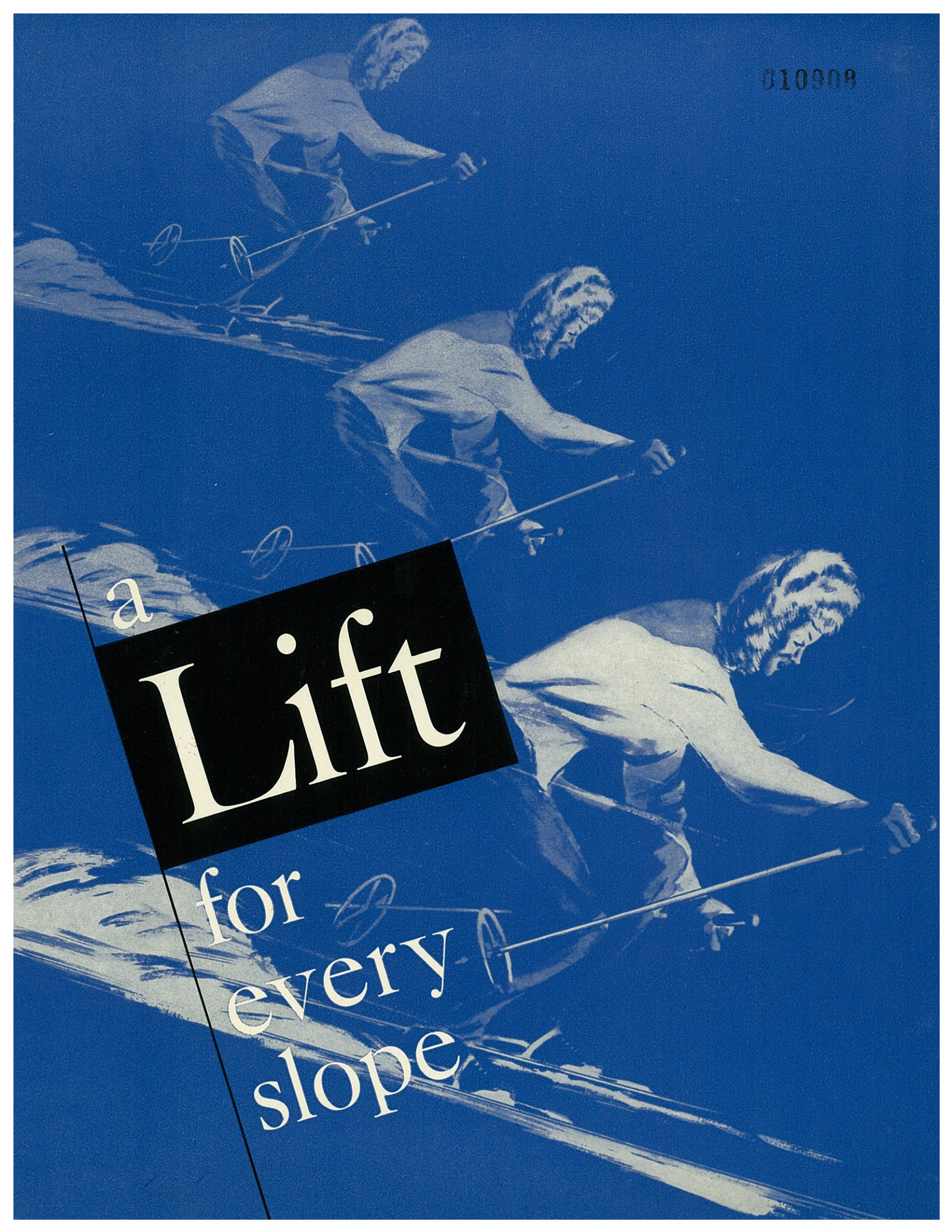


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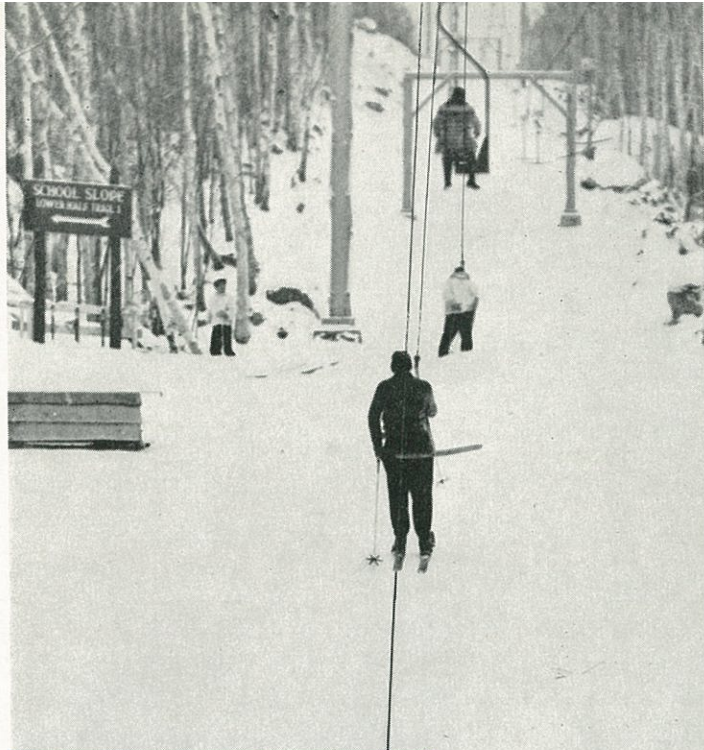
a

Lift

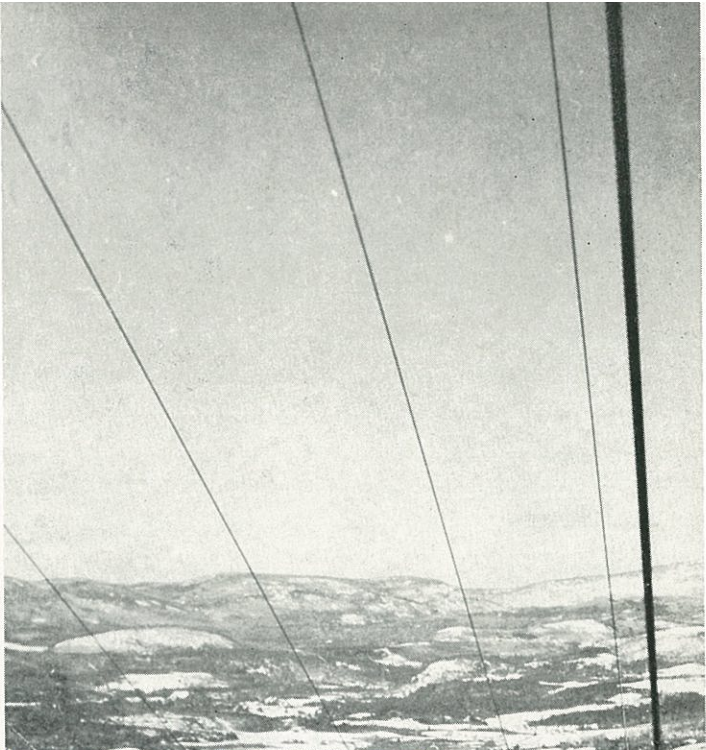
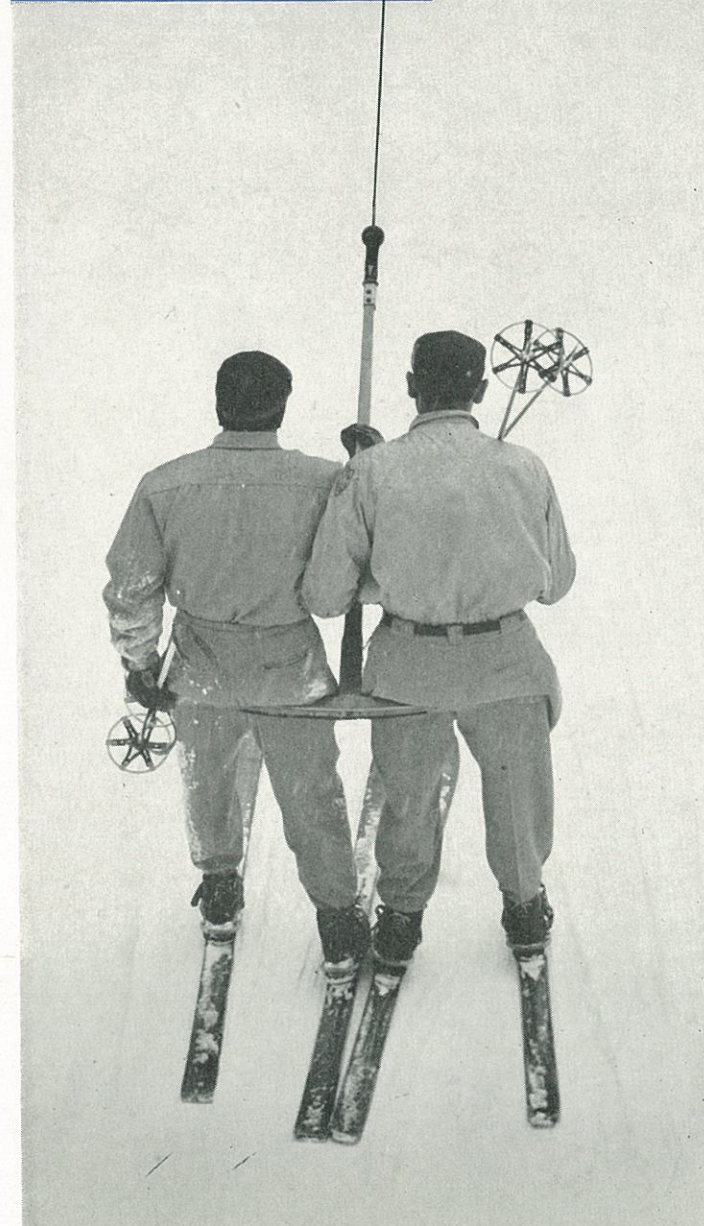
for  
every  
slope







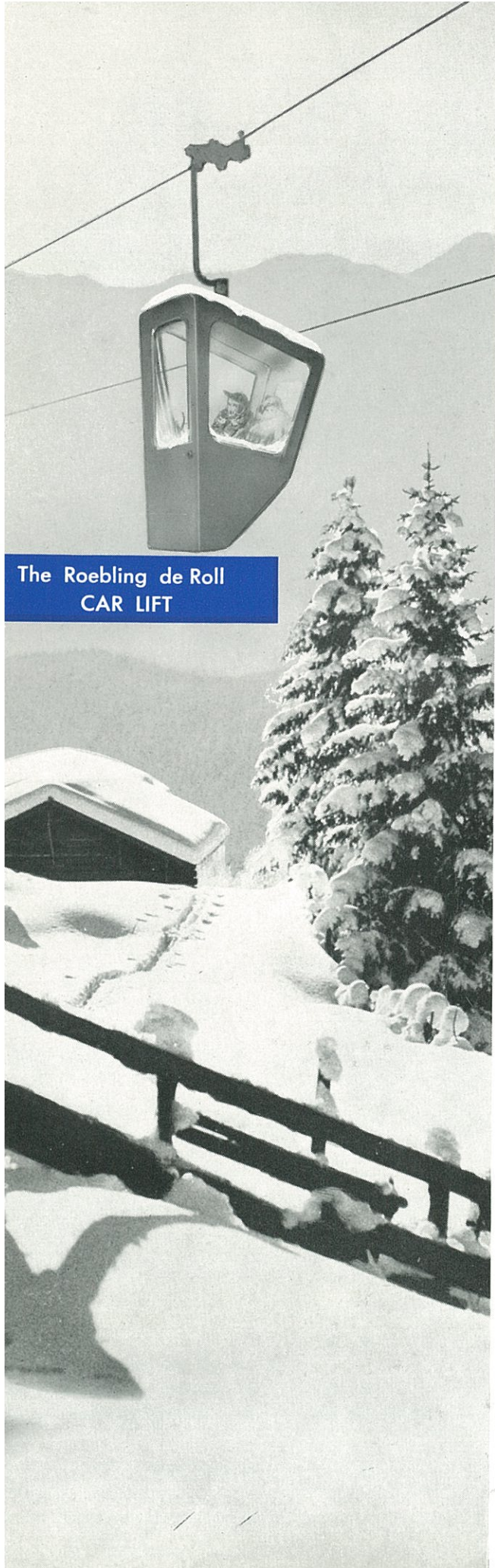
The **CONSTAM**  
or T-Bar Lift



The **ROEBLING CHAIR LIFT**







The Roebling de Roll  
CAR LIFT

**E**XPERIENCE in Switzerland as well as in this country has demonstrated that the selection of the type of lift to be installed is second in importance only to the choice of the resort itself.

Good earning power for the resort grows out of its popularity and economy of operation. Both of these factors are influenced to a large extent by the type of up-hill transportation selected. A wise selection involves consideration of lift capacity and the safety and comfort provided for its passengers.

To provide these features, the important circumstances to be taken into account are: the season of operation, whether Winter, Summer, or both; duration of the season; peak and average loads; installation and maintenance costs; length, rise and type of terrain. Correct determination of these factors will dictate the most economical and practical lift for a given location and type of use.

Roebling makes three types of lifts. All three types are constructed around the same basic principle, the Mono-Cable Tramway, which was first introduced in America by Roebling three quarters of a century ago.

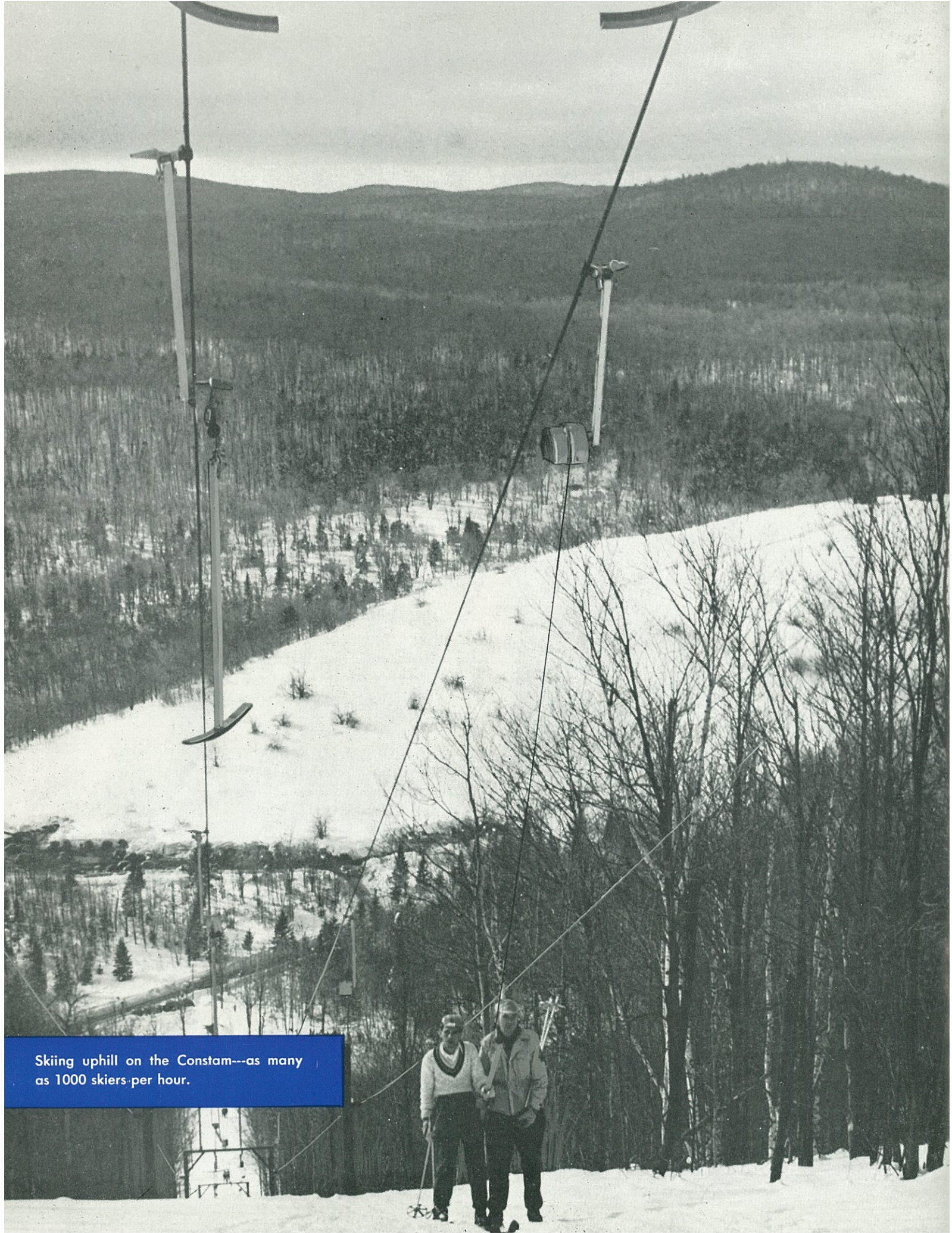
Roebling is the foremost builder of bridges and tramways, and Roebling engineers, who have had many years of experience with all phases of lift installations, will be glad to cooperate with you in determining the most advantageous installation for your resort-site.



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Skiing uphill on the Constam---as many as 1000 skiers per hour.



# The Constam<sup>\*</sup>

or T-Bar lift...

▮ This is a high capacity, low first cost, uphill transportation system for skiers. It is particularly adaptable for installations ranging in length up to 5,000 feet and in capacity up to 1,000 skiers per hour.

The Constam lift is efficient and simple. The "towing outfits" are attached to the moving cable at frequent intervals. The spring box, which hangs about 3 feet below the cable, is a spring-wound, fishing reel sort of device, containing a reel of small diameter cable which is wound on a drum connected to a clock spring. Attached to the outer end of the small cable is the T bar. Pulling on the T will pay out the cable and wind up the clock spring which, when freed, rewinds the T back to its original position.

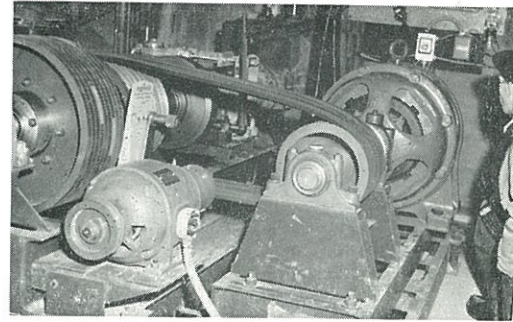
These outfits circulate on the ski lift cable about 10 feet off the ground, except at the lower or loading terminal where the cross piece of the seat bar is only waist high. To use the lift, a skier catches the moving T and places the seat bar behind him while the small cable is paying out of its reel. At the limit of the small cable travel, the skier is accelerated to the speed of the lift and literally skis up the hill.

Having arrived at the top, he steps aside and releases the seat bar allowing it to rewind itself up to the towing outfit for the return trip.

Various mechanisms are built into the spring box to accelerate the skier smoothly and also to decelerate the rewinding action of the spring.

In addition to this, there is available, for smooth, even slopes where the snowfall is not excessive, a type of towing outfit using a spring-actuated telescoping tube instead of a spring box. This last, where conditions permit, is a slightly more economical installation.

<sup>\*</sup>Developed and patented by E. G. Constam, Zurich, Switzerland, and called "The Patented Constam Ski Lift." John A. Roebling's Sons Co., Licensee for U. S. Eastern States.



Power plant can be an electric motor or internal combustion engine.



A long line but a short wait with the high-capacity Constam.



Start of the Constam ride is smooth and safe. The long cable unwinds, allowing the skier ample time.



Telescoping Tube towing outfit for smooth slopes where snowfall is not extensive.

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