



PRINOTH:
Live at Sochi 2014



LEITWIND:
LTW77 in view of New York



DEMAC LENKO:
Two mega projects for 2011

LEITNER: A visionary project

Straight from the railway to the cableway at Kronplatz

Starting in December 2011, an extraordinary mobility solution will enter into service at the Kronplatz. That is when ski tourists can transfer directly from the railway platform to the cableway.

With 112 kilometers (70 miles) of ski runs and a total transport capacity of 65,000 passengers per hour, the Kronplatz is among the largest ski area in the Alps. The tourists travel almost exclusively by car, which frequently leads to traffic overloads on arrival and departure days. In order to not burden the sensitive valley even further with traffic from private automobiles, the operating company Kronplatz AG developed the idea of a direct railway connection. Not only will this serve the arrivals and departures, it will at the same time link up the various ski areas of the valley.

Visions

The first ideas of a railway connection date back to 1993. Back then, though, the time was not yet ripe for such a visionary project. Today, in this age of climate change and



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set up next to the cableway. In order to accomplish this, the strictest environmental conditions had to be adhered to. One last challenge for the project consisted of a referendum, the outcome of which in the end made possible the train connections to the ski area.

Efficiency and Comfort

Viewed in technical terms, the connection of the railway station to the peak takes place in two sections. The second section, the "Gipfelbahn", was already opened during the previous year. It is a modern circulating cableway with ten-passenger cabins from Sigma, heated leather seats, and extended stations. These same features have now also been employed with the new cableway which, as a first section of the entire route, connects the railway station with the bottom station of the peak cableway.

Connecting Points

For Leitner ropeways, this connection is an important matter, since the entire company group in fact also deals with mobility solutions in the area of public transportation. The group is familiar with combined railway and cableway stations, for instance, from Latin America, where in Rio de Janeiro as well as Manizales and Medellin, Colombia, intraurban cableways are directly linked with the subway.



The second section, the "Gipfelbahn", was already built last year

rising fuel prices, the train connection seems to be the most sensible solution in the long run. The project expenditures were enormous, since not only was it necessary to build a completely new railway station, a new seven kilometer (nearly five mile) long ski run also had to be

Technical features	GD10 "Ried"
Top station	1,736 m.
Bottom station	935 m.
Vertical rise	801 m.
Inclined length	4,340 m.
Operation speed	6 m/s
Total number of cabins	145
Transport capacity	3,200 p/h
Power of the main drive	1,340 kW
Total number of towers	24
Rope diameter	58 mm.