Refit or new construction?

enrope has the solution

Maintain proven assets or complement activities with a new facility? enrope provides a customised answer.

nrope GmbH represents over 30 years of experience in the development, construction and service of cable cars, both for new and older systems. The service life of proven systems can, for example, be significantly increased by means of a refit using modern rollers, clamps, carriers, hydraulic installations, braking systems, transmissions, electric motors, frequency converters and switchgear whereby comfort and safety are fully maximised. New systems are tailored precisely to meet local requirements. To this end, enrope offers individual advice for all project areas as well as professional project management and support right through until commissioning.

New start for the Höllwieslift

The Oberstdorf Kleinwalsertal Bergbahnen has commissioned enrope to make the Höllwieslift in Oberstdorf fit for future purpose. The T-bar lift originally went into operation in 1962 and was subsequently sold to the Söllereckbahn in 1970. It opened up the eastern slope of the Söllereck and, at 1,972 m, was considered the longest lift of its type in Germany. It was particularly popular with locals due to its quick accessibility but ski clubs and holidaymakers also appreciated the convenience of it.

After an earlier plan to replace the T-bar lift with a 6-seater chairlift along with the installation of a snow-making system could not be implemented due to objections from individual landowners, the Höllwieslift was closed in 2020. A refit is now intended to remedy the situation and enable the popular lift facility to restart in a shortened version. When all approvals are in place, construction work is scheduled to begin in June so that the lift will be available for the 2025/26 winter season.

The bottom and top stations of the former T-bar lift as well as supports 1 to 10 will be demolished. The new LUIS bottom station, which will also serve as a tensioning station, will be relocated about 200 metres higher up and will therefore be much more snowreliable than its predecessor. It can be reach-

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ed by means of the modern 10-seater "Söllereck" gondola lift. Support 1 will also be rebuilt. The newly developed WILLI mountain drive station will function as the top station. Supports 11 to 19 of the previous lift will be adapted because it is important to the OK-Bergbahnen to reuse as many existing components as possible. The existing rope will be shortened to suit the new route while the familiar T-bar towing devices are also being reused. According to Henrik Volpert, CEO of the Oberstdorf Kleinwalsertal Bergbahnen: "With enrope, we are implementing an ecologically, economically sustainable and well thought-out project with which we will make two beautiful, legendary slopes accessible again. A large part of the existing lift technology will fortunately be able to be reused."

The carrying capacity of the new Höllwieslift will be up to 850 passengers per hour with the travel speed reaching 2.5 m/s. The 895 m long route accommodates an altitude difference of 253 m. To this end, the slopes will be integrated into the snow-making concept thus ensuring guaranteed snow cover.

LUIS lift for the next generation of ski jumpers

The SPARKASSE Vogtland Arena is located in Klingenthal in the state of Saxony. The Schwarzberg ski jump was completed in 2006 and is one of the most modern ski jumping facilities in the world which means that it often hosts national and international ski jumping competitions. In addition, those responsible for running the facility are particularly keen to promote young ski jumpers. A total of 6 ski jumps are available for training purposes at the Vogtland ski jumping centre in the forest area between Mühlleiten and Tannenbergsthal.

The compact WILLI lift station has a drive performance of 90 kW



Technical data	
öllwieslift (post-refurbishment)	

Inclined towing length	895 m
Height difference	253 m
Speed	2.5 m/s
Capacity	850 pph
Rope diameter	29 mm
Motor performance	90 kw

Technical data LUIS-Lift/ Vogtland Schanzen Height difference 61 m Inclined towing 196 m length Supports 3 supports Speed 2 m/s Passenger capacity 300 pph **Rope diameter** 14.5 mm 15 kw Drive power enrope 200 magnetic Towing devices (platter towing units)

A T-bar lift supplied by the Wolfgang Vogel metalworking company in Schöneck has been used for many years to transport the young athletes to the starting area. However, as it had become outdated and is also too short to be able to reach all the jumps



LUIS lift from enrope. Alexander Ziron, Managing Director of SPARKASSE Vogtland Arena: "We came into contact with enrope at the Interalpin trade fair. What convinced us about the LUIS lift was the simplicity of the technical solution as well as the company's commitment to responding to our wishes and thus developing a tailor-made solution '

Preparatory work for the new lift began in autumn 2024, and work will continue in spring 2025 immediately after the snow melts. The previous T-bar lift was still in use in the 2024/25 winter season and all dismantling work will be carried out by the Vogtland Arena company itself. Construc-

On completion, this will be the LUIS Vogtland return station

easily, it was decided to replace the lift with a

tion of the new lift is scheduled to take around 4 weeks

The new LUIS lift will provide a very comfortable and safe ascent for the young athletes thanks to the enrope 200 towing devices complete with eddy current brakes. Compared to the original lift facility, the top station of the new lift will be relocated around 150 m higher so that the upper ski jumps will also be easily accessible. The lift is not operated and monitored from the bottom or top stations as usual, but from the trainer's platform. The 196 m long route overcomes a height difference of 61 m and can transport up to 300 passengers per hour.