



St Albans Rail

Watford to Welwyn and Hertford via St Albans Abbey : sample timetable for fourth scenario

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Fourth scenario

Dual track the entire route of the Abbey line from Watford Junction to St Albans Abbey. Dual-level station at St Albans Abbey. Connecting chord onto High Speed 2 to High Speed 1 link line included.

Orange-coloured service : a 4 trains per hour service with express turnround at St Albans Abbey.

Yellow-coloured service : a 4 trains per hour service with express turnround at St Albans Abbey.

Green-coloured service : a 2 trains per hour service.

Off-green-coloured service : a 2 trains per hour service.

Pink-coloured service : St Pancras to Welwyn with express turnround at St Albans Abbey.

Red-coloured service : service via St Albans City on the Midland Main line and Watford Junction.

The Euston shuttle stops at intermediate stations between Watford Junction and St Albans Abbey, namely Watford North, Garston, Bricket Wood, How Wood, Park Street. No other services are currently timed to stop at these intermediate stations.

Shuttle times are identical to the second scenario and so too are driver sharing arrangements. The shuttle may terminate at London Road, or terminate at St Albans East or continue to Welwyn. In the case of driver sharing, the green-coloured service is anticipated to turn round at St Albans Abbey in 3 minutes, and if not, in 6 minutes. We have allowed a choice of turnround times of 3 or 6 minutes not only for the green-coloured service but also for the off-green-coloured service. These services may both turn round in 3 minutes, both in 6 minutes, or one in 3 minutes and the other in 6 minutes. A free slot in each direction is reserved to cater for these choices. These free slots are : depart Watford Junction 01 arrive St Albans Abbey 13 and, in the other direction, depart St Albans Abbey 04 arrive Watford Junction 16. Further details are available later in this document as footnotes to the timetable.

The sole simulation made available for this scenario shows both the green-coloured service and the off-green-coloured service turning round in 6 minutes, with the shuttle continuing to Welwyn.

If the shuttle terminates at London Road, not all other services can run. A yellow-coloured service and orange-coloured service pass each other at London Road at 07. These cannot both run. Additionally the yellow-coloured service from Welwyn at London Road at 10 cannot run since the shuttle would be located at the northern platform at London Road at this time with the pink-coloured service from St Pancras departing St Albans Abbey at 10 using the southern track to the southern platform at London Road then using a track traversal to arrive at the normal i.e. northern platform at St Albans East. Thus fewer services would run if the shuttle terminates at London Road

although there are no other changes to timings, hence our decision to make available only a single simulation for this scenario.

If the shuttle terminates at St Albans East and if there is insufficient land available for a turn-back siding, the yellow-coloured service from Welwyn at St Albans East at 07 could not run, nor could the yellow-coloured service to Welwyn at St Albans East at 10. The shuttle would probably turn round at the northern platform and depart on time using a track traversal to the southern track in an attempt to not block the orange-coloured service to Welwyn arriving at St Albans East at 13. (If it failed, well, wrong colour of train.)

Green-coloured, off-green-coloured, orange-coloured and yellow-coloured services are shown in the simulation as running via Watford Junction. In fact they might instead be services via the connecting chord onto the proposed HS2 to HS1 link line.

Services via Watford would not necessarily run to Euston. A service via Watford but not to Euston might for example run via Kensington (Olympia) e.g. to Gatwick Airport.

The A414 North Orbital Road crosses the Abbey line by means of a bridge located to the north of Park Street station. We assume that this bridge is of sufficient span to permit two railway tracks to pass beneath it, there being currently only one track beneath it.

Train times are shown in such a way as to show arrival and departure times at St Albans Abbey over a half-hour period. Add 30 minutes to the times shown for a further train of the same colour. All times are shown as minutes past the hour. *Times in italics are times at which trains pass through stations without stopping.* Times in normal type are times at which trains stop at stations. Notes are in square brackets e.g. [1]. Arrival times are in brackets when preceding departure times e.g. (00). Alternative service times are indicated using “or” e.g. 07 [or 10].

Galleria at Hatfield (GaH) times are not currently estimated, therefore omitted from the timetable. Currently, all trains to/from Galleria at Hatfield (GaH) are assumed to run to/from Welwyn Garden City.

Passengers should note that services may be delayed due to the fact that not all railway lines have been constructed. We apologise for any inconvenience.

Abbreviations for this scenario

arr	arrival time
BW	Bricket Wood
dep	departure time
Euston	London Euston
G	Garston
GaH	Galleria at Hatfield
HW	How Wood
platform	Platform at St Albans Abbey
PS/PL	Refers to times either at Park Street station or at the train passing facility at Park Street (which has been retained from earlier scenarios even though How Wood to Park Street is dual track).
StAA	St Albans Abbey
StA East	St Albans East
StA LR	St Albans London Road
St P	London St Pancras
TBA	Journey times between St Albans Abbey and St Pancras depend on the number of intermediate station stops on the Midland Main line
WGC	Welwyn Garden City
WJ	Watford Junction
WN	Watford North

Timetable for fourth scenario (page 1 of 2)

Train code	Yellow to WGC	Red from St A City	Green from WGC	Orange to WGC	Off-green from WGC	Pink from St P	Green to WGC	Off-green to WGC	Orange from WGC	Yellow from WGC
St P dep						TBA				
(WGC arr)										
WGC dep			43		46				52	55
StA City dep		00								
(Euston arr)										
Euston dep										
WJ dep	49			52			55 [1]	58 [1]		
WN	50			53			56	59		
G	52			55			58	01		
BW	54			57			00	03		
HW	56			59			02	05		
PS/PL arr	58			01			04	07		
PS/PL dep	58			01			04	07		
StA East			55		58				04	07
StA LR			58		01				07	10
StAA arr	01		01	04	04	07	07 [or 10]	10 [or 13]	10	13
platform										
StAA dep	04		07 [or 04]	07	10 [or 07]	10	13	16	13	16
StA LR	07			10		13	16	19		
StA East	10			13		16	19	22		
PS/PL arr		07	10		13				16	19
PS/PL dep		07	10		13				16	19
HW		09	12		15				18	21
BW			14		17				20	23
G			16		19				22	25
WN			18		21				24	27
WJ arr			19 [2]		22 [2]				25	28
Euston arr										
StA City arr										
WGC arr	22			25		28	31	34		
St P arr										

Notes 1 and 2 are at the foot of timetable page 2.

Timetable for fourth scenario (page 2 of 2)

Train code	Yellow to WGC	Shuttle to Euston	Orange to WGC	Pink to St P	Red to St A City	Orange from WGC	Shuttle from Euston	Yellow from WGC
St P dep								
(WGC arr)								
WGC dep		58 [4]		04		07		10
StA City dep								
(Euston arr)								
Euston dep								
WJ dep	04		07				10	
WN	05		08				12	
G	07		10				15	
BW	09		12				18	
HW	11		14		17		21	
PS/PL arr	13		16		19		23	
PS/PL dep	13		16		21		23	
StA East		10		16		19		22
StA LR		13		19		22		25
StAA arr	16	16 [or 14]	19	22		25	26	28 [3]
platform								
StAA dep	19	19	22	25		28	29 [or 31]	31
StA LR	22		25				32	
StA East	25		28				35	
PS/PL arr		22				31		34
PS/PL dep		25				31		34
HW		27				33		36
BW		30				35		38
G		33				37		40
WN		36				39		42
WJ arr		38				40		43
Euston arr								
StA City arr					28			
WGC arr	37		40				47 [5]	
St P arr				TBA				

Notes

1. The green-coloured train and off-green-coloured train turn round in 6 minutes at St Albans Abbey. If express turnround of 3 minutes is planned for both trains, each train departs Watford Junction 3 minutes later. If a 6 minute turnround and a 3 minute turnround is planned, the green-coloured train arrives 07 and turns round in 6 minutes and the off-green-coloured train arrives 13 and turns round in 3 minutes.
2. The green-coloured train and off-green-coloured train turn round in 6 minutes at St Albans Abbey. If

express turnround of 3 minutes is planned for both trains, each train arrives at Watford Junction 3 minutes earlier. If a 3 minute turnround and a 6 minute turnround is planned, the green-coloured train turns round in 3 minutes and departs 04, the off-green-coloured train turns round in 6 minutes and departs 10. In these cases the red-coloured service from St Albans City would be retimed to use the retimed free slot at Park Street arriving at Park Street at either 10 or 13 i.e. either 3 or 6 minutes later.

3. Yellow from WGC uses northern track from London Road to St Albans Abbey to permit southern track to be used by pink to St Pancras.
4. If the shuttle terminates at St Albans East, times are St Albans East 10, London Road 13, St Albans Abbey arrive 16. If the shuttle terminates at London Road, times are London Road 11, St Albans Abbey arrive 14. In all cases, St Albans Abbey depart 19.
5. If the shuttle terminates at St Albans East, times are St Albans Abbey depart 29, London Road 32, St Albans East 35. If the shuttle terminates at London Road, times are St Albans Abbey depart 31, London Road 34. In all cases, St Albans Abbey arrive 26.