

# Moo Cow Diarrhoea Tasting Club MAGAZINE! (MAY 2019)



# URBEXLIFTS

## Continued exploration of Astoria Hotel-More epic lifts, roof top view and getting caught by residents

This otis is epic. It just seems like a boring modernized tower block lift from the outside, but it has a rough 2 speed levelling and the whole lift cab is bouncing when the brakes apply



This weird latch helped a lot finding the motor room. The stairs to the motor room are very steep

This car top is very small. The only way to surf it is to stand on the chassis. I had to do this quickly due to staff coming all the time and banging on the doors

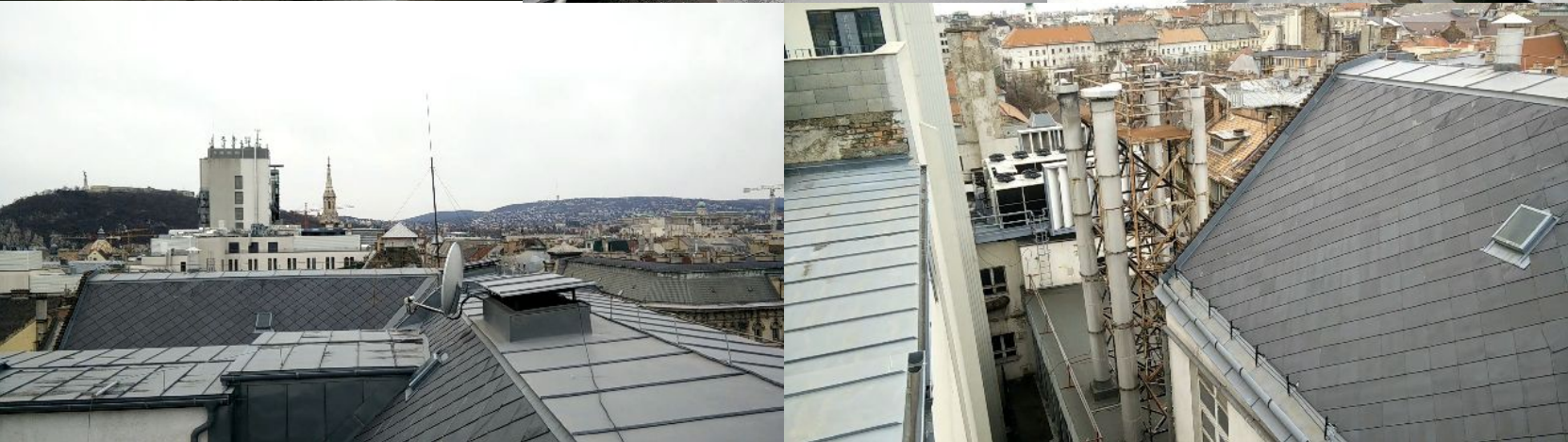




# URBEXLIFTS Epic lifts in Hotel Astoria

Let's roof it!

I had to climb out the motor room window to get out!



Here is a pathetic example of modern decoration

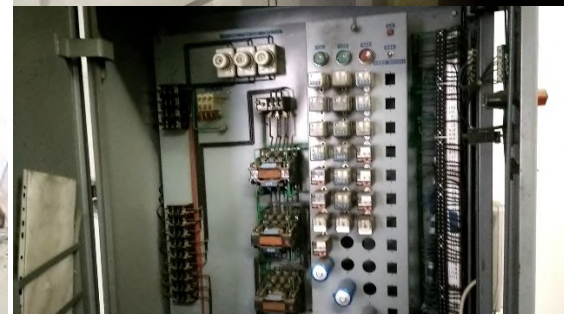






At the end I got caught by asshole residents staring at me from their balcony and pretending to call the police to make themselves look better

And here is an old lift which was protected by a call key





# URBEXLIFTS

## SOTE - THE TALLEST TOWER IN HUNGARY

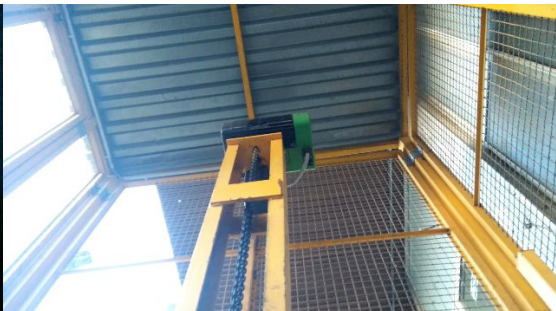
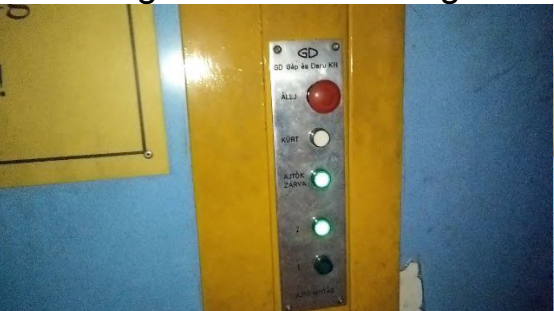
It was built in 1978, it's 88m tall, 23 floors. Most parts of the building are still original and in very good condition and the building itself looks epic



It took days to explore this awesome building, and there was always another open door



I managed to drive a GD goods lift when the switch was not padlocked



Huge emergency generators in a really bad state





The basement feels like it's endless

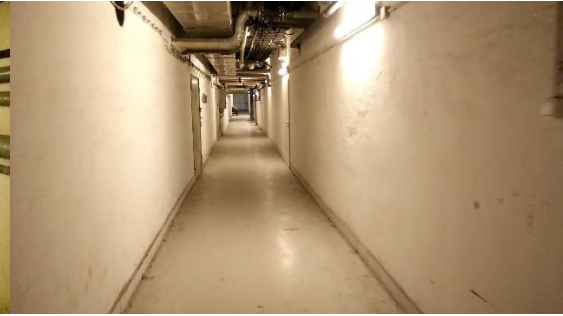
Tunnel



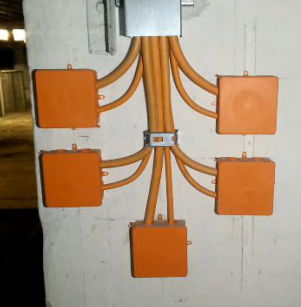
More tunnel



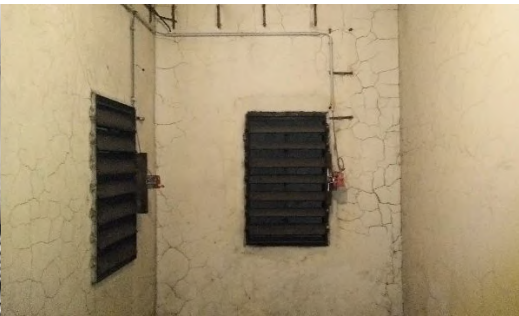
Even more tunnel



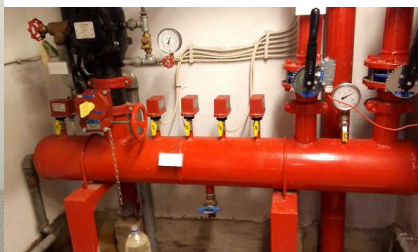
Cabinets for the generators



Air conditioning is huge



And they left the  
sprinkler room open  
for me! YESS!





# SOTE - THE TALLEST

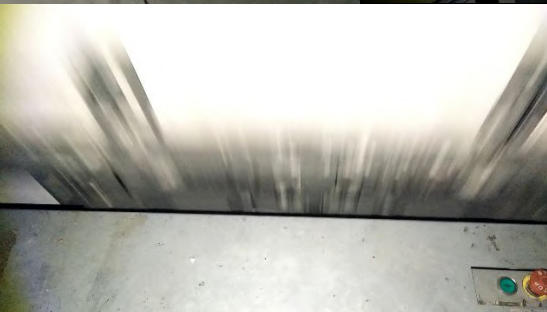
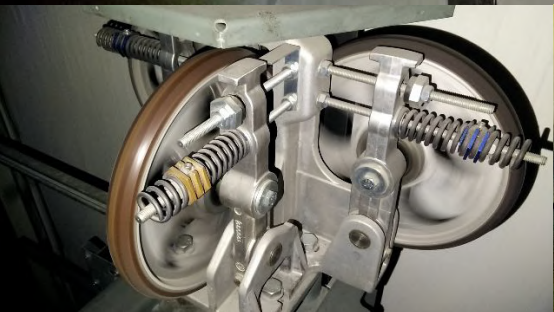
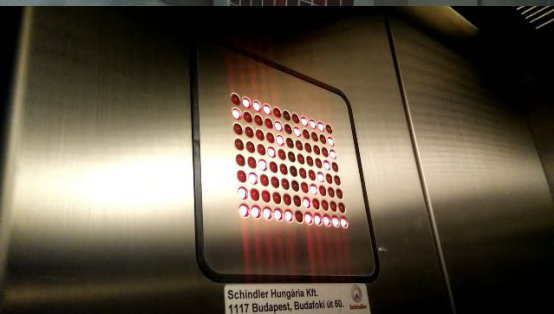
And now to the epic, fast 3.15 m/s **Schindler** M series! - The best lifts in Hungary!

Let's go to the top floor!

What's this? Does It need a card? Another floor, and it's working



## Lift B - the Best one to surf





# URBEXLIFTS SOTE - THE TALLEST

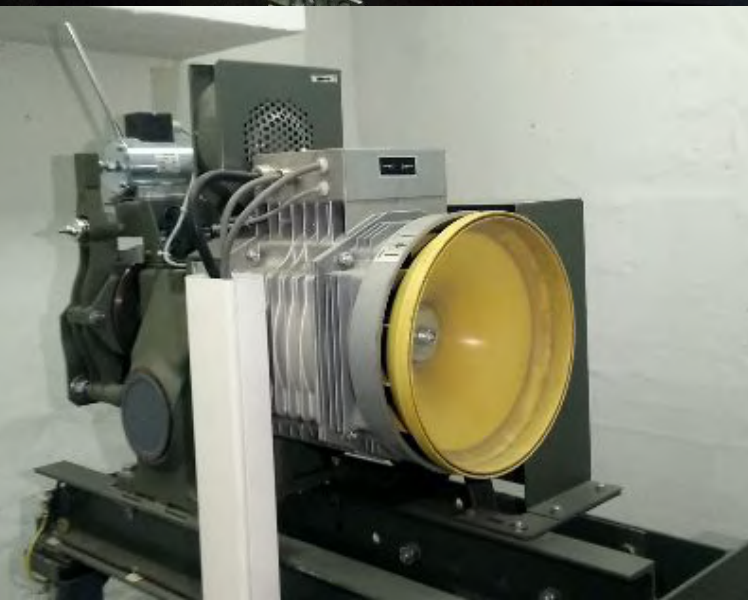
Here are the doors to the lift pits. I couldn't find a door to lift "C"



Now to the secret lift which is a D series with keypad floor selection



And it goes up to the top floor which stinks of experimental rats

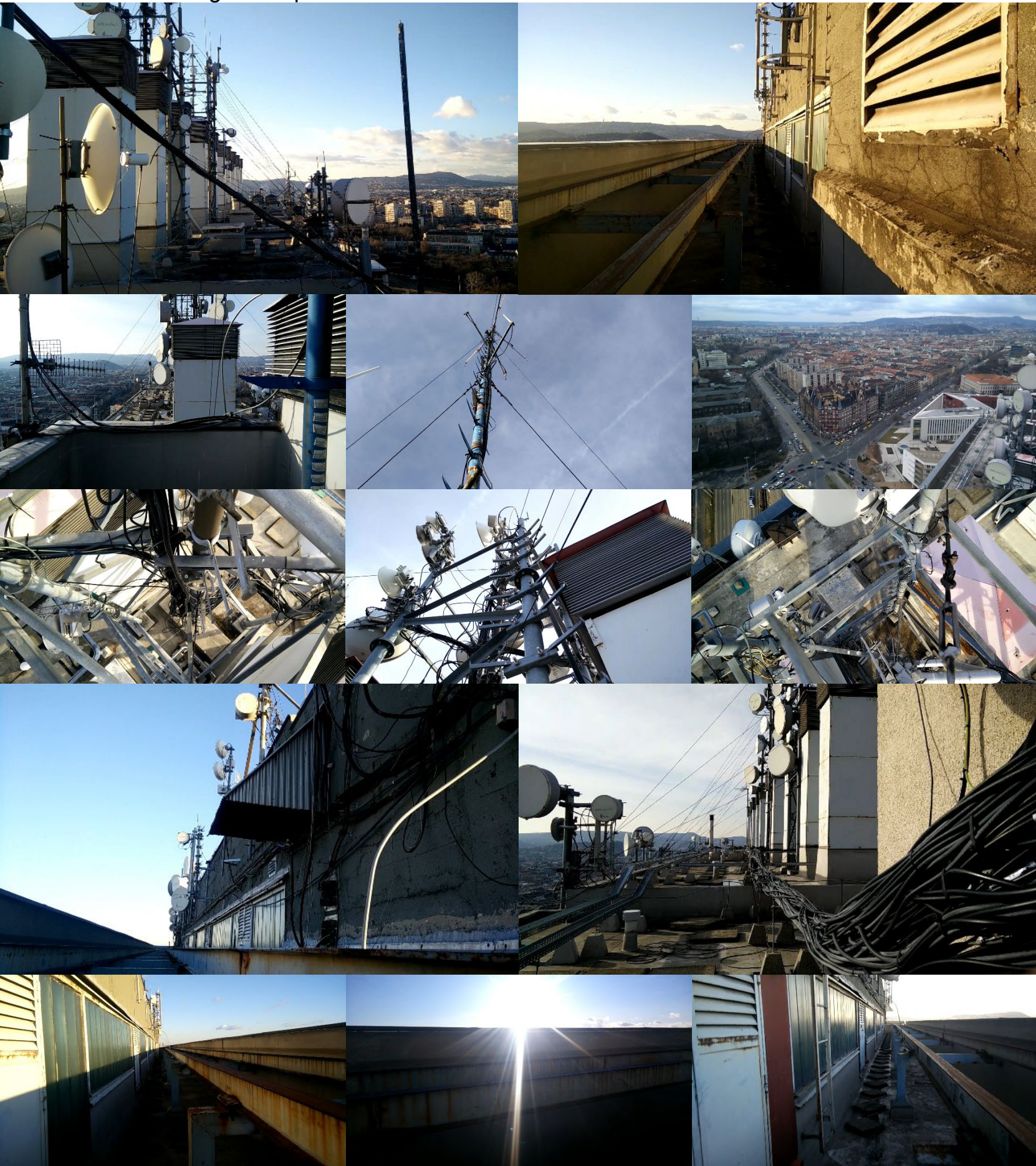


"Exact level" indicator



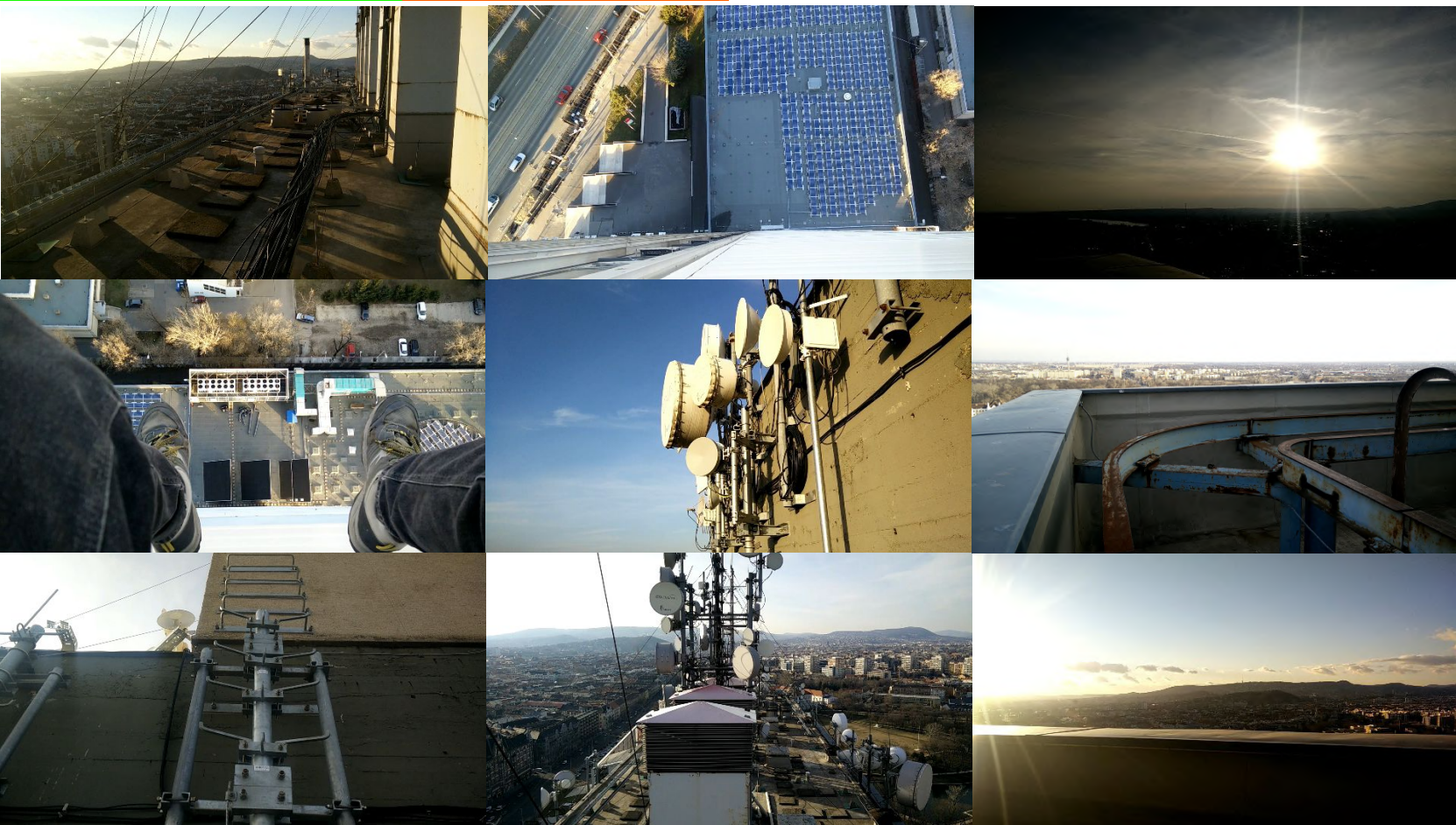


I also managed to get out on the roof YESS!  
The view is amazing from up there





# URBEXLIFTS SOTE - THE TALLEST



I squeezed through this door to see the window cleaning train



Here is the plant room on floor 12





# ADAPT MOTION

Hello guys, I'm Adapt Motion and I am starting a fresh and new Youtube Channel. Some people know me under a different name but I've created this channel to stay private because some things that I post may not be allowed in my country.

The pictures you see right now are from a meetup with FailsInGermany. YAY!



BR425/RE8 to  
Cologne/Bonn Airport.

I'm going to catch my  
FlixBus to Mannheim  
there!



Construction Work  
On the  
Hohenzollernbrücke  
(Railway Bridge) in  
Cologne.

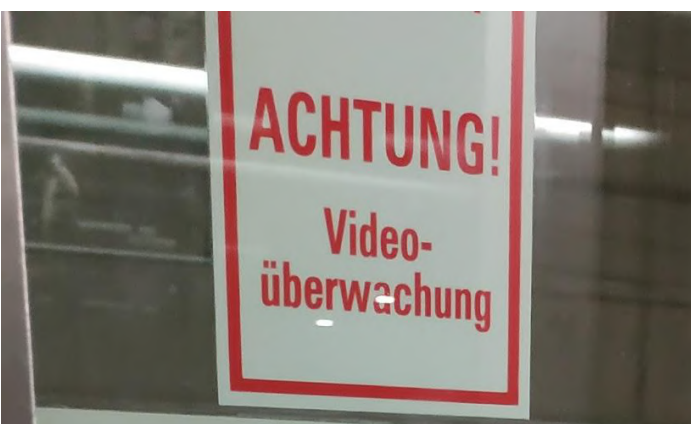
There are only 2 Rails  
that aren't getting  
replaced!  
So the S-Bahn,  
Regional(-Express) and  
the IC/ICE/Thalys only  
have 2 Rails left and DB  
manages it very well  
actually! (almost no  
delays)



# ADAPT MOTION



Big generic Tepper Lift at the Airport!





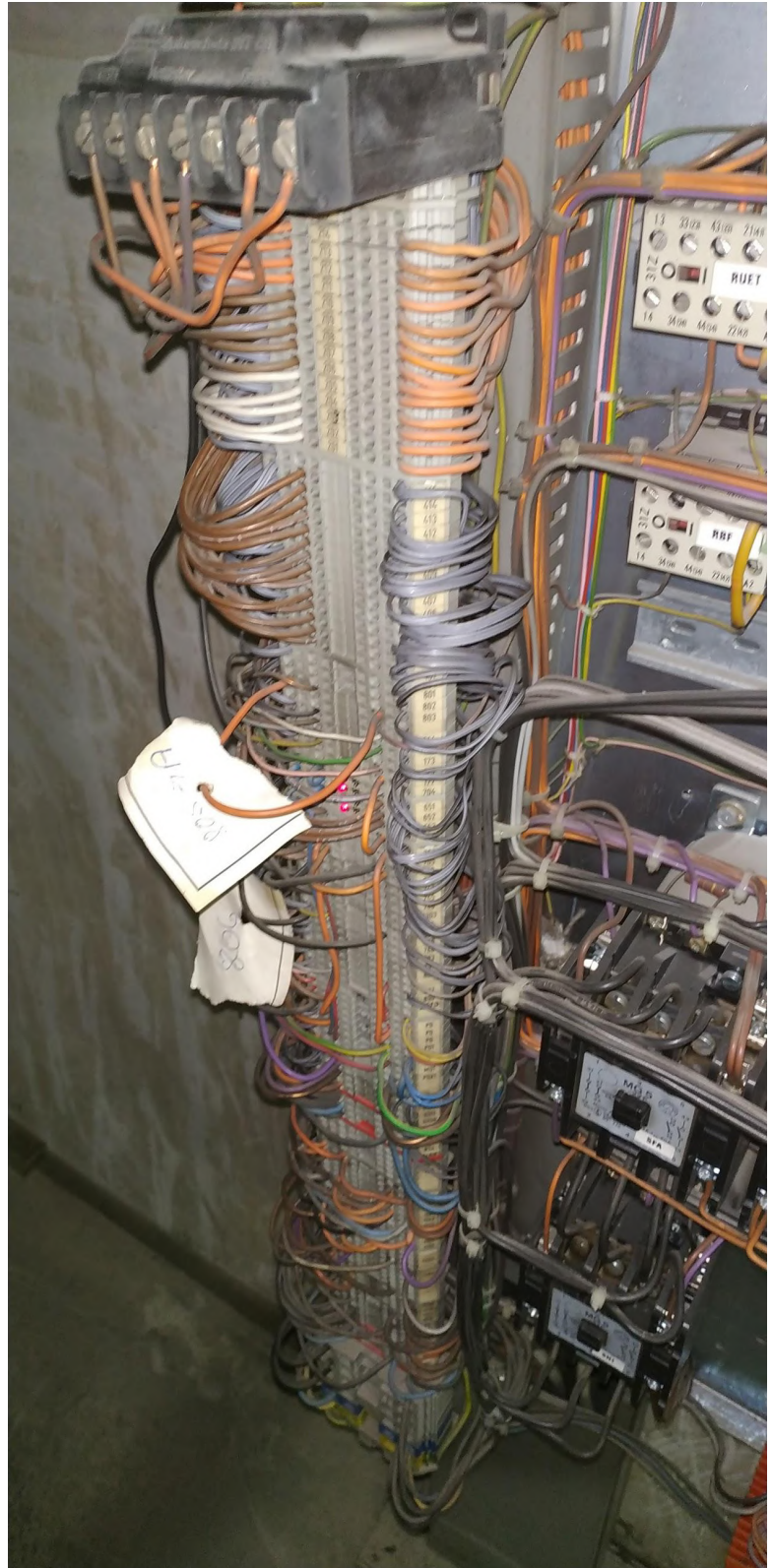
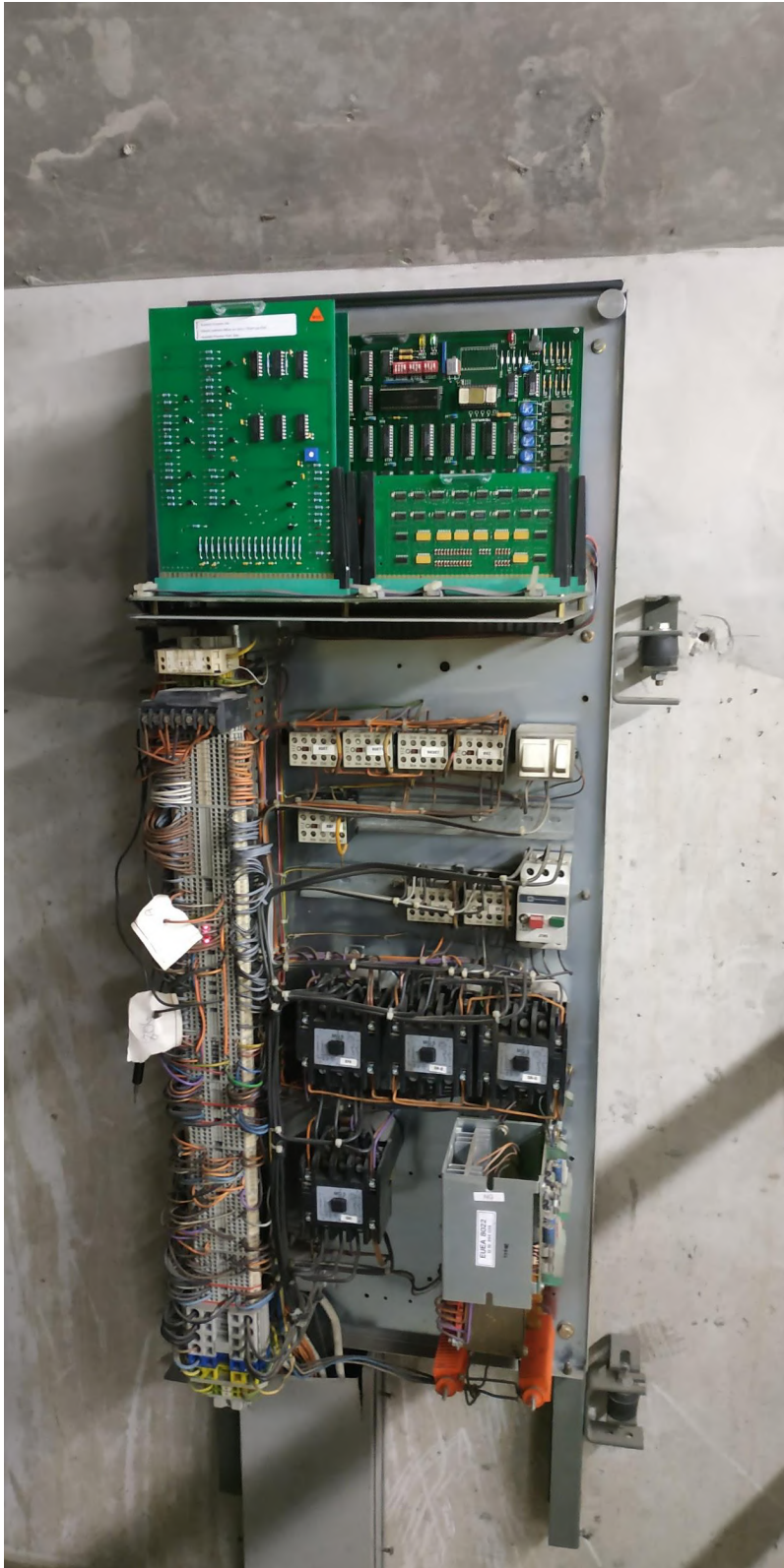
# ADAPT MOTION



Nice Schindler R-Series with a Penthouse level! FailsInGermany has told me Ben tried to surf up there but Inspection was alarmed!

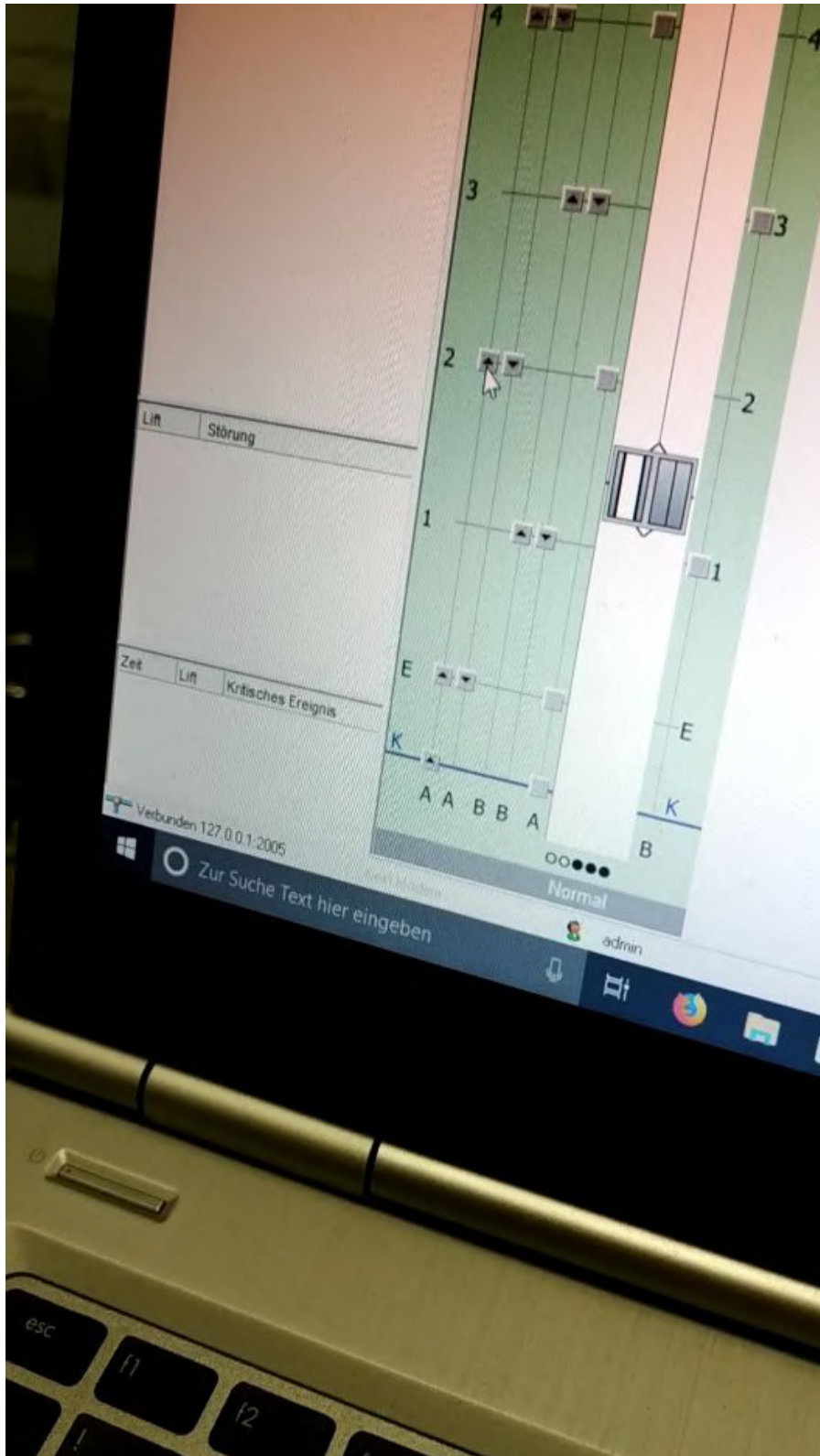


# ADAPT MOTION





# ADAPT MOTION

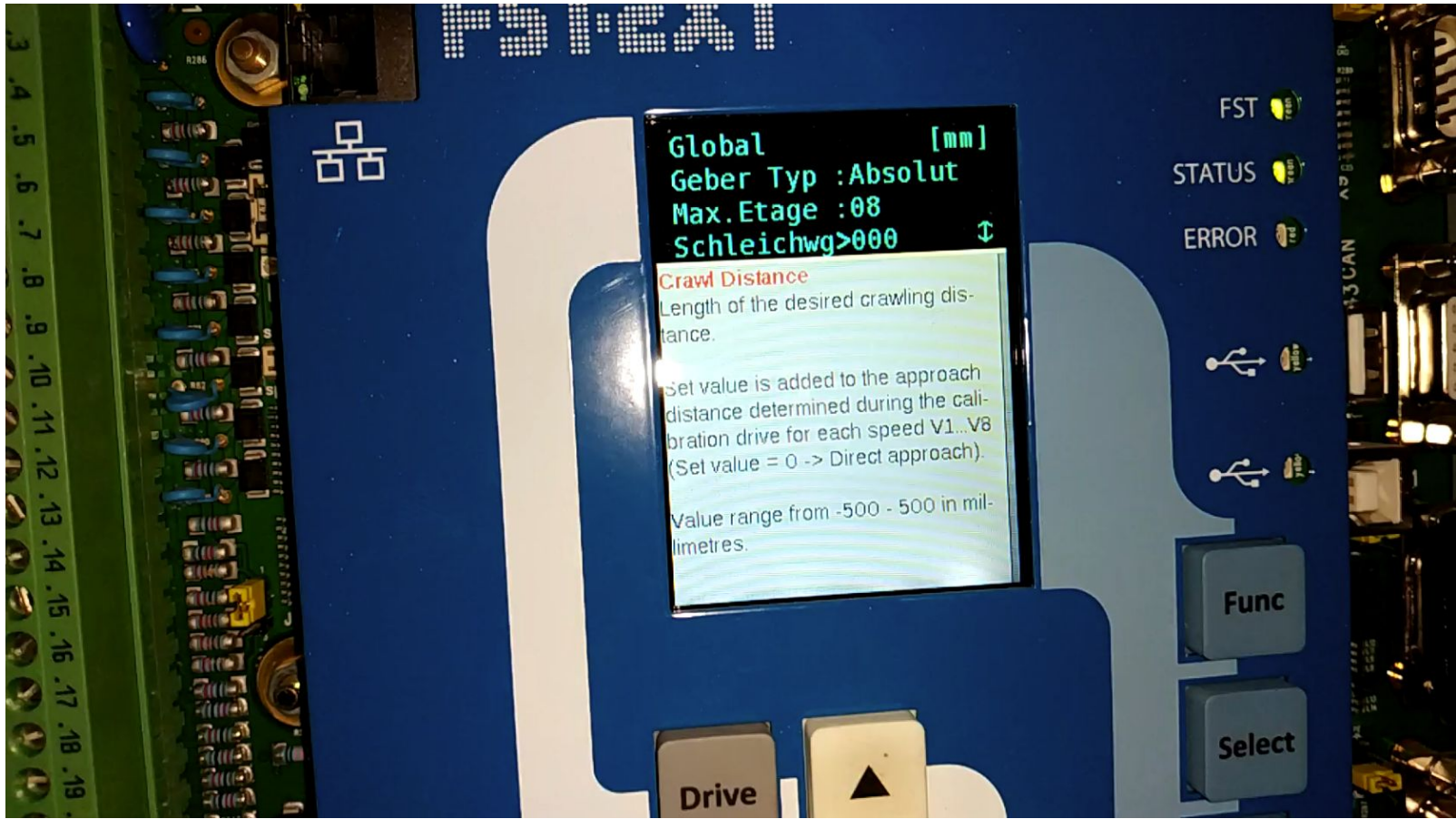


Fun with NewLift Logic!

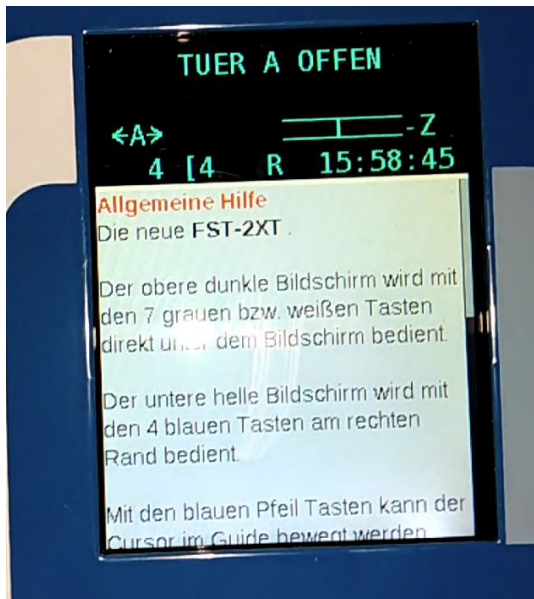
Elevation (Software)  
Still has the config  
loaded up from another  
NewLift so the Software  
thinks we are now  
opening doors between  
floors!



# ADAPT MOTION



We try to set the Crawling Distance / Final Leveling Speed to **0mm** so that the lift almost drives full intelligent! Yessssss

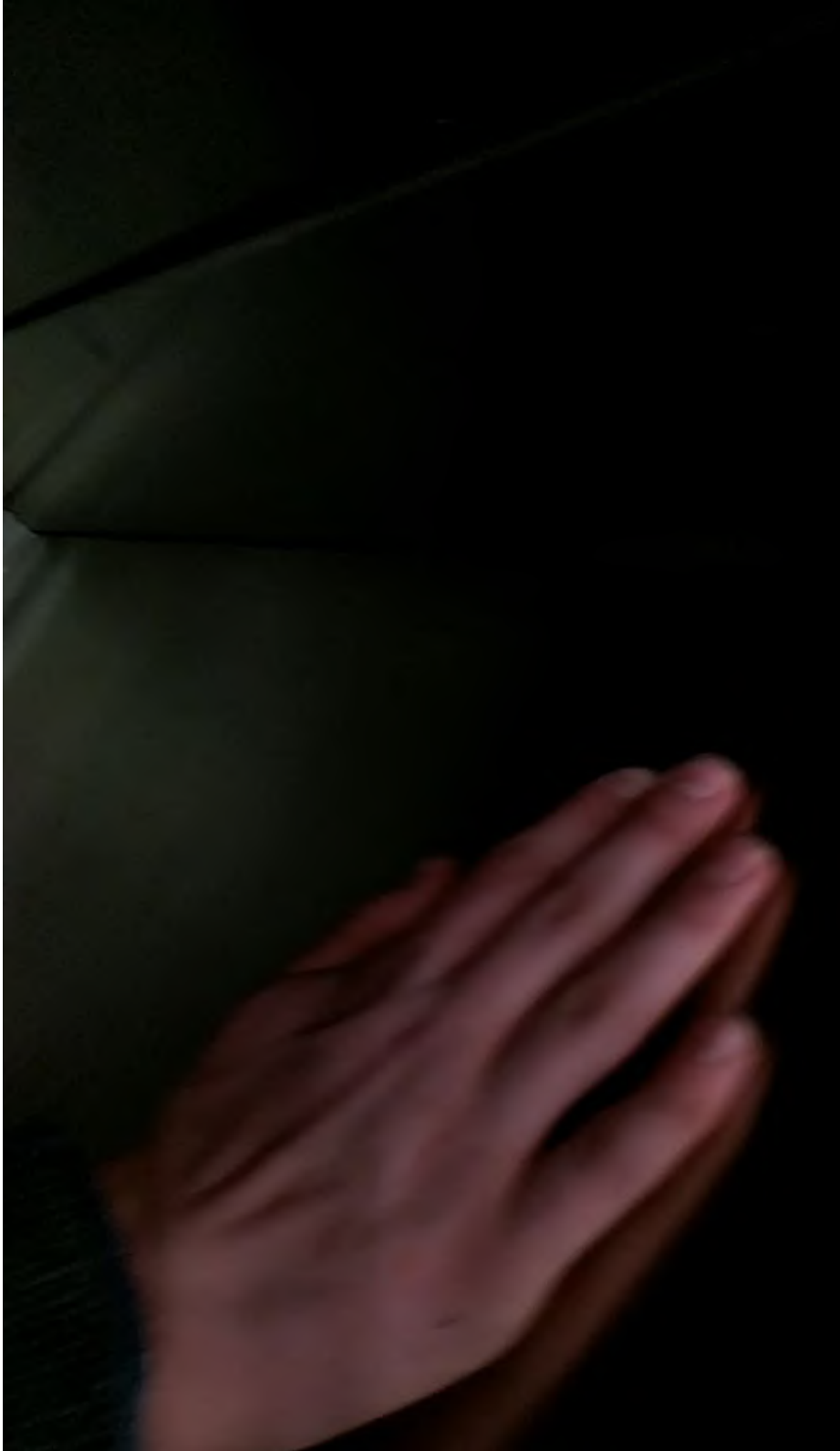


We also told the logic to open up the doors directly when the lift goes into the Floor Zone! So we make it even more efficient. Why can't companies do that when they install them?

But it's still nice to see that we improved another Generic!



# ADAPT MOTION



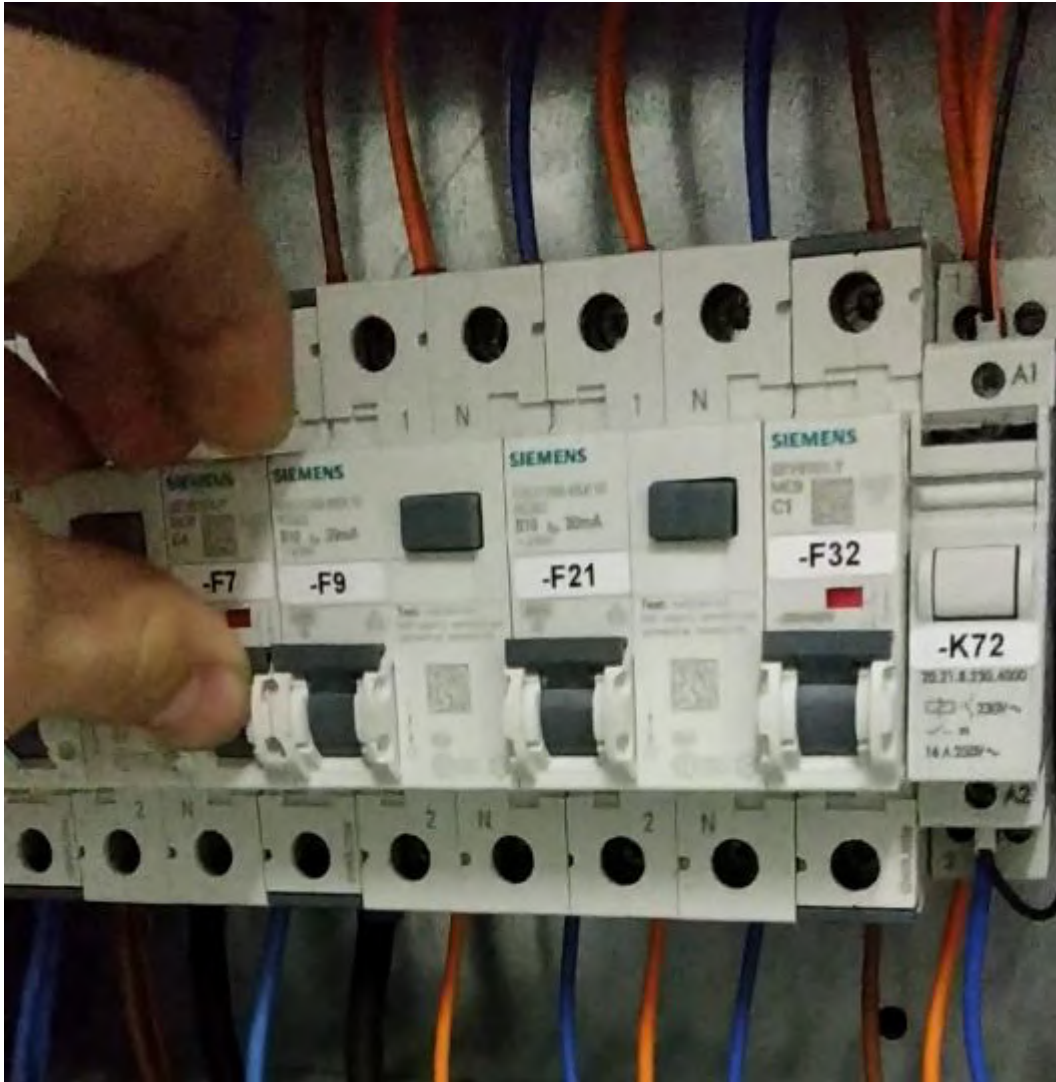
We safety break a KW David modded lift and get stuck!

The UCM (Unintended Car Movement) Module tripped because we safety broke it when both rollers were exactly into place. (we opened the inner and outer door) xD

We had to climb out and the lift was thankfully in a good position!



# ADAPT MOTION



F7 is a fault circuit breaker which is hooked up onto the motor brake. We manually leveled it with the breaker.

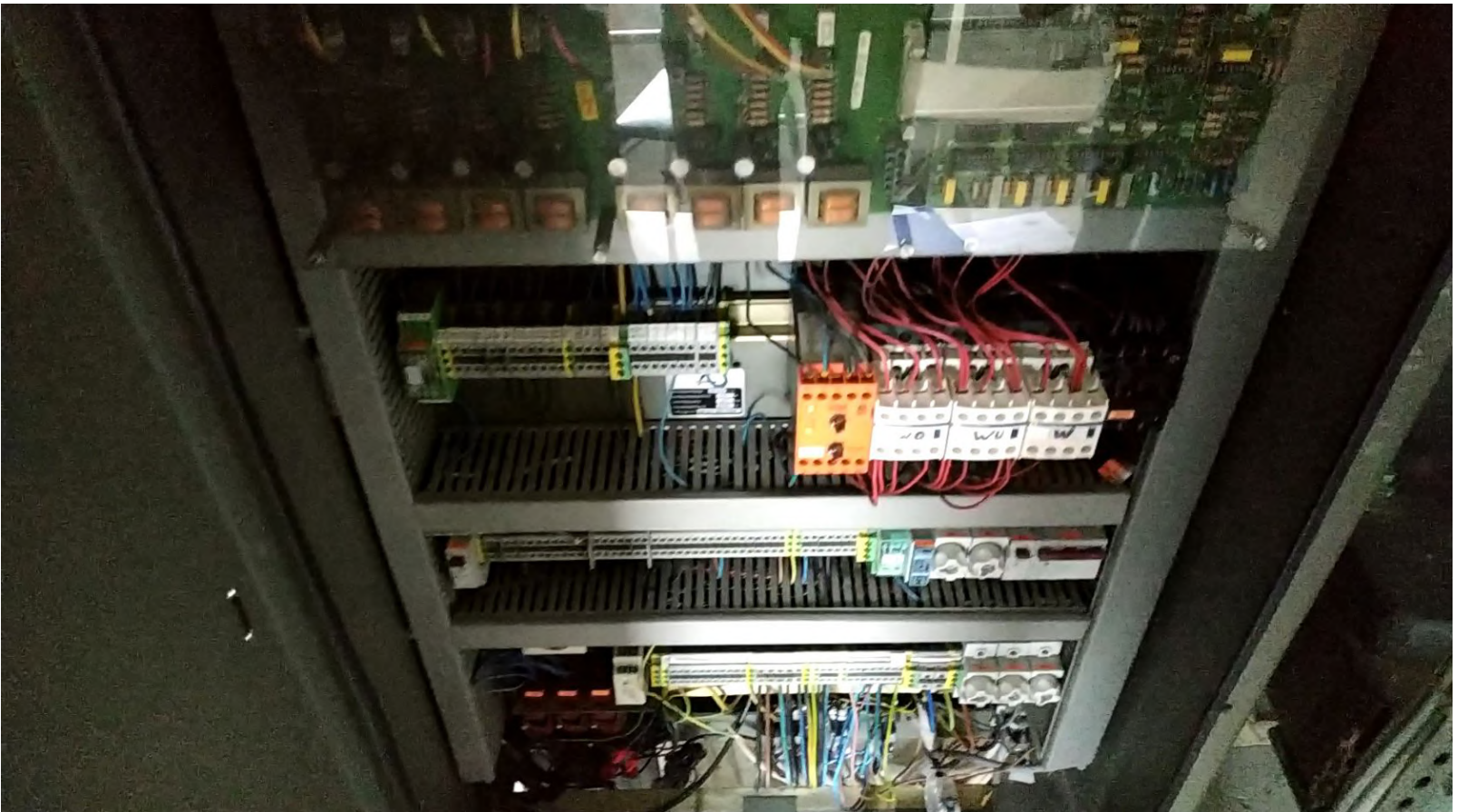
The Ziehl-Abegg inverter wasn't happy about it and started to get very loud and angry >:(





# ADAPT MOTION

Old Thyssen with an old LOHER motor which jumps on a safety break!  
The break lever jumps when the lift stops.





# ADAPT MOTION



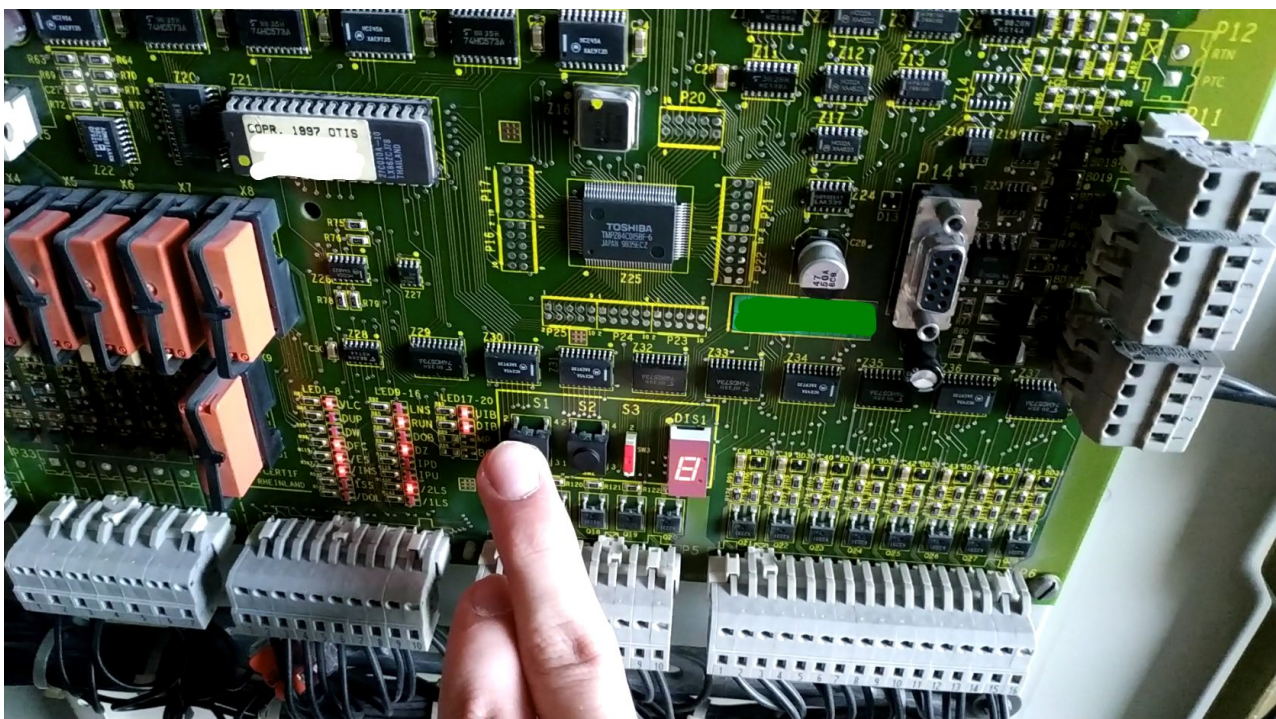
Now let's go into the motor room!



# ADAPT MOTION



Vertical Motor with 80's Otis logic!

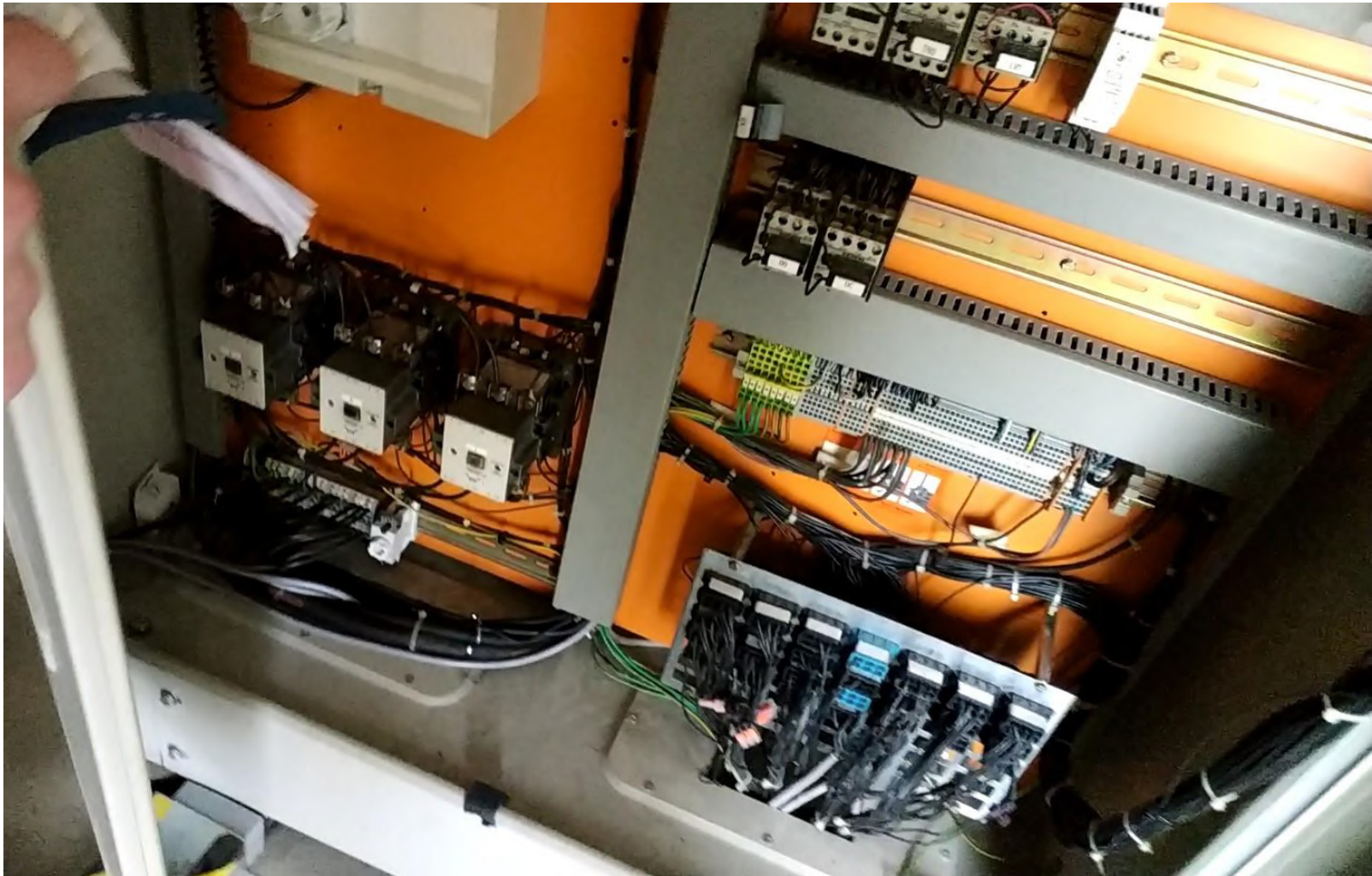


I pressed some buttons and it went out of service.

We managed to get it back into service again

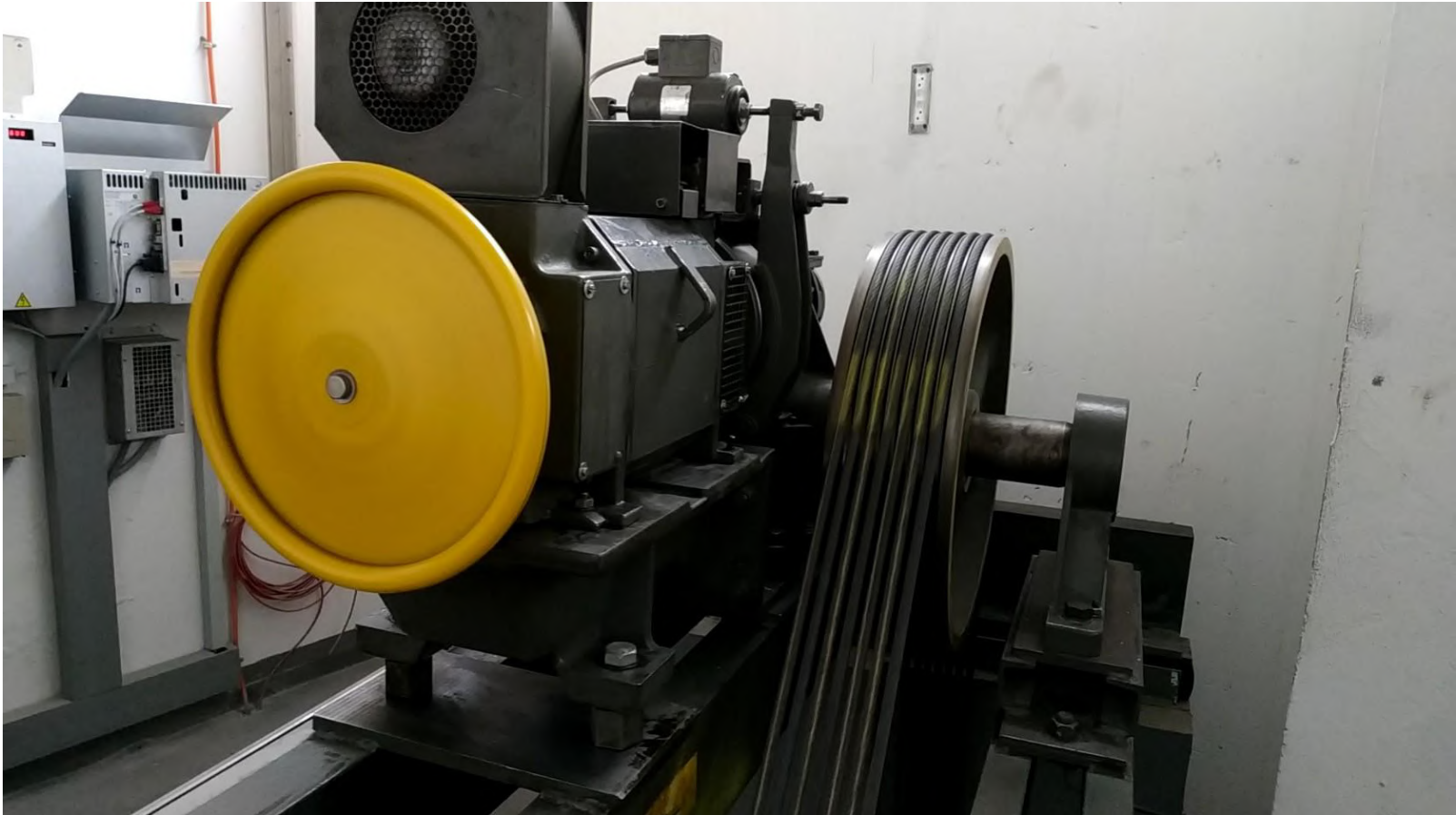


# ADAPT MOTION

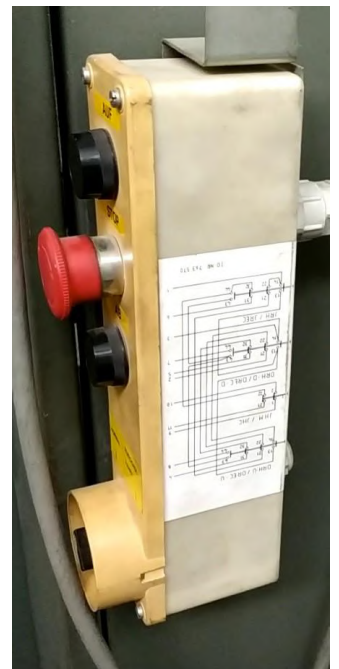
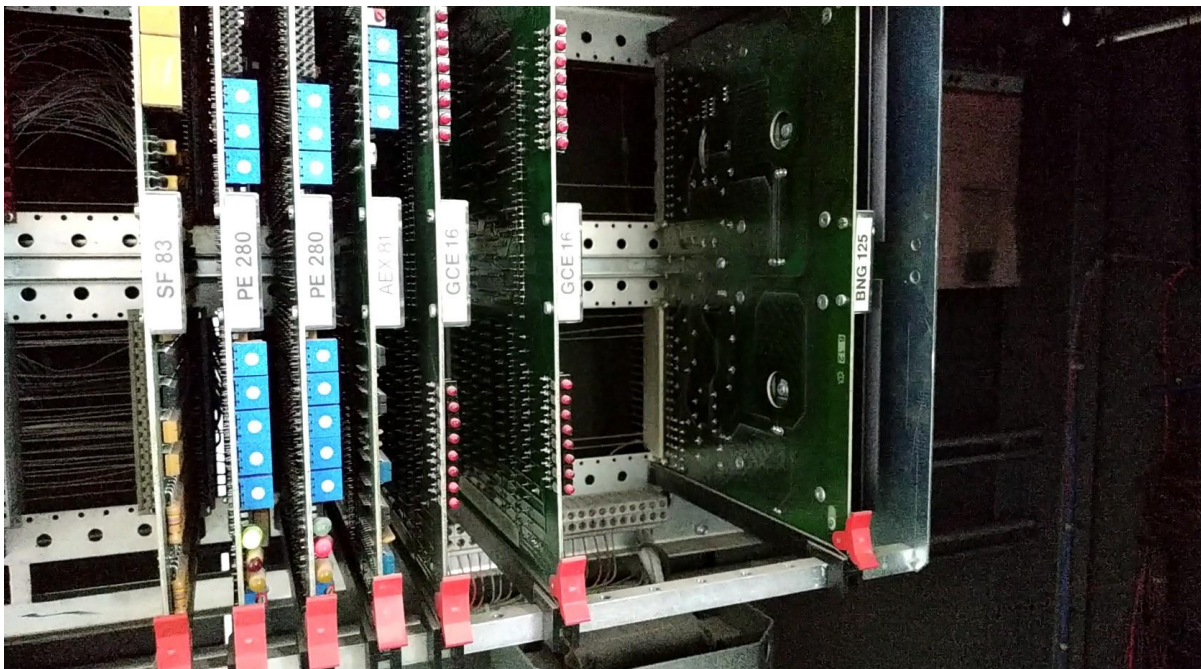




# ADAPT MOTION

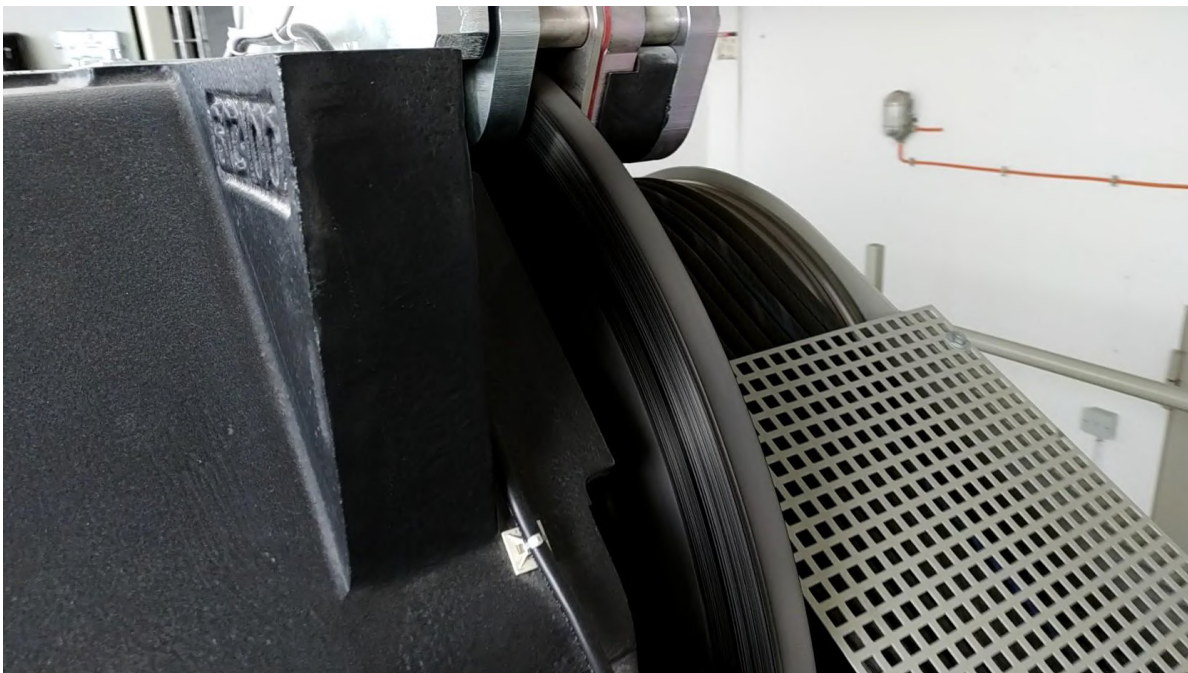


Another nice old R-Series!





# ADAPT MOTION



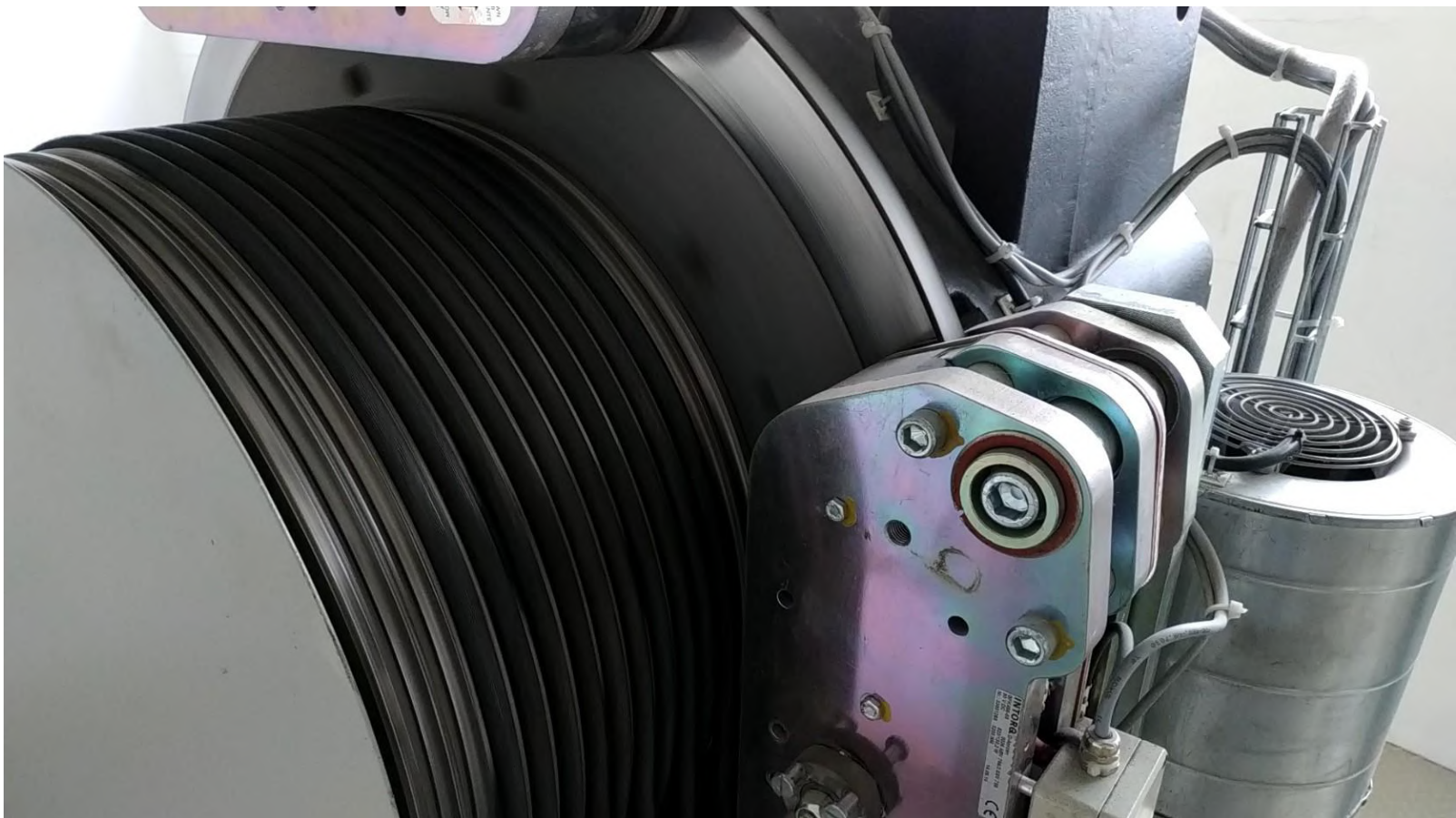
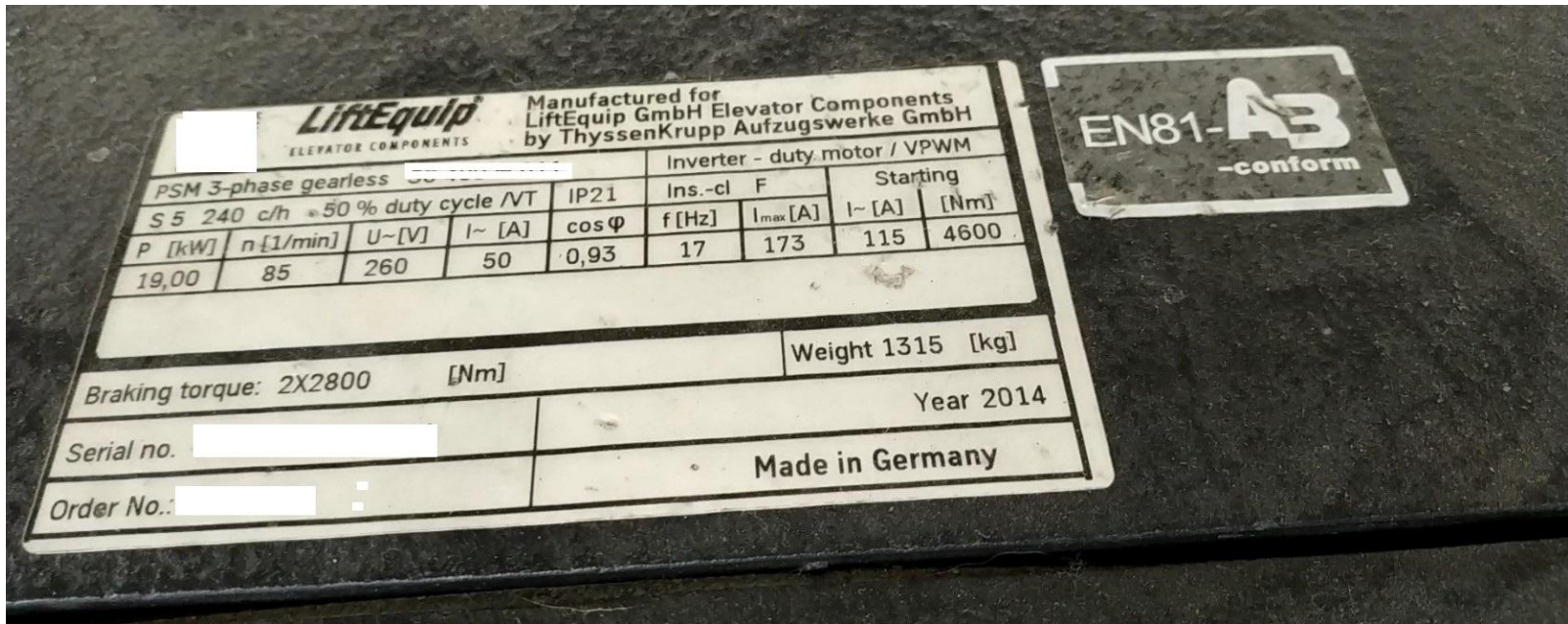
Absolutely massive  
2m/s freight lift.

The governor is set  
to 2,5m/s but we  
think that it can  
definitely go faster  
than that!

WE SURFED IT!  
Video on my  
channel soon!



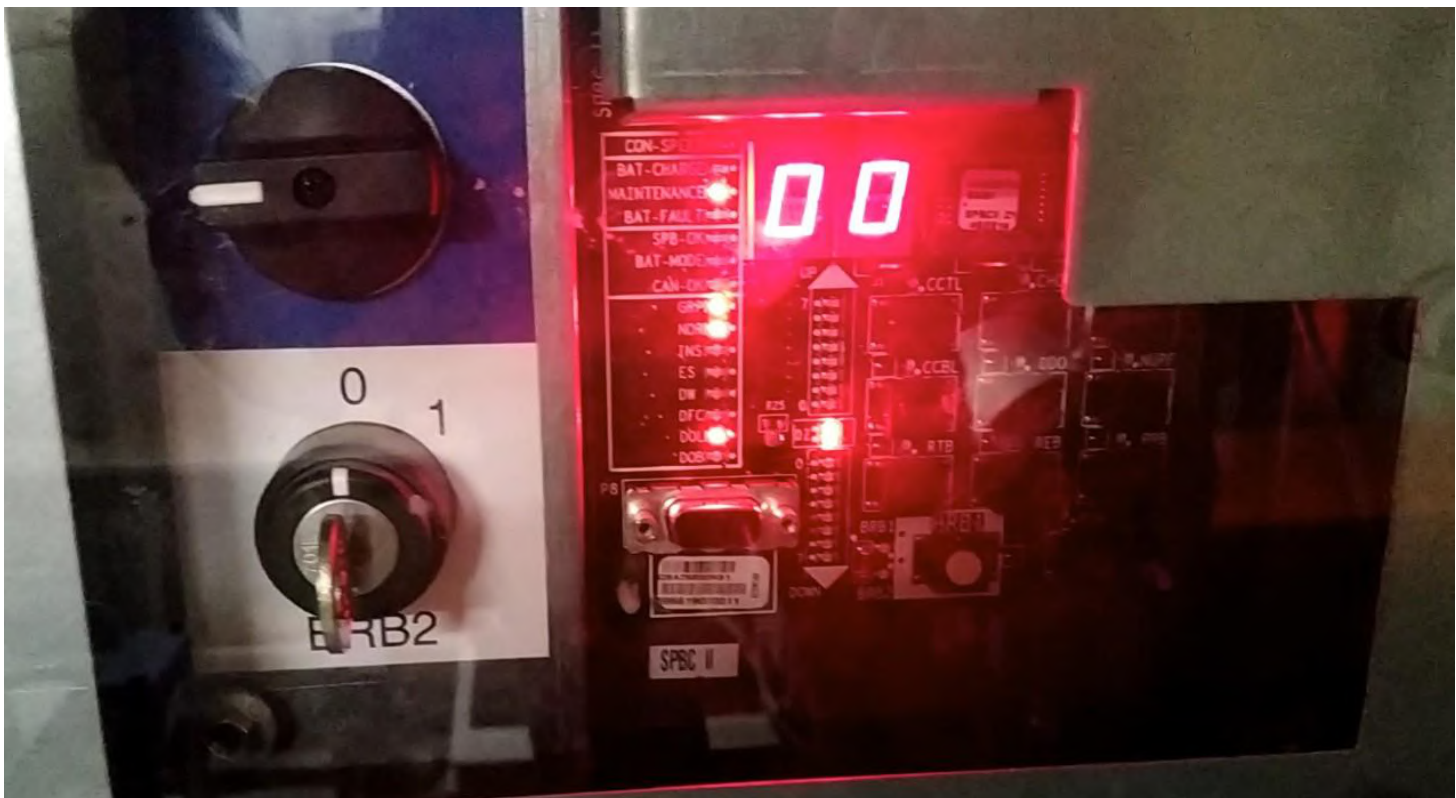
# ADAPT MOTION





# ADAPT MOTION

Cheap gen2





# ADAPT MOTION



2,5m/s Otis with a very loud safety break!

---

The lift adventure with FailsInGermany was very nice and we saw a lot of motor rooms!

If you want you can go onto my channel to see the surfs and a more detailed look at the different motor rooms we visited.

There will be more epic videos coming soon but that's it for this month.

My return FilxBus arrived 30 mins late which meant I almost missed my last train home.

If we went to some other motor rooms early we would have been caught since on some lifts the engineers were there on the same day!



# IT\_CROAKED'S PAGE:

## EXPLORING NORTH WOOLWICH STATION



Before London Overground took over services on the North London Line and changed its terminus to Stratford, it made its way here, to North Woolwich, via the Connaught Tunnels under the Royal Docks. A limited and unreliable service meant that ridership was never high, and at the time of its closure in 2006 few were sad to see it dropped from the map. Almost immediately after the closure, platform furniture was removed, it's connection to the network was severed and the 3rd rail lifted, but since then it has been left much as it was.







Originally the station was a grand affair, having three platforms, a turntable and Victorian station building, along with a cast iron canopy. But in 1979 the line was 'upgraded' by BR to allow for the upcoming electrification, being demoted to single track operation. At the same time a new '70s station building was built to replace the original one. Subsequently, the new station building has been demolished, with the old one managing to outlast its successor.







The old station building and one of the two platforms was reopened in 1984 as a railway museum dedicated to East London railway history.

It too unfortunately closed in 2006 as its connection to the rail network was severed, since Crossrail would soon be reusing the Connaught Tunnels as part of its Abbey Wood Branch.

Since then the museum has become overgrown while, for some unknown reason, the vegetation in the abandoned station has been regularly cut back.





North Woolwich Station is right next to North Woolwich Ferry Terminal, where penny-pinching TfL's new ferries are still causing trouble, so we may as well have a little peek. The new ferries are Diesel-Electric hybrids and supposedly much more fuel-efficient. But they also installed new magnetic docking systems to take advantage of this, and the ferries have to crawl in at a snail's pace to line up with the docking pads. So the new ferries take at least three times as long to get from one side to the other (not to dismiss the extra time spent in the queue as well).



Three old ferries were replaced with two new ones, supposedly because the new ones are more reliable, but in reality a poor service will have to be offered at weekends, just to save money. In fact, no ferries were working at all when I visited.

The South terminal has an interesting set of traffic lights. Not because of the model (they are cheap Swarcos), but they have little repeater lights on the side which is a unique feature.





# MarshoCorp\*

## Electronics

### MC\* Gen H - Lift



This Motor Room Less Lift with old style indicators is a lift offered by MarshoCorp\*. This lift features:

- 8 Floors
- Pre doors
- High speed
- Hydraulic Power
- Sky light
- Simple Design

Disclaimer: MarshoCorp\* is my virtual company and is not real and all products have been constructed in games



# MarshoCorp\*

## Electronics

Hello, here at MarshoCorp\* we offer a wide range of products from lifts to controllers. Here are some of our products:

### MC\* MX - 2 Lift

‘One of the best lifts in Scrap Mechanic’



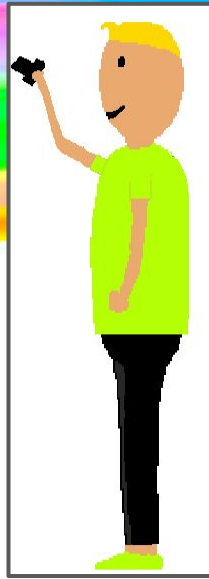
This Motor Room Less Lift with indicators and directional indicators is the latest lift offered by MarshoCorp\*. This lift features:

- Mechanical Doors
- Indicators with direction
- Emergency Stop
- Alarm
- 2 Speed Levelling
- Compact Design
- Hydraulic Powered
- Reset Sequence

Disclaimer: MarshoCorp\* is my virtual company and is not real and all products have been constructed in games



# BEN'S PAGES



I went on several trips this month and have made myself extremely tired.

The Algarve was very interesting, although the public transport very poor.







Faro private bus station is very dark (although the camera has brightened it). It is the darkest place in the Algarve. Everywhere else is so bright apart from this bus station







Hong Kong was a massive adventure. This was the first time that I have travelled long haul. It was long and painful to get there, but it was worth it!











In Hong Kong McDonalds is the same quality as everywhere else, but over in China the quality of everything food chain is much lower, including McDonalds.

The egg in McDonald's breakfast looks like something that should never be eaten by anyone.



All drinks you can buy taste very watered down. You can't find anything that tastes of the usual that you would expect.



And on air China we had to put up with this shit entertainment system.



# SOUTHEND FUNICULAR



There is a rare all direction ESLA light fixture.  
I have never seen an all directions one before.



And then I did something stupid. I decided to  
climb the track. I thought the funicular wasn't  
going to be running for an hour. But then the  
operator came and almost started the funicular  
while I was on the tracks!





# NANTES TRAMS

Nantes has a selection of different trams. There are 2 types of regular tram and a train tram. Sadly there is only one section of the tram system where the trams go a reasonable speed.





# RENNES VAL



I finally managed to get to Rennes to see the VAL.

Rennes VAL is smaller than Toulouse and Lille, but it still interesting.





# INTERESTING LIFTS IN RENNES



Interesting Schindler lifts at VAL stations that have M series logic, bottom drive motor, and a 2:1 lift cab, but a 4:1 counterweight. This is so weird.

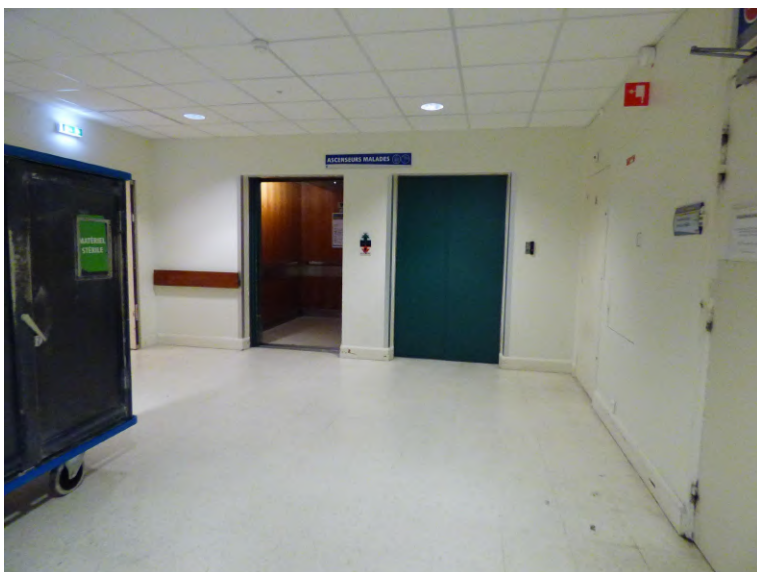
Very interesting 1920s lift which as circular style lift tracks. It has been modernized by Otis but still has character. When I first saw this I thought it was some fake old lift due to the Otis buttons, but on closer inspection I realised that it was actually old. No lift company would go as far as installing circular tracks to make a new lift pretend to be old.



Schindler 5500 that looks like a 5400 in Rennes. This is a pretty good lift. The interior panels look stronger than usual 5500 ones which is nice. The intelligent levelling means that you wouldn't notice a difference until you see the belt cables. The lift has pre-start which is very good, and it has the very very long levelling stage typical of 5500s where it moves the lift just a couple of millimeters to make sure it is in exactly the right place, luckily you don't have to wait for it to do this because of the pre-doors.



Completely original 1960s Otis in a hospital. I was very surprised to see this still operating!







Left: A very interesting swing door lift in a hospital in Rennes.

Below: Here are some various interesting things in France...



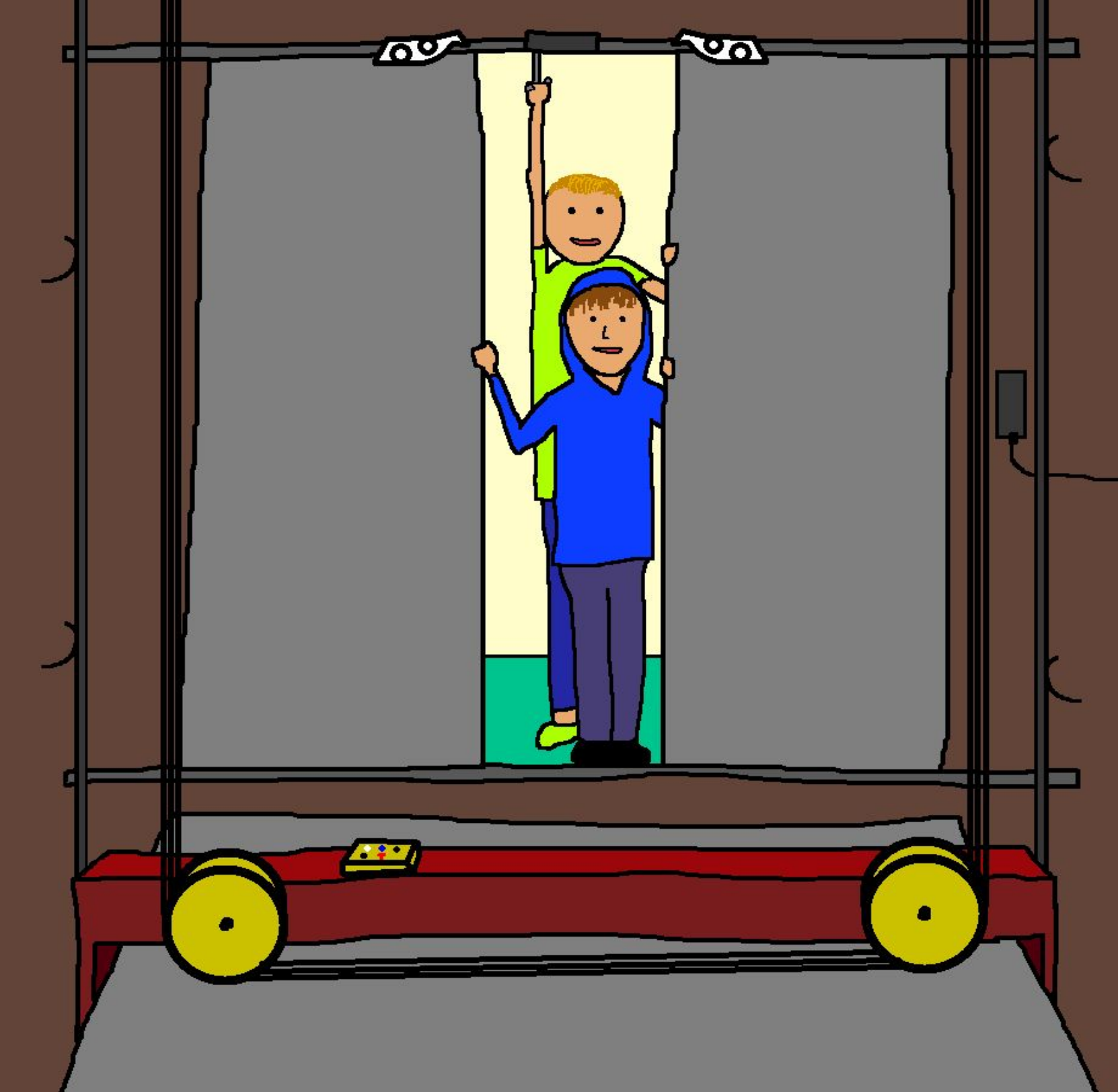
Ultimate question: Do gargiles give better advice than local guides?











**THE END**