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Kriens revisited by Ron Smith

I enclose a few photographs that I hope you will find interesting for the "Swiss Express". In March 1995 you published my article about the Kriens Luzern Bahn. As you know, it was sold by the Luzern council to a consortium of users at Kriens, and changes have taken place. The line up the street from Kupferhammer to Kriens has been abandoned, as has the Kriens depot which now is forlorn. The flower boxes at the windows are empty, the building is dusty, fly posted, and graffiti has appeared. Meanwhile, the KLB has acquired a new loco, as per the photographs. As you can see it is registered as a road vehicle, (LU376) as well as classification Tm 14.240, and numbered KLB36. Interesting, as KLB has never had 36 locos, but it follows on from the big orange Romanian loco which was numbered 35 when the KLB bought it, and they never changed its number. I do not know what has become of that loco. I expect that it has been sold. It was not

in the abandoned shed at Kriens. The Bellotti also has "Tara 24t. 19.02.8 Schlepffart Verboten" on the cab, and the impressive light cluster on the roof. While I was there the sidings at Kupferhammer outside the brewery contained lots of vans, Eichof liveried vans, bogie cement tanks, and 60' container flats with two 20' Hoyer tanks over the bogies of each one. Locally it is suggested that the Bellotti is not powerful enough, and I can imagine that to be true. For the future, the KLB are negotiating with the Gmeinder at Horw, just up the Brünig line a bit, to extend the standard gauge dual track to industrial areas at Horw.

The other 2 photos are of the substitute bus service, covering for the SBB line just outside Luzern (which passes the Verkehrshaus) which is being extensively rebuilt, particularly the tunnel section. I rather liked the "Bahnersatz" legend.



Previous page and these: All pictures referred to in the text, by the Author.

