

NEWSFILE

SCHÖMA UPDATE



Left: The first Schöma diesel to be converted to a battery electric locomotive was transferred from Clayton's to the Ecclesbourne Valley Railway at Wirksworth for testing on 11 February 2015 and is seen at Wirksworth on 14 February 2015. No.5 "Sophie" has a revised livery, which includes an orange 'swirl' on the cab sides. The other three locomotives (2, 4 and 8) are still under conversion with No.2 the next. Return to Ruislip of No.5 is imminent.

Photo: Colin Knapp

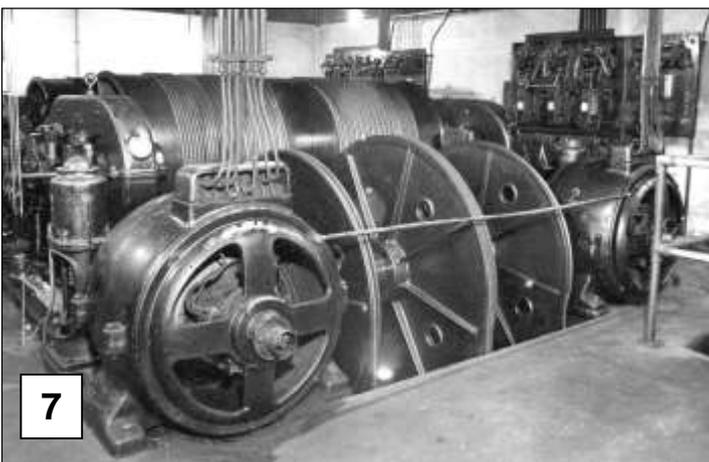
COVENT GARDEN

On Sunday 22 February the remaining two Wadsworth lifts, numbers 3 and 4, made their last journeys in passenger service. They closed their doors after around 25 years' service to the travelling public. They are, of course, being replaced by two new lifts by 'Accord' and will enter service sometime in November 2015. This will bring all four lifts up to modern standards and increase a faster service on a full cycle. The older Wadsworth lifts took around 2mins 8secs to complete a full cycle, compare this to the Accord lift, which takes a full 1min 20secs, knocking 48secs off the older lift. The first type of lifts used at Covent Garden were installed by Otis Electrics and four were provided. No.4 was removed in the 1924-30 period. In 1962-64, lifts 1 and 2 were upgraded to the then modern standards (and became known as 'Modernised Otis' lifts) but the one left on its own in the double shaft wasn't and was generally kept as a standby. They were replaced later by Wadsworth lifts, four of them being provided and coming into service in 1987 (lifts 3 and 4) and 1989 (lifts 1 and 2).

However, the newer lifts can be a bit sensitive and this may create problems with their normal working. They have up to date technology with a fault panel on the lifts landing control cabinet which tell the operator what is causing the problem. The lift doors are more sensitive and will fail if abused. If a lift is stuck in the shaft the Operator can power wind from the control panel on the lifts upper landing. The original 1906 lifts were operated manually with the lift operator acting as ticket collector. The lifts were then powered by 630volts DC fed from the substations on a double-ended feed at Leicester Square and Russell Square. The newer lifts are powered by 240volts AC and the feeds come from the local power generating supplier and LUL has a backup.

Lifts have been in use for many years – as early as the 1800's and lift safety had been a concern especially if the ropes got broken. Elisha Graves (1811-1861) improved their safety by introducing the 'Spring-loaded dogs' which is a device on the car frame which, in emergency, would be forced into ratchet bars fixed parallel into the vertical car guides. Since then many other safety features have been installed to improve their performance.

Thanks to **Richard O'Leary** for these notes.



PHOTOGRAPHS – COVENT GARDEN

1. Interior of now withdrawn lift 3 or 4 with its cream panelling.
2. Interior of new lift 1 or 2 with its stainless steel panelling.
3. The machinery for (Wadsworth) lifts 3 and 4.
4. The new motors for lifts 1 and 2.
5. Interior of the booking hall in September 1958 looking towards the street entrance (largely obscured by a pillar), with lift doors on right and retail kiosk background left. Note the ornate grille above the lift.
6. The ticket hall, also in September 1958, showing tiling and ornate tiled ticket office windows, together with two free-standing automatic ticket machines for 3d and 4d fares.
7. As it used to be – the machinery of No.2 lift at as seen on 12 September 1961 and prior to modernisation.
8. View of the entrance to No.1 lift at booking hall level on 12 August 1936. A ticket inspector clips tickets as passengers enter the lift. The 'dome' controller is to the right of the ticket inspector.

Photos: 1-4 Richard O'Leary, 5-8 London Transport Museum

WRAPPED S7s





Above: One of possibly two S7 trains to be 'wrapped' – 22446 is seen at Wood Lane on 25 February 2015. Celebrating S Stock throughout the SSR the advert depicts wrapping paper roundels.

STRANGER ON THE CHESHAM BRANCH

Left: The Track Recording Train of 1960 Tube Stock climbs out of the Chess Valley in the rural Buckinghamshire countryside on 24 February 2015, passing kilometre post 84.4.

Both photos: Tommy Cooling