

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2009)  
**Heft:** 97

**Artikel:** Up and down - a tale of two funiculars  
**Autor:** Leutwiler, Ernst  
**DOI:** <https://doi.org/10.5169/seals-854257>

### **Nutzungsbedingungen**

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

### **Conditions d'utilisation**

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

### **Terms of use**

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

**Download PDF:** 02.04.2025

**ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>**

# UP AND DOWN - A tale of two funiculars

Ernst Leutwiler



*Corviglia-Bahn approaching the summit.*

ALL PHOTOS: *Ernst B Leutwiler.*

## The St. Moritz – Chantarella – Corviglia – Bahn

St. Moritz, the world famous resort in the Upper Engadin Region of Canton Graubünden, is home to an interesting pair of funiculars. Originally they belonged to two separate companies, but now they are run as one and owned by the community of St. Moritz. From the centre of the town the St. Moritz – Chantarella funicular was opened in January 1913. It is 0.45km long and was originally built at 1000mm gauge, but it was widened to 1150mm when new rolling stock was introduced in 1994. Climbing up from

*Corviglia-Bahn.*

Chantarella to Corviglia a further 1.63 km section of 800 mm gauge funicular was opened on December 1928. This was changed to 1435 mm gauge with new rolling stock in 1985. This pair of funiculars



rise from 1846m above sea level at St Moritz to 2486m at the upper station where a Luftseilbahn lifts people up to Piz Nair at 3057m. With the surrounding area providing breathtaking views, as well as numerous recreational and sporting activities, the system is very popular both in winter and summer so its fortunes are on the up.



*The DSS climbs from Schlatti to Stoos.*

### **The Schwyz – Stoos Bahn.**

This funicular is known as the DSS (Drahtseilbahnen Schwyz - Stoos) and is one of the steepest in Europe. It is owned by the Sportsbahnen Schwyz-Stoos Fronalpstock AG and is operated by the bus company Auto AG Schwyz. It starts 7.6 kilometres from the SBB Schwyz main line station at Schlattli and can be reached by a connecting bus service provided by its operating company. The funicular was opened in 1932, and so is one of the youngest funiculars in Switzerland. It is 1383 m long, and is metre gauge. The lower station is 573m above sea level; the summit at 1290m giving a gradient of 781 per thousand on the climb. The funicular gives access to the lovely car-free Fronalpstock area that peaks at 1922m, the summit being reached by a cable car.

with a cable car. The present line, rolling stock and equipment was renewed in 1971 and 38 years on it is in need of investment. As this will be the end of the concession period the decision has been made to replace it totally, so if you want to ride on this service – do it soon! This is another Swiss funicular, like the one from Lauterbrunnen to Grütschalp two years ago, that is on its way down to a sad demise.

*A DSS car with its luggage platform.*



In two years' time the DSS will be replaced