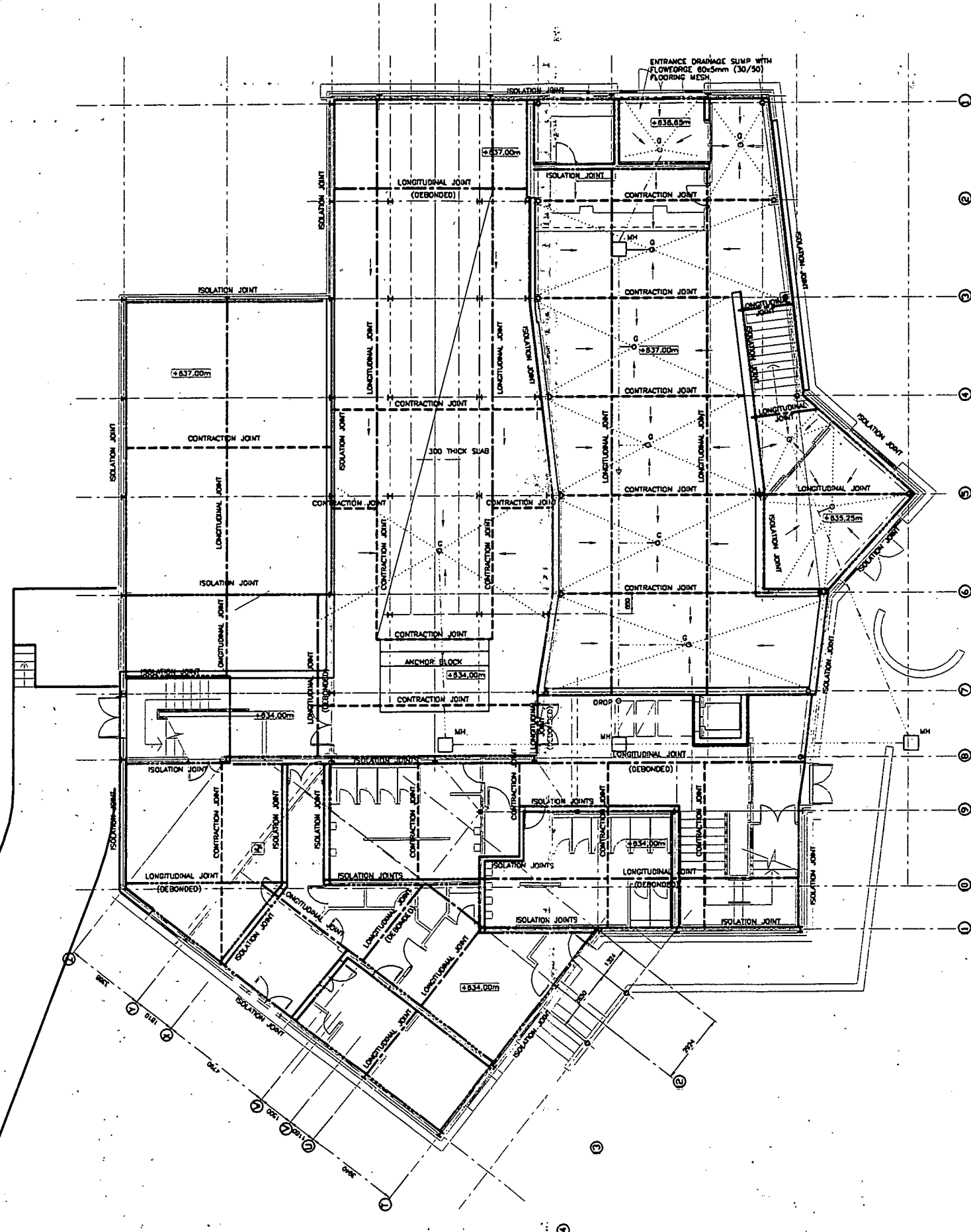
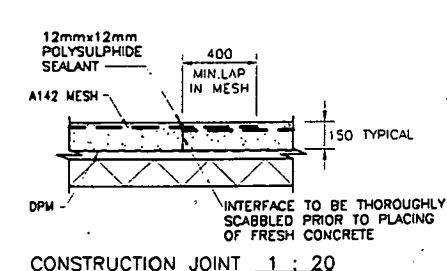
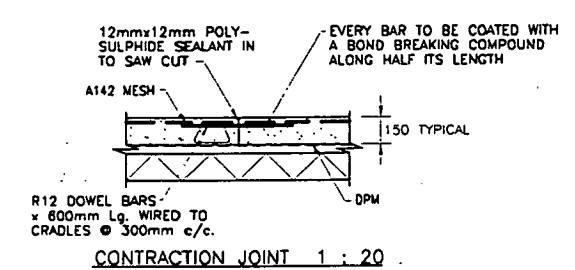
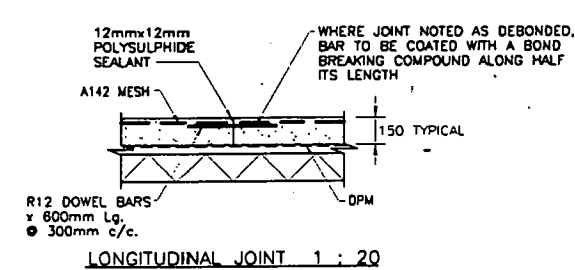
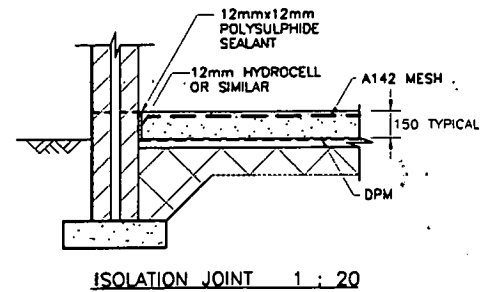
GROUND FLOOR SLAB
 LAYOUT & DETAILS

Drawing No.	CA150/4/06	Drawn By	
REV. D		Date	05/08/99
		Scale	1:100 UON

Revisions	Date	By
A	16/8/99	
CORRECTION TO LINETYPE THICKNESSES		
B	17/3/00	
INTERNAL AMENDMENTS TO SUIT REVISED ARCHITECTS DRAWINGS		
C	4/3/00	
COLUMNS RE-POSITIONED ON GRID 6 BETWEEN C & F		
D	21/7/00	
JOINT AMENDMENTS. GRID LINES ADDED. DIMENSIONS ADDED.		

DRAINAGE GULLIES SHOWN HAVE ALL TO BE TRAPPED.
 DRAINAGE SYSTEM TO BE CO-ORDINATED WITH BUILDING DRAINAGE LAYOUT.

CONTRACT ISSUE
 FOR CONSTRUCTION
 FOR INFORMATION ONLY



REDUCED FROM A1

Client:

**CAIRNGORM CHAIRLIFT
 COMPANY**

Project:

CAIRNGORM FUNICULAR

Drawing:

**BOTTOM STATION
 STEELWORK PLAN
 AT 637m LEVEL**

Drawing No.:

CA150/4/05

Drawn By:

Date: 28/7/99

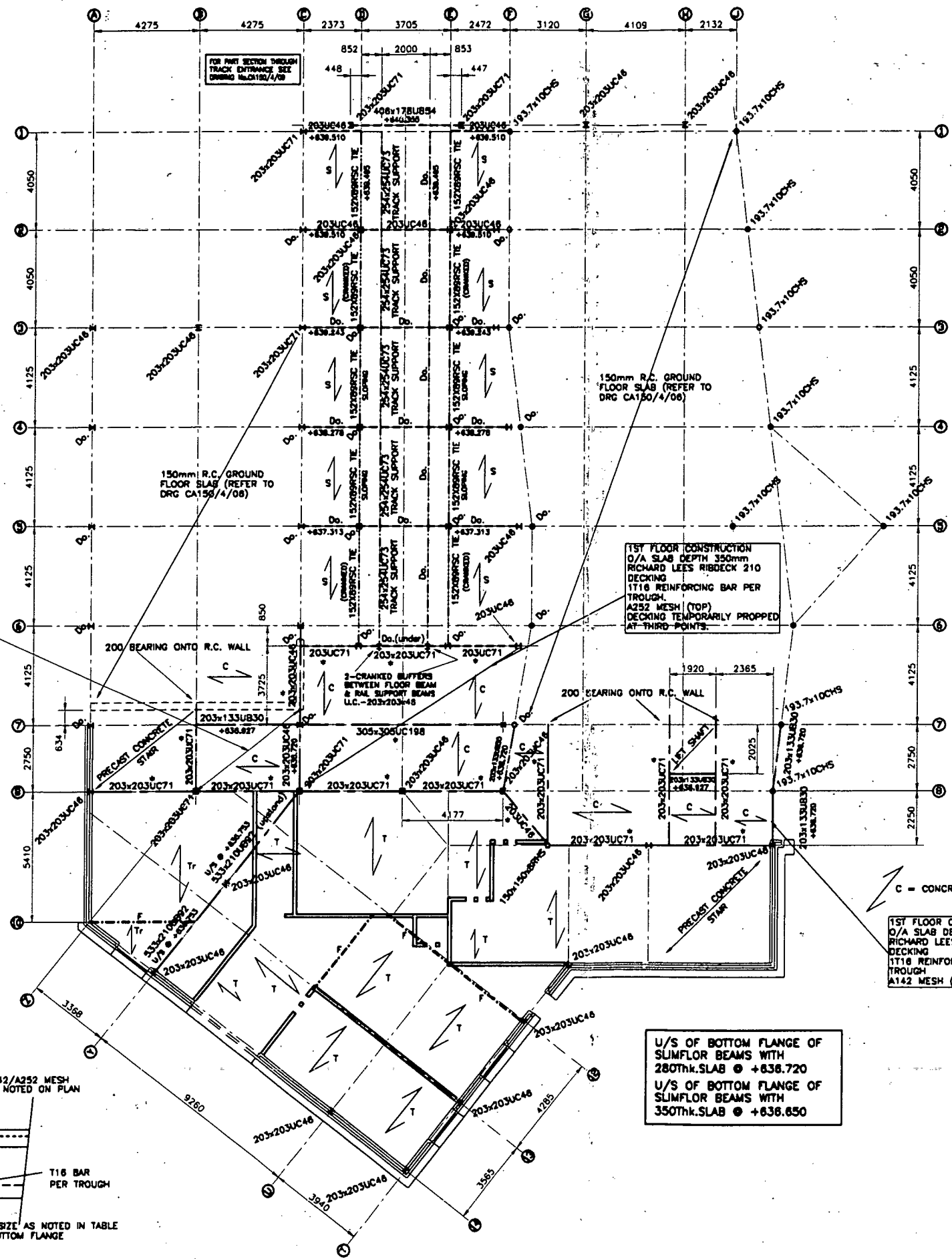
REV. D

Scale: 1:100 UON

Revisions:

Revisions	Date	By
A	10/8/99	
Column positions altered.		
B	28/1/00	
Steel amendments.		
C	3/4/00	
Modifications to steelwork at grids C8 - F8		
Track support beam section revised		
Slab thickness revised adjacent to p.a.stair		
D	13/4/00	
Stations on grid 1 re-positioned		
Beam levels & notes added		

**CONTRACT ISSUE
 FOR CONSTRUCTION
 FOR INFORMATION ONLY**



1ST FLOOR CONSTRUCTION
 O/A SLAB DEPTH 280mm
 RICHARD LEE'S RIBDECK 210
 DECKING
 1T16 REINFORCING BAR PER
 TROUGH
 A142 MESH (TOP)

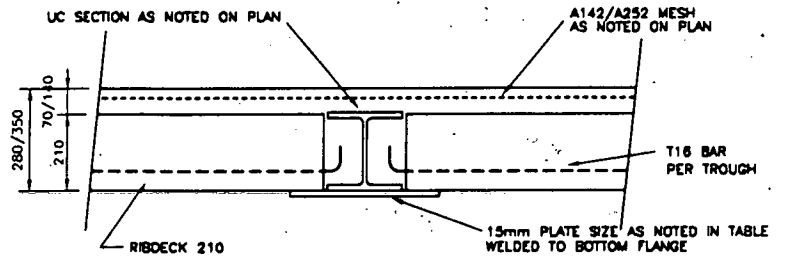
1ST FLOOR CONSTRUCTION
 O/A SLAB DEPTH 350mm
 RICHARD LEE'S RIBDECK 210
 DECKING
 1T16 REINFORCING BAR PER
 TROUGH
 A252 MESH (TOP)
 DECKING TEMPORARILY PROPPED
 AT THIRD POINTS

1ST FLOOR CONSTRUCTION
 O/A SLAB DEPTH 280mm
 RICHARD LEE'S RIBDECK 210
 DECKING
 1T16 REINFORCING BAR PER
 TROUGH
 A142 MESH (TOP)

- F - FLITCH BEAM 2No. 63x225 JOISTS WITH 12thk. x 2000p. M.S. PLATE (M12 DIABOLTS AT 300 CRS. STAGGERED TOP & BOTTOM)
- Tr - FLAT ROOF JOISTS 63x225 SC4@300c/c
- T - PLANT/STORE ROOM FLOOR JOISTS: 63x225 SC4@300c/c 22mm PLYWOOD DECK 4.88# SCREWS AT 50mm c/c
- C - CONCRETE FLOOR AS SPECIFIED
- S - PRE-CAST CONCRETE STAIR UNITS
- * DENOTES SLIMFLOR BEAM

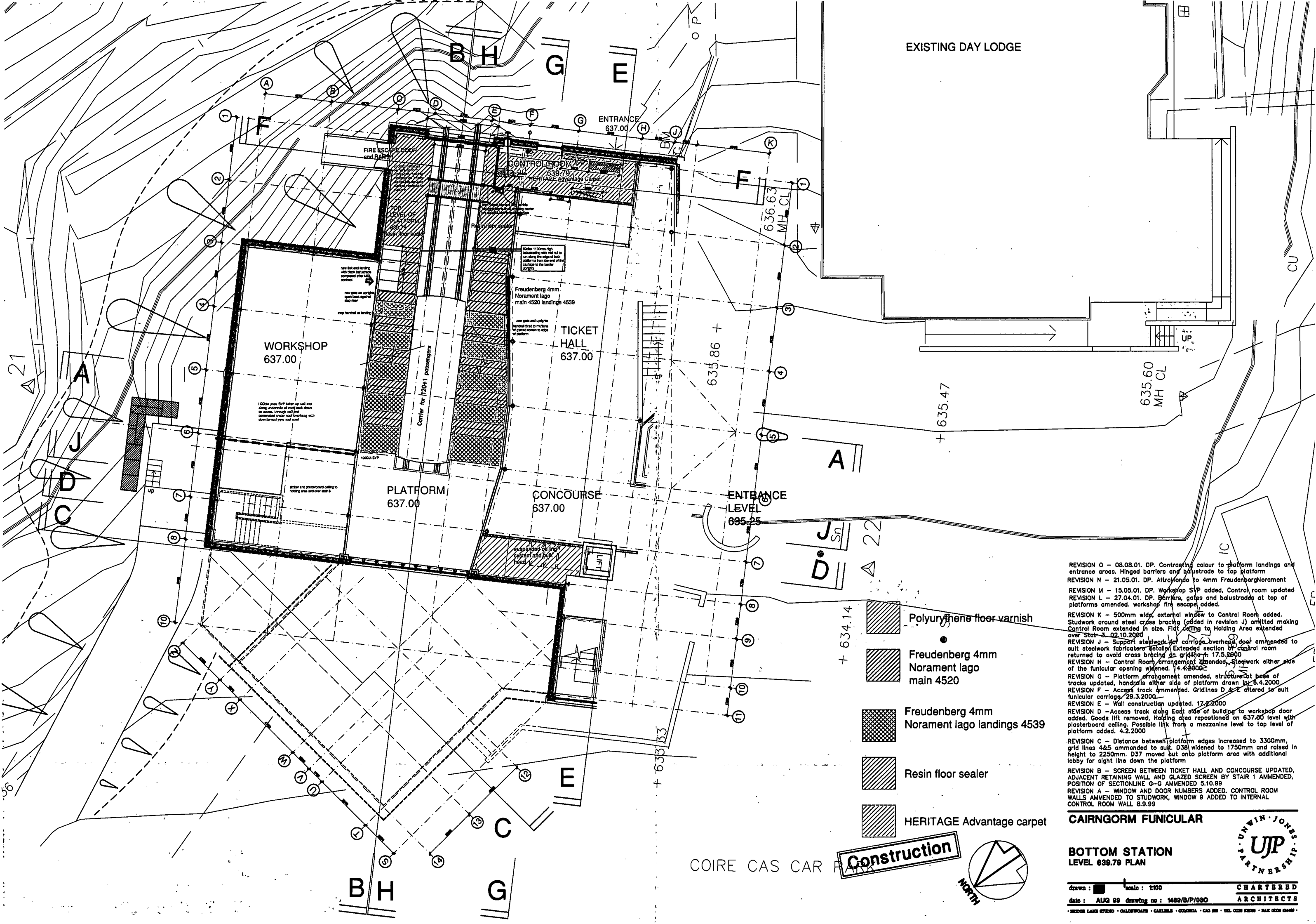
SLIMFLOR BEAM DETAILS

SECTION SIZE	FLANGE PLATE SIZE
203x203UC46	403mm x 15mm THK
203x203UC71	406mm x 15mm THK
203x203UC88	409mm x 15mm THK
305x305UC118	507mm x 15mm THK
305x305UC198	514mm x 15mm THK



SLIMFLOR BEAM/RIBDECK 210 DETAIL 1:10

REDUCED FROM A1



EXISTING DAY LODGE

ENTRANCE
637.00

WORKSHOP
637.00

TICKET
HALL
637.00

PLATFORM
637.00

CONCOURSE
637.00

ENTRANCE
LEVEL
635.25

635.60
MH CL

+ 634.14

Polyurethane floor varnish

Freudenberg 4mm
Norament lagoon
main 4520

Freudenberg 4mm
Norament lagoon landings 4539

Resin floor sealer

HERITAGE Advantage carpet

- REVISION O - 08.08.01. DP. Contrasting colour to platform landings and entrance areas. Hinged barriers and balustrade to top platform
- REVISION N - 21.05.01. DP. AltroVardo to 4mm FreudenbergNorament
- REVISION M - 15.05.01. DP. Workshop SVP added, Control room updated
- REVISION L - 27.04.01. DP. Barriers, gates and balustrades at top of platforms amended, workshop fire escape added.
- REVISION K - 500mm wide, external window to Control Room added. Studwork around steel cross bracing (added in revision J) omitted making Control Room extended in size. Flat ceiling to Holding Area extended over Stair 3. 02.10.2000
- REVISION J - Support steelwork for carriage overhead door amended to suit steelwork fabricators details. Extended section of control room returned to avoid cross bracing on gridline 7. 17.5.2000
- REVISION H - Control Room arrangement amended. Steelwork either side of the funicular opening widened. 14.4.2000
- REVISION G - Platform arrangement amended, structure at base of tracks updated, handrails either side of platform drawn by 5.4.2000
- REVISION F - Access track amended. Gridlines D & E altered to suit funicular carriage. 29.3.2000
- REVISION E - Wall construction updated. 17.2.2000
- REVISION D - Access track along East side of building to workshop door added. Goods lift removed, Holding area repositioned on 637.80 level with plasterboard ceiling. Possible link from a mezzanine level to top level of platform added. 4.2.2000
- REVISION C - Distance between platform edges increased to 3300mm, grid lines 4&5 amended to suit. D38 widened to 1750mm and raised in height to 2250mm. D37 moved but onto platform area with additional lobby for sight line down the platform
- REVISION B - SCREEN BETWEEN TICKET HALL AND CONCOURSE UPDATED, ADJACENT RETAINING WALL AND GLAZED SCREEN BY STAIR 1 AMMENDED, POSITION OF SECTIONLINE G-G AMMENDED 5.10.99
- REVISION A - WINDOW AND DOOR NUMBERS ADDED. CONTROL ROOM WALLS AMMENDED TO STUDWORK, WINDOW 9 ADDED TO INTERNAL CONTROL ROOM WALL 8.9.99

CAIRNGORM FUNICULAR

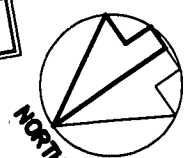
**BOTTOM STATION
LEVEL 639.79 PLAN**

drawn : [] scale : 1:100
date : AUG 99 drawing no : 1489/B/P/030

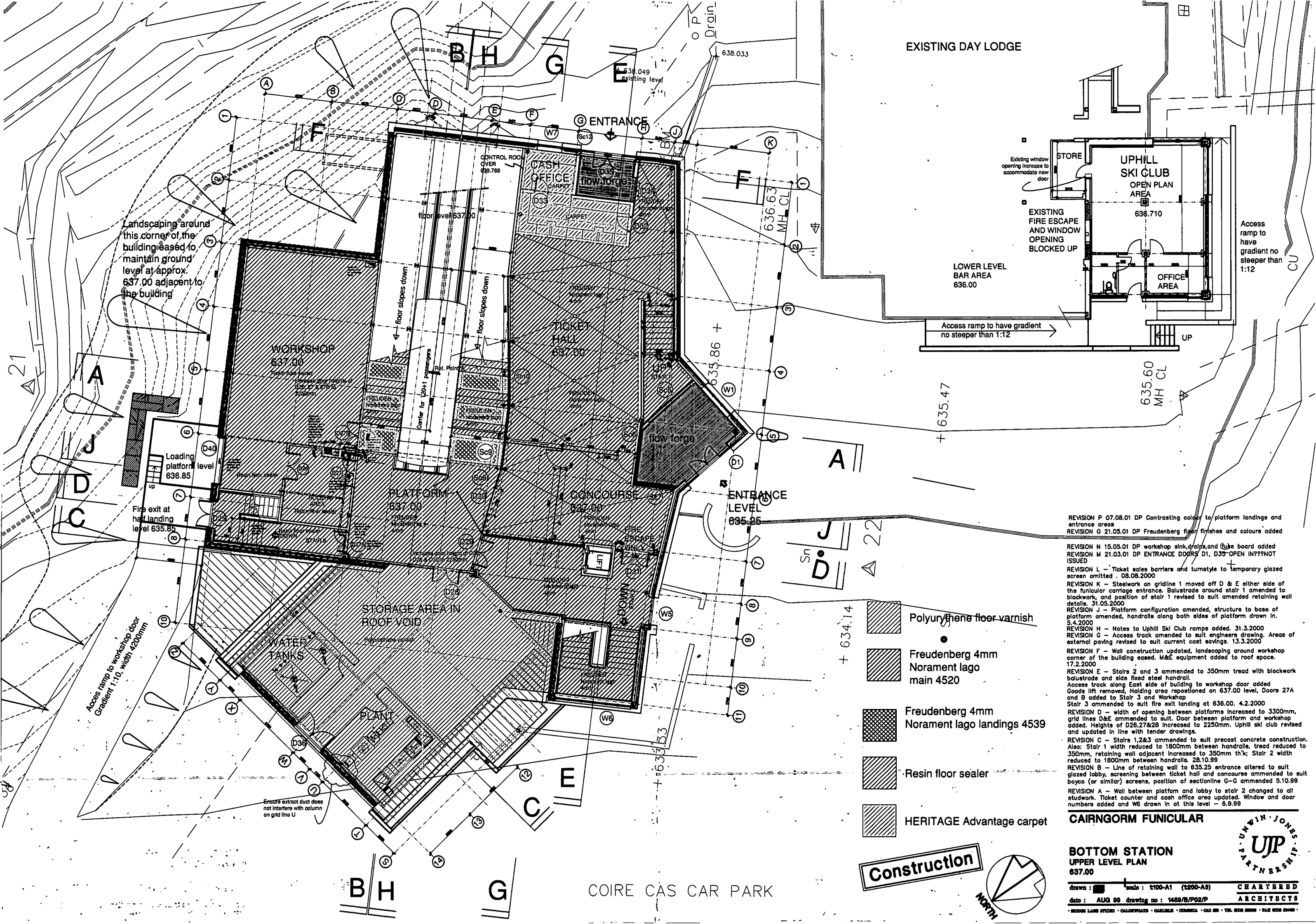
CHARTERED
ARCHITECTS



Construction

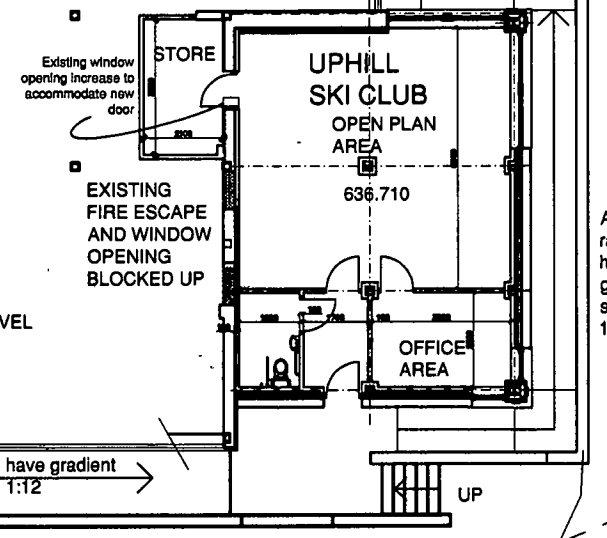


COIRE CAS CAR



Landscaping around this corner of the building eased to maintain ground level at approx. 637.00 adjacent to the building






EXISTING DAY LODGE



Loading platform level 636.85
Fire exit at half landing level 635.85

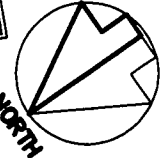
Access ramp to workshop door Gradient 1:10, width 4200mm

Ensure extract duct does not interfere with column on grid line U

-  Polyurethane floor varnish
-  Freudenberg 4mm Norament lagoon main 4520
-  Freudenberg 4mm Norament lagoon landings 4539
-  Resin floor sealer
-  HERITAGE Advantage carpet

- REVISION P 07.08.01 DP Contrasting colour to platform landings and entrance areas
- REVISION O 21.03.01 DP Freudenberg floor finishes and colours added
- REVISION N 15.05.01 DP workshop sink, drains, and tube board added
- REVISION M 21.03.01 DP ENTRANCE DOORS D1, D35-OPEN IN PLAN NOT ISSUED
- REVISION L - Ticket sales barriers and turnstile to temporary glazed screen omitted. 08.08.2000
- REVISION K - Steelwork on gridline 1 moved off D & E either side of the funicular carriage entrance. Balustrade around stair 1 amended to blockwork, and position of stair 1 revised to suit amended retaining wall details. 31.05.2000
- REVISION J - Platform configuration amended, structure to base of platform amended, handrails along both sides of platform drawn in. 5.4.2000
- REVISION H - Notes to Uphill Ski Club ramps added. 31.3.2000
- REVISION G - Access track amended to suit engineers drawing. Areas of external paving revised to suit current cost savings. 13.3.2000
- REVISION F - Wall construction updated, landscaping around workshop corner of the building eased. M&E equipment added to roof space. 17.2.2000
- REVISION E - Stairs 2 and 3 amended to 350mm tread with blockwork balustrade and side fixed steel handrail. Access track along East side of building to workshop door added. Goods lift removed. Holding area repositioned on 637.00 level, Doors 27A and B added to Stair 3 and Workshop. Stair 3 amended to suit fire exit landing at 636.00. 4.2.2000
- REVISION D - width of opening between platforms increased to 3300mm, grid lines D&E amended to suit. Door between platform and workshop added. Heights of D26,27&28 increased to 2250mm. Uphill ski club revised and updated in line with tender drawings.
- REVISION C - Stairs 1,2&3 amended to suit precast concrete construction. Also: Stair 1 width reduced to 1800mm between handrails, tread reduced to 350mm, retaining wall adjacent increased to 350mm thk; Stair 2 width reduced to 1800mm between handrails. 28.10.99
- REVISION B - Line of retaining wall to 635.25 entrance altered to suit glazed lobby, screening between ticket hall and concourse amended to suit boyco (or similar) screens, position of sectionline G-G amended 5.10.99
- REVISION A - Wall between platform and lobby to stair 2 changed to all studwork. Ticket counter and cash office area updated. Window and door numbers added and W6 drawn in at this level - 6.9.99

Construction



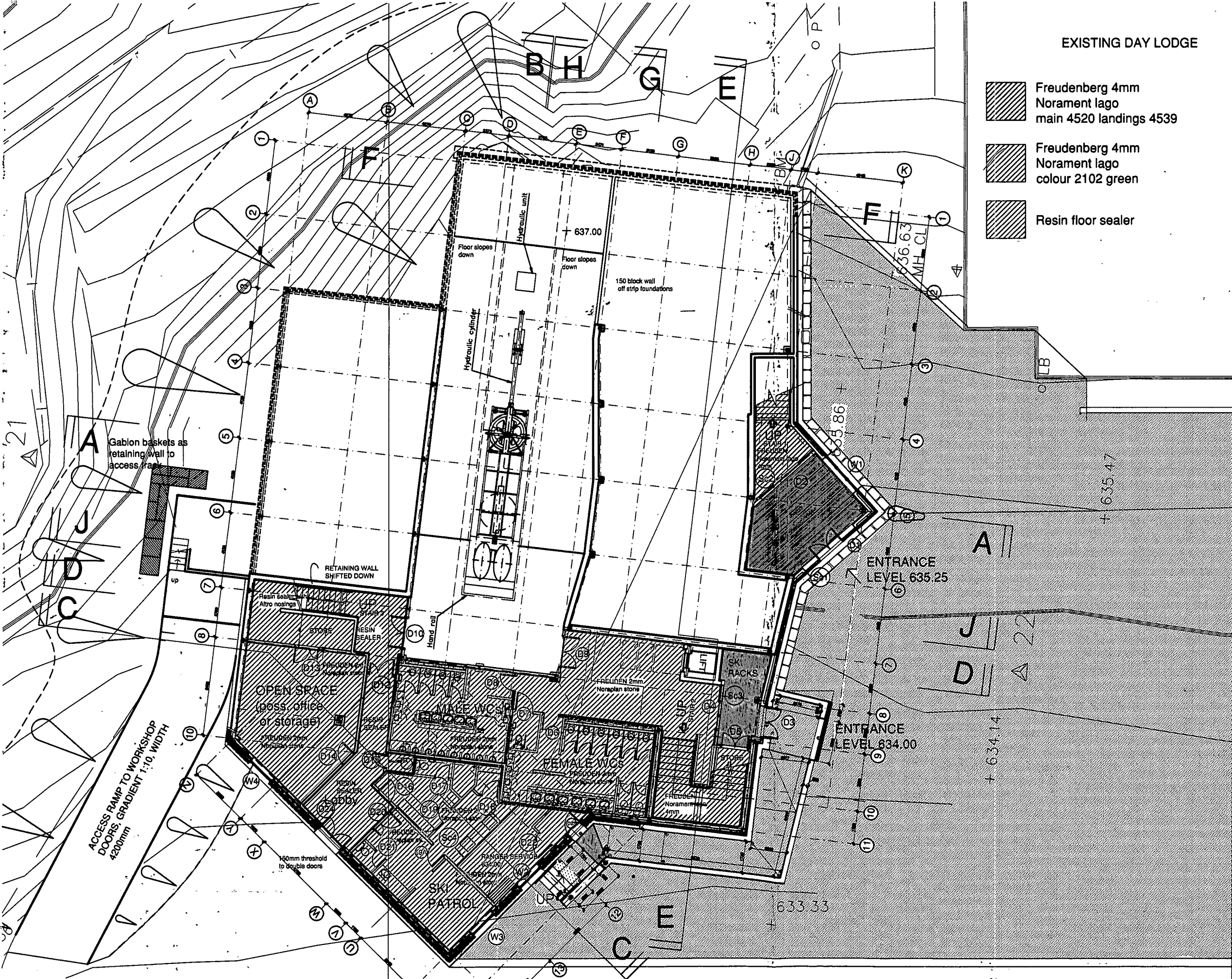
CAIRNGORM FUNICULAR

**BOTTOM STATION
UPPER LEVEL PLAN
637.00**




drawn: [] scale: 1:100-A1 (1:200-A3) CHARTERED ARCHITECTS
date: AUG 99 drawing no: 1489/B/P02/P ARCHITECTS
BRIDGE LANE STUDIO • COLLEWOODS • GARDINER • CORRIE • GAO 200 • TEL: 01223 800000 • FAX: 01223 820000






COIRE CAS CAR PARK



EXISTING DAY LODGE

-  Freudenberg 4mm Norament ligo main 4520 landings 4539
-  Freudenberg 4mm Norament ligo colour 2102 green
-  Resin floor sealer

patch the existing tarmac and prepare the base and lay new tarmac within the area bounded by; the new building and the temporary Ranger Station across the carpark and from the front of the Daylodge down to the front of the new Bottom Station. The levels of the tarmac around the building are to work in with the levels of the existing tarmac, the entrance levels at D1, D3, and the base of the steps adjacent to D23. Graded falls not to exceed a gradient of 1 in 2. Supply and fix 100mm Polybau polychannel, heavy duty grating and grill 3metres long include concrete base and chancing and connect to existing manhole.

-  450mm wide stone strip to edge of building and tarmac
-  tarmac to spec Q22 on prepared sub base from flat stone edging to building to tarmac make up strip against existing finish. subject to remeasure
-  existing surface made good around new works

- REVISION P - 14.08.01 REDUCE TARMAC, ADD POLYCHANNEL AND GULLY AND CONNECTION TO MANHOLE.
- REVISION O - 07.08.01 Show grid D23, tarmac area, 450 wide stone strip
- REVISION N - 06.08.01 OMIT NORAPLAN ADD NORAMENT
- REVISION M - 21.05.01 FLOOR FINISHES AMENDED TO FREUDENBERG
- REVISION L - Vanity units to Male WC amended. 11.01.2001
- REVISION K - revised retaining wall around stair 1, stair position amended to suit. Column at Z10 removed. 31.05.2000
- REVISION J - Peeltion of D19A revised to opposite side of glazed screen. 20.03.2000
- REVISION H - Access track amended to suit engineers drawings. Areas of external paving revised to suit current cost savings. 13.3.2000
- REVISION G - Retaining wall on grid 10A added, wall construction and structure updated, roof beams to plant area added as separate layer. 17.2.2000
- REVISION F - Store under stair 3, off open space, added. 14.2.2000
- REVISION E - Stairs 2 and 3 amended to 350mm tread with blockwork balustrade and side fixed steel handrail. Access track along East side of building to workshop door added. Goods lift removed, Holding area repositioned on 637.00 level, Lobby and office to rear of Ski patrol amended. Stair 3 amended to suit fire exit landing at 636.00. 4.2.2000
- REVISION D - Stairs 1,2&3 amended to suit precast concrete construction. Also: Stair 1 width reduced to 1800mm between handrails, tread reduced to 350mm, retaining wall adjacent increased to 350mm th; Stair 2 width reduced to 1800mm between handrails; Stairs 2&3 treads now 300mm and width of stair 2 reduced to 1800mm. D5 structural opening reduced to 1531mm 27.10.99
- REVISION C - Retaining wall to entrance lobby at 635.25 level altered, position of sectionline G-G amended. 5.10.99
- REVISION B - External landscaping references added. 20.9.99
- REVISION A - Window and door numbers added. 8.9.99

COIRE CAS CAR PARK

Construction

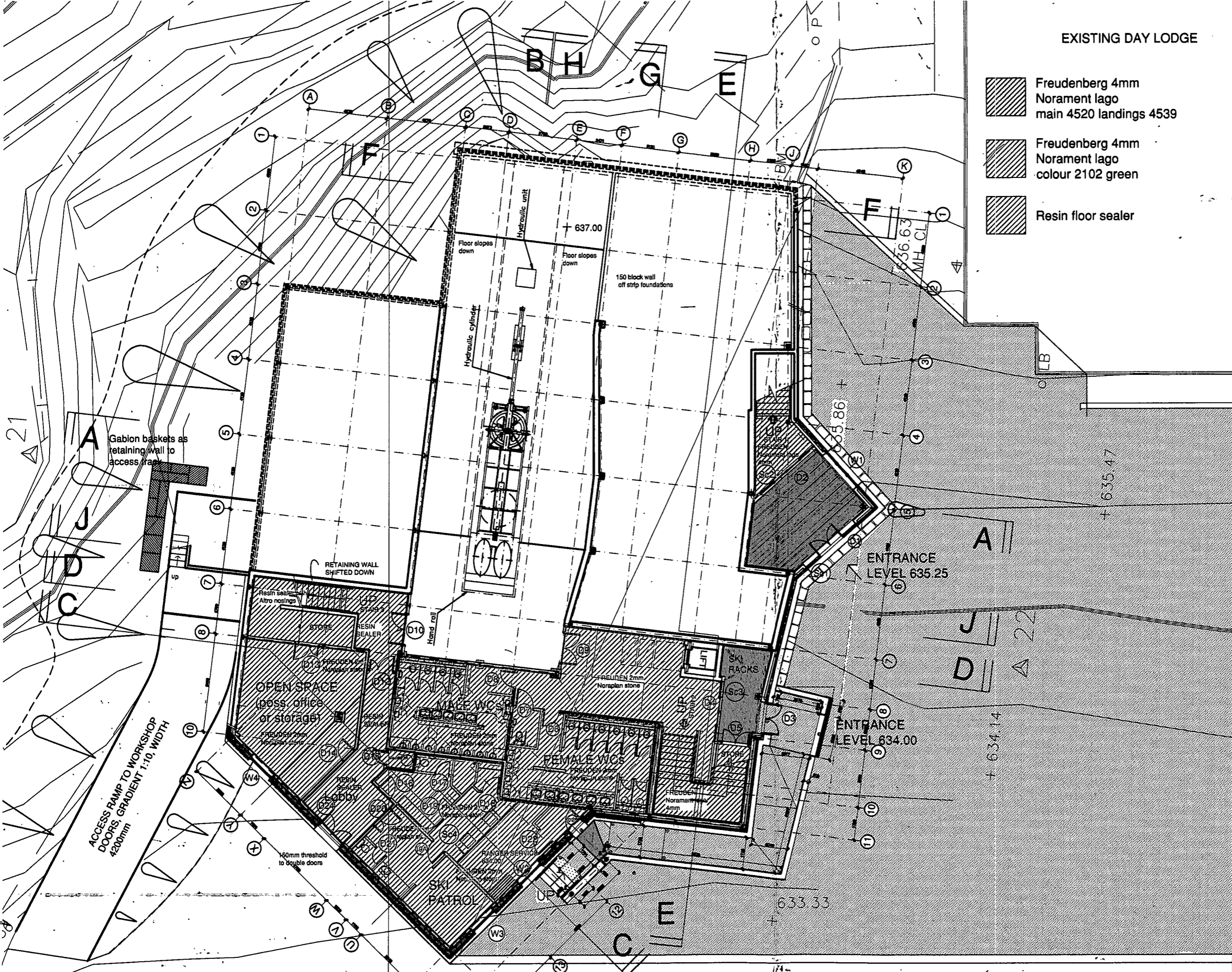


CAIRNGORM FUNICULAR

**BOTTOM STATION
LOWER LEVEL PLAN
634.00**



drawn : scale : 1:100-A1 (1:200-A8) CHARTERED ARCHITECTS
date : AUG 99 drawing no : 1469/B/P01/0



EXISTING DAY LODGE

- Freudenberg 4mm Norament lagoon main 4520 landings 4539
- Freudenberg 4mm Norament lagoon colour 2102 green
- Resin floor sealer

patch the existing tarmac and prepare the base and lay new tarmac within the area bounded by; the new building and the temporary Ranger Station across the carpark and from the front of the Daylodge down to the front of the new Bottom Station. The levels of the tarmac around the building are to work in with the levels of the existing tarmac, the entrance levels at D1, D3, and the base of the steps adjacent to D23. Graded falls not to exceed a gradient of 1 in 2. Supply and fix 100mm Polybau polychannel, heavy duty grating and gully 3metres long include concrete base and haunching and connect to existing manhole.

- 450mm wide stone strip to edge of building and tarmac
- tarmac to spec Q22 on prepared sub base from flat stone edging to building to tarmac make up strip against existing finish. subject to remeasure
- existing surface made good around new works

- REVISION P - 14.08.01 REDUCE TARMAC, ADD POLYCHANNEL AND GULLY AND CONNECTION TO MANHOLE.
- REVISION O - 07.08.01 Snow grid D23, tarmac area, 450 wide stone strip
- REVISION N - 06.08.01 OMIT NORAPLAN ADD NORAMENT
- REVISION M - 21.05.01 FLOOR FINISHES AMENDED TO FREUDENBERG
- REVISION L - Vanity units to Male WC amended. 11.01.2001
- REVISION K - revised retaining wall around stair 1, stair position amended to suit. Column at Z10 removed. 31.05.2000
- REVISION J - Position of D19A revised to opposite side of glazed screen. 20.03.2000
- REVISION H - Access track amended to suit engineers drawings. Areas of external paving revised to suit current cost savings. 13.3.2000
- REVISION G - Retaining wall on grid 10A added, wall construction and structure updated, roof beams to plant area added as separate layer. 17.2.2000
- REVISION F - Store under stair 3, off open space, added. 14.2.2000
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- REVISION D - Stairs 1,2&3 amended to suit precast concrete construction. Also: Stair 1 width reduced to 1800mm between handrails, tread reduced to 350mm, retaining wall adjacent increased to 350mm thk; Stair 2 width reduced to 1800mm between handrails; Stairs 2&3 tread now 300mm and width of stair 2 reduced to 1800mm. D5 structural opening reduced to 1531mm 27.10.99
- REVISION C - Retaining wall to entrance lobby at 635.25 level altered, position of sectionline G-G amended. 5.10.99
- REVISION B - External landscaping references added. 20.9.99
- REVISION A - Window and door numbers added. 8.9.99

COIRE CAS CAR PARK

Construction



CAIRNGORM FUNICULAR

BOTTOM STATION
LOWER LEVEL PLAN
634.00



drawn: [] scale: 1:100-A1 (1:200-A3) CHARTERED ARCHITECTS
date: AUG 99 drawing no: 1489/B/PO/0

CAIRNGORM FUNICULAR - BOTTOM STATION - FINISHES SCHEDULE

FINISHES SCHEDULE - 1489/B/F501

LOCATION	FLOOR	SKIRTING	WALL	CEILING	MISC. WOOD	MISC. METAL	NOTES
LOWER LEVEL 634.00							
ENTRANCE LOBBY	1	5	2	1	-	3	
TOILET CORRIDOR	2	1	2	1	-	3	
FEMALE W.C.	2	1	2	3	1	2 & 3	
MALE W.C.	2	1	2	3	1	2 & 3	
DISABLED W.C.	2	1	2	3	1	2	
STAIR 2	4	6	2	2	2	3	
STORE UNDER STAIR 2	6	5	1	-	-	-	
RANGER SERVICE	2	1	2	6	2 + counter	2	see details of fittings dwg no. 1489/B/DE21.
RANGER SERVICE Toilet	2	1	2	3	1	2	
RANGER SERVICE Shower	2	1	4	3	1	2	floor gully, seal top of coving, cp shower mixer
SKI PATROL	2	1	2	6	2	2	
ADMIN/OFFICE	2	1	2	6	2		
LOBBY & CORRIDOR	6	5	2	6	-	3	
STAIR 3	6 see note	5	2	6	-	1 & 3	Plastic stair nosings. Ceiling to have 1 hour Fire Resistance. Pliolite paint to follow pitch line of stair
STORE UNDER STAIR 3	6	5	1	-	-	-	
ENTRANCE LEVEL 635.25							
ENTRANCE LOBBY	1	5	2	2	2		
STAIR 1	4	6	2	2		1	Pliolite paint to walls to follow 2.1m above pitch line of stair
UPPER LEVEL 637.00							
ENTRANCE LOBBY	1	5	2	5	2	-	
TICKET SALES	8 & 9	4	2	5	see note	-	Counter to detail 1489/B/DE20
CASH OFFICE	8 & 9	4	2	5	2	-	Light fitting to be either wall or surface mounted to ceiling
TICKET HALL/CONCOURSE	4	1	2 & 3	2	-	1	Concrete floor slab to be power floated to falls to gullys. Drain outlets to be clamping ring type.
LIFT CORRIDOR	4	1	2 & 3	2 & 3	2	1	Vertical bulkhead to be MR Gypsum plasterboard with suitable frame
PLATFORM	4 & 6	1 & 6	2 & 3	2	2	1	Sportsflex to area at bottom of platform. Mondopave to treads and risers, Resin sealer to top of platform Pliolite resin paint to follow pitch line of platform steps at a height of 2.1m
HOLDING ROOM	6	5	1	1	-	-	19mm flooring grade chipboard to top of timber roof joists
WORKSHOP	6	5	1	2	-	2	
STORAGE AREA	10	-	1	2	-	-	
PLANT ROOM	10	-	1	2	-	-	
WATER TANK ROOM	10	-	1	2	-	-	
LEVEL 639.79							
CONTROL ROOM	8	4	1 & 3	3	2	-	70mm MF stud with 60mm EPS insulation in void

Floors
 1. Flow Forge 30/100 galvanised flooring with angle support by Redman Fisher, tel. 01902 880880. Waterproof concrete, roddable floor gully.
 2. Freudenberg 3.5mm Norament 'lago' and aqualock screed. REF 2102 GREEN
 3. OMITTED.
 4. Freudenberg 3.5mm Norament 'lago' and aqualock screed. REF 4520 TO MAIN AREAS, REF 4539 TO WIDE LANDINGS.
 5. OMITTED
 6. 2 coats resin based concrete floor sealer.
 7. OMITTED
 8. Carpet : Heritage advantage direct glue down application. (3.66m roll width Tel. 01254235235)
 9. 19mm Flooring grade chipboard on 150x50mm sw joists at 400mm centres.
 10. 22mm plywood decking on 63x225mm SC4 timber joists at 300mm centres to receive polyurethane varnish finish.

Skirtings
 1. Floor finish turned up 150mm with cove former and mastic seal by Freudenberg.
 2. Freudenberg Norament 'lago' turned up wall 150mm cove former and mastic seal.
 3. Freudenberg Noraplan 'stone' turned up wall 150mm cove former and mastic seal.
 4. 125mm x 25mm moulded and painted mdf to detail.
 5. Black or dark colour 150mm high pliolite resin masonry paint.
 6. Stringer PR53, black 208 and coved skirting PRCS 100, black 208 by Altro

Walls
 1. Paint quality blockwork, flush pointed to receive matt emulsion as NBS M60:140 COLOUR MAGNOLIA
 2. Paint quality blockwork, flush pointed to receive Pliolite resin based masonry paint, 2 coats to be applied up to a height of 2100mm above FFL. (Above 2100mm as 1). COLOUR MAGNOLIA
 3. 2 layers of 12.5mm plasterboard MR on Gypsum 70mm mf studding. Finish Pliolite resin based paint. MAGNOLIA
 4. 150x150x6mm glazed tiles set in waterproof adhesive and grout. Full height above coved skirting, shadow batten to perimeter at ceiling.

Ceilings
 1. Matt emulsion on 12.5mm moisture resistance Gypsum plasterboard, taped joints with two coats Gyproc Drywall Topcoat supported on: treated s.w. joists or mf system.
 2. Underside of roof construction left exposed. WHITE
 3. Armstrong suspended ceiling system. Type Fine Fissured board on anti-corrosive grid, tile 600 x 600 x 24. WHITE.
 4. OMITTED.
 5. Underside of metal floor decking or concrete slab to receive matt emulsion to NBS M60:140, ensure appropriate primer/de-greaser before application of top coats
 6. Matt emulsion on two layers 12.5mm moisture resistant Gypsum plasterboard, taped joints with two coats Gyproc Drywall Topcoat supported on treated s.w. joists WHITE

Miscellaneous woodwork
 1. Plywood pipe boxing on 50 x 50 s.w. frame at 600 centres. MAGNOLIA
 2. MDF window lining and cover pieces to detail - finish, 2 undercoats and 1 gloss paint. WHITE
 3. OMITTED
 4. OMITTED

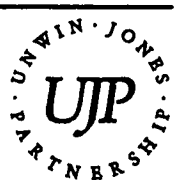
Miscellaneous metalwork
 1. GALVANISED mild steel handrail on brackets to blockwork.
 2. Painted pipework on board. MAGNOLIA
 3. Steelwork beams and columns that support first floor only - Intumescent paint to 1 hour f.r. COLOUR REF AS AGREED.

Construction

REVISIONS C
 Atroseal PU omitted (floor finish #5)
 Storage, plant and water tanks areas changed to structural timber floor - ceilings underneath ammended to suit
 Holding room moved to upper level

REV.G: DP - 06.06.01 - OMIT NORAPLAN ADD NORAMENT
 REV.F: DP - 22.05.01 - FREUDENBERG FLOOR FINISHES AND SKIRTINGS. COLOURS TO FINISHES ADDED.
 REV.E: DP - 05.03.01 - Plasterboard and emulsion finish to RANGER /ADMIN area, toilet and shower added
 REV.D: CJ - 24.7.2000 - revised for construction issue
 REV.C: CJ - 24.2.2000 - updated with cost savings
 REV.B: CJ - 22.11.99 - REVISED/CORRECTED
 REV.A: GRS / 05.10.99 / REDRAWN & AMENDED

**CAIRNGORM FUNICULAR
 BOTTOM STATION
 FINISHES SCHEDULE
 SHEET 1 OF 1**



drawn : [] scale : []
 date : OCT 99 drawing no : 1489/B/Finishes 01G
 CHARTERED ARCHITECTS
 BRIDGE LANE STUDIO • CALDERWATER • CARLEBURG • CUMBERNAULD • GLENGREEN • TEL: 0228 22826 • FAX: 0228 22440

REFERENCE		STRUCTURE					FRAME							DOOR LEAF				IRONMONGERY					NOTES	ACTION BY				
DOOR NO.	LOCATION	STRUCTURAL OPENING			WALL TYPE	LINTOL	FRAME SIZE	FRAME TYPE	FRAME FINISH	ARCHITRAVE TYPE	ARCHITRAVE FINISH	THRESHOLD TYPE	THRESHOLD FINISH	DOOR TYPE	DOOR LEAF SIZES				DOOR FINISH	FIRE RESISTANCE	SMOKE SEALS	VISION PANEL	IRONMONGERY (pack type)	KEY TYPE	SIGNAGE (pack type)	NOTES		
		width	height	thick											leaf 1	leaf 2	height	thkns										
D1	MAIN ENTRANCE 635.25	3600	RAKED	650	WT 6	LT 8	FR 1	Tr SW	L	AT 1	L		DT 1	826	826	2190	46	L			VP 1						Awaiting price from AWDS for NorDan alternative to Swedor	
D2	INNER LOBBY 635.25	4300	2250		WT 7		FR 4	AL	PPC				DT 2	965	965	2190	65nom	PPC										
D3	ENTRANCE 634.00	1750	2250	650	WT 1		FR 1	NER/AI	L/PPC	AT 1	L		DT 7	826	826	2190	56	L			VP 2						NorDan door and frame - awaiting price from AWDS	
D4	INNER LOBBY 634.00	3300	2250		WT 7		FR 4	AL	PPC				DT 2	865	865	2190	65	PPC									metal studwork between frame and u/s concrete slab	
D5	LOBBY STORE 634.00	1550	2100	100	WT 2	LT 1	FR 3	SR	P	AT 2	P		DT 3	726	726	2040	63	OV	FD60									
D6	FEMALE WC 634.00	900	2100	150	WT 3	LT 4	FR 3	SR	P	AT 4	P		DT 6	826		2025	40	OV									Door undercut by 15mm to allow transfer of air	
D7	DISABLED WC 634.00	1000	2100	150	WT 3	LT 4	FR 3	SR	P	AT 4	P		DT 6	926		2025	40	OV									Door undercut by 15mm to allow transfer of air	
D8	MALE WC 634.00	900	2100	150	WT 3	LT 4	FR 3	SR	P	AT 4	P		DT 6	826		2025	40	OV									Door undercut by 15mm to allow transfer of air	
D9	Under Platform Access	1750	2100	100	WT 2	LT 1	FR 3	SR	P	AT 3	P		DT 3	826	826	2040	63	Lam	FD60			VP 1						
D10	Under Platform Access	1750	2100	150	WT 3	LT 4	FR 2	SR	P	AT 4	P		DT 3	826	826	2040	63	Lam	FD60			VP 1						
D11	LIFT MOTOR ROOM 634.00	O	M	M	I	T	E	D																				
D12	STAIR 3 LOBBY 634.00	1350	2100	100	WT 2	LT 1	FR 3	SR	P	AT 3	P		DT 3	826	426	2040	40	OV				VP 1						
D13	Store under Stair 3 634.00	1350	2100	150	WT 3	LT 4	FR 2	SR	P	AT 4	P		DT 3	826	426	2040	40	OV	FD30									
D14	OFFICE/ADMIN 634.00	900	2100	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 6	826		2040	40	OV				VP 1						
D15	CALORIFIER 634.00	900	2100	150	WT 3	LT 4	FR 2	SR	P	AT 2	P		DT 6	826		2040	40	Lam	FD30									
D16	Rear Ranger Service	900	2100	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 6	826		2040	40	OV				VP 1						
D17	WC & SHOWER 634.00	800	2100	100	WT 2	LT 1	FR 3	SR	P	AT 3	P		DT 6	726		2025	40	OV									Door undercut by 15mm to allow transfer of air	
D18	STORE 634.00	900	2100	100	WT 2	LT 1	FR 3	SR	P	AT 3	P		DT 3	826		2040	40	OV										
D19	Mid Ranger Service	1425	2100	100	WT 6	LT 1	FR 1	SW	L	AT 4	P		DT 4	826		2040	56	L										
D19A	Ranger - Ski Patrol	900	2100	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 3	826		2040	40	OV				VP 1						
D20	SKI PATROL 634.00	1350	2100	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 6	826	426	2025	40	OV				VP 1					VP to main leaf only. Door to be undercut by 15mm to allow air transfer	
D21	SKI PATROL WC 634.00	800	2100	100	WT 2	LT 1	FR 3	SR	P	AT 3	P		DT 6	726		2025	40	OV									Door to be undercut by 15mm to allow air transfer	
D22	Ranger Service Inner Lobby	1000	2100	100	WT 2	LT 1	FR 3	SR	P	AT 3	P		DT 6	926		2040	40	OV				VP 1						
D23	Ranger Service Entrance	1000	2100	650max	WT 1	LT 4	FR 5	SR	St	AT 1	St		DT 1	926		2040	60	L				VP 1						
D24	REAR LOBBY 634.00	1750	2100	650max	WT 1	LT 4	FR 5	SR	St	AT 1	St	150mm	DT 1	826	826	2040	60	L				VP 1					In-situ concrete threshold to detail CD07	
D25	Fire Exit 1/2 Landing 636.00	1750	2100	500	WT 1	LT 4	FR 5	SR	St	AT 1	St	150mm	DT 1	826	826	2040	60	L									In-situ concrete threshold to detail CD05	
D26	HOLDING AREA 637.00	1750	2250	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 6	826	826	2190	40	OV				VP 1						
D27	HOLDING-PLATFORM 637.00	1750	2250	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 6	826	826	2190	40	OV				VP 1						
D27A	STAIR 3 637.00	1350	2100	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 3	826	426	2040	63	OV	FD60			VP 1					VP to main leaf only	
D27B	WORKSHOP 637.00	1750	2250	150	WT 3	LT 4	FR 2	SR	P	AT 3	P		DT 6	826	826	2040	40	OV				VP 1						
D28	ROOF VOID STORE 637.00	1750	2250	150	WT 3	LT 4	FR 2	SR	P	AT 2	P		DT 3	826	826	2190	40	OV	FD30									
D29	PLATFORM ACCESS 637.00	1750	2250	120	WT 5		FR 2	SR	P	AT 4	P		DT 3	826	826	2190	63	OV	FD60			VP 1						
D30	CONCOURSE - PLATFORM	1710	2250				FR 4	AL	PPC				DT 2	920	920	2190	65	PPC									Aluminium framed glazing side panels mounted between columns	
D31	CONCOURSE FIRE EXIT	1750	2100	120	WT 5		FR 3	SR	P	AT 4	P		DT 3	826	826	2040	63	OV	FD60			VP 1						
D32	TICKET COUNTER 637.00	900	2100	200	WT 4	LT 7	FR 2	SR	P	AT 4	P	170mm	DT 6	826		2040	40	OV				VP 1						
D33	CASH OFFICE 637.00	900	2100	200	WT 4	LT 7	FR 2	SR	P	AT 4	P		DT 6	826		2040	40	OV				VP 1						
D34	Inner Entrance Lobby 637.00	1600	2250	200	WT 4	LT 7	FR 4	AL	PPC				DT 2	865	865	2190	65	PPC									No glazed side panels - door to be mounted direct to wall	
D35	MAIN ENTRANCE 637.00	3600	2250	650	WT 6	3,6&9	FR 1	Tr SW	L	AT 1	L		DT 1	826	826	2190	46	L				VP 1					Tr SW framed glazing panels either side	
D36	LOFT ACCESS 637.00	2350	1750	500	WT 1	LT 2	FR 5	SR	St	AT 1	St		DT 1	1126	1126	1690	60	St									Stained to match timber boarding	
D37	CONTROL ROOM 639.788	900	2100	120	WT 5		FR 1	SW	L	AT 1	L		DT 3	826		2040	56	L	FD30								See dwg 1489/B/S09 for VP details - 6mm Georgian Wired glass	
D38	Fire Exit 639.788	1750	2100	500	WT 1	LT 4	FR 5	SR	St	AT 1	St		DT 1	826	826	2040	60	L										
D39	TRAIN CARRIAGE ENTRANCE	4220	4200	500	WT 1	LT 8							DT 5	4250		4075											Special weather seal to base of door over tracks	
D40	WORKSHOP - LOADING BAY	3000	2400	500	WT 1	LT 8						150mm	DT 5	3000		2400											3 no glazed panels within door. Threshold detail to CD04	

For details of all door types and specifications refer to key to door schedule sheets 1 & 2

NB Frames based on Swedor rebated frame with pre-hung doors in kit form to be assembled on site.

* External doors D1 and D35 in abeyance, awaiting cost implications of using NorDan Frame and door in lieu of Swedor
 WET DOORS: D6,7,8,14,15,16,17,20,21,22,26,27,27B,28,32,&33
 LAMINATE FACED DOORS: D9,10,&15

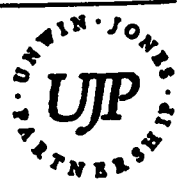
Construction

REVISION G - lintels to D6,7&8 revised to 150mm wide. Doors revised to 'Wet door' construction where necessary. Door finish revised to laminate where necessary 31.07.2000

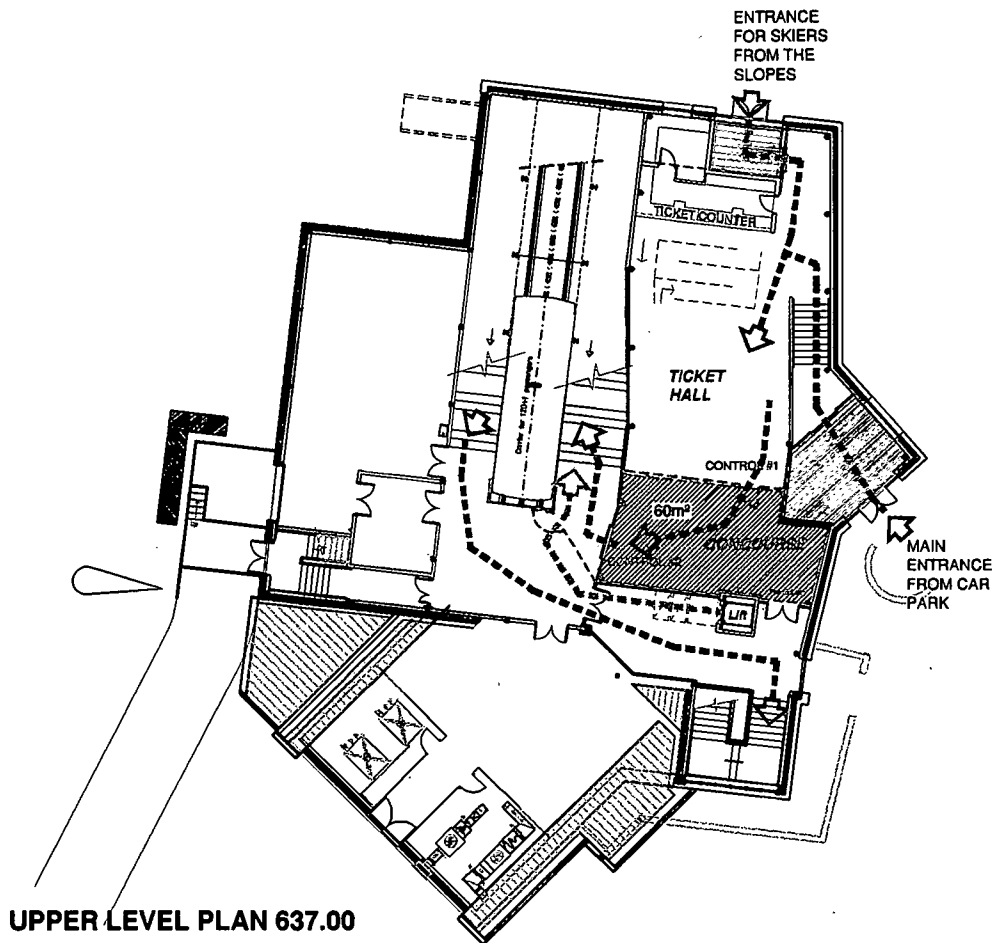
REVISION F - lintels to D35 revised to 215dp to suit engineer's spec. 17.07.2000
 REVISION E - D5 structural width revised to 1550, door leaves amended to suit. 13.07.2000
 REVISION D - revised and updated for construction issue. 03.07.2000
 REVISION C - D5 ammended to FD60. 22.2.2000
 REVISION B - revised and updated. 8.2.2000
 REVISION A - D5 ammended to FD30. 4.11.99

CAIRNGORM FUNICULAR

BOTTOM STATION
 DOOR SCHEDULE
 SHEET 1 OF 1
 CONSTRUCTION



drawn: [] scale: []
 date: SEPT 99 drawing no: 1489/B/DOOR/010
 ARCHITECTS
 CHARTERED



The main entrance will be from the car park area. Skiers coming down from the slopes may enter from the rear of the building

CONTROL #1 situated between the ticket hall and the main concourse area is used for ticket inspection only. The area of the concourse is designed to contain 120 passengers (carriage to have standing room only)

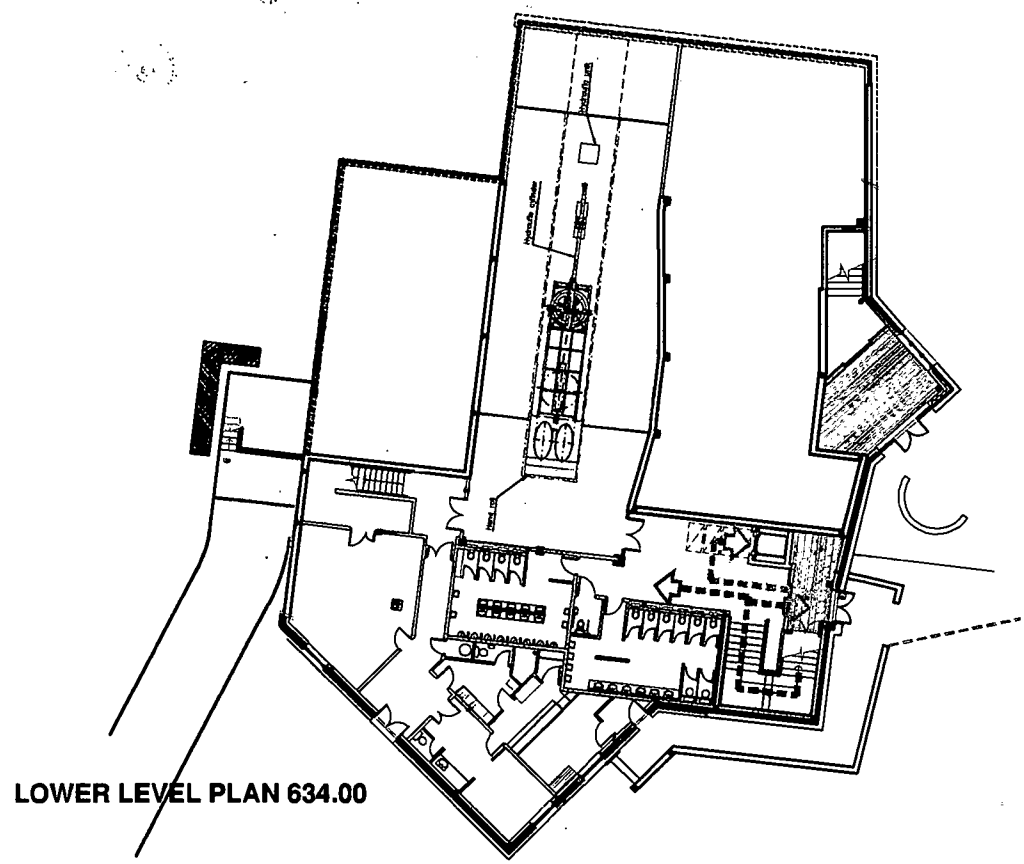
CONTROL #2 situated between the main concourse and platform area remains closed until the carriage is in the station. This door may be operated remotely from the control room, or by the train captain, and manually at the door itself

All passengers will alight on the left side of the carriage and exit the building via the main staircase down to car park level. The train captain will control the carriage doors: closing the left side doors and opening the right side doors once all passengers have alighted. This will enable boarding passengers to enter the platform area as soon as the train is in the station. Barriers on the platform separate boarding and alighting passengers. A gate is situated within this barrier to enable passengers who require the use of the lift, or other assistance, to board the carriage. The gate also serves to maintain an escape route from the platform

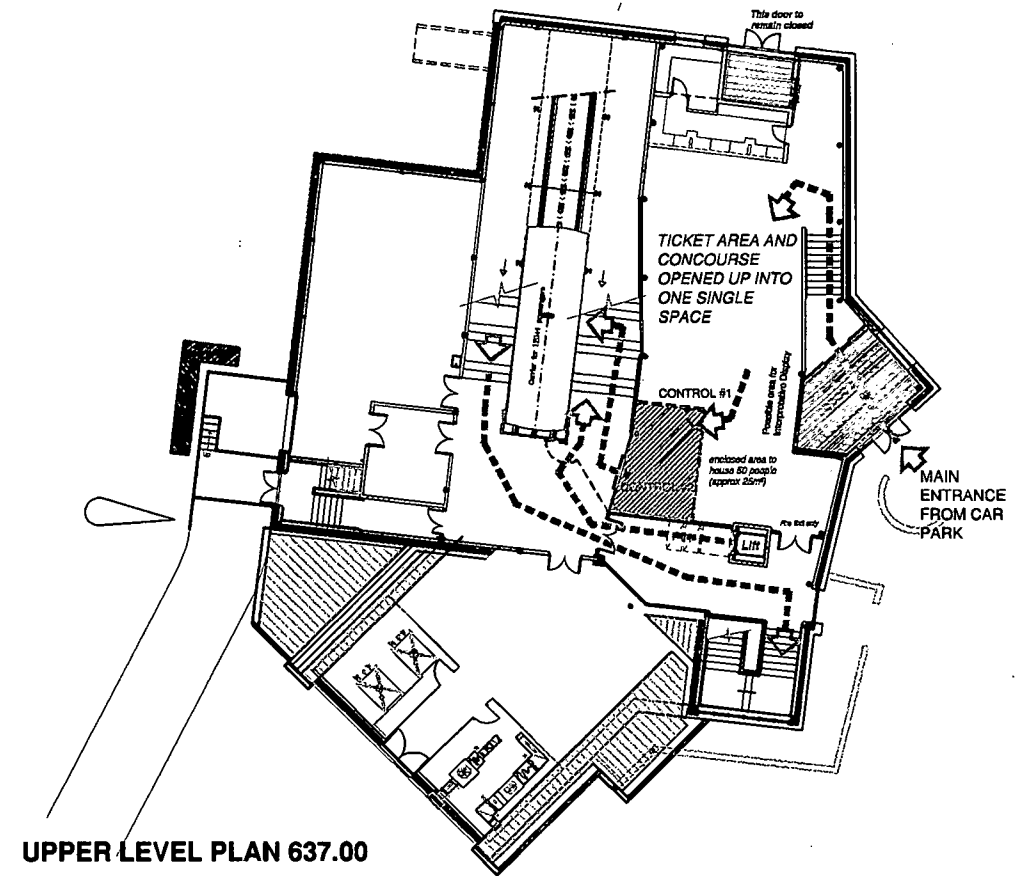
Toilets on the lower level will be accessed from the door at car park level

Disabled passengers will be transported to platform level via the lift by-passing control point #2 before boarding the carriage at the base of the right side of the platform

- > Main route
- > Secondary route
- Movable barrier
- Permanent barrier



WINTER OPERATION



The concourse area is reduced, opening out the ticket hall into one single space. Barriers for queuing for tickets will be unnecessary. A space may be designated for an interpretative display in this area

CONTROL #1 is used for ticket inspection only. The area of the concourse is designed to contain 50 passengers (carriage to have majority seating)

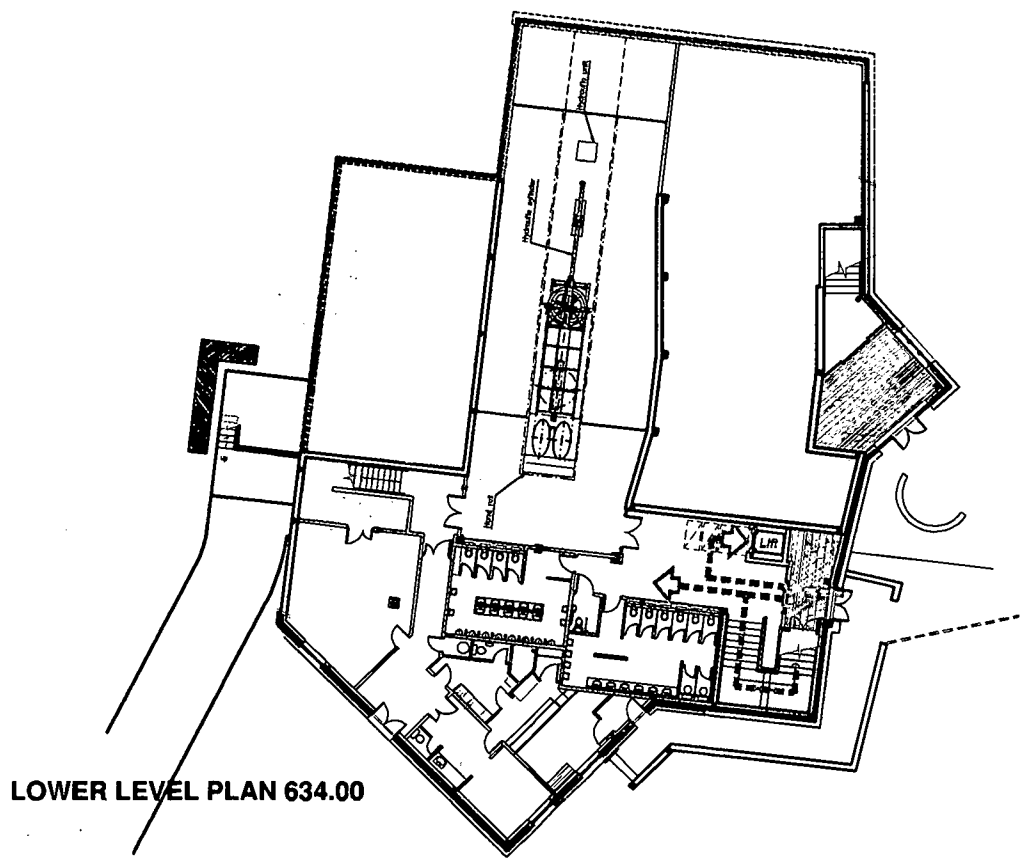
CONTROL #2 situated between the main concourse and platform area remains closed until the carriage is in the station. This door may be operated remotely from the control room, or by the train captain, and manually at the door itself

All passengers will alight on the left side of the carriage and exit the building via the main staircase down to car park level. The train captain will control the carriage doors: closing the left side doors and opening the right side doors once all passengers have alighted. This will enable boarding passengers to enter the platform area as soon as the train is in the station. Barriers on the platform will separate boarding and alighting passengers. A gate is situated within this barrier to enable passengers who require the use of the lift, or other assistance, to board the carriage. The gate also serves to maintain an escape route from the platform

Toilets on the lower level will be accessed from the door at car park level

Disabled passengers will be transported to platform level via the lift by-passing control point #2 before boarding the carriage at the base of the right side of the platform

- > Main route
- > Secondary route
- Movable barrier
- Permanent barrier



SUMMER OPERATION

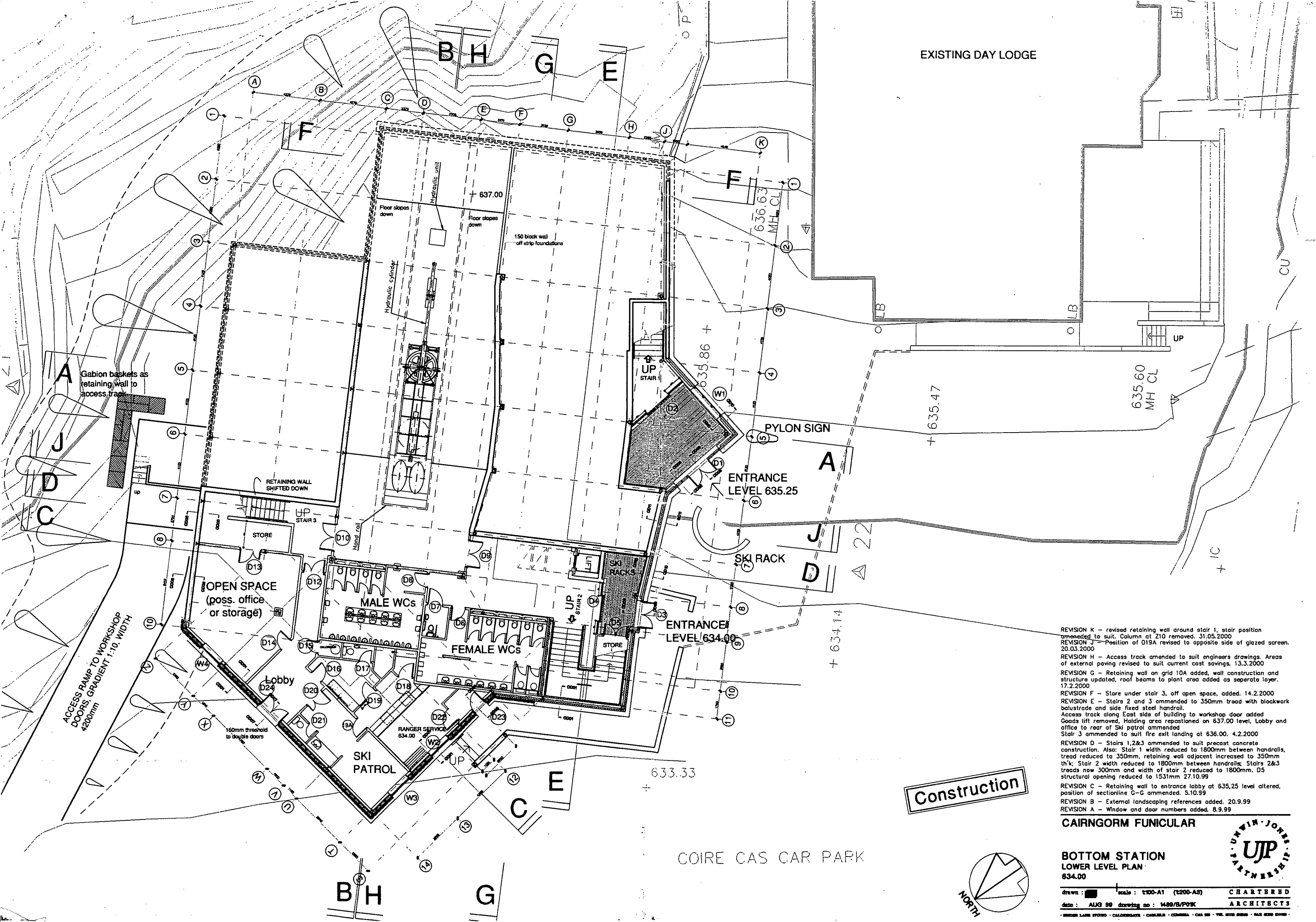
TURNER & TOWNSEND MANAGEMENT SYSTEMS GLASGOW	
20 SEP 2000	
REF No.	MS1003
COPY TO	
REPLIED	
FILE	

Revision B - Concourse arrangement revised for both Winter and Summer operations. 08.09.00
Revision A - Revised and updated to suit current plan layouts. 15.3.2000

CAIRNGORM FUNICULAR

BOTTOM STATION
FLOW DIAGRAMS





EXISTING DAY LODGE

Construction

REVISION K - revised retaining wall around stair 1, stair position amended to suit. Column at Z10 removed. 31.05.2000
 REVISION J - Position of D19A revised to opposite side of glazed screen. 20.03.2000
 REVISION H - Access track amended to suit engineers drawings. Areas of external paving revised to suit current cost savings. 13.3.2000
 REVISION G - Retaining wall on grid 10A added, wall construction and structure updated, roof beams to plant area added as separate layer. 17.2.2000
 REVISION F - Store under stair 3, off open space, added. 14.2.2000
 REVISION E - Stairs 2 and 3 amended to 350mm tread with blockwork balustrade and side fixed steel handrail. Access track along East side of building to workshop door added. Goods lift removed, Holding area repavement on 637.00 level, Lobby and office to rear of Ski patrol amended. Stair 3 amended to suit fire exit landing at 636.00. 4.2.2000
 REVISION D - Stairs 1,2&3 amended to suit precast concrete construction. Also: Stair 1 width reduced to 1800mm between handrails, tread reduced to 350mm, retaining wall adjacent increased to 350mm thick; Stair 2 width reduced to 1800mm between handrails; Stairs 2&3 treads now 300mm and width of stair 2 reduced to 1800mm. D5 structural opening reduced to 1531mm 27.10.99
 REVISION C - Retaining wall to entrance lobby at 635.25 level altered, position of sectionline G-G amended. 5.10.99
 REVISION B - External landscaping references added. 20.9.99
 REVISION A - Window and door numbers added. 8.9.99

CAIRNGORM FUNICULAR



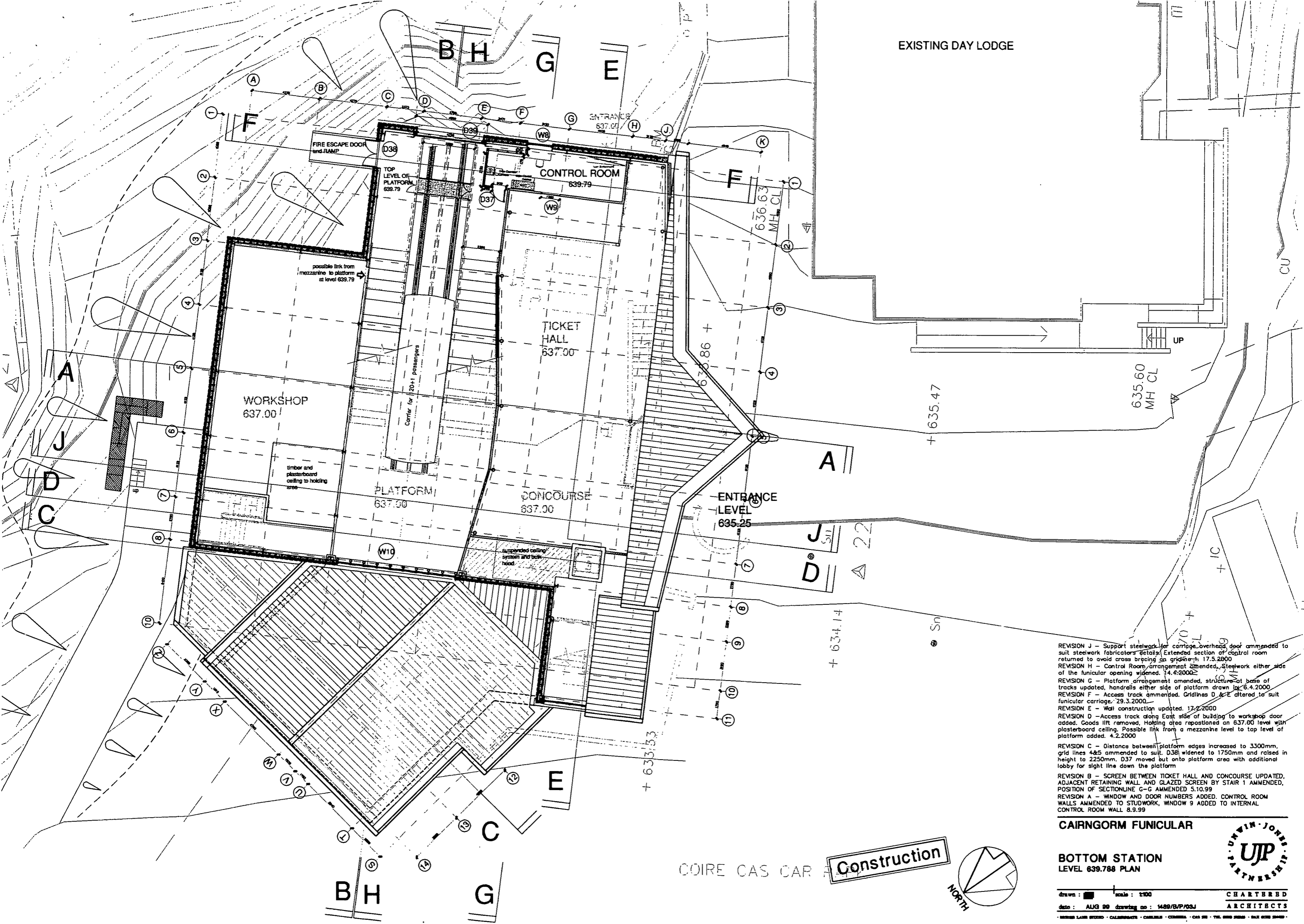
**BOTTOM STATION
 LOWER LEVEL PLAN
 634.00**

drawn : [] scale : 1:100-A1 (1:200-A3) CHARTERED ARCHITECTS
 date : AUG 99 drawing no : 1489/B/POK

COIRE CAS CAR PARK



EXISTING DAY LODGE



- REVISION J - Support steelwork for carriage overhead door amended to suit steelwork fabricators details. Extended section of control room returned to avoid cross bracing on gridline 17.5.2000
- REVISION H - Control Room arrangement amended. Steelwork either side of the funicular opening widened. 14.4.2000
- REVISION G - Platform arrangement amended, structure at base of tracks updated, handrails either side of platform drawn by 6.4.2000
- REVISION F - Access track amended. Gridlines D & E altered to suit funicular carriage. 29.3.2000
- REVISION E - Wall construction updated. 17.2.2000
- REVISION D - Access track along East side of building to workshop door added. Goods lift removed, Holding area repositioned on 637.00 level with plasterboard ceiling. Possible link from a mezzanine level to top level of platform added. 4.2.2000
- REVISION C - Distance between platform edges increased to 3300mm, grid lines 4&5 amended to suit. D38 widened to 1750mm and raised in height to 2250mm. D37 moved out onto platform area with additional lobby for sight line down the platform
- REVISION B - SCREEN BETWEEN TICKET HALL AND CONCOURSE UPDATED, ADJACENT RETAINING WALL AND GLAZED SCREEN BY STAIR 1 AMENDED, POSITION OF SECTIONLINE G-G AMENDED 5.10.99
- REVISION A - WINDOW AND DOOR NUMBERS ADDED, CONTROL ROOM WALLS AMENDED TO STUDWORK, WINDOW 9 ADDED TO INTERNAL CONTROL ROOM WALL 8.9.99

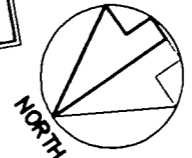
CAIRNGORM FUNICULAR

**BOTTOM STATION
LEVEL 639.788 PLAN**

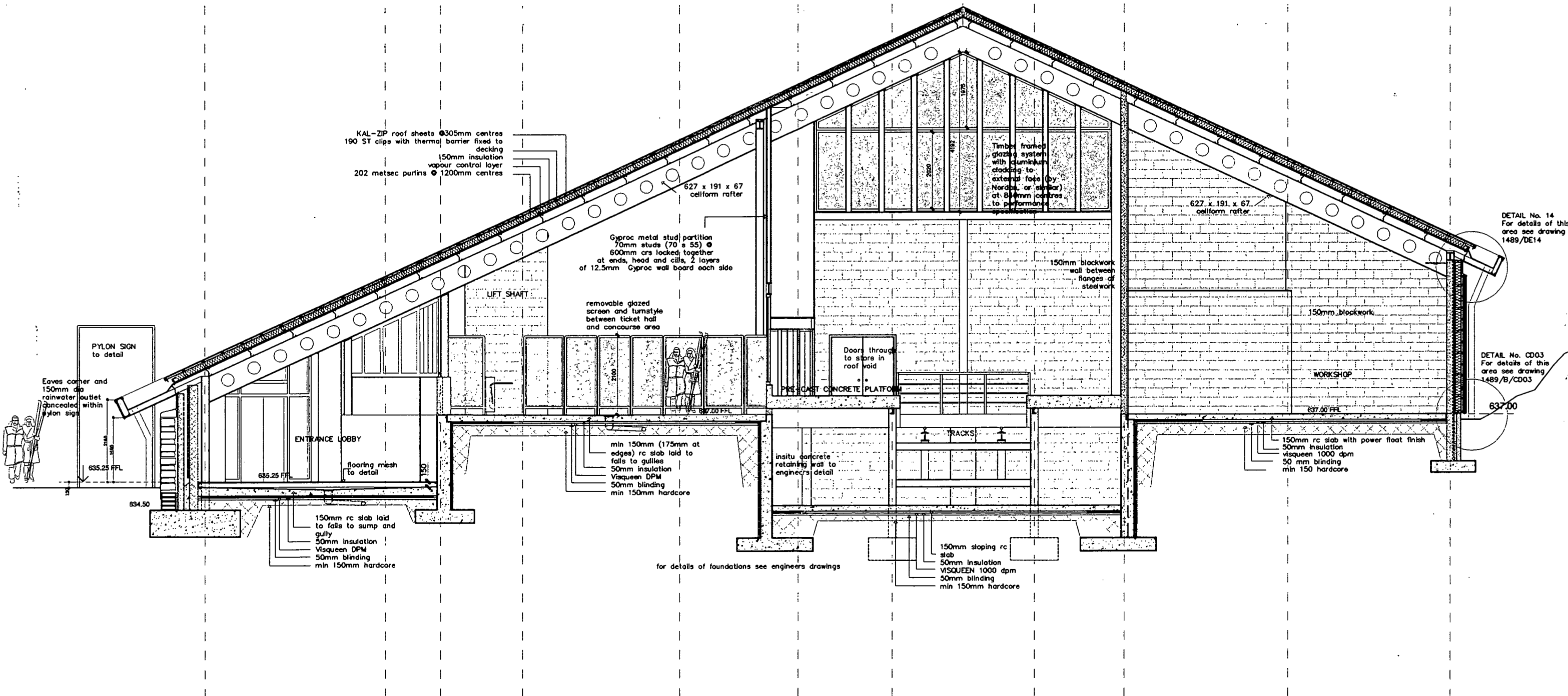


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 date: AUG 99 drawing no: 1489/B/P/03J ARCHITECTS
 10000 LANE BRIDGE - CALDERGATE - CHESHIRE - CHESHIRE - CHESHIRE - CHESHIRE - CHESHIRE - CHESHIRE - CHESHIRE - CHESHIRE - CHESHIRE

COIRE CAS CAR **Construction**



K 4645 J 1450 H 2132 G 4108 F 3120 E 2471 D 3705 C 2373 B 4275 A 4275



DETAIL No. 14
For details of this
area see drawing
1489/DE14

DETAIL No. CD03
For details of this
area see drawing
1489/B/CD03

Revision D - Façade and downpipes amended to suit roofing contractor's details. 9.8.2000
Revision C - Retaining walls and floor construction updated, steelwork amended to suit fabricators drawings. 22.5.2000
Revision B - Purlins, eaves details and connections revised to suit steelwork fabricators details. 12.5.2000
Revision A - general revisions. 17.3.2000

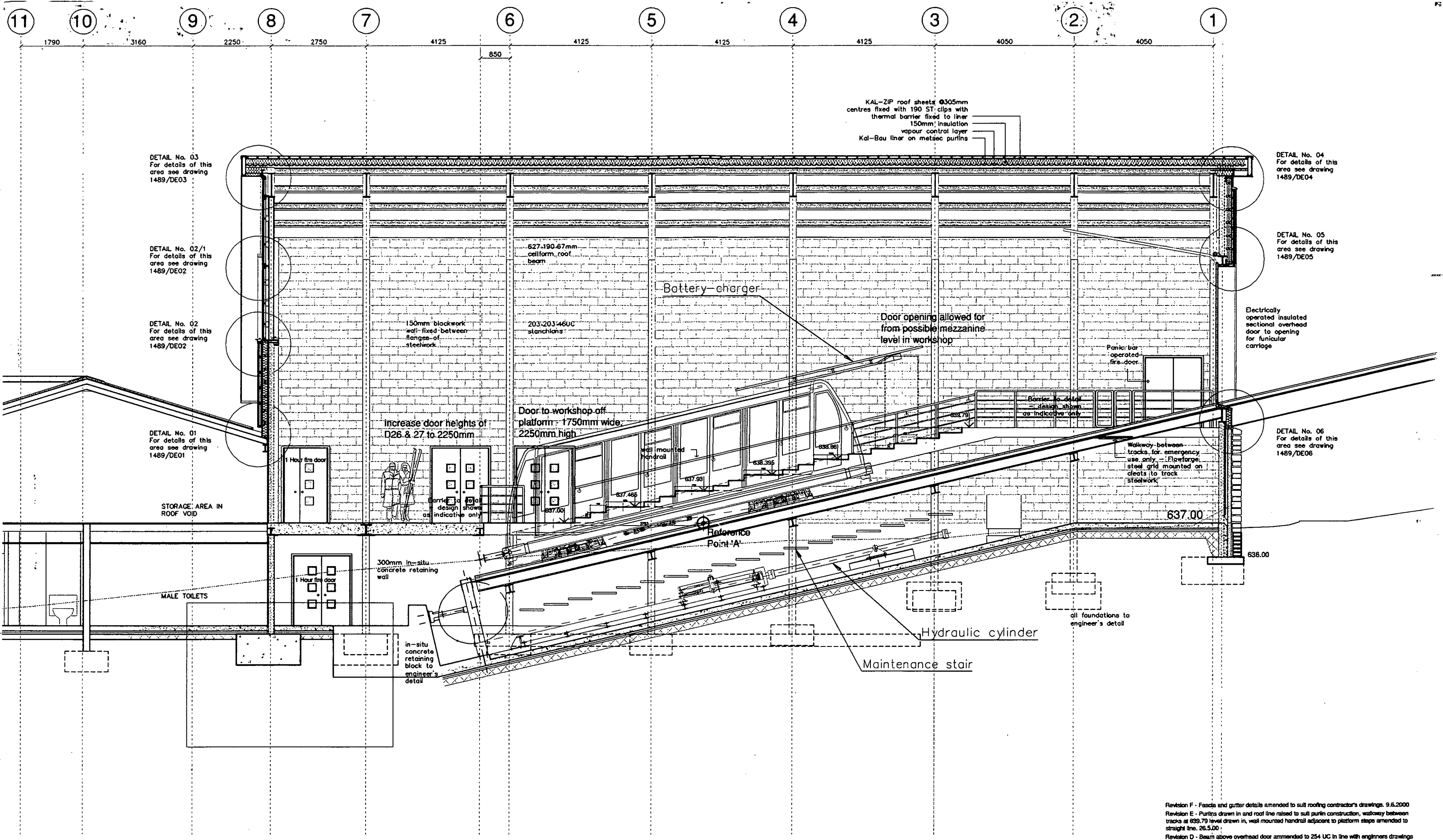
Construction

CAIRNGORM FUNICULAR
BOTTOM STATION
SECTION A - A
THROUGH ENTRANCE LOBBY, TICKET HALL,
PLATFORM & WORKSHOP



drawn: [] scale: 1:50
date: AUG 99 drawing no: 1489/B/S01D

CHARTERED
ARCHITECTS



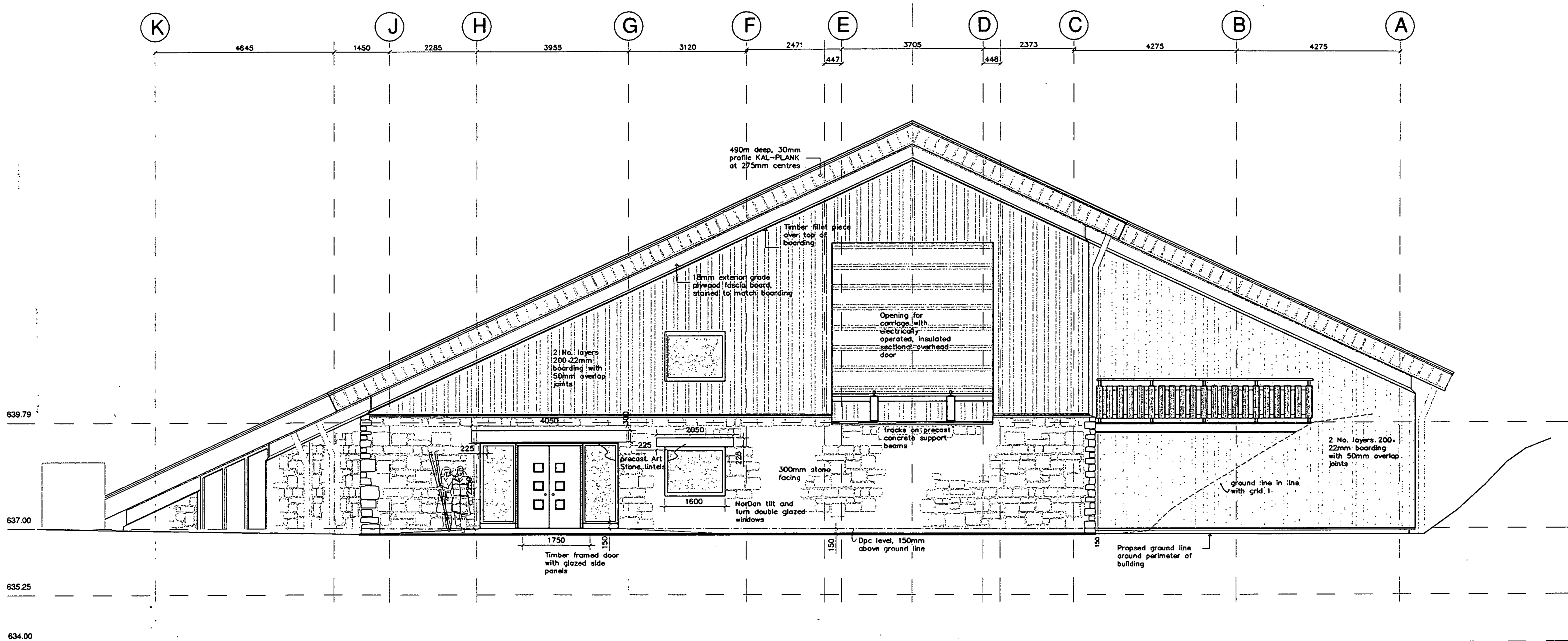
Revision F - Fascia and gutter details amended to suit roofing contractor's drawings. 9.6.2000
 Revision E - Purlins drawn in and roof line raised to suit purlin construction, walkway between tracks at 639.79 level drawn in, wall mounted handrail adjacent to platform steps amended to straight line. 26.5.00
 Revision D - Beam above overhead door amended to 254 UC in line with engineers drawings and beam below main window on gridline 9 amended to 305-185 UB. 11.5.00
 Revision C - Handrail along edge of platform (both sides) drawn in, structure to base of platform amended, ceiling to toilet area amended to timber. 8.4.2000
 Revision B - Platform configuration amended, Reference point 'A' coordinates unchanged but bottom step of platform and Door 27B shifted towards gridline 6. Floor slab at bottom end of tracks moves down to give approx 500mm clearance for carriage. 4.4.2000
 Revision A - general revisions to suit post tender cost savings. 21.03.2000

Construction

CAIRNGORM FUNICULAR

**BOTTOM STATION
SECTION B-B
ALONG CENTRE LINE OF TRACKS**





ELEVATION ON GRID 1

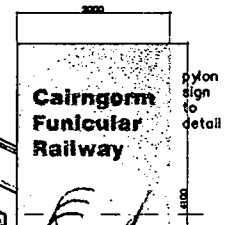
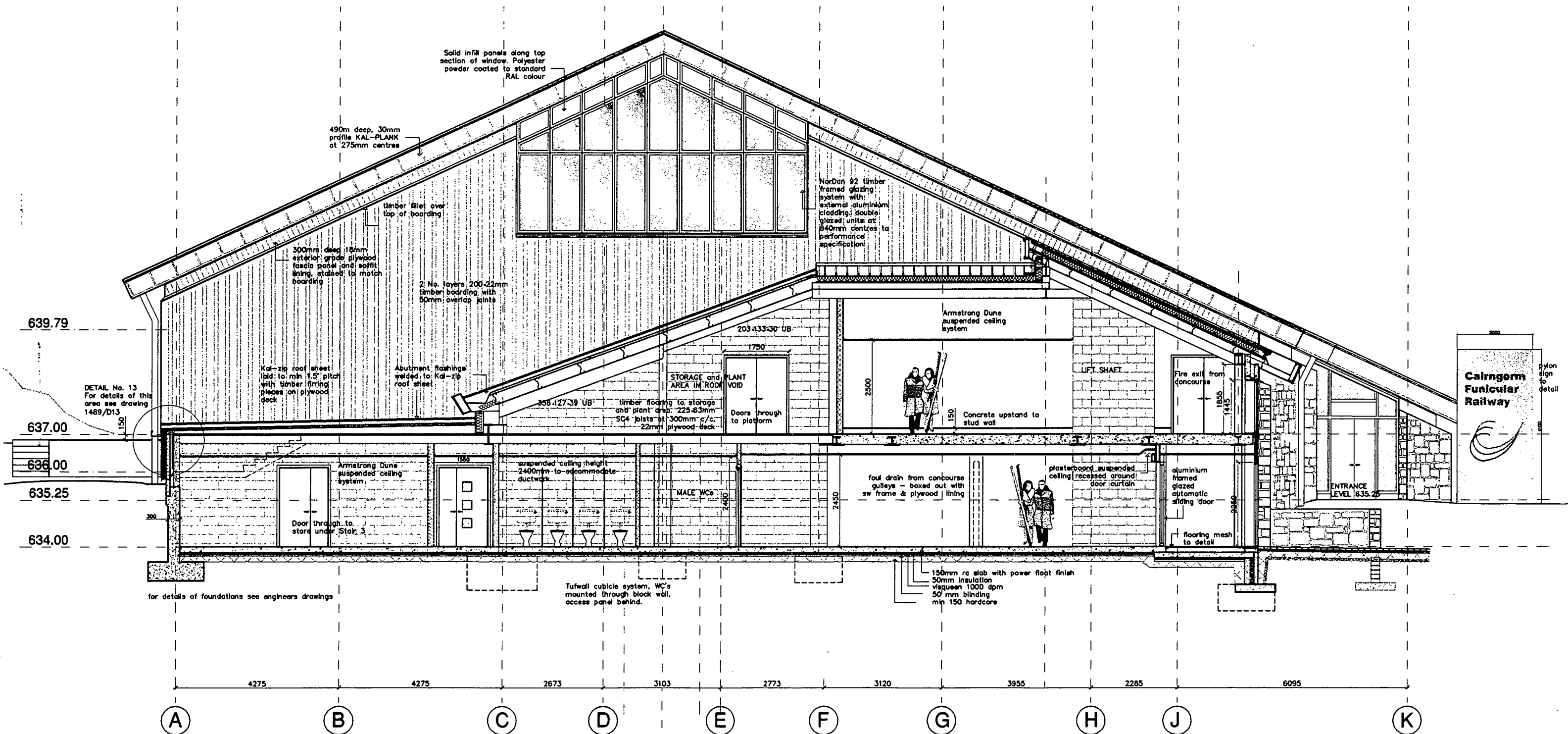
Construction

Revision E - fascia and downpipes amended to suit roofing contractor's details. 01.08.2000
 REVISION D - Revised to suit post tender cost savings plus general revisions. 1.06.00 CJ
 REVISION C - LINTEL HEIGHT FOR D35 INCREASED TO 2250mm FIRE EXIT RAMP ADDED AND GROUND LINE AROUND REAR OF BUILDING MAINTAINED AT 637.00. 27.1.00 CJ
 REVISION B - OVERALL DOORWAY WIDTH FOR D35 BROUGHT IN LINE WITH OTHER DRAWINGS. AT 3600MM. LINTEL OVER INCREASED TO 4050MM. FIRE EXIT RAMP ADDED. 15.11.99 CJ
 REVISION A - ART STONE LINTELS INCLUDED OVER ENTRANCE DOOR AND WINDOW. 16.9.99

CAIRNGORM FUNICULAR



ELEVATION ON GRID 1



Construction

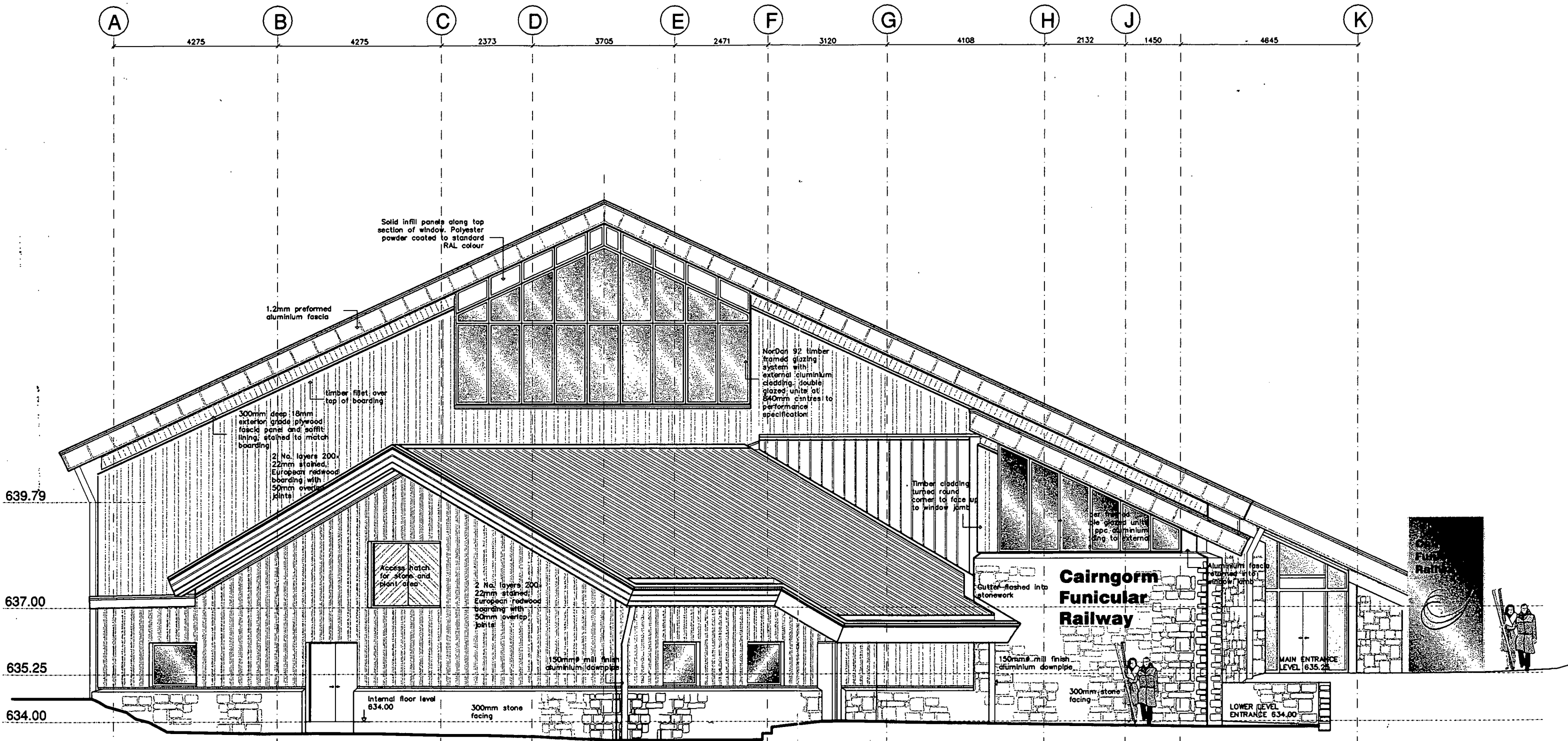
REVISION C - General revisions to suit post tender cost savings, and to suit steelwork and roofing sub-contractor's details. 15.08.00
 REVISION B - G31 REDUCED TO 1827MM WIDE, MOVED 400MM TOWARDS LIFT SHAFT DP. 28.04.00
 REVISION A - DOOR HEAD HEIGHTS TO ENTRANCE AND INNER LOBBY DOORS REDUCED TO 2100, STEEL LINTEL ADDED TO ENTRANCE DOOR

CAIRNGORM FUNICULAR

**BOTTOM STATION
 ELEVATION ON GRID LINE 8**



drawn: [] scale: 1:50
 date: AUG 99 drawing no: 1489/B/E038
 CHARTERED ARCHITECTS



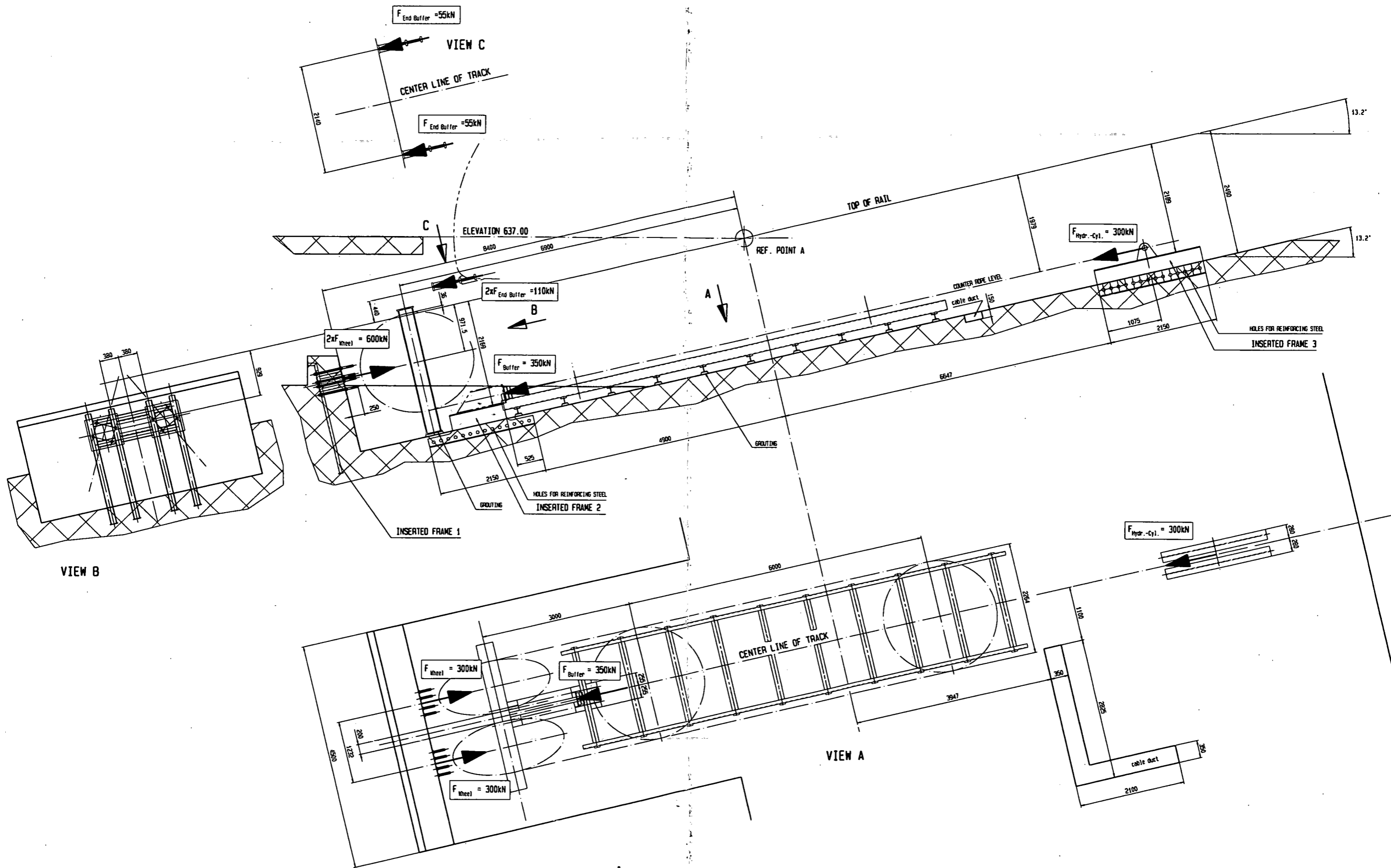
Revision C - downpipe in middle of Ranger service was omitted. 06.06.00
 Revision B - General revisions to suit post tender cost savings. Loading bay door revised, window to open space added, downpipes drawn in. 01.06.2000
 Revision A - cladding under overhanging eaves adjacent to Ranger Service entrance changed to timber. 5.10.99

**CAIRNGORM FUNICULAR
 BOTTOM STATION**

**PROPOSED COLOUR SCHEME
 ELEVATION ON GRID LINE 11**

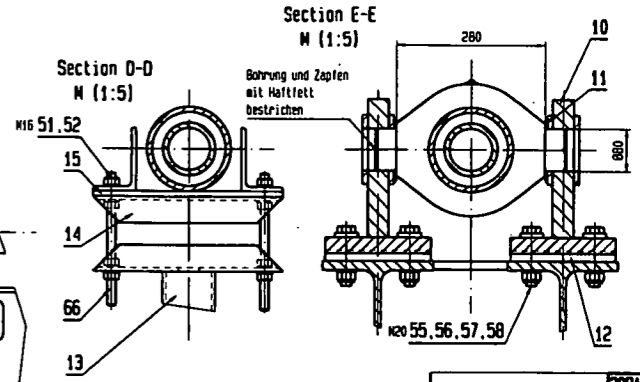
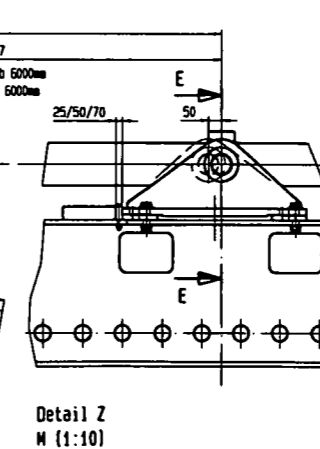
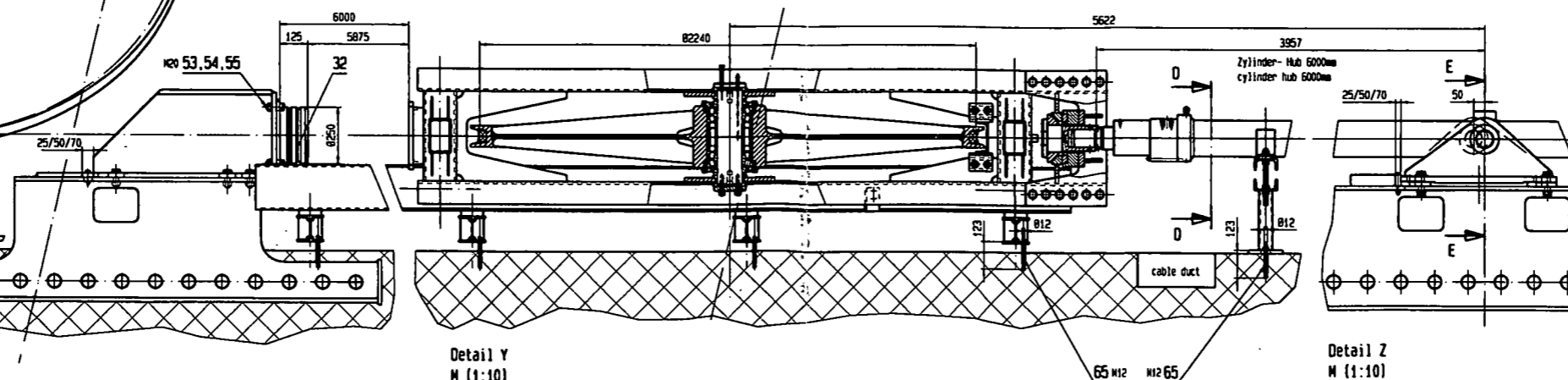
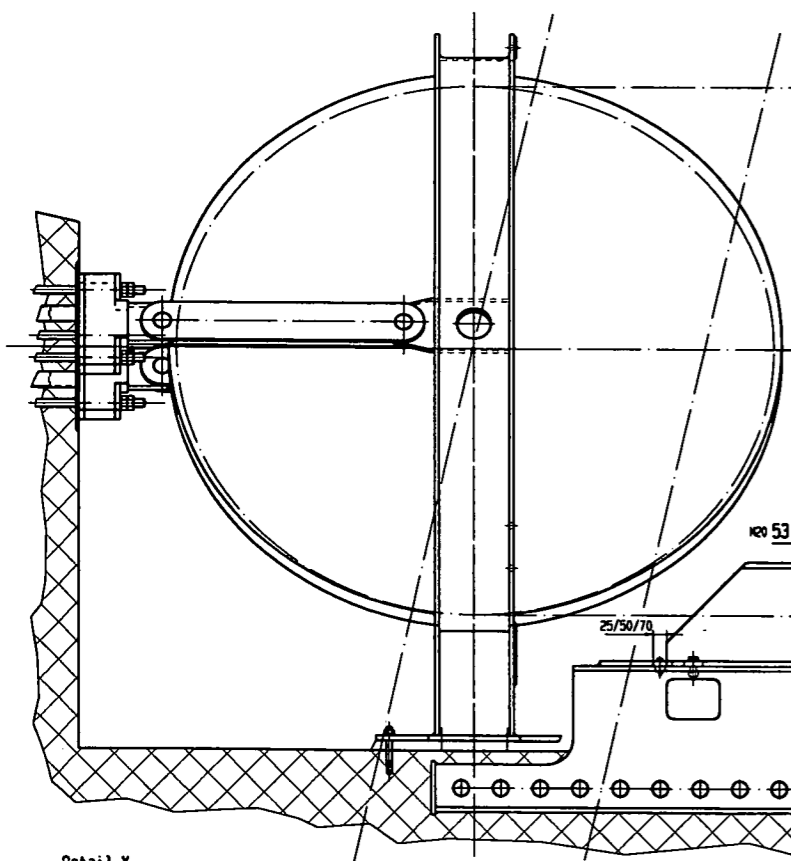
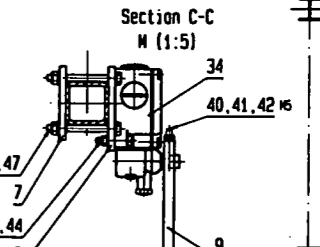
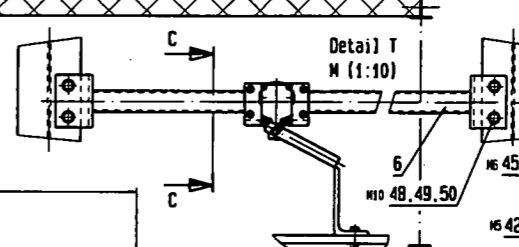
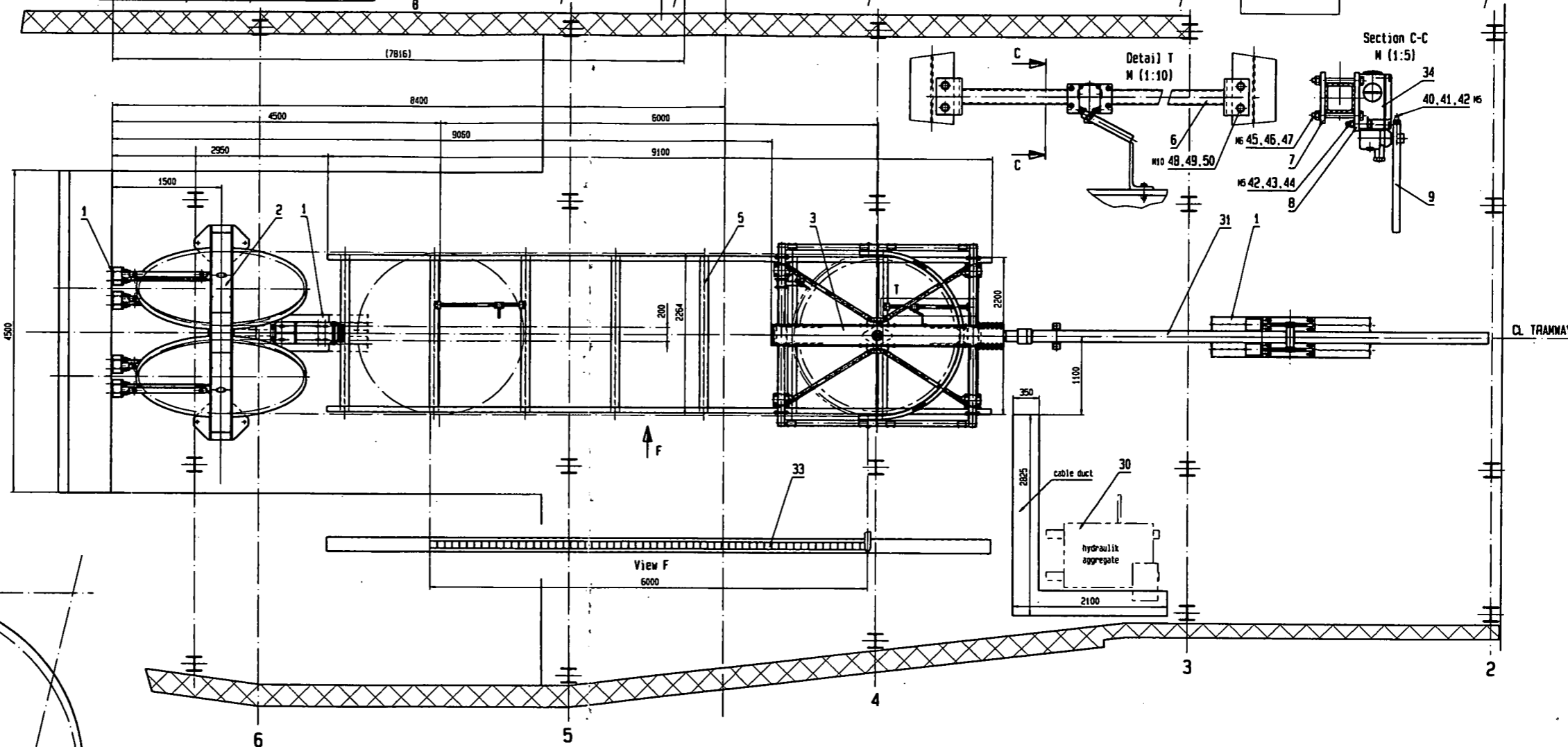
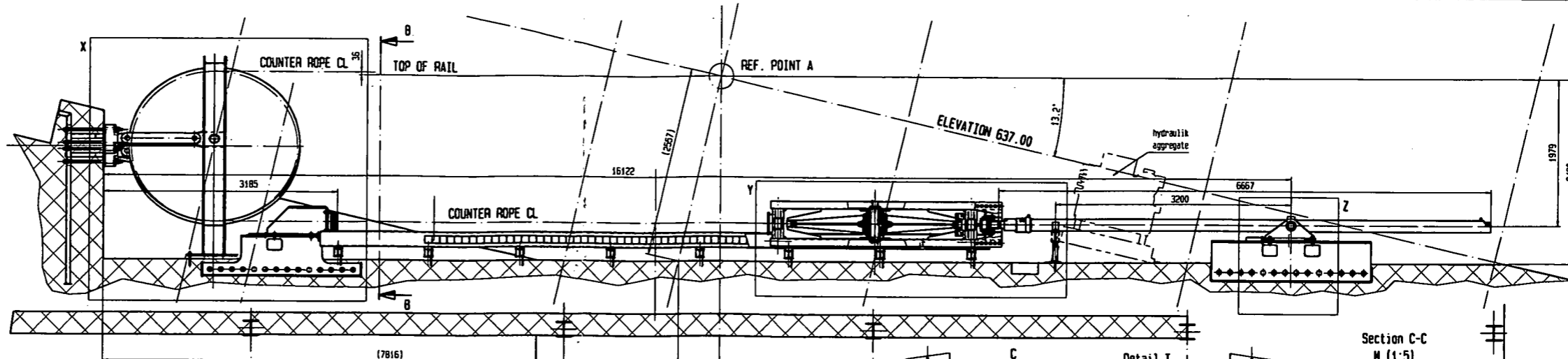
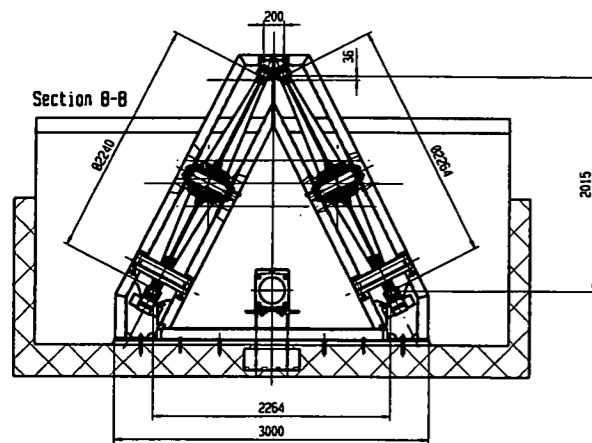


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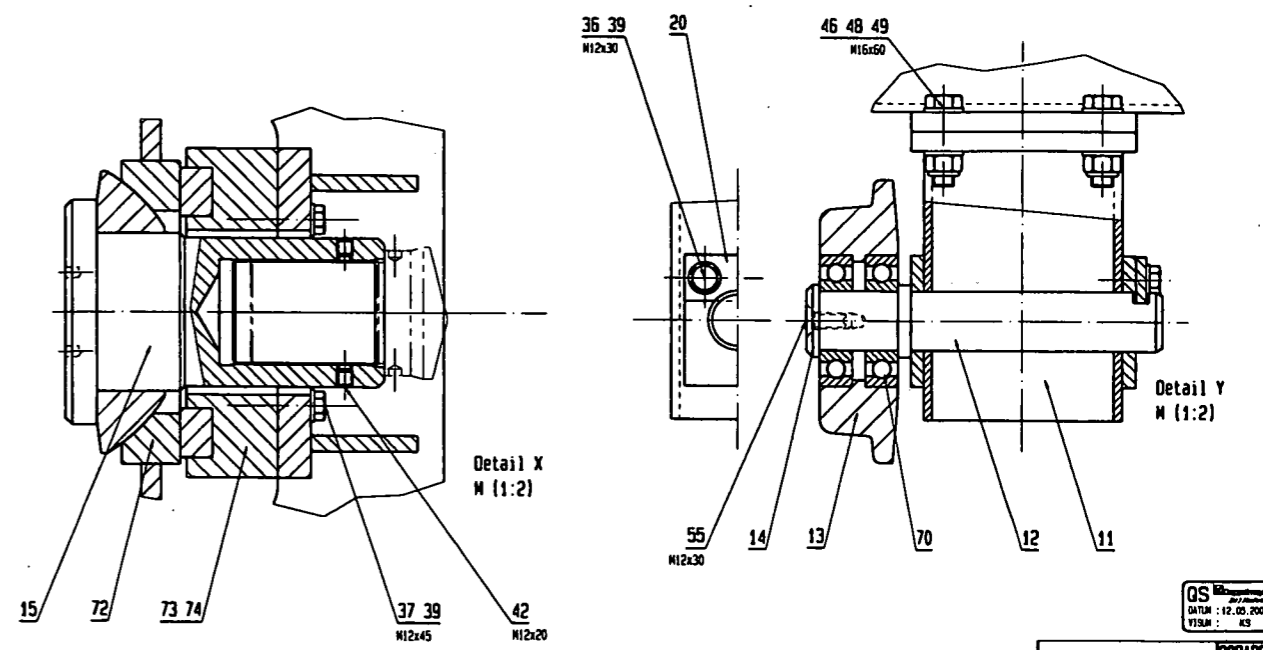
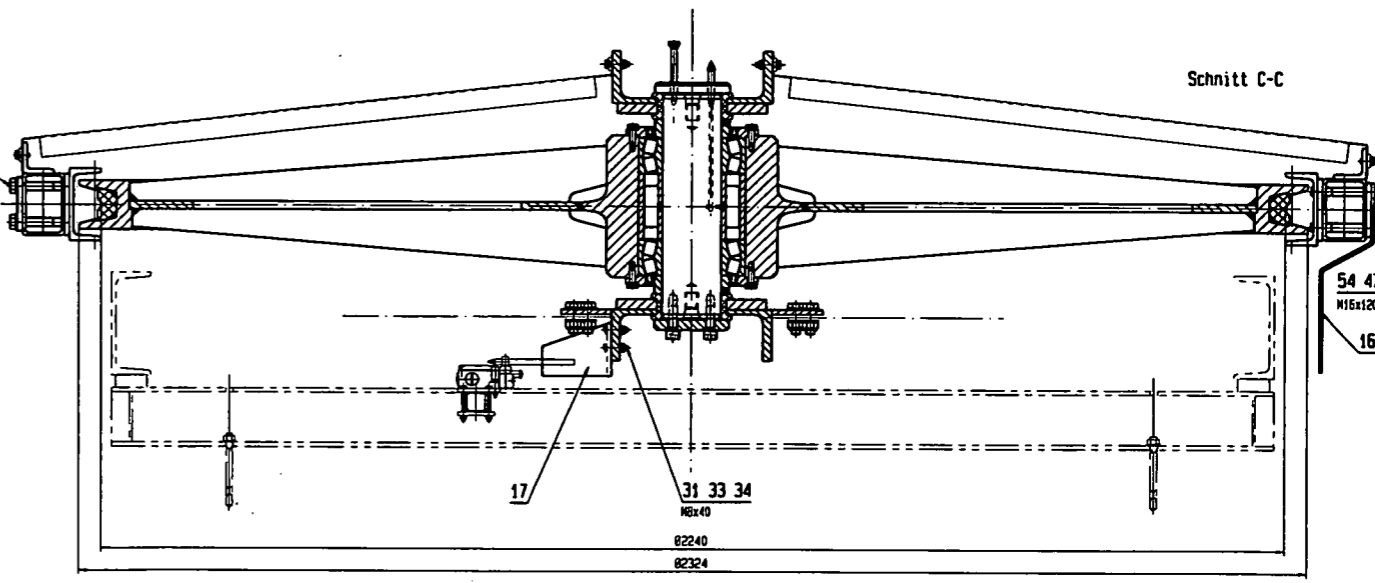
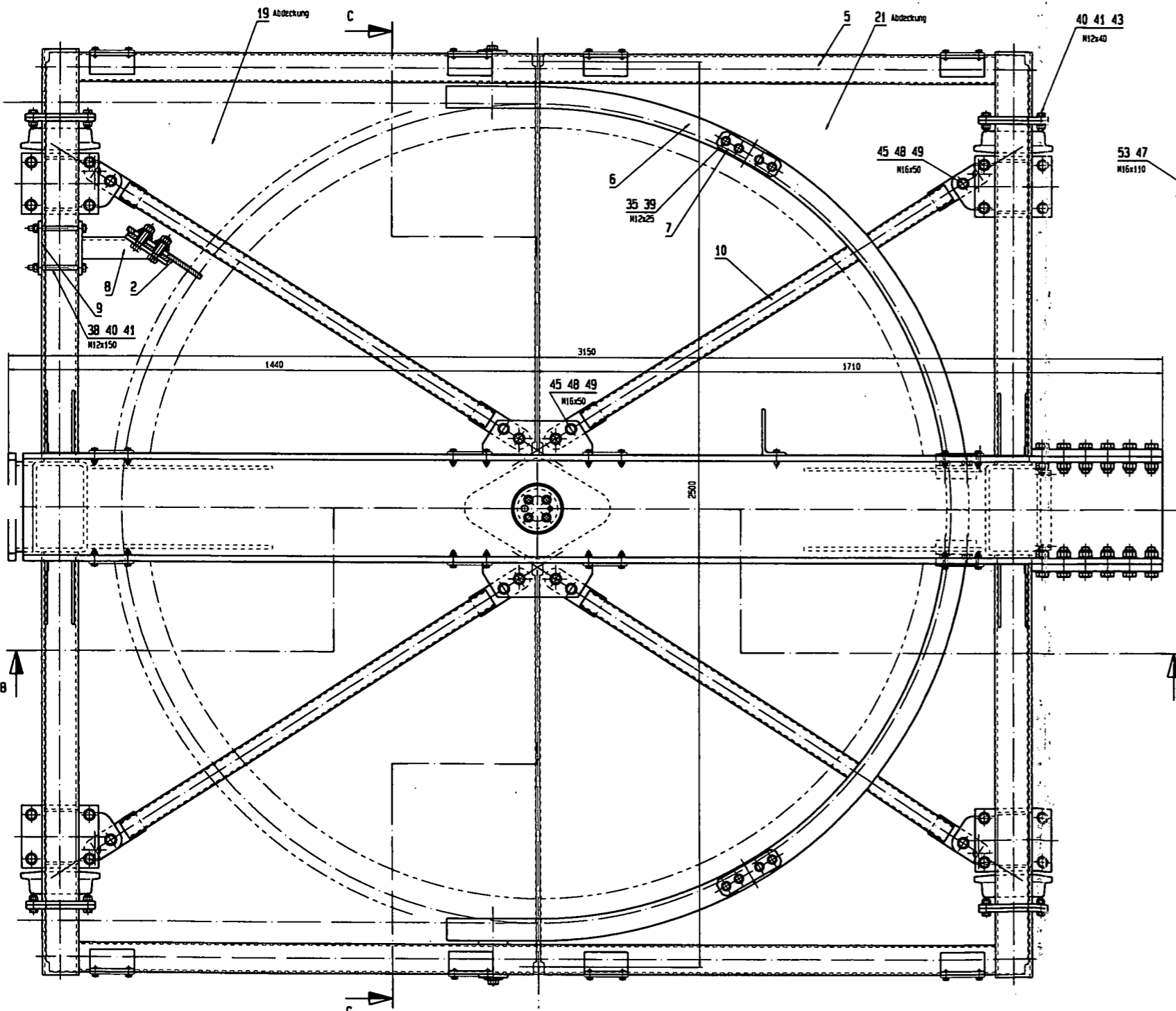
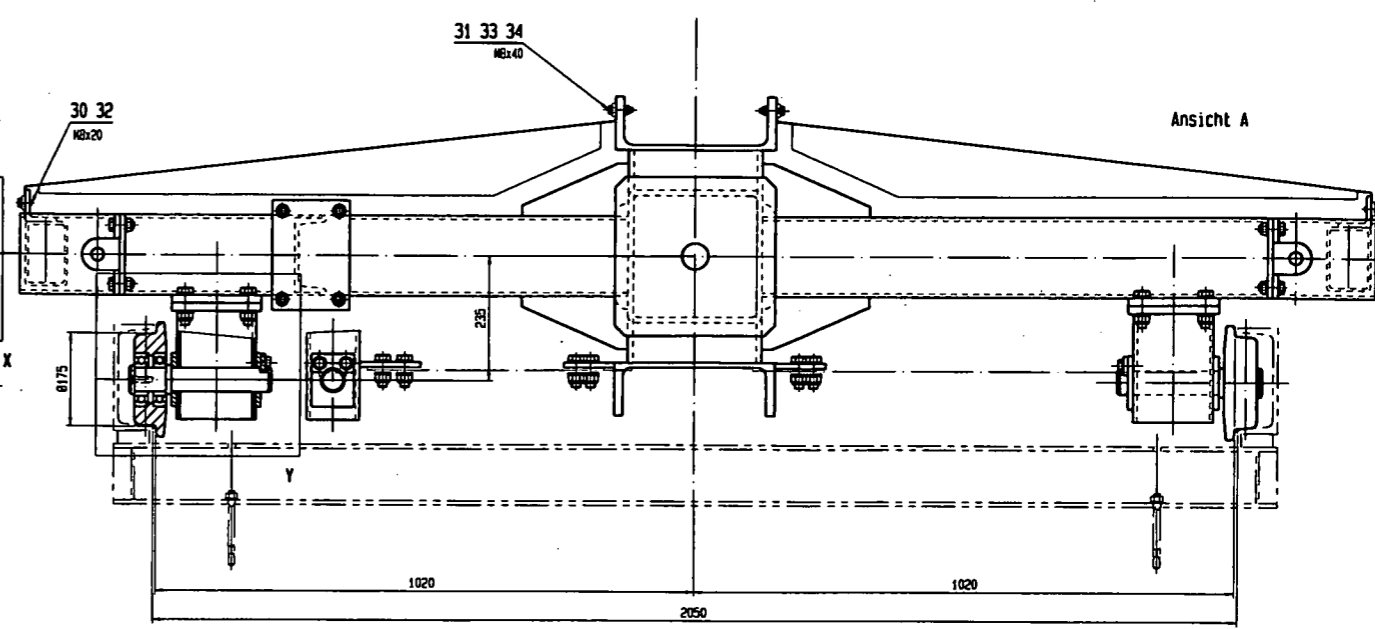
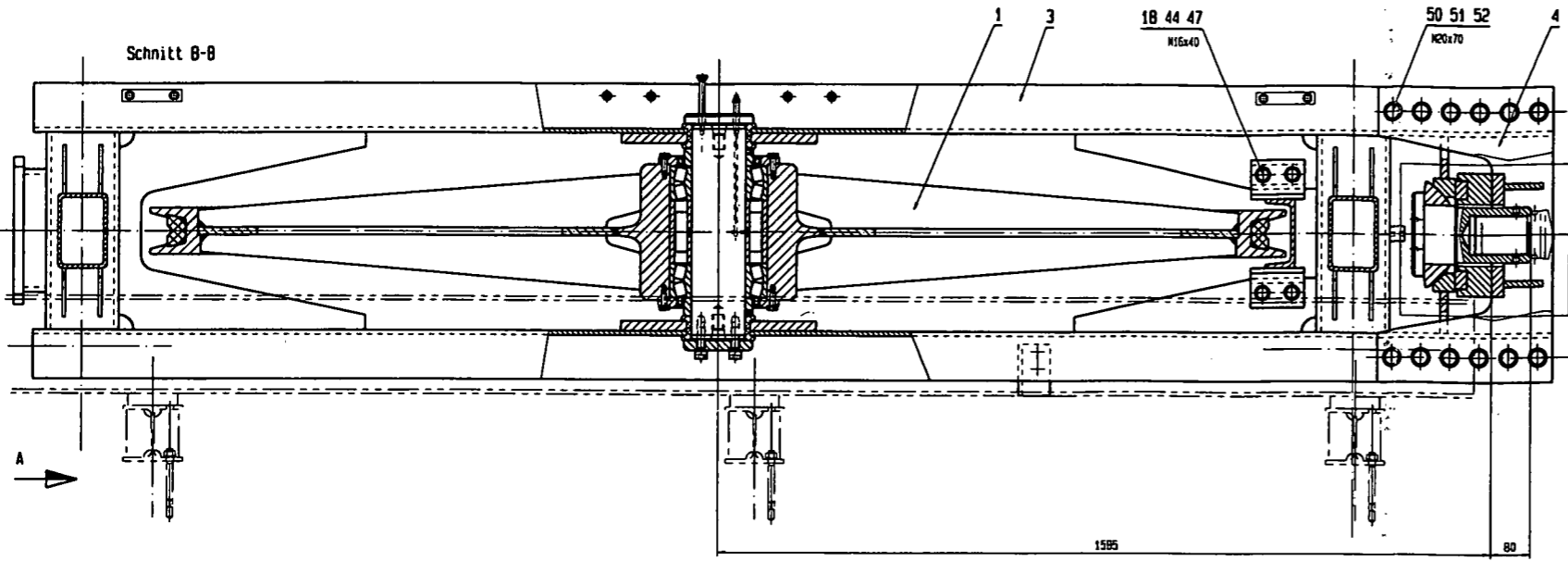


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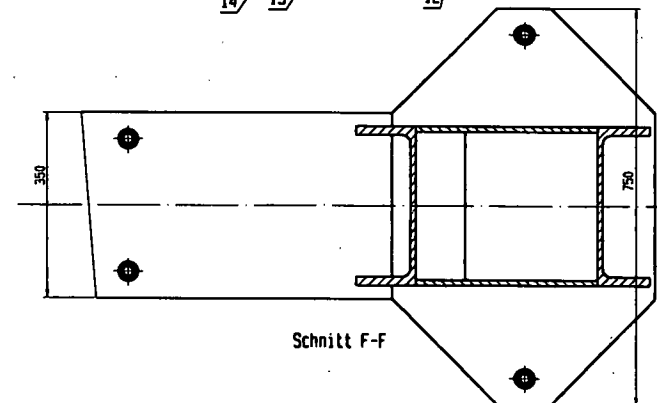
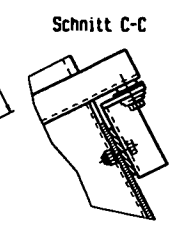
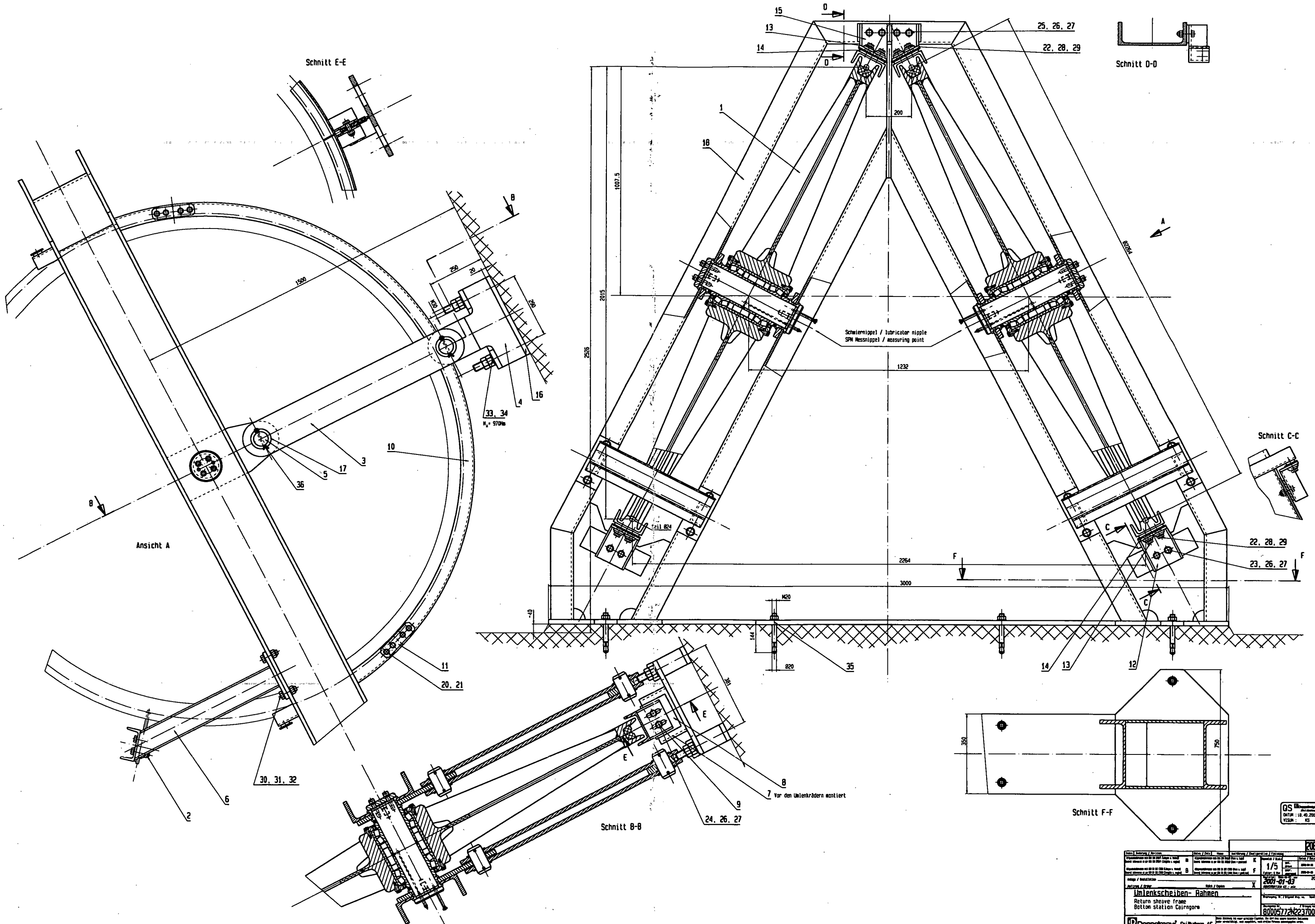


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Doppelmayr Seilbahnen AG	

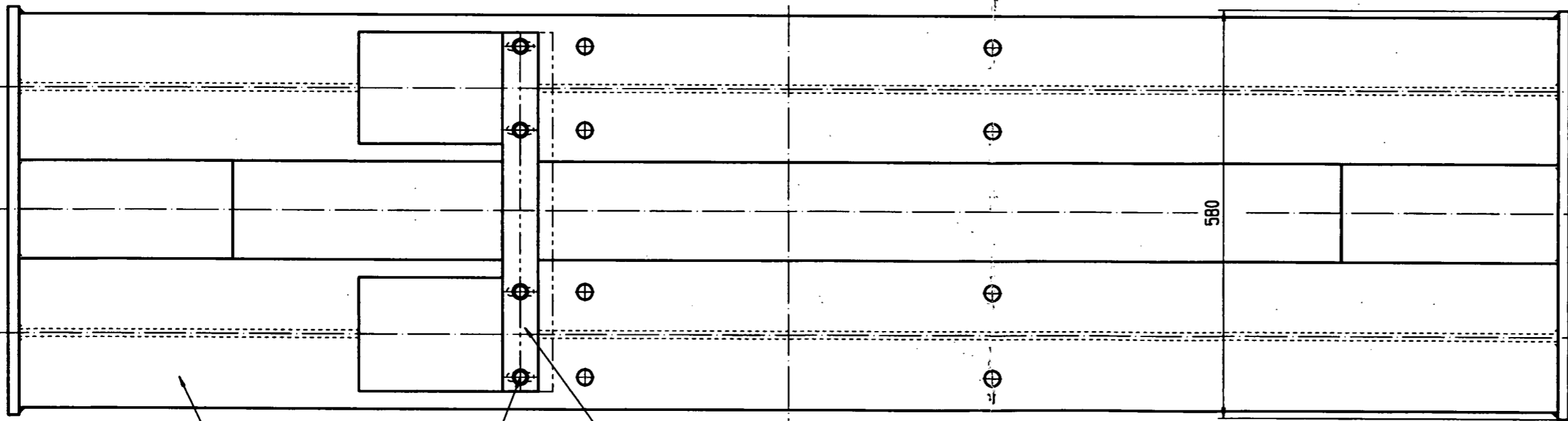
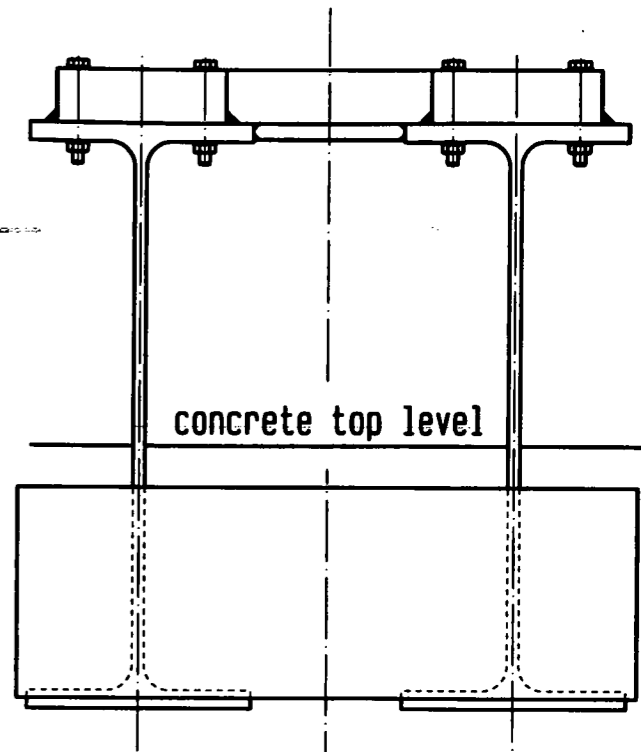
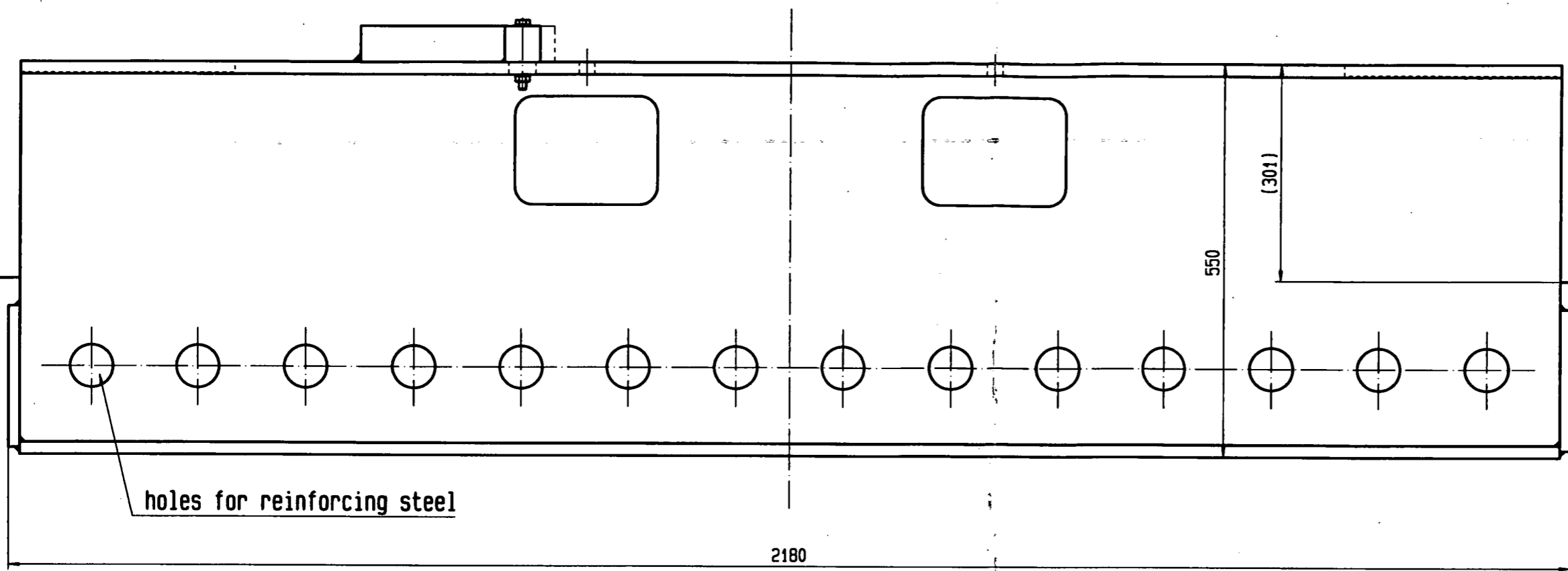


Gewicht gerechnet 1850Kg

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Doppelmayr Seilbahnen AG		



201230	
Zeichnung / Drawing Ausführung / Execution Maßstab / Scale Blatt / Sheet Stückzahl / Quantity Material / Material Fertigung / Production Datum / Date Gezeichnet / Drawn Geprüft / Checked Freigegeben / Released Bearbeiter / Operator Prüfer / Inspector Freigegeben durch / Released by Datum / Date	1/5 2000-09-29 19:26:30 2007-07-03 80005724223700 1/5 19:26:30
Umlenkscheiben-Rahmen Return sheave frame Bottom station Cairngora	
Doppelmayr Seilbahnen AG	



holes for reinforcing steel

2180

550

(301)

concrete top level

center line tramway

1

10, 11, 12

2, 3, 4

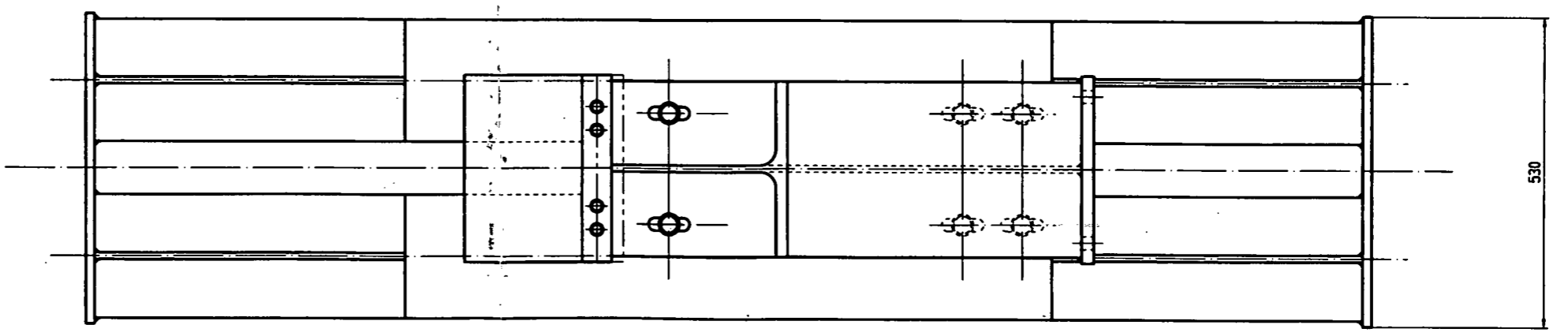
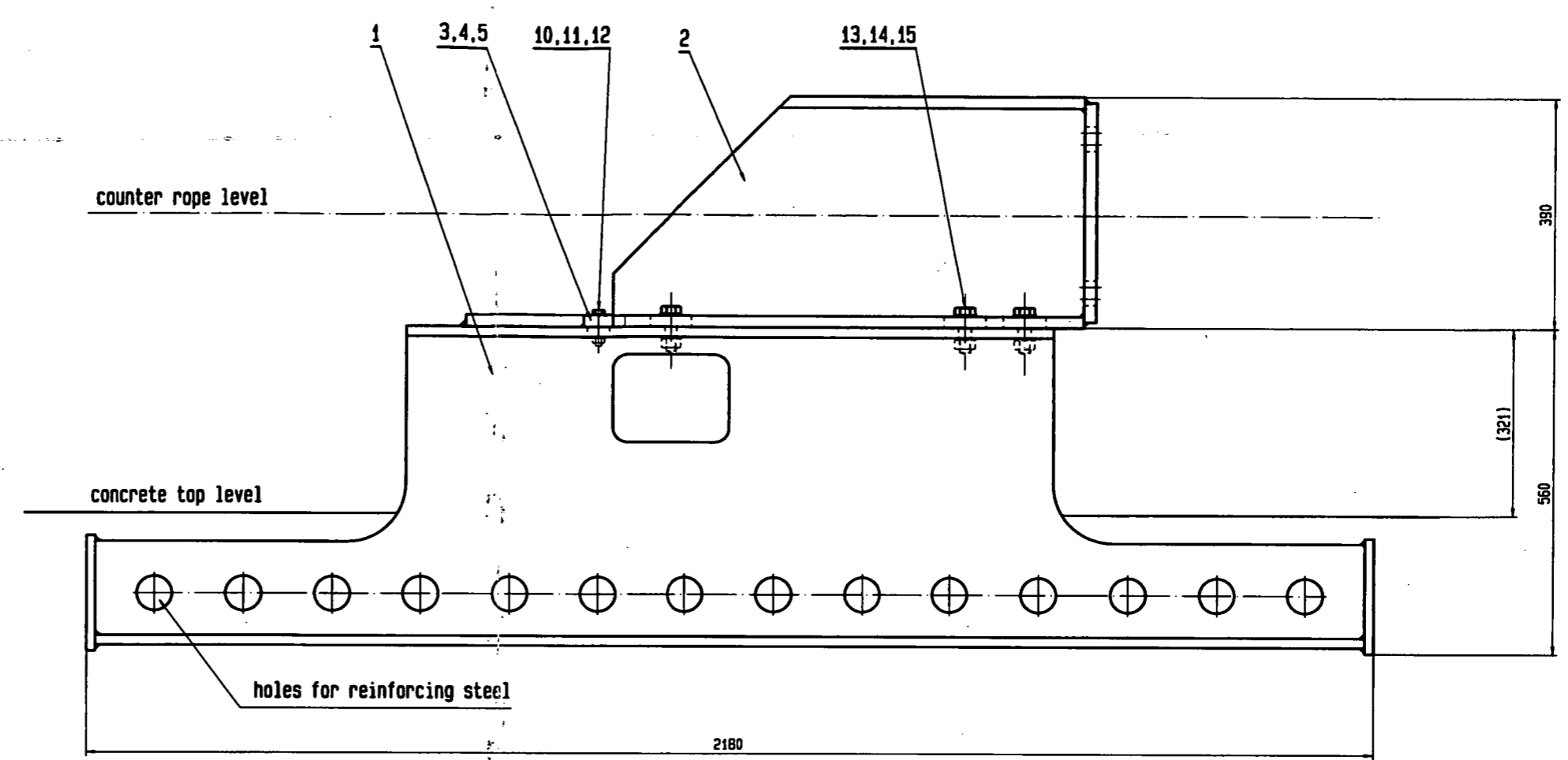
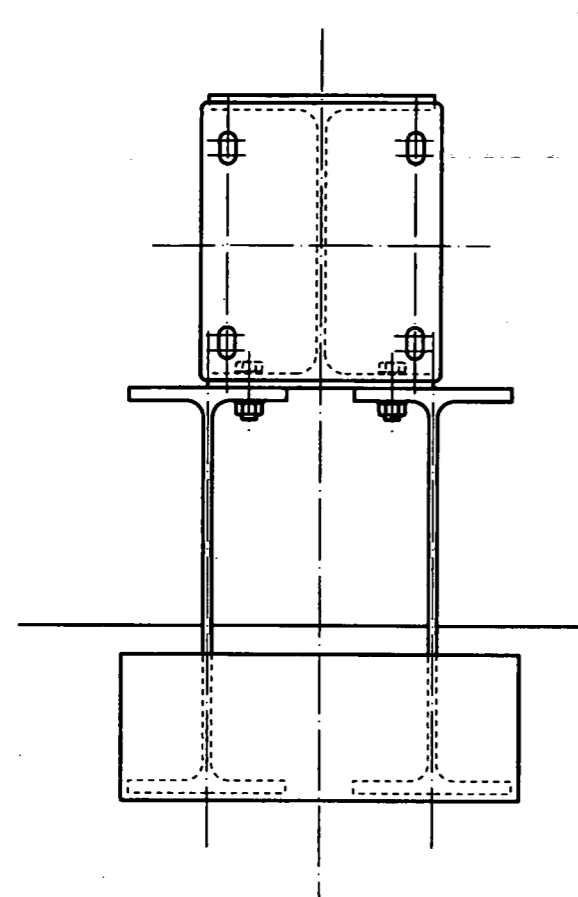
20812278

Index / Änderung / Revision	Datum / Date	Name	Ausführung / Configuration / Finishing	Ident. Nr. / Ident. no.
Allgemeine Toleranzen nach DIN ISO 2768/1 (Längen u. Winkel) General tolerances as per DIN ISO 2768/1 (lengths & angles)	M	Allgemeine Toleranzen nach DIN ISO 2768/2 (Form u. Lage) General tolerances as per DIN ISO 2768/2 (form & position)	K	Maßstab / Scale Datum / Date Name
Allgemeine Toleranzen nach DIN EN ISO 1329 (Längen u. Winkel) General tolerances as per DIN EN ISO 1329 (lengths & angles)	B	Allgemeine Toleranzen nach DIN EN ISO 1329 (Form u. Lage) General tolerances as per DIN EN ISO 1329 (form & position)	F	Faktor: 0,707 2000-04-27 wis
Anlage / Installation Auftrag / Order			Stück / Copies X	Geplattet: 2001-01-03 wis 2001-01-03 2000-04-28 09:01:35 KONSTRUKTION KZ.: wis
Einlegeteil 3 Zylindersupport. Inserted frame 3 Zylindersup.. Bottom station Cairngorm				Ursprungs-Nr. / Original drwg. no. Ident. Nr. / Ident. no. Zeichnungs-Nr. / Drawing no. 80005811N223700

Doppelmayr Seilbahnen AG

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