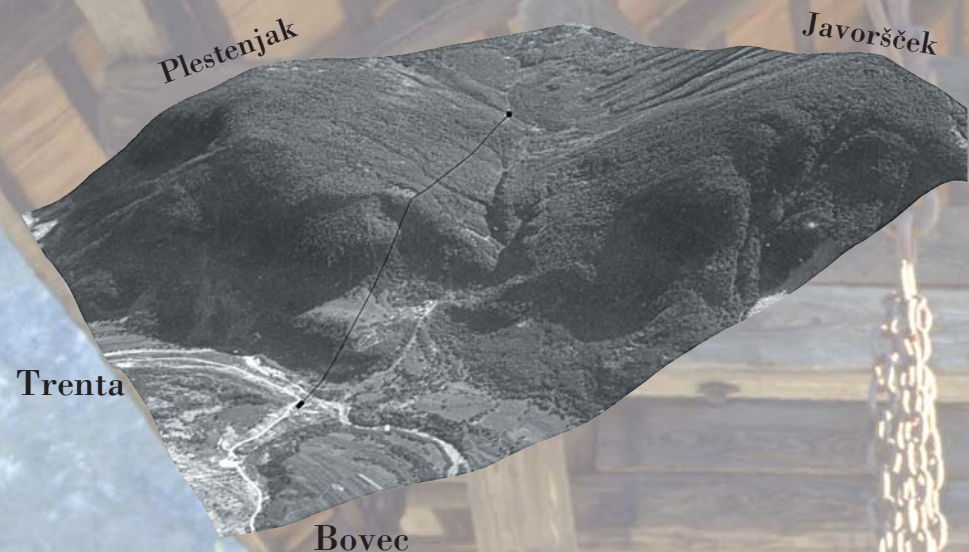


THE FOREST TECHNICAL MONUMENT

GOZDARSKI TEHNIČNI SPOMENIK

THE CABLE WAY OF GOLOBAR

GOLOBARSKA ŽIČNICA



The transport of wood by the circular and pendulum gravitation cable ways was the most improved way of transporting wood from mountain forests for more than half of century. Only in the last forty years forestry motor cable crane have been developed.

The cable way of Golobar was one of the last working circular gravitation cable ways in our country. Its lower station is, beside the Panzova pendulum cable way in Bohinj, the only preserved object of this kind in Slovenia. It is situated at the starting point of the Triglav National Park about three kilometres from Bovec on the way to Trenta. The cable skidding is entirely in accordance with the environmental principles of the mountain forests. This is also the intention of the INTERREG IIIC – NMF project which is financed from EU fund.

Contact the following adress for the additional information:
Slovenia Forest service, Regional unit Tolmin, Local unit Bovec, 5230
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Transport s krožnimi in nihalnimi gravitacijskimi žičnicami je bil več kot pol stoletja najbolj izpopolnjen način transporta lesa iz gorskih oziroma alpskih gozdov. Šele v zadnjih štiridesetih letih so prevladali motorni gozdarski vitli. Golobarska žičnica je bila ena zadnjih še delujočih krožnih gravitacijskih žičnic pri nas. Njena spodnja postaja je ob Panzovi nihalni žičnici v Bohinju edini ohranjeni tovrstni objekt v Sloveniji in je razglašena in urejena kot gozdarski tehnični spomenik (Uradno glasilo, št. 5/90). Nahaja se ob cesti, dobre 3 km iz Bovca proti Trenti, ob samem vstopu v Triglavski narodni park. Žično spravilo lesa je povsem skladno z okoljevarstvenimi principi gospodarjenja z gorskimi gozdovi, čemur je namenjen tudi projekt INTERREG IIIC – NMF, ki je financiran iz sklada EU.

Dodatne informacije lahko dobite na naslovu:
Zavod za gozdove Slovenije, Krajevna enota Bovec, 5230 BOVEC,
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KRONIKA GOLOBARSKE ŽIČNICE

- 1931-35 Žičnico je postavilo podjetje Balant-Kosmač zaradi izkoriščanja obsežnih gozdov na Golobarju.
- Ko je žičnico prevzelo podjetje Sartori, je živel na Golobarju 35 družin oglarjev, ki so kuhali oglje.
- 1941-42 Žičnico je upravljalo podjetje Balant, vendar so spravilo lesa preprečili partizani. 1949 Žičnico je prevzelo Soško gozdno gospodarstvo Tolmin.
- 1956 Postavljena je bila nova posodobljena žičnica "Tolminka". Zgornja postaja je bila prestavljena v Dolenje Mlake, leto prej je bila zgrajena tudi gozdarska koča.
- 1960 Zgrajen je bil podaljšek do Plestenjaka in obnovljena zgornja postaja v Mlakah. 1965-66 Opravljene so bile zadnje pomladitvene sečnje starih sestojev.
- 1968 Zgornjo postajo žičnice so prestavili iz Dolenjih v Gorenje Mlake in obnovili spodnjo postajo. Po tem žičnica ni nikoli več redno obratovala.
- 1969 Žičnico so zadnjič pognali zaradi transporta žičnega žerjava v Meline, od koder so z njim spuščali les na cesto. 1989 Zaradi varnosti so odstranili nosilno žico in popravili spodnjo postajo žičnice.
- 1993 Dokončna ureditev objekta v turistične namene.

Zgornja postaja žičnice nekoč in danes



OSNOVNI PODATKI GOLOBARSKE ŽIČNICE

Dolžina linije: 2100 m
 Višinska razlika (med postajama): 638 m
 Dnevni učinki: preko 100 m³ na dan.
 Po njej je bilo v letih 1956-68 spravljeno 30-40.000 m³ lesa.

THE CRONICLE OF THE GOLOBAR CABLE WAY

- 1931-35 The cable way was built and the forests on Golobar was exploited by the Balant-Kosmač enterprise.
- 1935-41 The cable way was taken over the Sartori enterprise. At that time 35 families of charcoal burners lived on Golobar.
- 1941-42 The Balant enterprise cut about 3.000 m³ timber, but the transport was interrupted by the partisans.
- In 1949 the cable way was taken by Soča Forest Enterprise Tolmin.
- In 1956 a new modernized cable way called Tolminka was built. The upper station was moved to Dolenje Mlake, and a forestry cottage for the workers was built a year before.
- In 1960 an additional piece to Plestenjak was built and the upper station in Mlake was renewed.
- From 1965 to 1966 the last regenerative cuttings were performed.
- In 1968 the upper station was moved from Dolenje Mlake to Gorenje Mlake and the lower station was renewed. The cable way never worked regularly again.
- In 1969 the cable way was set in motion for the last time in order to ease the transport of the wire crane to Meline from where the timber was brought directly to the road.
- In 1989 and 1993 the supporting wire was removed for safety reasons and the lower station of the cable way was arranged for the tourist purposes.

The upper station of the cable way once and in the past



THE BASIC DATA OF THE GOLOBAR CABLE WAY

Line length: 2100 m
 Height difference (between stations): 638 m
 The effects: over 100 m³ daily
 From 1956 to 1968 30-40.000 m³ of timber was transported by it.