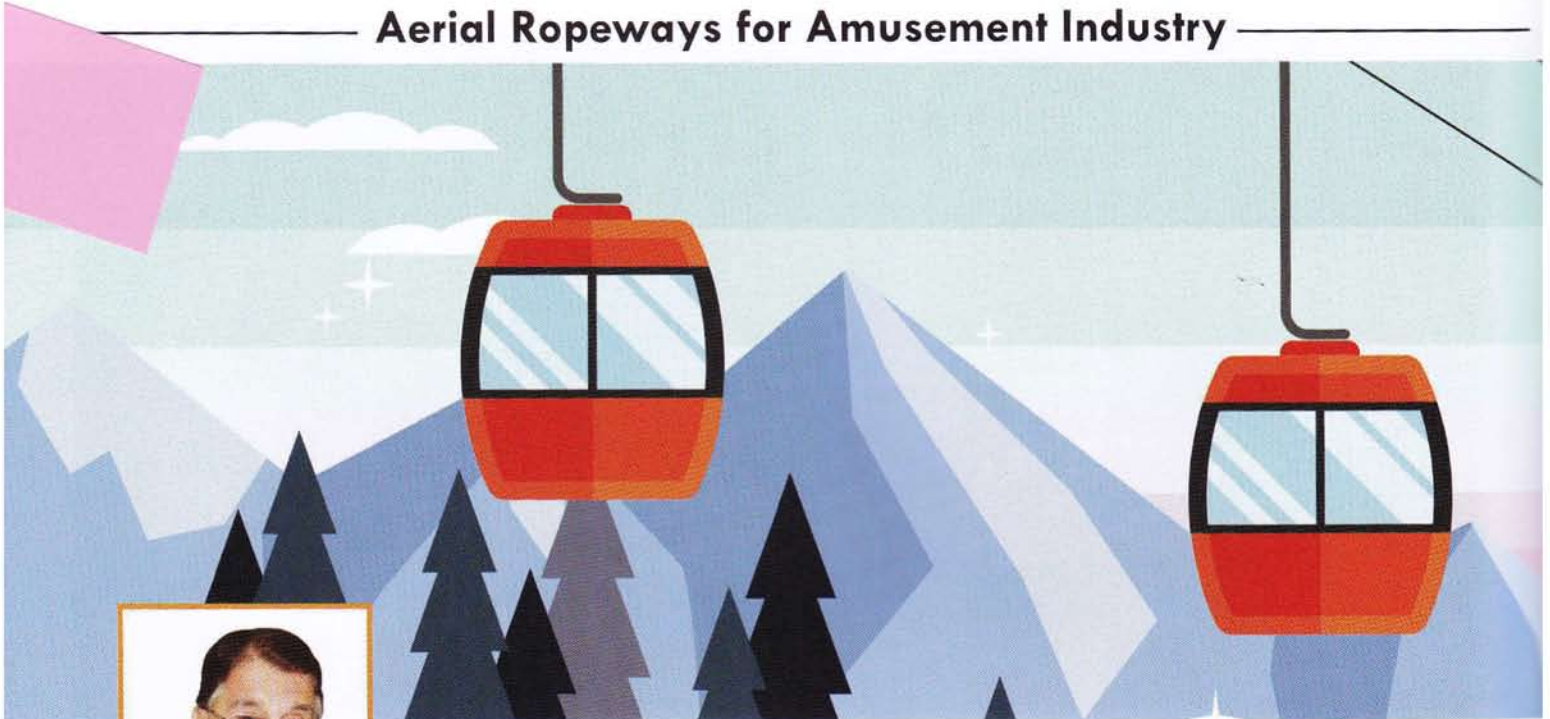


# THRILLER

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## Aerial Ropeways for Amusement Industry



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are much bigger in dimension, appeared. The mentionable subtle difference between is the one in Vienna Giant Wheel and the others are that the former is driven by a circumferential rope, a simple proposition, whether the other needed more accuracy in construction hydraulic actuated, tyre driven type.

### AERIAL ROPEWAYS FOR AMUSEMENT INDUSTRY

In the "Evolution of Transport", Aerial Ropeway Systems surfaced more or less the same time, if not earlier, as others, like Rail, Sea, Air and vehicular road transport. The means were developed based on differential needs like negotiating cross country distance and terrains for transport of men and material, over land, sea or river. Ropeway for Amusements surfaced much later, as living standards of city and town folks improved with surplus fund available with them improved also.

Skiing, which contributes to both sport and amusements, surfaced first in Europe in Alpine region, and flourished in post World War II period before it spread elsewhere. For recreation of city dwellers, Parks came up, like Hyde Park, St. James & Green Park and Hampstead Heath etc. in London, Central Park in New York, for people to stroll, jog and have intimate meets, the kinds of which appeared in other cities as well.

Kolkata had its share also, having The Lake, Deshbandhu Park and Maidan etc.

Amusements Parks, of course, are those, which cater for the tourists and special family visits. One of the old ones, the Pratu Amusement Park in the heart of Vienna, the Austrian capital, and a popular tourist attraction of the city developed towards the end of 19<sup>th</sup> century.

It was adorned with the world's tallest Giant Wheel upto 1985 till the London Eye and others, particularly the one in Singapore, which



**VIENNESE-GIANT-WHEEL**



**LONDON EYE**

Disney Land in Los Angeles, US, constituted Amusement Park, built quite a few decades ago, was of an ideal size, where an Aerial Ropeway could fit in ideally, with special features built in it, to attract everybody alike.



It was capital intensive for the time, but it showed the way.

No wonder, thereafter, within a short span of time, the second Disney Land, a replica of the first one, with an Aerial Ropeway also, came up in Orlando, on the US East Coast. It was then followed by a number of Amusement Parks in various countries. Mentionable one is the Santosa Island in Singapore, a very prominent and must visit one, when you are in the city, connected by a Ropeway from the mainland.



ORIGINAL



NEW

Jenting Island in Malaysia is one for mention also.

There are a number of standalone Aerial Ropeways of real attraction in various locations in the world.

**MOUNT ROBERT JIGBACK ROPEWAY SYSTEM  
IN THE CITY OF JUNEAU, ALASKA.**

1. During the season, 3-4 Cruise ships operates between British Columbia and Fair Banks on daily basis, halt at Juneau. The view overlooking the bay below and the surrounding mountains, Mount Juneau and others are really breathtaking from the Upper Station.



2. The Ropeway at Tsomgo Lake, commissioned in 2017, is located at the highest altitude in the world. About 45 km from Gangtok in Sikkim. **Nathula Border** and **Baba Mandir** being at close distance at China border, in season, there is a huge rush of tourists.



3. Ropeway in Isle of Wight, England, built in 1970 by Breco is a real attraction for all the tourists.

In India, all types of Ropeways are in use for transportation of passengers. They are mainly for tourism and pilgrimage purposes. Skiing, thus far, has not become popular in the country, only except in Auli in Garhwal region of Uttarakhand State, where footfall is not significant at all





It can be stated that compared to the size and population of India, the Ropeway industry has not opened up to the extent that it deserves.

However, because of acute congestion and other related ills in vehicular transport in urban areas. Builders felt that induction of Ropeways for mass commutation could be a great help, not only for the Industry, but also for the mass commuters also.

Efforts, therefore, were directed over the last decade for Ropeway Systems suitable for urban commutation. There are a few Ropeways for urban commutation in the world, but they all are of "Linear" type.

Considering that the application of Aerial Ropeways could only be successful if the Ropeway design could negotiate "Non Linear" routes, through consorted efforts over the years, world's first Non Linear Ropeway System, christened **CURVO**, has been developed and a Prototype developed as well. It is in operation and refinement over a few years found appropriate for urban use. This internationally Patented technology could be successfully implemented in urban context and also in a number of Theme Parks, which might need Non Linear Ropeway applications. It, therefore, should be in the knowledge of Promoter of Amusement Park, that such new system could be made available.



## SAFETY ASPECT



Ropeway design, manufacture and installation need appropriate concern for safety aspect. In urban and other areas huge number of casualties result from vehicular accidents on roads. In 2017, there were 2600 casualties on account of potholes on roads alone. Figures of casualties on roads, citywise are there on record. Non use of Ropeways in sizeable numbers over the past years had induced a phobia in respect of its safety aspect. The **BIS** Standards developed with the help of representatives of Ropeway industry over the years having long experiences, the concerned **BIS** Standards and norms have since been developed, which also have taken into consideration of all the issues, which have been highlighted in the Standards of other countries also, and thus made the **BIS** Standard very much foolproof from design, manufacture and construction points of view, and concern from safety aspect need not be there at all.

Instruction of operation are, of course, there in the manuals, but **BIS** for operations are also in the making to ensure that the User of Ropeways cannot be viable for operating norms. The Ropeways in existence in Amusement Park, may come up for the future also. Most of the terrain of such parks being flat and not hostile, the operation and maintenance of the Ropeway becomes simpler. As such, most of the Amusement Park being in the plain urban terrain, from safety point of view, they should be considered much safer than other Ropeways transporting passenger/materials over hilly terrain and across wide hostile and riverine alignment.

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