Peter MIKŠA*

TRIGLAV NATIONAL PARK: FROM ITS CREATION TO IDEAS ABOUT "MODERNISING MOUNTAINS" WITH A RACK RAILWAY, OBSERVATORY, AND SKI SLOPE

Abstract: In our long history, Slovenians have turned Mount Triglav into a genuine myth; ascending to its peak is basically an obligation and ritual for every Slovenian. Triglav lies in the centre of the first and to this day only national park in Slovenia, which is also named after it. The Triglav National Park (TNP) is consequently the central site in the national heritage of Slovenia. The origins or first attempts at founding the park date back to the first years of the 20th century; it was officially founded in 1924 under the name Alpine Conservation Park with a surface area of 1,400 ha. In 1961, when it was officially named Triglav National Park, the park's surface area was expanded to 2,000 ha. The main expansion of the Triglav National Park was carried out in 1981; since then it amounts to 83,807 ha or 838.07 km² or 4% of the surface area of Slovenia. Bearing in mind the significance of Triglav for the nation living beneath it, it is no wonder that its slopes and walls were not only alluring to mountaineers and alpinists, but soon attracted interest from businesses, mostly in tourism.

Key words: *Triglav, mountain tourism, Slovenia, rack railway, high-alpine ski slope*

At an elevation of 2864 metres, Mount Triglav is the highest peak in the East Julian Alps and Slovenia, and a first-rate national symbol for Slovenians. In 1991, when Slovenia attained independence from Yugoslavia (whose highest peak was likewise Triglav), a stylised Triglav became the central motif in the coat-of-arms of the Republic of Slovenia; through this coat-of-arms, Triglav ended up on the flag of the Republic of Slovenia.[1] Its inclusion is based on past historical acts and events that made Slovenians so fond of Triglav.

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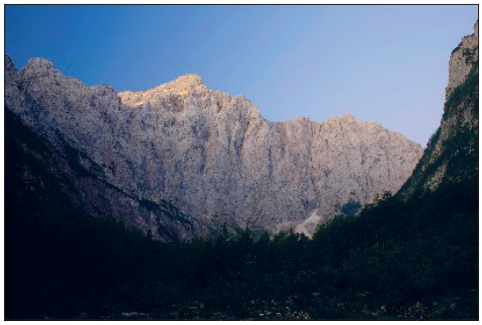
* University of Ljubljana, Faculty of Arts, Department of History, Slovenia

[1] Constitution of the Republic of Slovenia and the Constitutional Act Implementing the Constitution of the Republic of Slovenia. First constitution of the independent Republic of Slovenia. Celje, 1991. Article 6, pp. 5–6.



Figures 1 and 2: Triglav and the flag of the Republic of Slovenia with a stylised Triglav in its coat-of-arms. Source: Peter Mikša.

In the second half of the 19th century — when Slovenians belonged under the Austrian part of the Austro-Hungarian Monarchy and were under great pressure from Germans — the mountains of present-day Slovenia, in particular the Triglav mountain chain (both Germans and Slovenians called Triglav their own), attracted the interest of German mountaineering societies, which started building huts there and laying paths which lead to them and to the peaks. This was also about marking the territory as German. At that time, Jakob Aljaž[2] acted as the parish priest beneath Triglav; for patriotic reasons, he bought the peak of Triglav for 1 florin in 1895 and erected a tower there.[3] This act, which was talked about in public more and more in the years that followed, indicated the victory of Slovenians over Germans in The fight over the mountains. Triglav was becoming an increasingly powerful symbol of Slovenianhood. It asserted itself on a symbolic level during World War II as the symbol of the Liberation Front and the National Liberation Movement against the occupying forces.[4]

[2] In 1893, the Slovenian Mountaineering Society (Slovensko planinsko društvo — SPD) was established in Ljubljana. Slovenians viewed the development of SPD, which was the first mountaineering society in Slovenian lands and had a distinct nationally defensive purpose, i. e. to "preserve the Slovenian image of Slovenian mountains", as an expression of the nation's willpower to recover the Slovenian character of local mountains, at least to some extent, through its own mountain huts, homes, paths, signposts, Slovenian people, and Slovenian signs (Mikša, Peter, Kornelija, Ajlec: Slovensko planinstvo. Ljubljana, 2015, pp. 24–41). One member of SPD was Jakob Aljaž (1845–1927), whose construction activities in the Triglav mountain chain left an immeasurable mark on mountaineering in Slovenian lands. See: Mikša, Peter: "Da je Triglav ostal v slovenskih rokah, je največ moja zasluga." Jakob Aljaž in njegovo planinsko delovanje v Triglavskem pogorju („That Triglav Remained in Slovenian Hands Is Mostly My Doing." Jakob Aljaž and His Mountaineering Work in the Triglav Mountain Chain). Zgodovinski časopis (2015), Issue 1–2, pp. 112–123.

[3] Mikša, Ajlec, Slovensko planinstvo, pp. 38–41.

[4] Mikša, Ajlec, Slovensko planinstvo, pp. 76–77; Kos, Janez: „Grb Socialistične Republike Slovenije." Arhivi (1983), Issue 1–2, pp. 7–10.

CREATION OF THE FIRST NATIONAL PARK IN SLOVENIA

Triglav lies in the centre of the first national park in Slovenia, which covers the area between Bled, Kranjska Gora, Bovec, Kobarid, Tolmin and Bohinj, and is named after it. So far, TNP is the only Slovenian national park; its existence and maintenance are regulated by a number of acts, and national and international conventions that define the park's special status and, simultaneously, lay down the relationships between the park and its inhabitants and visitors.

Figures 3 and 4: First map of the protected area in the Triglav Lakes Valley and a map of the expansion of the protected area from 1924 to 2010. Source: Zorn et al: *Dolina Triglavskih jezer*, pp. 19 in 22.

The creation and development of TNP took 73 years, from 1908 to 1981. The origins or first attempts at establishing a park date back to the first years of the 20th century; the milestone in the history of the creation of this protected area is 1908.[5] Its founding father was Albin Belar, an esteemed natural scientist and

[5] See Piskernik, Angela: „Triglavski narodni park." Varstvo spomenikov. Ljubljana, 159, Piskernik, Angela: Znanstvena raziskovanja Triglavskega narodnega parka. Ljubljana, 1962; Peterlin, Stane: „Triglavski narodni park." Zbirka vodnikov Kulturni in naravni spomeniki Slovenije 1. Ljubljana, 1965, Peterlin, Stane: Nekaj o zametkih in začetkih varstva narave v Sloveniji. Ljubljana, 1976.

seismologist, who proposed in that year the establishment of a "nature conservation park beneath the Komarča cliff".[6] Further coordination was interrupted by World War I; shortly after it, at a general assembly in 1919, members of the Museum Society of Slovenia adopted the initiative of Ferdinand Seidl to appoint a special group which will prepare a nature conservation programme for the new state.[7] Thus the Department for the Conservation of Nature (Odsek za varstvo prirode) was established; in 1920, it submitted a Memorandum (Spomenica)[8] to the Provincial Government of Slovenia, which for the first time defined and substantiated the key requirements for nature conservation in Slovenia. After a series of formal procedures, a lease agreement was finally signed on 1 July 1924 for the period of 20 years.[9] On that day, the Department for the Conservation of Nature and the Slovenian Mountaineering Society leased some 1400 hectares of land from the land manager and allocated them for a "nature conservation park".[10] In 1941, it seemed that the park was going to spread to Komna, Fužinarske planine and Bohinj, but talk of this and the expansion itself were thwarted by World War II. The park is considered to have been born for the second time on 26 July 1961, when a national park was established, already called Triglav National Park, which was only slightly bigger than the pre-war park. It measured 2000 hectares. Until 1980, analyses were conducted, proposals for expanding the park were drafted, and on 27 May 1981 the Assembly of Slovenia adopted the Triglav National Park Act, which regulates protection on two levels and is still in force today. At that time, the Triglav National Park was expanded more than ever; since then it amounts to 83,807 ha or 838.07 km² or 4% of the surface area of Slovenia.[11]

[6] In 1901, the Czech and Austrian national delegate, Gustav Nowak, proposed the drafting of a Protection and Conservation of Natural Monuments Act. Owing to his perseverance, the Austrian Ministry of Education and Worship issued a decree in 1903 to gather data on natural monuments in the Austrian Empire; when preparing its reply, the Provincial District Board of Upper Carniola requested help from Albin Belar, who expanded the reply, of his own accord, and prepared a catalogue of the natural monuments in the land of Carniola. In addition to a list of natural monuments, it also gives a few suggestions for protecting said areas, including the Triglav Lakes Valley. In the following year, i. e. in 1908, Belar convinced the National Forest Stewardship in Radovljica to schedule a hearing for reviewing the conditions required for establishing a "nature conservation park beneath the Komarča cliff". See Zorn, Matija (et al): Dolina Triglavskih jezer. Ljubljana, 2015. Pp. 15.

[7] „Kraljevina Srbov, Hrvatov in Slovencev, po letu 1929 Kraljevina Jugoslavija.

[8] Spomenica Odseka za varstvo prirode in prirodnih spomenikov." Glasnik Muzejskega društva za Slovenijo 1, 1–4. Ljubljana, 1920.

[9] Šivic, Anton: „Prirodni varstveni park pri Sedmih Triglavskih jezerih." Šumarski list (1924), Issue 8, p. 48.

[10] Zorn et al, Dolina Triglavskih jezer, p. 20.

[11] Ibidem, pp. 20–21.

IDEAS ABOUT MODERNISING MOUNTAINS — CASE OF MOUNT TRIGLAV

Even though Triglav was at the centre of a protected area, it was included in certain plans that would have caused irreparable degradation to the park had they been realised. These plans also indicate that not long ago ideas about modernising the mountains were given priority over nature conservation, even at the very centre of national parks. According to these plans, an enormous — five-storey — observatory would stand at the top of Triglav, with a gondola leading up to it. A rack railway would run from Bohinj to just below its peak. A system of first-class ski slopes and cableways would spread out beneath Triglav, serviced not only by the nearby mountain huts (which already existed at the end of the 19th century), but also by a bunch of new hotel buildings and restaurants. The planners envisaged that such modernisation would create a "genuine" 20th century Alpine tourist paradise in Slovenia.

If the building of huts and paths in the present-day Slovenian Alps (the "fight over mountains" resulted in a highly branched infrastructure[12]) is not viewed as modernisation or degradation or as a flaw, the subsequent projects, particularly the last two — the observatory and the building of the so-called Triglav Ski Slopes — already divided the public opinion at the time of their creation.

Let us take a look at the three biggest and most influential ideas (had they been realised, the environmental impact would have been the greatest), which reached the project stage or beyond.

PROJECT 1: ROAD, CABLEWAY, AND RACK RAILWAY TO TRIGLAV

In 1897, the newspaper *Planinski vestnik*[13] first mentioned a train connection to Triglav. Aljaž spoke of his vision for an electric train leading to Triglav and to the "Grand Hotel" at its peak.[14] His projection of the future of the Triglav mountain chain is connected with the modernisation projects for mountain areas across the Alps — in 1893, for example, a rack railway was built leading up to Kleine Scheidegg beneath the Eiger mountain (at the elevation of 2,061 metres); in 1896, construction began on a railway higher up, leading to the Jungfraujoch saddle at an elevation of 3,454 metres.

Ten years passed before another mention of the train connection to Triglav was made. This time it was more earnest. At the beginning of the 20th century, the

[12] Mikša, Peter: „Narodnostni boji v planinstvu na Slovenskem do 1. svetovne vojne." Zgodovina za vse: vse za zgodovino (2011), Issue 2, pp. 59–69.

[13] Planinski vestnik was first issued in 1895 and is the oldest Slovenian journal still being published.

[14] Aljaž, Jakob: „Kaj bodo naši potomci s Triglavom počeli?" Planinski vestnik (1897), Issue 12, p. 192.

newly-built Bohinj railway,[15] opened in 1906, turned life in remote Bohinj upside down and brought about a genuine boom in tourism for the previously difficult-to-access locations. The Bohinj railway was a direct link between the north and northeast lands of Austria and the Adriatic Sea or Trieste. Thus more and more tourists started coming to Bohinj[16] by train.

Nature's beauties in this area — Lake Bohinj, Savica Waterfall, the mountains of Bohinj, especially the Triglav mountain chain — were already well known and even famous before that time, but could only be accessed after a long journey on a highly serpentine road. Tourists who liked to cool down in the summer months in the chill of the mountains and in mountain lakes were afterwards able to access the Bohinj region. Bohinjska Bistrica became a popular exit point for travellers. Up to hundreds of travellers would get off the train there every day.[17]

Local tourist workers and civil servants started coming up with new, bold ideas for bringing the nearby, though still remote, Triglav mountain chain closer to the masses — reaping as much profit as possible in the process. As the tallest and most impressive mountain in the Julian Alps, Triglav was very popular among observers at the foothills of the local mountains; for that reason, as soon as the Bohinj line was opened, their initial enthusiasm gave rise to the idea of building a railway, which would lead from Bohinjska Bistrica to the very summit or just beneath the summit of Mount Triglav.[18]

Slovenian newspapers[19] were already mentioning a potential iron road leading up to the mighty peak[20] in 1907, when the Ministry of Railways awarded dr. Fritz Steiner of Prague, adjunct to a national railway company, a one-year permit for technical preparatory work for a railway from Bohinjska Bistrica to Triglav. Based on his findings, two detailed independent plans for a railway to Triglav were drafted in 1909 — the so-called Das Triglavbahnprojekt[21]. They were prepared by dr. Steiner and engineer Maks Klodič, who had done great work in the construction

[15] The line, which is called Ferrovia Transalpina in Italian and Wocheinerbahn in German, is a 158-kilometre long section of an otherwise 717-kilometre long Prague-Jesenice-Gorizia-Trieste railway line. It was built between 1900 and 1906 to connect Central Europe with the Adriatic Sea. See Sorč, Ervin: Skrivnosti Bohinjskega predora. Ljubljana, 2006.

[16] Bohinj is the geographical name for the area encompassing the Upper and Lower Bohinj Valley, the Nomenj Valley, and the lake basin (Lake Bohinj). Bohinj also encompasses some of the higher-altitude settlements, such as Koprivnik, Gorjuše, and Nemški Rovt, and the mountains and Alpine meadows of the aforementioned units. Bohinj is situated in the southeast part of the Julian Alps.

[17] „Železnica na vrh Triglava." Promet in Gostilna, Issue 1, April 1908. Pp. 9–10.

[18] Ibidem, pp. 9–10.

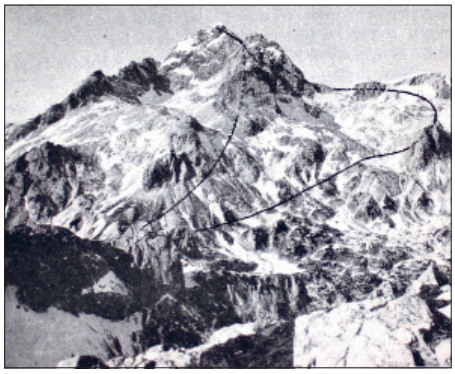
[19] E. g. Domoljub on 1 August 1907 (Issue 31, p. 31) in the article „Železnica na Triglav".

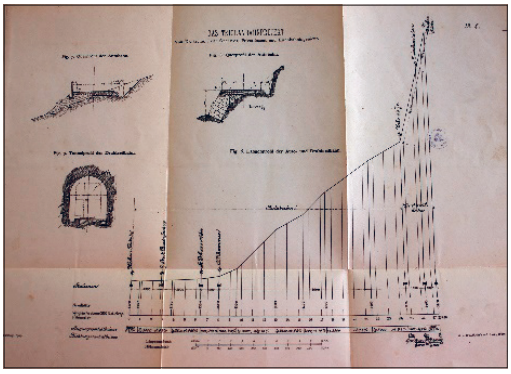
[20] It was called that by Slovenians and Germans (Altvater).

[21] Das Triglavbahnprojekt was first published in the 2 nd volume of the Austrian construction journal Allgemeinen Bauzeitung in 1909 (Steiner, Fritz: "Das Triglavbahnprojekt". Allgemeinen Bauzeitung (1909, Issue 2, pp. 1–34); in the same year, Fritz published an independent brochure with the same title in Vienna (Steiner, Fritz: "Das Triglavbahnprojekt". Vienna, 1909).

of the Bohinj railway and was a good connoisseur of local terrain conditions.[22] The two experts prepared projects A and B. Project A foresaw a road and cableway to Triglav, whereas Project B foresaw an adhesion and rack railway to Triglav.[23] According to Project A, a new road would run from Stara Fužina to Velo Polje and tourists would be taken thence to the summit by cableway. On the other hand, according to Project B, a rack railway would run from Bohinjska Bistrica directly to Triglav. It was to be a narrow-gauge line with a track gauge of 1000 mm. The first, approximately 13-km long section, was to be an adhesion one, whereas the second one, 11.4 kilometres long, was to be a rack one. The entire ride from Bohinjska Bistrica to Triglav, including changing trains, would take two and a half hours.[24]

The plans were prepared and presented in great detail. Steiner calculated that in the beginning they could count on 15,000 visitors per year and that after 20,000 guests, the projects would become profitable. It was speculated that plans A or B were feasible and could be carried out in slightly over a year.[25]





Figures 5 and 6: Demonstration of the track of the planned cable and rack railway to the summit of Triglav and the plan. Source: Steiner, Fritz: „Das Triglavbahnprojekt". Vienna, 1909.

In light of the many visitors to Triglav in present times, this would have almost surely become the busiest line in Slovenia in both directions. It would have probably soon reimbursed the initial investment and become a highly lucrative business.

PROJECT 2: OBSERVATORY AT THE SUMMIT OF TRIGLAV

After World War II came a time of great ideas in Yugoslavia, which were to have contributed to building the devastated homeland anew as well as possible. Following the example of certain countries that boasted modern meteorological observatories at their highest summits (Zugspitze, 2962 m in Germany; Lomnicky Štit,

[22] Sorč, Skrivnosti Bohinjskega predora, p. 199.
[23] Ibidem, p. 199.
[24] Taken from Steiner, „Das Triglavbahnprojekt", 1–34.
[25] Ibidem, pp. 1–34.

Figures 7 and 8: Model of and plan for the observatory on Triglav:
Source: Archives of the Slovenian Environment Agency.

2634 m in Slovakia)[26], we, too, were to have built something similar at the very summit of Triglav.[27] The Observatory idea was presented in early 1946.[28]

Quite a few peaks in Slovenia could be used as a suitable location for setting up a modern meteorological observatory, but since the designers considered the possibility of money flowing in from tourism to be very important, the highest peak, Triglav, was given priority. With this observatory, the Yugoslavia of the time would have acquired the forth tallest building of its kind in Europe (the only three taller ones would have been Jungfraujoch in Switzerland, 4163 m, the Austrian Sonnblick, 3107 m, and the aforementioned German Zugspitze).[29]

The observatory on Triglav would also have become a highly-frequented tourist attraction, since many of such buildings on impressive peaks are accessible by gondola lifts and provide a diverse restaurant offer for tourists.

The project of setting up an observatory was ordered by the Federal Hydrometeorological Institute (Zvezni hidrometeorološki zavod), which would have financed its construction. Five sketches and one model were made.[30] In 1949, the first mining operations were carried out and in that summer the newspapers warned visitors

[26] Škodič, Dušan: „Observatorij na vrhu Triglava". Planinski vestnik (2015), Issue 4, p. 10.

[27] Ever since 1897, the first observations in the Julian Alps were conducted by the keepers of the Triglav Lodge at Kredarica mountain beneath Triglav, which had been built just one year prior to this (Mikša, Peter, Vehar, Maja: Kredar'ca: ob 120-letnici postavitve prve koče pod Triglavom. Ljubljana, 2016.). Soon these measurements were taken over by meteorologists who were unable to obtain exact data, especially on the wind, due to the proximity of Veliki Triglav and Mali Triglav. This was also the original main argument why an observatory should be built on Triglav. Trontelj, Miran: Vreme v visokogorju: 40 let meteoroloških opazovanj na Kredarici. Ljubljana, 1994. P. 15.

[28] Čadež, Marijan: „Vprašanje višinskih vremenskih opazovalnic v naših gorah." Planinski vestnik (1946), Issue 1, pp. 36–38.

[29] Čadež, Vprašanje višinskih vremenskih opazovalnic v naših gorah, pp. 36–37.

[30] Škodič, „Observatorij na vrhu Triglava", p. 11.

to Triglav of the danger of falling rocks and advised them to visit the peak in early morning hours and leave it by 10 a. m., when preparatory works for the observatory foundations commenced.[31]

The sketches differ from one another; however, it seems that they all envisaged rooms for visitors, who would also have a special lookout terrace at their disposal. A cableway would lead to the observatory for that would have been the only means by which it could be constantly supplied. Based on the aforementioned desire to transport tourists, it would have had to be a gondola lift.[32]

Of course, not all were satisfied with such advancement of mountain tourism. The public was extremely upset over such violence against the "holy mountain" of Slovenians and the works came to a halt overnight. Today the observatory on top of Triglav appears to have been thought up in order to gain prestige and not to primarily benefit meteorological measurements. In light of the advancement of technological possibilities for obtaining data, it was already becoming clear back then that the observation post at Kredarica would suffice.

PROJECT 3: TRIGLAV CABLEWAYS

At the end of the 1950 s, at a time of general modernisation in Yugoslavia, the idea arose to build a high-alpine sports and tourist centre,[33] thus bringing the "untapped" mountain world closer to the working masses. The idea of a ski slope beneath Triglav, whose height made it the only peak with the high-alpine characteristics[34] required to implement this idea, is considered one of the biggest unrealised tourism projects in Slovenia. Two options were being weighed: "Velo polje" and "Triglav Cableways".[35]

According to the first option, the main centre was to be erected on the Velo polje meadow. In the beginning — late 1950 s — the preparations were led by the Committee for Velo polje Winter Sports Centre (Odbor za zimsko športni center Velo polje) at the Tourist Association of Slovenia. Afterwards an Institute for the Development of Velo polje (Zavod za izgradnjo Velega polja) was established in

[31] „Planinci pozor!" Slovenski poročevalec, 26 July 1949, p. 4

[32] Škodič, „Observatorij na vrhu Triglava", p. 11; in the article „Observatorij na vrhu Triglava" (Planinski vestnik (1948), Issue 11, p. 335), Pavel Kunaver mentions a cableway.

[33] The earnestness of this idea is also demonstrated by the fact that the predicted increase in traffic in the Gorenjska region due to the ski slope was an important factor when arguing the need for building a contemporary road infrastructure (motorway) on the Ljubljana (Podvin)-Jesenice route. See document 26/61–63-Je/I (14 June 1963) or 351–1/63 (31 July 1963) in AS 1130, box 2, 44/2.

[34] In the research study "Analiza možnosti razvoja zimskega turizma v Sloveniji: predhodno poročilo (Analysis of the Possibilities for Developing Winter Tourism in Slovenia: Preliminary Report)", published by Jean Iten and Michel Rey in 1968 in Turistični vestnik (Issue 6, pp. 203–221), the authors stated that the Julian Alps and Triglav offer the best skiing conditions in Slovenia.

[35] Maher, Igor: „Ogroženi triglavi očak". Planinski vestnik (1991), Issue 9, p. 380.

1961, with its headquarters in Bled.[36] In 1963, it was renamed Institute for Building Sports and Tourist Centres in the Triglav Mountain Range (Zavod za izgradnjo športno-turističnih centrov v Triglavskem gorstvu).[37] A big tourist centre was to be built on Velo polje with hotels and catering facilities and, simultaneously, a federal high-alpine centre for training elite competitors. Ski runs would be set up across the vast slopes and valleys in the vicinity, ski jumps would be built, and in the summertime it would be a high-alpine hiking destination visited by the masses.[38]

After thorough studies and research, more support and priority was given to the second option — the "Triglav Cableways" project. It was a planned system of cableways for connecting the Krma Valley with the high-alpine area surrounding Triglav. The project would allegedly have activated the previously almost entirely inactive mountain region, as regards mountaineering and tourism, or the region neglected by tourism due to poor access and remote location, without any damage to nature conservation, aesthetic, emotional and other interests.[39] The project foresaw the building of a circular system of gondola cableways and a few additional smaller ones to cover the terrain. Individual stations were to contain catering facilities with restaurants, bars and accommodations.[40] The setting up of cableways would have additionally required road access to Krma, electrification, setting up telephone lines, controlling the flow of mountain streams, and building various protective buildings, along with a notification system for protection against avalanches. Triglav Cableways were to have become the most important and attractive facility offered to tourists in Slovenia. It was to enable skiing all-year-round on the Triglav Glacier[41] and thus provide tourists with the chance to ski regardless of the season.

Because of the large-scale plan,[42] the programme could not have been realised at once, and construction was foreseen in two stages. In the first stage, a gondola

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[36] Maher, „Ogroženi triglavi očak", p. 380.

[37] In 1967, the Institute for Building Sports and Tourist Centres in the Triglav Mountain Range ceased operation and was annexed to the Institute for the Promotion and Development of Tourism in Bled (Zavod za pospeševanje in razvoj turizma na Bledu). See Benedik, Božo: "Projekt "Triglavske žičnice"." Turistični vestnik (1968), Issue 6, p. 244.

[38] Ibidem, p. 380.

[39] Ibidem, pp. 380–381.

[40] The foreseen construction is presented in greater detail in Turistični vestnik (1966), Issue 14, pp. 259–271.

[41] The Triglav Glacier is situated beneath Triglav. Its top edge is located at an elevation of 2500 metres. Since 1964, the glacier has been regularly measured, observed, and studied; when the measurements started, its surface area was 14.4 ha; to this day it has shrunk to less than half a hectare. Today the glacier no longer possesses all of the typical glacier characteristics, e. g. it no longer has glacial fissures. Because the glacier is trapped inside the concave section of the slope, ice movement can no longer be detected. Hence it can only be referred to as a glacier for its past, when it undoubtedly still possessed all of the essential characteristics of Alpine glaciers. When the idea for a ski slope first arose, the glacier still had a surface area that was suitable for the envisaged — skiing — purposes. See Gabrovec, Matej et al: Triglavski ledenik. Ljubljana, 2014. P. 5.

[42] Slovenian newspapers wrote a great deal about this construction; most of the authors had doubts about the profitability of the cableway with regard to the large foreseen

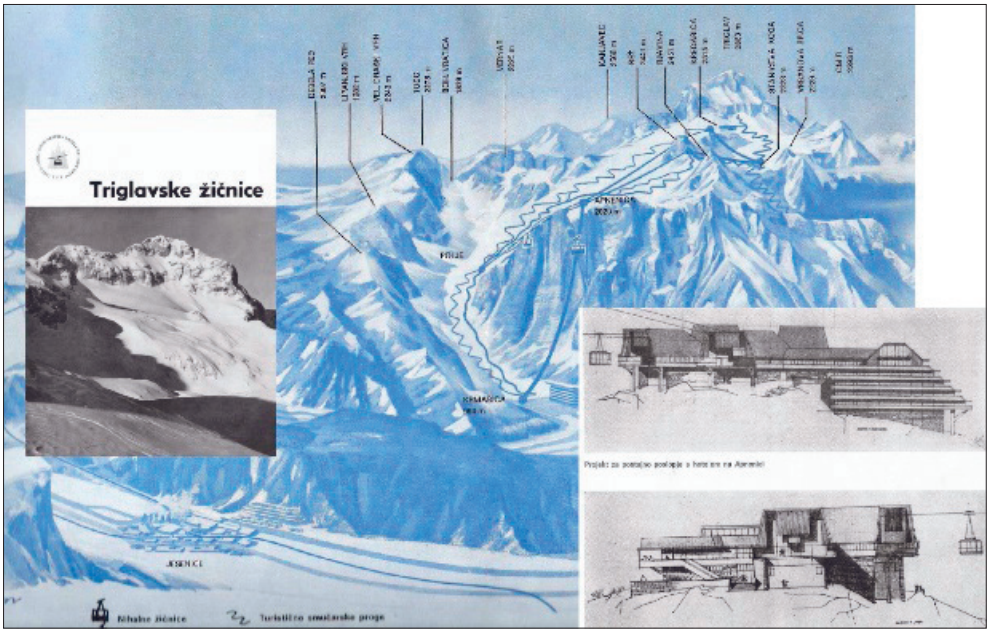

Figure 9: Demonstration of the foreseen ski slope and the concurrent construction. Source: „Triglavske žičnice: [program]." Ljubljana, 1962.

lift would be built from Krma to Kredarica and three corresponding two-seater chair lifts. In the second stage, new lodging and other supporting facilities would be built.[43] In 1967, the Institute for Building Sports and Tourist Centres in the Triglav Mountain Range was annexed to the Institute for the Promotion and Development of Tourism in Bled; in the years that followed the idea for cableways beneath Triglav slowly faded away.[44]

CONCLUSION

None of the grand plans for building an "Alpine paradise" beneath Triglav under the prestigious high-alpine projects were carried out. Even though certain ideas were starting to be realised as regards the observatory, the construction itself never took place. The reasons why the railway, observatory, and ski slope were never built have one thing in common — finances and the pricing (in)feasibility of the project. The demanding nature of the construction endeavour and the consequent high costs resulted in abandoning any construction. The railway was never

investments — see e. g. Tovariš (1961), Issue 5, p. 22; Turistični vestnik (1963), Issue 6, p. 224;

[43] „Triglavske žičnice", pp. 3–4.

[44] This failure was probably due to the unsuccessful proposal for including the building of Triglav cableways in the seven-year national plan for tourism development in Slovenia. See the unsuccessful application 177/1–63 (8 October 1963) in AS 1130, box 2, 41/2.

built in part because of the strained international events in the years that followed. World War I came and with it the disintegration of the Austro-Hungarian Monarchy; Slovenians (though covering a smaller territory than the present-day Slovenian state) joined the new Yugoslav state and for quite some time no one thought about conquering Triglav with such technology. There was another reason against the planned construction of the observatory: the public was extremely upset over such violence against the "holy mountain" of Slovenians, which is why the works came to a halt after only a few days.[45]

In the case of the ski slope, the emerging nature conservation consciousness played an important role. The realisation that because of its impact on the environment, on TNP no less, and the consequent pollution such a project could turn out to be unsustainable in the long run, led to diminished support from politicians. And in the end this was the key reason why more than ten years later the project was concluded even before it actually began.

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Peter MIKŠA

NACIONALNI PARK TRIGLAV: OD OSNIVANJA DO „MODERNIZACIJE PLANINA" ŽIČARAMA, OPSERVATORIJAMA I SKIJAŠKIM STAZAMA

Rezime

Slovenci su tokom svoje duge istorije pretvorili Triglav u pravi mit; popeti se do do njegovih vrhova u osnovi je obaveza i ritual svakog Slovenca. Planina Triglav leži u samom centru prvog i do danas jedinog nacionalnog parka u Sloveniji, koji se i naziva po oovj palnini. Nacionalni park Triglav je, dakle, centralno mjesto u nacionalnom nasljeđu Slovenije. Porijeklo ili prvi pokušaji osnivanja parka datiraju još iz prvih godina 20. vijeka, a zvanično je osnovan 1924. godine pod imenom Alpski park za zaštitu, površine 1.400 ha. Godine 1961, kada je zvanično nazvan Nacionalni park Triglav, površina parka je proširena na 2.000 ha. Glavna ekspanzija Triglavskog nacionalnog parka obavljena je 1981. godine, od tada iznosi 83.807 ha ili 838,07 km², što čini 4% površine Slovenije. Imajući u vidu značaj Triglava za stanovništvo koje živi u njegovom podnožju, nije čudo što padine ove planine nisu samo privlačile planinare i alpiniste, već su ubrzo privukle interesovanje preduzeća, uglavnom iz oblasti turizma.

Ključne riječi: *Triglav, planinski turizam, Slovenija, zupčasta pruga, visoka-alpska skijaška staza*