



**Switzerland.**  
by train, bus and boat.

# Gotthard Panorama Express.

An eventful panoramic journey by boat and train.

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Gotthard Panorama Express in Fluelen, Central Switzerland



**Gotthard**  
Panorama Express



## An eventful panoramic journey by boat and train.

On the tracks of Switzerland: The Gotthard Panorama Express is not just any panorama route. Here, a combination of boat, train and two of the most beautiful regions of Switzerland blend into a first class experience.

The Gotthard Panorama Express presents Switzerland from its most diverse side: surrounded by a genuinely impressive mountain panorama, a boat cruise first takes visitors through what is deemed the truly original part of Switzerland. At Flüelen, the specially branded SBB train and a personal, multilingual travel guide are already waiting for the travellers. The journey continues through the mighty Reuss Valley in the Canton of Uri and along the world-famous Gotthard panorama route. On the train ride through the impressive Reuss Valley of Canton Uri towards Mediterranean-style Ticino, travellers hear fascinating tales that have grown around Gotthard and receive a wealth of background information about this unique region.



### History

In Roman times, the only way to tackle Gotthard was on foot or with pack animals. Despite being the shortest north-south connection, this route was hardly ever used because of the difficult passage through the Schöllenen Canyon.

Around the year 1220, the Walseans, as the locals are called, finally built the «Teufelsbrücke» (Devil's Bridge) and the Twärren Bridge across the Schöllenen Canyon. Thus, the crossing of the River Reuss was facilitated. With these two connections, the Gotthard Pass gained importance throughout Europe for the first time.

However, it was not until the year 1708 that the street was markedly improved and widened. Another hundred years passed (1831) before the full-length, five-metre-wide street across Gotthard was opened. From then on, stagecoaches operated three times a week between Flüelen and Chiasso. Even at that time, people fond of travelling boarded a boat from Lucerne to Flüelen and then changed to the stagecoach across Gotthard. The journey from Lucerne to Lugano used to take close to 23 hours.

Together with the first railway in England, the vision of a north-south railway route emerged. In 1872, construction work for the 15-kilometres long Gotthard Tunnel supervised by Luis Favre began. At times, up to 5,000 workers were employed. In 1882, the world's longest tunnel of its time was inaugurated. Since then, neither the Gotthard's popularity nor its fascination have in any way diminished. Since 1988, a panorama train – now dubbed the Gotthard Panorama Express – has taken young and old on a journey to and across Gotthard.

## Route highlights.

En route from Lucerne to Lugano, the Gotthard Panorama Express includes the following highlights:



### Lucerne City.

The city counting some 80,000 inhabitants is the starting point of the Gotthard Panorama Express. This popular touristic city, nestled in an impressive mountain panorama, thrives on the contrast between history and modern age. In particular, the Chapel Bridge, built in 1356, and the grand hotel buildings from the 19th century characterise the cityscape of Lucerne.

### Rigi.

It is the most popular panoramic mountain in Central Switzerland and lies like a peninsula amidst three lakes: Lake Lucerne, Lake Zugersee and Lake Lauerzersee. Very early on, Rigi made a name for itself as a perfect hiking destination. Natural scientists as well as poets climbed the mountain, where the first restaurant was built in 1815. No wonder then that Europe's very first funicular (1871) led up onto Rigi.

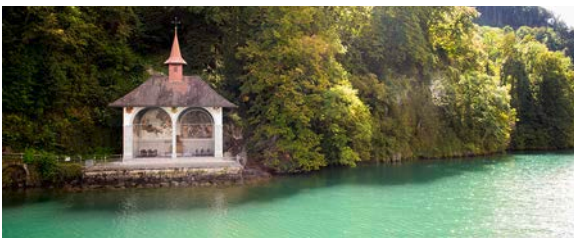


### Schiller Stone.

This 25-metre-high monolith rises from the waters shortly after the bay of Brunnen. It was turned into the Schiller Memorial in honour of Friedrich Schiller, author of the drama "Wilhelm Tell". The golden inscription "Dem Snger Tells, F. Schiller. Die Urkantone 1859" ("To Tell's bard, F. Schiller. The original cantons 1859") adorns the rock. The "Schiller Stone", also known as the "Mythen Stone", can only be accessed by water.

### Rtli.

The Rtli Meadow is the historic landmark where representatives of Switzerland's three founding cantons met in 1291 to swear an oath of eternal alliance – "never to part in danger nor distress". This scenic site overlooking Lake Lucerne is closed to traffic. But it is accessible by boat; or on foot along the "Swiss Path" (approximately one hour from Seelisberg or Treib).



### Tell's Chapel/Tell's Slab.

Tell's Chapel was built on Tell's Slab directly on the shoreline of Lake Uri in 1879/80. According to popular legend, it marks the spot where more than 700 years ago the condemned Wilhelm Tell leapt from a boat during a fierce storm to escape from his Habsburg captors. The chapel is decorated with beautiful frescoes depicting scenes from the heroic deeds of Tell.



## Flüelen, interchange station.

Flüelen is the interchange point of the Gotthard Panorama Express – from boat to panorama train. As early as 1837, the first steam vessels, loaded with all sorts of merchandise, navigated across the lake to Flüelen. Up until the opening of the railway station, those goods were reloaded to oxcarts, wagons, mules and horses. Today, it is mainly Schloss Rudenz (Rudenz Castle) from the 13th century and the “Old Church” built in 1664 that shape the townscape.

## Gotthard Base Tunnel.

The Gotthard Base Tunnel was 17 years in the making. The celebratory opening of this once-in-a-century structure took place in June 2016. The 57-kilometre long structure between Erstfeld in Central Switzerland and Bodio in the south is the world's longest railway tunnel. Trains reach a maximum speed of 250 km/h in the tunnel, which significantly reduces travel times between north and south as compared to before the tunnel was in operation.



## Wassen Church.

The train line which passes Wassen is unique in that – in order to gain height within a very restricted space – it has to make the climb in a tight double loop. Passengers are able to admire the village's beautiful Baroque church no fewer than three times and from different angles – from below, close-up and from above.

## Devil's Rock.

Shortly before Göschenen, train passengers can see on the left (next to the motorway) a 12-metre high rock. According to legend, the Devil tried to use this rock to destroy a bridge across the nearby River Reuss. However a devout old lady marked the rock with a cross, causing the Devil to miss his aim. The rock landed instead where it now stands.



## Göschenen.

The community of Göschenen, counting roughly 450 residents, used to be an important transport hub for transit traffic on the north-south axis. There were periods of intense activity due to the construction works for the railway tunnel (1872-1882) and the road tunnel (1970-1980). Today, this history-steeped location is a connection point to the Matterhorn Gotthard Railway and the Glacier Express in Andermatt.

## Gotthard Tunnel.

The existing 15-kilometre long Gotthard Train Tunnel between Göschenen and Airolo took 10 years to build (1872 to 1882) and was internationally acclaimed as a pioneering achievement for its time. The tunnel breakthrough took place on Sunday, 29 February 1880. Nearly 200 workers lost their lives during the tunnel construction.





## Airolo – highest-altitude SBB station.

At 1142 metres, Airolo is the highest-altitude station on the Swiss Federal Railways network. Next to the station – on the left in the direction of travel from north to south – stands a monument to the nearly 200 workers who died during construction of the 15-kilometre Gotthard Tunnel. The monument was created by Swiss sculptor Vincenzo Vela in 1882, but not officially installed until 1932 on the 50th anniversary of the tunnel's opening.

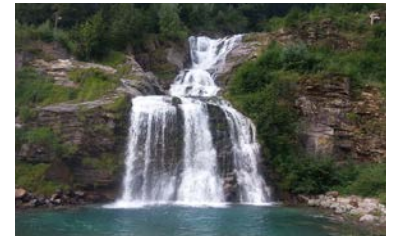


## Loop tunnels.

The narrow valley of Airolo leads to the wider plain of Ambri-Piotta. It's at Rodi-Fiesco that the most impressive section of the Gotthard southern ramp begins, with its two terrain levels (Piottina and Biaschina) totalling four loop tunnels. These facilitate the 650-metre descent in altitude difference between Rodi-Fiesco (942 metres) and Biasca (293 metres) – within half an hour.

## Faido Piumogna waterfall.

Faido with a population of roughly 2,900 is the chief city of the Leventina district and used to be an important waypoint of the Gotthard trade route. Even today, buildings from the times of the Urner Herrschaft (Urner dominion, 15th to 19th centuries) overlook the Leventina. In the town centre, the Piumogna waterfall delights visitors. The locals used the creek from the side valley with the same name as a power source to operate their mills, sawmills and smithies.



## Giornico.

In the lower Leventina, the climatic conditions strongly favour viticulture. This is certainly true for Giornico, where three churches well worth seeing are embedded between lovely vineyards. The Church San Nicolao, build around the year 1125, is considered the most important Romanesque church building in Ticino.

## Bellinzona Castles.

After the Riviera Valley, the three imposing castles of Bellinzona come into view – the Castelgrande, Montebello and Sasso Corbaro. The castles were built in the 15th century by the Dukes of Milan and together comprise a unique UNESCO World Heritage site.



## Lugano.

The ride on the Gotthard Panorama Express reaches its destination in Lugano, city of Mediterranean flair. As the economic and touristic centre of Ticino, it impresses visitors with many beautiful buildings, grand palaces and well-tended park areas. From the station, not only the old town and the lake but also the panorama hills Monte San Salvatore and Monte Bré are easily accessible – by public transport or on foot.

# Facts and Figures.

## Route

- Luzern – Lake Lucerne – Flüelen – Gotthard Line – Lugano  
or
- Lugano – Gotthard Line – Flüelen – Lake Lucerne – Luzern

## Offer

- Steamboat or motor vessel cruise across Lake Lucerne from Lucerne to Flüelen and vice versa
- Direct, same-level transfer from boat to panoramic train at Flüelen
- Ride on the 1st class panoramic train along the historic Gotthard Line from Flüelen to Bellinzona or Lugano and vice versa. The train offers a photo coach where windows can be opened (ideal for taking pictures)
- Multilingual travel guidance on the panoramic train
- On the section between Flüelen and Bellinzona, the journey is enriched by various stagings and experiences regarding origin and development of the Gotthard railway
- The «Gotthard Guide» app and the «Gotthard Panorama Express – Travel Guide» offer detailed information about the sights along the route and the Gotthard myth (in four languages).

## Timetable

The Gotthard Panorama Express operates from Tuesdays to Sundays between 19 Apr to 20 Oct, including on national holidays

### Timetable north-south

Luzern – Boat – Flüelen – Bellinzona – Lugano

**19 April to 20 October 2019**  
**Tuesday to Sunday incl. public holidays**

Motor vessel or steamboat 13				
Luzern			dp	11.12
Flüelen	arr	13.55		

1st class panoramic train 3093				
Flüelen			dp	14.10
Göschenen	arr	14.45	dp	14.47
Airolo	arr	15.05	dp	15.06
Bellinzona	arr	16.03	dp	16.08
Lugano	arr	16.38		

### Timetable south-north

Lugano – Bellinzona – Flüelen – Boat – Luzern

**19 April to 20 October 2019**  
**Tuesday to Sunday incl. public holidays**

1st class panoramic train 3092				
Lugano			dp	09.22
Bellinzona	arr	09.50	dp	09.56
Airolo	arr	10.51	dp	10.52
Göschenen	arr	11.10	dp	11.13
Flüelen	arr	11.49		

Motor vessel or steamboat 18				
Flüelen			dp	12.00
Luzern	arr	14.47		

**Employment of boats:** Depending on the season, the boats are used differently and are subject to change.

### Luzern - Flüelen (Course 13)

- 19 Apr–24 May steamboat
- 25 May–08 Sep motor vessel «Diamant»
- 09 Sep–20 Oct steamboat

### Flüelen - Luzern (Course 18)

- 19 Apr–24 May motor vessel or steamboat
- 25 May–08 Sep steamboat
- 09 Sep–20 Oct motor vessel or steamboat

## Travel duration

- Luzern – Lake Lucerne – Flüelen: 2 h 45 min (steamboat or motor vessel)
- Flüelen – Gotthard Line – Lugano: 2 h 30 min (1st class panoramic train)
- Overall time: 5 h 30 min (including transfer time between boat and train)

## Route length

- Luzern – Lake Lucerne – Flüelen: 38 kilometres / 23 miles (steamboat or motor vessel)
- Flüelen – Gotthard Line – Lugano: 144 kilometres / 90 miles (1st class panoramic train)
- Whole route: 182 kilometres / 113 miles

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**Route stops****■ Boat cruise Luzern–Flüelen:**

Verkehrshaus-Lido (Lido of the Swiss Museum of Transportation)–Hertenstein–Weggis–Vitznau–Beckenried–Gersau–Treib–Brunnen–Rütli–Sisikon–Tellsplatte–Flüelen

**■ Train ride Flüelen–Lugano:**

Göschenen–Airolo–Bellinzona–Lugano

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**Seat reservation  
and surcharge****Reservation surcharge required for all passengers**

For the entire route CHF 16, no reduced surcharges for part routes

In addition to a valid ticket for the chosen route, a surcharge of CHF 16 per person is charged on the 1st class panoramic train between Flüelen and Lugano. Travellers with a 2nd class ticket also need a class upgrade. No consumptions are included in the obligatory surcharge “Gotthard Panorama Express”. No seat reservation is available for the boat ride. There is free seating.

Glacier Express and Gotthard Panorama Express can be conveniently combined via changes in Göschenen and Andermatt.

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**Ticket information**

The ticket must be issued as Luzern -> **via boat** -> Flüelen -> Lugano.

**Individual passenger fares (excluding reservation surcharge):**

<b>Ticket</b>	<b>Routes and fares Luzern – Lugano or vice versa</b>
Swiss Travel Pass (Flex) 1st class Swiss Travel Pass (Flex) 2nd class	included CHF 29 in 1st class boat and train CHF 17.50 in 2nd class boat and 1st class train
Swiss Half Fare Card	CHF 75 in 1st class boat and train CHF 63.50 in 2nd class boat and 1st class train
Children aged 6 –15.99 with Swiss Family Card	free of charge
Without reduction	CHF 150 in 1st class boat and train CHF 127 in 2nd class boat and 1st class train
Eurail/Interrail 1st class	CHF 34.50 in 1st class boat and train CHF 23 in 2nd class boat and 1st class train
Eurail/Interrail 2nd class	CHF 52 in 1st class boat and 1st class train CHF 40.50 in 2nd class boat and 1st class train

The Gotthard Panorama Express operates only seasonally. During the winter season, a boat cruise and a train ride over the Gotthard can be combined. However, another change of transportation at Erstfeld is necessary. In this case, no surcharge applies.

All prices are subject to change.

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## Eating and drinking

Passengers in both directions spend lunchtime on the boat, which offers a tasteful restaurant. The guests are treated to culinary delicacies while cruising past mystical bays and idyllic landscapes.

### On the boat:

- Onboard restaurant with regional specialities from Central Switzerland or à la carte offers
- Seat reservation is recommended for individual travellers, +41 (0)41 367 67 67, [info@lakelucerne.ch](mailto:info@lakelucerne.ch)
- Prior menu selection is required for groups, +41 (0)41 367 66 16, [gruppen@lakelucerne.ch](mailto:gruppen@lakelucerne.ch)

### On the train:

- Smaller plates with regional specialities from the Canton of Ticino, served at the seat

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## Points-of-sale

- At worldwide Swiss Travel System points-of-sale  
[mystsnet.com/wheretobuy](https://mystsnet.com/wheretobuy)
  - At every Swiss railway station
  - online at: [sbb.ch/gotthard-panorama-express](https://sbb.ch/gotthard-panorama-express)
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## Grand Train Tour of Switzerland

The Gotthard Panorama Express is part of the Grand Train Tour of Switzerland. This unique route merges the most delightful panoramic lines of Switzerland into one comprehensive experience. The journey leads through charming Swiss cities and Alpine resorts as well as past impressive sights and landmarks. Numerous mountain excursions are perfect companions for the Grand Train Tour of Switzerland.

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