



Royal Trains
Notice

Docklands

Thursday, 30th July
1987

Docklands Light Railway Limited
P.O. Box 154, Poplar, London E14 9QA
Telephone: 01-538 0311

A handwritten signature in black ink, appearing to read 'R E Bayman'.

R E Bayman
Operations Manager

The Docklands Light Railway will be opened officially by Her Majesty the Queen, accompanied by the Duke of Edinburgh, on Thursday 30 July 1987.

The Royal Party will arrive by boat at Island Gardens, and travel to Poplar for a tour of the OMC and a reception, returning afterwards by train to Tower Gateway.

All parts of the railway visited during the opening ceremony will be subject to security checks by police in the presence of DLR staff following the close of traffic for Wednesday 29 July.

On completion of the checks all rolling stock and the OMC premises will be guarded by British Transport Police; station premises will be guarded at street level by Metropolitan Police and platform level by British Transport Police.

All equipment cases, location cases, rooms (including lavatories) and lifts at remote locations will be sealed after inspection; any staff requiring access to such areas after sealing should be accompanied by a police officer who can reseal the doors.

Persons, including staff, requiring to gain access to secure areas (including the OMC) must have an appropriate pass or ticket and be prepared to provide confirmation of identity and to be searched if necessary. All staff reporting for duty must do so via the OMC reception area.

2.2 Passes, Permits and Tickets

2.2.1 STAFF will be required to show their LRT or DLR identity card.

2.2.2 CONTRACTORS and other persons on duty for the Royal Opening will be issued with a special clip-on security pass, a specimen of which is reproduced below:



1 General

1.1 The Docklands Light Railway will be opened officially by Her Majesty the Queen, accompanied by the Duke of Edinburgh, on Thursday 30 July 1987.

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2 Security

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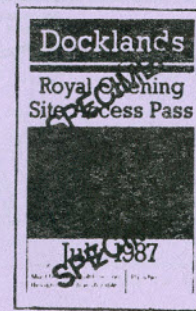
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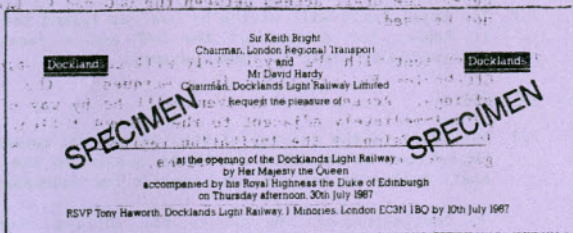
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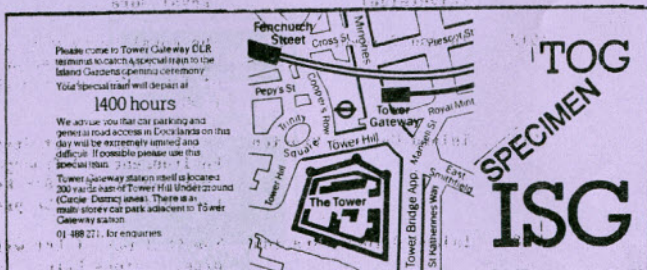
2.2.2 CONTRACTORS and other persons on duty for the Royal Opening will be issued with a special clip-on security pass, a specimen of which is reproduced below:



2.2.3 GUESTS will be required to hold both invitations and special "Joining Instructions" which will contain, in booklet form, tickets giving access to the various points at which ceremonies will take place. Examples are reproduced below:

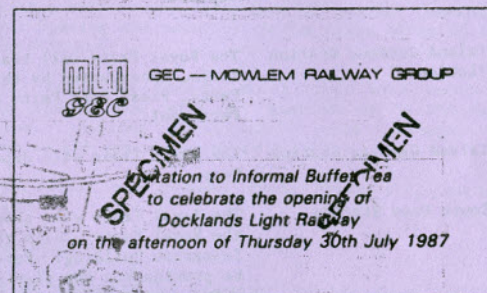


TOG-POP ticket



TOG-ISG ticket

- 2.3 Police will be present in numbers, but all staff on duty prior to and during the ceremonies must be watchful for suspicious persons or events, and report immediately any that they might see.
- 2.4 Access to the OMC for guests will be by way of the main vehicular gate: the staff access between the OMC and Poplar platforms will not be used.
- 2.5 Concurrent with the Royal visit will be a reception hosted by the GEC-Mowlem Railway Group in a marquee at the west end of the sidings. Access to this event will be by way of the pedestrian gate immediately adjacent to the LEB substation. Guests will be in possession of the invitation reproduced below, which does not give access to the OMC or stations.



3 Programme Summary

TIME	LOCATION	DETAILS
1509	Island Gardens (Riverside)	Royal Party disembark from PLA Launch "Royal Nore".
1512	Island Gardens	The Royal Party will be escorted to Island Gardens Station by the Mayor of Tower Hamlets and the Chairman of LDDC.
1517	Island Gardens Station	The Secretaries of State for the Environment and Transport, the Chairman of LRT, Sir Keith Bright and Lady Bright will be presented.
1518	Island Gardens Station	The Chairman of LRT will make further presentations before escorting the Queen to the dais to unveil a plaque.

TIME	LOCATION	DETAILS
1523	Island Gardens Station	The Royal Artillery Band will play the National Anthem, the Chairman of LRT will make a speech of welcome, and the Queen will formally open the Railway.
1526	Island Gardens Station	The Queen and the Duke of Edinburgh will be shown the operation of the ticket machines and validators.
1528	Island Gardens Station Platform 2, Royal Train	The Chairman of LRT will present the DLR Operations Manager, the Mobile Supervisor and the Royal Train Captain.
1529	Island Gardens Station Platform 2	The Royal Party will board the Royal Train, accompanied by the Escort Party, Press Rota Party and Security Personnel.
1530	Island Gardens Station	The Royal Train will depart for South Quay.
1535	South Quay Station	The Royal Train will stop here while the Royal Party visits the Daily Telegraph building. Soft drinks will be provided on the platform for guests waiting with the train.
1555	South Quay Station	The Royal Train will depart for Poplar.
1600	Poplar Station Centre Road	Royal Train arrives. The Royal Party will leave the station via Platform 2 and the public exit.
1605	Control Room	The Traffic Manager and CRS will be presented to the Queen.
1615	OMC	The Royal Party will proceed to a reception in the Main Workshop.
1645	Poplar Station Centre Road	The Royal Train will depart for Tower Gateway.
1654	Tower Gateway Station	The Royal Train will arrive at Tower Gateway and the Royal Party will be escorted down the escalator to waiting Royal cars.

Parties of school children will be admitted to both platforms at the following stations to greet the Queen:

Mudchute	Westferry
Crossharbour	Limehouse

Supervision will be provided by DLR staff and British Transport Police. All participating children will be in possession of an ordinary DLR ticket overstamped with the station name.

4 Preparation of Trains

4.1 A total of 9 trains will require preparation for the Royal Opening, viz:

- Royal Train
- Standby Royal Train
- 3 VIP trains
- Standby VIP train
- 3 trains for static display in main workshop

4.2 All 9 trains will receive some form of special cleaning prior to the Royal Opening and security checks after close of traffic on Wednesday 29 July.

4.3 The Royal Train and Standby Royal Train will receive special security checks and will be guarded by a Police Officer thereafter. Rolling Stock staff will accompany security personnel on all vehicle security checks.

4.4 The Royal Train and Standby Royal Train will carry special headboards.

5 Preparation of Route

All sections of route to be traversed by the Royal Party will be checked, commencing at 0500 hours on 30 July. Location cases and other bulky trackside equipment will be sealed with a special tape once checked. Permanent Way and S & T staff will accompany security personnel on this check.

6 Working of Trains

6.1 TIMETABLE: Trains will run to the special working timetable overleaf.

6.2 DRIVING MODE: All trains should be operated in Automatic Mode. An exception will be the departure of set 4 from CRO at 1452, which will be made in ATP manual, in order that the train can be stopped half-way between CRO and MUD until the Royal Train has passed in the opposite direction.

6.3 DOOR OPERATION: When carrying the Royal Party on his train, the Train Captain of Set 1 should press a "Close Other Doors" button immediately upon docking at intermediate stations, unless a special request to the contrary is made.

6.4 ALIGNMENT OF TRAINS: Royal and standby sets 1 and 2 must be aligned so that when travelling from Island Gardens to Poplar the 'A' end is at the leading (ie 'up') end.

UP STR BOC	START 0945 ex OMC	1015 1018	1045 1048	1115 1118	1145 1148	1215 1218	1245 1248	1315 1318	START 1350 ex OMC
POP NQ EAST JUNCT W/Q	START 0950 ex OMC	1023½	1053½	1123½	1153½	1223½	1253½	1323½	START 1352½ ex OMC
DN TOC	START 0951½ via NORTH CURVE	1024½	1054½	1124½	1154½	1224½	1254½	1324½	START 1353½ via NORTH CURVE
SHA WES NQ WEST JUNCT	START 0953½ via NORTH CURVE	1000 1002 1006	1030 1032 1036	1100 1102 1106	1130 1132 1136	1200 1202 1206	1230 1232 1236	1300 1302 1306	START 1407 via NORTH CURVE
W/Q	START 0951½ via NORTH CURVE	1007½	1037½	1107½	1137½	1207½	1237½	1307½	START 1407½ via NORTH CURVE
WES	START 0951½ via NORTH CURVE	1008 1009	1038 1039	1108 1109	1138 1139	1208 1209	1238 1239	1308 1309	START 1407½ via NORTH CURVE
WES	START 0952½ via NORTH CURVE	1009 1010	1039 1040	1109 1110	1139 1140	1209 1210	1239 1240	1309 1310	START 1408 via NORTH CURVE
TOG	START 0958½ via NORTH CURVE	1015 1016	1045 1046	1115 1116	1145 1146	1215 1216	1245 1246	1315 1316	START 1401 via NORTH CURVE
ISG	START 1000 via NORTH CURVE	1016½	1046½	1116½	1146½	1216½	1246½	1316½	START 1402½ via NORTH CURVE
To Form	START 1007½	1022½	1052½	1122½	1152½	1222½	1252½	1322½	START 1530 via NORTH CURVE
SFT No	START 0945 ex OMC	1022½	1052½	1122½	1152½	1222½	1252½	1322½	START 1530 via NORTH CURVE
UP ISG	START 1009 ex OMC	1024	1054	1124	1154	1224	1254	1324	START 1539 via NORTH CURVE
MUD	START 1010 via NORTH CURVE	1030 1031	1060 1061	1130 1131	1160 1161	1230 1231	1260 1261	1330 1331	START 1540 via NORTH CURVE
CAM	START 1016 via NORTH CURVE	1031	1061	1131	1161	1231	1261	1331	START 1546 via NORTH CURVE
W/Q	START 1016½ via NORTH CURVE	1031½	1061½	1131½	1161½	1231½	1261½	1331½	START 1546½ via NORTH CURVE
NQ WEST JUNCT	START 1018 via NORTH CURVE	1038	1068	1138	1168	1238	1268	1338	START 1546½ via NORTH CURVE
WES	START 1022 via NORTH CURVE	1048	1078	1148	1178	1248	1278	1348	START 1546½ via NORTH CURVE
SHA	START 1022½ via NORTH CURVE	1052	1082	1152	1182	1252	1282	1352	START 1546½ via NORTH CURVE
TOG	START 1024 via NORTH CURVE	1054	1084	1154	1184	1254	1284	1354	START 1546½ via NORTH CURVE
W/Q	START 1031 via NORTH CURVE	1061	1091	1161	1191	1261	1291	1361	START 1546½ via NORTH CURVE
NQ EAST JUNCT	START 1031½ via NORTH CURVE	1061½	1091½	1161½	1191½	1261½	1291½	1361½	START 1546½ via NORTH CURVE
POP	START 1032½ via NORTH CURVE	1062½	1092½	1162½	1192½	1262½	1292½	1362½	START 1546½ via NORTH CURVE
BOC	START 1038 via NORTH CURVE	1068	1098	1168	1198	1268	1298	1368	START 1546½ via NORTH CURVE
STR	START 1041 via NORTH CURVE	1071	1101	1171	1201	1271	1301	1371	START 1546½ via NORTH CURVE
To Form	START 1045 via NORTH CURVE	1075	1105	1175	1205	1275	1305	1375	START 1546½ via NORTH CURVE

UP STR BOC	START 1419 ex OMC	1445	1475	1555	1645	1705	1775	1815	START 1720 ex OMC
POP NQ EAST JUNCT W/Q	START 1422½ via NORTH CURVE	1446	1476	1556	1646	1706	1776	1816	START 1720 via NORTH CURVE
DN TOG	START 1430 via NORTH CURVE	1440	1470	1550	1640	1700	1770	1810	START 1720 via NORTH CURVE
SHA WES NQ WEST JUNCT	START 1432 via NORTH CURVE	1442	1472	1552	1642	1702	1772	1812	START 1720 via NORTH CURVE
W/Q	START 1436 via NORTH CURVE	1446	1476	1556	1646	1706	1776	1816	START 1720 via NORTH CURVE
WES	START 1437½ via NORTH CURVE	1447½	1477½	1557½	1647½	1707½	1777½	1817½	START 1720 via NORTH CURVE
TOG	START 1437½ via NORTH CURVE	1447½	1477½	1557½	1647½	1707½	1777½	1817½	START 1720 via NORTH CURVE
W/Q	START 1437½ via NORTH CURVE	1447½	1477½	1557½	1647½	1707½	1777½	1817½	START 1720 via NORTH CURVE
NQ WEST JUNCT	START 1438 via NORTH CURVE	1448	1478	1558	1648	1708	1778	1818	START 1720 via NORTH CURVE
WES	START 1438½ via NORTH CURVE	1448½	1478½	1558½	1648½	1708½	1778½	1818½	START 1720 via NORTH CURVE
SHA	START 1438½ via NORTH CURVE	1448½	1478½	1558½	1648½	1708½	1778½	1818½	START 1720 via NORTH CURVE
TOG	START 1439 via NORTH CURVE	1449	1479	1559	1649	1709	1779	1819	START 1720 via NORTH CURVE
W/Q	START 1439½ via NORTH CURVE	1449½	1479½	1559½	1649½	1709½	1779½	1819½	START 1720 via NORTH CURVE
NQ EAST JUNCT	START 1440 via NORTH CURVE	1450	1480	1560	1650	1710	1780	1820	START 1720 via NORTH CURVE
POP	START 1440½ via NORTH CURVE	1450½	1480½	1560½	1650½	1710½	1780½	1820½	START 1720 via NORTH CURVE
BOC	START 1445 via NORTH CURVE	1455	1485	1565	1655	1715	1785	1825	START 1720 via NORTH CURVE
STR	START 1445½ via NORTH CURVE	1455½	1485½	1565½	1655½	1715½	1785½	1825½	START 1720 via NORTH CURVE
To Form	START 1450 via NORTH CURVE	1460	1490	1570	1660	1720	1790	1830	START 1720 via NORTH CURVE
SFT No	START 1450 via NORTH CURVE	1460	1490	1570	1660	1720	1790	1830	START 1720 via NORTH CURVE
UP ISG	START 1428 via NORTH CURVE	1448	1478	1558	1648	1708	1778	1818	START 1720 via NORTH CURVE
MUD	START 1429½ via NORTH CURVE	1449½	1479½	1559½	1649½	1709½	1779½	1819½	START 1720 via NORTH CURVE
CAM	START 1435½ via NORTH CURVE	1455½	1485½	1565½	1655½	1715½	1785½	1825½	START 1720 via NORTH CURVE
W/Q	START 1436½ via NORTH CURVE	1456½	1486½	1566½	1656½	1716½	1786½	1826½	START 1720 via NORTH CURVE
NQ WEST JUNCT	START 1437 via NORTH CURVE	1447	1477	1557	1647	1707	1777	1817	START 1720 via NORTH CURVE
WES	START 1437½ via NORTH CURVE	1447½	1477½	1557½	1647½	1707½	1777½	1817½	START 1720 via NORTH CURVE
SHA	START 1438 via NORTH CURVE	1448	1478	1558	1648	1708	1778	1818	START 1720 via NORTH CURVE
TOG	START 1438½ via NORTH CURVE	1448½	1478½	1558½	1648½	1708½	1778½	1818½	START 1720 via NORTH CURVE
W/Q	START 1438½ via NORTH CURVE	1448½	1478½	1558½	1648½	1708½	1778½	1818½	START 1720 via NORTH CURVE
NQ EAST JUNCT	START 1439 via NORTH CURVE	1449	1479	1559	1649	1709	1779	1819	START 1720 via NORTH CURVE
POP	START 1439½ via NORTH CURVE	1449½	1479½	1559½	1649½	1709½	1779½	1819½	START 1720 via NORTH CURVE
BOC	START 1439½ via NORTH CURVE	1449½	1479½	1559½	1649½	1709½	1779½	1819½	START 1720 via NORTH CURVE
STR	START 1440 via NORTH CURVE	1450	1480	1560	1650	1710	1780	1820	START 1720 via NORTH CURVE
To Form	START 1440 via NORTH CURVE	1450	1480	1560	1650	1710	1780	1820	START 1720 via NORTH CURVE

* Held 20 mins at SOQ

* Held between CR0 and MUD until Royal Train has passed

7 Working of Escalators at Tower Gateway

Escalators are to be switched to operate both up and down from 1200 hours-1630 hours. Thereafter, both escalators will run in the down direction until all guests are cleared.

8 Staffing

8.1 TRAINS will be staffed as follows:

- Set 1 (Royal Train) Train Captain: Gary Bonini
Mobile Supervisor: Mark O'Connell
- Set 2 (Standby Royal Train) Train Captain: Fred Sander
- Set 3 Train Captain: Bob Morgan
- Set 4 Train Captain: Gary Emery
- Set 5 Train Captain: Sandra Lyons

8.2 STATIONS will be protected by Security personnel in all cases. Special arrangements will be made at Tower Gateway, Island Gardens and Poplar where a Traffic Supervisor and a concourse manager will be available.

8.3 MAINTENANCE STAFF will follow the progress of the Royal Train by road, and be available to deal with any breakdown. A Police Officer will accompany the staff concerned to facilitate access to the railway if required.

8.4 OPERATING OFFICIALS AND MANAGERS: The Operations Manager will travel with the Royal Train, the Traffic Manager will be on duty in the Control Room.

The Operations Development Assistant will be available throughout the night preceding opening to liaise with security personnel and oversee preparations.

The Maintenance Manager will ensure standby coverage for all systems during the period of the Royal visit.

9 Traction Current Arrangements

- 9.1 Traction current will remain switched on in the OMC throughout.
- 9.2 Current will be switched on to the running lines on completion of all security checks, at approximately 0940, but following confirmation that all staff and police are clear of tracks.
- 9.3 The Maintenance Manager will arrange for the isolation of traction current on the North Route after the passage of the last up train from Stratford at 1358. Isolators 14 and 15 will be opened, and isolator 24 must be confirmed as open, but short-circuiting bars will not be positioned.
- 9.4 The three cars located in the main workshop will be connected to the OMC shore supply, but with drop leads removed and shoe covers in place.

10 Communications

10.1 Except in emergency the railway mobile radio system is to be used for normal traffic and maintenance purposes only.

10.2 Guest movements will be under the control of stewards, responsible to a chief steward at each key location. Essential communication between the chief stewards and the Project Manager (Royal Opening) will be by telephone, in most cases Vodafone mobiles.

- Project Manager - Tony Haworth 0836 274116
- Tower Gateway - Roger Shire 0836 292302
- Island Gardens (ground) - John Darke 0836 274117
- Island Gardens (platform) - Graeme Overall 01 538 0311 Ext 4633
- OMC Gate - Graham Orchard 0836 274115

10.3 A police control vehicle will be located on the OMC access road near the bogie wash and will provide a communications centre for police radio systems. The vehicle will also be provided with a PABX telephone (extension 4520) for use by police officers in the event of difficulty, and for this purpose all platform PABX cabinets will remain unlocked throughout the day at stations with a police presence. DLR staff may use extension 4520, in emergency only.

11.1 Car Parking: There will not generally be parking available for guests and visitors at Poplar, and except for police and ambulance vehicles, a single disabled person's car, and the Limehouse studios antenna vehicle, the OMC will not be available for parking between 0600 on Wednesday, 29 July, and 2100 on Thursday 30 July. Access to the OMC car park for delivery vehicles will be subject to the discretion of the Security Guard.

11.2 Parking will be available for DLR operational vehicles on the unsurfaced access beside Simpsons Road, substation but no further south than the gates to the Stoneyard Lane site. Access is from Poplar High Street ONLY and is under the control of the Metropolitan Police, who have registration numbers of eligible vehicles. Vehicles must be parked so as not to cause obstruction, and must display the DLR "on railway business" notice in the windscreen.

11.3 DLR staff and guests of GEC-Mowlem may park in the Stoneyard Lane site or the adjacent normally closed roadway, but parking cannot be regulated and people using these sites should be prepared for their vehicles to be blocked in. Access in both cases is from the main OMC approach road only. No parking will be allowed in the main approach road itself.