



St Albans Rail

## **Watford to Welwyn and Hertford via St Albans Abbey : sample timetables for second scenario**

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### **Second scenario**

Single track between Park Street and How Wood. Two banks of platforms at St Albans Abbey.

There are three simulations for this scenario, depending on the destination of the Euston shuttle. The following applies to all three simulations :

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

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

Pink-coloured service : St Pancras to Welwyn with conventional turnround in 6 or 7 minutes at St Albans Abbey. 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.

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

Green-coloured and orange-coloured services would not necessarily run to Euston. If these services were to run via Watford but not to Euston, they 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. St Albans Rail is not based in St Albans and we lack information concerning this bridge. We hope the bridge is of sufficient span to permit two railway tracks to pass beneath it, there being currently only one track beneath it. If not, there would be a single-track section of railway line passing beneath this bridge and therefore requiring train synchronisation. To cater for this uncertainty, we incorporate a one-minute waiting time for trains that pass each other on the St Albans side of Park Street, which would be used for train synchronisation. This applies to green-coloured and orange-coloured services.

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. (30).

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 i.e. immediately north of the single track section between Park Street and How Wood
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

### Simulations for this scenario

There are three simulations for this scenario, depending on the destination of the Euston shuttle. Please refer to accompanying text for details concerning driver allocation.

#### Shuttle to London Road

In the first simulation for this scenario, the Euston shuttle terminates at London Road. The shuttle changes direction in five minutes at St Albans Abbey, where the green-coloured service to Welwyn changes direction in six minutes and from Welwyn in seven minutes.

**Timetable for second scenario first simulation : shuttle to London Road**

Train code	Green from WGC	Orange to WGC	Orange from WGC	Green to WGC	Shuttle to Euston	Orange to WGC	Pink to St P	Pink from St P	Orange from WGC	Shuttle from Euston
St P dep								TBA		
(WGC arr)	(37)		(40)				(45)		(56)	
WGC dep	40		50				01		07	
(Euston arr)										(30)
Euston dep										48
WJ dep		53		56		06				10
WN		54		57		07				12
G		56		59		09				15
BW		58		01		11				18
HW		00		03		13				21
PS/PL arr		02		05		15				23
PS/PL dep		02		06		16				23
StA East	52		02				13		19	
StA LR	55		05		11		16		22	
StAA arr	58	05	08	13	14	19	19	21	25	26
platform										
StAA dep	05	07	12	19	19	22	26	27	28	31
StA LR		10		22		25		30		34
StA East		13		25		28		33		
PS/PL arr	08		15		22				35	
PS/PL dep	08		16		25				36	
HW	10		18		27				38	
BW	13 [1]		20		30				40	
G	15		22		33				42	
WN	17		24		36				44	
WJ arr	18		25		38				45	
Euston arr					00					
WGC arr		25		37		40		45		
St P arr							TBA			

Notes

1. Green from WGC waits 1 minute on the Watford side of How Wood to permit recovery of 3-minute headway between this and the preceding train, which was a 2-minute headway from Park Street to How Wood.

### **Shuttle to St Albans East**

In the second simulation for this scenario, the Euston shuttle terminates at St Albans East. The shuttle changes direction in three minutes at St Albans Abbey, where the green-coloured service to Welwyn changes direction in six minutes and from Welwyn in seven minutes.

**Timetable for second scenario second simulation : shuttle to St Albans East**

Train code	Green from WGC	Orange to WGC	Orange from WGC	Green to WGC	Shuttle to Euston	Orange to WGC	Pink to St P	Pink from St P	Orange from WGC	Shuttle from Euston
St P dep								TBA		
(WGC arr)	(37)		(40)				(45)		(56)	
WGC dep	40		50				01		07	
(Euston arr)										(30)
Euston dep										48
WJ dep		53		56		06				10
WN		54		57		07				12
G		56		59		09				15
BW		58		01		11				18
HW		00		03		13				21
PS/PL arr		02		05		15				23
PS/PL dep		02		06		16				23
StA East	52		02		10		13		19	
StA LR	55		05		13		16		22	
StAA arr	58	05	08 [3]	13	16	19	19	21	25	26
platform										
StAA dep	05	08	12	19	19	22	26	27	28	29
StA LR		11		22		25		30		32
StA East		14		25		28		33		35
PS/PL arr	08		15		22				35	
PS/PL dep	08		16		25				36	
HW	10		18		27				38	
BW	13 [2]		20		30				40	
G	15		22		33				42	
WN	17		24		36				44	
WJ arr	18		25		38				45	
Euston arr					00					
WGC arr		26		37		40		45		48
St P arr							TBA			

**Notes**

- Green from WGC waits 1 minute on the Watford side of How Wood to permit recovery of 3-minute headway between this and the preceding train, which was a 2-minute headway from Park Street to How Wood.

3. Orange from WGC is timed to suit Euston shuttle to St Albans London Road. In the current simulation, the service could depart WGC one minute later, with a 3-min turnround at St Albans Abbey.

### **Shuttle to Welwyn**

In the third simulation for this scenario, the Euston shuttle continues to Welwyn. The shuttle changes direction in three minutes at St Albans Abbey, where the green-coloured service to Welwyn changes direction in three minutes and from Welwyn in two minutes.

**Timetable for second scenario third simulation : shuttle to Welwyn**

<b>Train code</b>	<b>Green from WGC</b>	<b>Yellow to WGC</b>	<b>Orange from WGC</b>	<b>Green to WGC</b>	<b>Shuttle to Euston</b>	<b>Orange to WGC</b>	<b>Pink to St P</b>	<b>Pink from St P</b>	<b>Yellow from WGC</b>	<b>Shuttle from Euston</b>
St P dep								TBA		
(WGC arr)	(34)		(40)		(48)		(45)		(56)	
WGC dep	44		50		58		01		07	
(Euston arr)										(30)
Euston dep										48
WJ dep		53		56		06				10
WN		54		57		07				12
G		56		59		09				15
BW		58		01		11				18
HW		00		03		13				21
PS/PL arr		02		05		15				23
PS/PL dep		02		06		16				23
StA East	56		02		10		13		19	
StA LR	59 [4]		05		13		16		22	
StAA arr	03	05	08 [6]	13	16	19	19	21	25	26
platform										
StAA dep	05	08	12	16	19	22	25	27	28	29
StA LR		11		19		25		30		32 [7]
StA East		14		22		28		33		36
PS/PL arr	08		15		22				35	
PS/PL dep	08		16		25				36	
HW	10		18		27				38	
BW	13 [5]		20		30				40	
G	15		22		33				42	
WN	17		24		36				44	
WJ arr	18		25		38				45	
Euston arr					00					
WGC arr		26		34		40		45		48
St P arr							TBA			

**Notes**

- Green from WGC waits 1 minute at St Albans London Road to obtain clearance to proceed.
- Green from WGC waits 1 minute on the Watford side of How Wood to permit recovery of 3-minute headway between this and the preceding train, which was a 2-minute headway from Park Street to How Wood.

6. Orange from WGC is timed to suit Euston shuttle to St Albans London Road. In the current simulation, the service could depart WGC one minute later, with a 3-min turnround at St Albans Abbey.
7. Shuttle from Euston waits 1 minute at St Albans London Road to permit recovery of 3-minute headway between this and the preceding train, which was a 2-minute headway from St Albans Abbey to St Albans London Road.