

MARLOW AND BOURNE END TO MAIDENHEAD

Notes	MX	0016	0606	0636	0706	0736	0806	0836	0856	1000	1100	1200	1300	1400	1500	1600	1718
Marlow	d	0016	0606	0636	0706	0736	0806	0836	0856	1000	1100	1200	1300	1400	1500	1600	1718
Bourne End →	a	0023	0613	0643	0713	0743	0813	0843	0903	1007	1107	1207	1307	1407	1507	1607	1725
Bourne End ←	d	0027	0616	0646	0716	0746	0816	0846	0907	1011	1111	1211	1311	1411	1511	1611	
Cookham	d	0031	0619	0649	0719	0749	0819	0849	0911	1014	1114	1214	1314	1414	1514	1614	
Furze Platt	d	0034	0623	0653	0723	0753	0823	0853	0914	1018	1118	1218	1318	1418	1518	1618	
Maidenhead →	a	0039	0627	0657	0727	0757	0827	0857	0919	1023	1123	1223	1323	1423	1523	1623	
Twyford	a	0103	0639	0708	0737	0807	0842	0907	0931	1037	1137	1237	1337	1437	1537	1637	
Reading →	a	0111	0647	0715	0744	0814	0850	0914	0943	1045	1144	1244	1345	1444	1544	1644	
Slough →	a	0134	0644	0714	0744	0814	0844	0914	0932	1034	1134	1244	1332	1433	1532	1634	
London Paddington T	a	0201	0652	0722	0753	0820	0852	0926	1004	1105	1201	1322	1401	1501	1602	1706	

Notes	TSM	1747	1824	1854	1924	1954	2024	2101	2123	2223	2316	0016
Marlow	d	1747	1824	1854	1924	1954	2024	2101	2123	2223	2316	0016
Bourne End →	a	1754	1831	1901	1931	2001	2031	2108	2130	2230	2323	0023
Bourne End ←	d	1729	1800	1835	1905	1935	2005	2042	2112	2134	2234	2327
Cookham	d	1732	1803	1838	1908	1938	2008	2045	2115	2138	2238	2331
Furze Platt	d	1736	1807	1842	1912	1942	2012	2049	2119	2141	2241	2334
Maidenhead →	a	1740	1811	1846	1916	1946	2016	2053	2123	2146	2246	2339
Twyford	a	1801	1822	1901	1931	2003	2031	2107	2141	2159	2301	2349
Reading →	a	1813	1830	1913	1943	2014	2036	2116	2148	2207	2313	2357
Slough →	a	1756	1826	1903	1935	2001	2034	2114	2133	2201	2314	2357
London Paddington T	a	1833	1903	1943	2006	2030	2102	2152	2201	2231	2352	0018

Passenger Assist: freephone 0800 197 1329
 or text relay: 18001 0800 197 1329 (0600 to 2300)
 National Rail Enquiries: 03457 48 49 50
 a Arrival time: d Departure time
 c Mondays to Thursdays departs 2240

Notes	SUM	0016	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2209	2314	0012
Marlow	d	0016	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2209	2314	0012
Bourne End	a	0023	0707	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107	2216	2321	0019
Bourne End	d	0027	0711	0811	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911	2011	2111	2220	2325	0023
Cookham	d	0031	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114	2223	2328	0026
Furze Platt	d	0034	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2227	2332	0030
Maidenhead →	a	0039	0723	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023	2123	2232	2337	0035
Twyford	a	0103	0739	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937	2037	2137	2301	0014	
Reading →	a	0111	0746	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944	2044	2146	2251	0022	
Slough →	a	0134	0733	0834	0935	1034	1134	1244	1334	1434	1534	1634	1734	1844	1934	2034	2134	2244	0042	
London Paddington T	a	0201	0801	0901	1001	1102	1201	1322	1401	1501	1601	1704	1801	1922	2001	2101	2201	2322	0114	

Notes	SUM	0012	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2201
Marlow	d	0012	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2201
Bourne End	a	0019	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802	1902	2002	2102	2208
Bourne End	d	0023	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806	1906	2006	2106	2212
Cookham	d	0026	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110	2216
Furze Platt	d	0030	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114	2220
Maidenhead →	a	0035	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2224
Twyford	a	0101	1031	1131	1231	1331	1431	1531	1631	1731	1831	1931	2031	2131	2251	
Reading →	a	0103	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143	2303	
Slough →	a	0931	1028	1131	1231	1331	1431	1533	1633	1733	1833	1933	2033	2133	2247	
London Paddington T	a	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2057	2157	2325	

MX: Monday excepted
TSM: Tuesday - Saturday
SUM: Sunday Morning
 Light text: connecting service
 Green text: runs on certain days only, or has differences at some stations

NEW TIMETABLES

The new timetables come into force on Sunday 12th December. The Marlow branch timings are not changed, but connecting times may be. Always check at weekends because branch times can be adjusted to fit in with engineering work on the main line.

Chiltern Railways' Leaf Fall timetable will continue until 11 December, with an additional service departing High Wycombe at 07:24 arriving at Marylebone at 08:00.

When we asked you if you wished to continue with printed timetables by post we got one positive reply. At the same time GWR was making changes from week to week because of coronavirus and technical issues. It doesn't make sense to print lots of paper which will be out of date before it gets distributed, so we won't be asking for printed timetables in future but you can download timetables from the operators' websites. The Marlow branch timetable is included here for the benefit of members not on the net.

EDITORIAL

Welcome to my first edition of the MMPA Newsletter. As you'll know if you were at the AGM I've swapped duties with Rob Latham, so he's now looking after Membership.

We extend a warm welcome to our new members who joined at the AGM and since.

We noticed that one or two members had paid twice during the year. If you would like to extend your membership by a year please ask when renewals are requested or before.

Your comments and contributions will always be welcome, including photos if we have space. Please email editor@mmpa.org.uk

Richard Porter

GWR Services Switch to TFL-Rail

A further five GWR services will transfer to TFL-RAIL on 12th December. These are: 07:30 and 08:00 MF Reading to Paddington, calling additionally at Burnham, West Drayton and Ealing Broadway; 17:27, 18:26 and 18:56 MF Paddington to Reading, calling additionally at Ealing Broadway and West Drayton.

These changes are being made in preparation for the opening of the Elizabeth line in the first half of 2022.

Some journey times may increase by 1-2 minutes but arrival and departure times at Paddington will be unchanged.

In the long term, however, many journey times will decrease as a result of through running services directly into central London. Once the central core is open, Elizabeth Line services will operate as three railways:


- Reading and Heathrow to Paddington ML
- Paddington Elizabeth Line to Abbey Wood
- Liverpool Street ML to Shenfield.

Passengers will need to change at Paddington ML (main line) station for services through central London.

From autumn 2022 at the earliest, passengers will be able to make journeys from Reading and Heathrow directly through to Elizabeth line stations in central London and beyond without needing to change trains.

The final milestone will be no later than May 2023, when the full Elizabeth Line timetable will be in place.

Elizabeth Line trains do not have toilets and most seating is back-to-the-window.



MARLOW - MAIDENHEAD PASSENGERS' ASSOCIATION

188
December
2021

NEWSLETTER

www.mmpa.org.uk
@marlowdonkey

DOWN THE LINE

Mark Hopwood on Linked In

You can watch Mark's occasional video reports from around the network on LinkedIn. Just search for "Mark Hopwood CBE". It seems he's getting quite a following!

While you're at it check out Mark Wild's latest update on the Crossrail project.

Better Passenger Information

Network Rail and Great Western Railway (GWR) have been trialling a new information service supplying passengers with enhanced travel information. The service will give passengers more accurate and improved information on delays and disruptions. The trial launched on 26th October and ran until late November.

The passenger information system operated on Network Rail's Western Route running from Paddington to Penzance, including Thames Valley.

From Monday to Friday between 6:30am-7:30pm Network Rail used rainbow boards at three of its managed stations: Paddington, Reading and Bristol Temple Meads.



The rainbow boards are like those seen at London Underground stations using green, amber, red and black colour coding to show the condition of different services.

Weather report-style video reports will also be available on Twitter at @NetworkRailWest and @GWRHelp.

The aim is to give passengers the chance to make informed decisions when travelling via train.



Taplow

The south side gateline seems to be more unmanned than manned, even in the middle of the day. Flower pots, complete with watering system, have been placed on the over-bridge. TfL's priorities were once again a source of bewilderment. (Photo: R. Porter)

Bourne End

A 'bus service improvement plan' (BSIP) has been proposed. A scheme to create a 'virtual branch line' with a coordinated mix of bus and train has been set up between Totnes and Salcombe in Devon. It is proposed to trial a similar arrangement for Bourne End to High Wycombe Station.

Maidenhead

The forecourt remodelling has now opened. Only limited drop off space is provided and no parking except for six disabled spaces. The similar arrangement at High Wycombe seemed to function well. GWR has an allocation of parking space in the Stafferton Way car park to replace forecourt parking.

Proposed Marlow Film Studio

There is a proposal for film studios adjacent to the line between Marlow and Bourne End. Of concern is the impact on local transport particularly on road transport over Cookham Bridge. One suggestion is that a rail halt serving the studios [and Little Marlow? -Ed.] would help alleviate this. The site is in Bucks but could have significant impact on RBWM.

AGM 24th September 2021

We had a full house for the AGM, albeit with chairs spread more widely due to COVID-19. The formalities were completed in record time, so straight onto the presentations:

Presentation by Mark Hopwood CBE, Managing Director, GWR

Mark introduced Ollie Irwin, GWR's newly appointed Duty Station Manager covering the Marlow branch.

Mark paid tribute to Nigel Hunt, who died recently. Nigel had been a towering presence in local transport affairs and was a former chairman of MMPA.

He said that GWR was beginning to plan for the replacement of the long serving class 165 Turbo units used on the branch. They aim to test a battery powered unit on the Greenford branch and, if successful, these would probably be introduced on to all the Thames Valley (and Cornish) branches. The tri-mode Class 769 (formerly Thameslink 319s with added diesel engines) would probably be deployed on the Maidenhead to Bourne End shuttle in due course, but could not be used on the Bourne End - Marlow section.

He also said that GWR was trialling (in Devon) closer connections with local bus companies to improve the overall service. In answer to a question about the situation at Bourne End, where NetworkRail had created a small parking area where the former café had stood instead of creating a bus pull-in, he said that this was an issue for the bus company and Buckinghamshire Council.

He confirmed that a cashless ticket machine would soon be installed at Furze Platt, earlier cash taking ones having proved a target for some local residents.

Mark admitted that the remodelling of Maidenhead station forecourt, now completed, had taken longer than he would have liked.

To a question about the long planned trackworks at Bourne End to allow two trains per hour to operate off-peak between Marlow and Maidenhead without passengers having

to change trains, he said that it was their aspiration that this would happen but that it was now clear that a full resignalling of the branch would be necessary; this had serious cost implications for the project which, in any case, had lost much of the funding committed by local bodies owing to the elastic timescale. Nevertheless he agreed that it was unreasonable to expect passengers travelling from Marlow to stations on the main line to have to change twice within fifteen miles. A further questioner asked why a half-hourly service could not be run throughout the day now, but Mark did not consider this financially viable.

In answer to another question Mark said that he hoped that the half-hourly service between Maidenhead and Didcot would be restored in the December timetable. This would obviate some of the unsatisfactory connectivity which presently exists.

Martin Coker (representing Cookham Parish Council) thanked GWR for accepting bus tickets between Cookham and Bourne End when the road was closed due to floods.

Presentation by Jo Grew, Network Rail Industry Programme Director.

Jo said that Network Rail was collaborating with GWR on the trial of battery trainsets, with particular reference to re-charging facilities. NR was in the process of installing new axle counters on the main line and introducing the European Train Control System (ETCS).

On the subject of the Bourne End trackworks she agreed that it had taken much too long but said that it was a technically difficult scheme. Some switches and crossings were used nowhere else in the country, for example. There was to be a meeting to try and finalise the specification and estimate the cost. (How many times have we heard that before?) In answer to a question she said that only then would it be time to try and re-activate the previously promised funding from Local Enterprise Partnerships.

Jo said that following the track renewal between Bourne End and Marlow last year, the replacement of the track between Cookham and Cock Marsh viaduct was scheduled for 2022/23. She promised to research and respond after the meeting to questions about level crossings fitness for purpose and why the Brunel bridge over the Thames was still in a state of disrepair.

Presentation by Mike Bagshaw, MTR Elizabeth Line Performance and Planning Director, accompanied by Scott McCloud.

Mike gave an overview of the route and scheduled opening dates of the various sections. It was hoped that the full service would be in operation by December 2022. He was aware of several local issues at Taplow but confirmed that local residents would be permitted to make use of the over-bridge when the road under the tracks was flooded.

He confirmed that the 0938 to London was the first off-peak service but was aware that this was inconsistent with a service from Maidenhead. Roger Worthington (Taplow Parish Council) mentioned that Buckinghamshire Council intended to authorise the building of 3,000 houses in vicinity of the station; could TfL not create a new car park close to the station, which would also have the benefit of eliminating commuter parking on Station Road. Mike said they might act as facilitators for such a project.

A member complained that on board train announcements were inadequate, in that when they were made it was only once the train had arrived in a station rather than giving due warning of impending arrival and that no mention of branch line junctions as change stations were made at all: both were unhelpful, particularly for passengers unfamiliar with the area.

A member reported that as a wheelchair user he had been denied exit through a gate at Paddington on the grounds that it was a TfL gate while he had a GWR ticket. [see p2 -Ed]

Presentation by Martin Howard, Chiltern Railways.

Martin said that traffic levels had now recovered to about 50-55% of pre-pandemic levels, with 70-80% at weekends. Chiltern had introduced flexi season tickets, giving eight days travel in any twenty-eight day period. He said it was more beneficial for shorter journeys, such as High Wycombe or Beaconsfield to Marylebone, rather than longer distances.

He complimented Nigel Phillips (committee member) for finally persuading NetworkRail to install a repeater signal on platform 1 at High Wycombe: as a result there had been no recent complaints about connectivity from platform 3, whereas they used to receive several each month.

Chiltern are trialling diesel/battery hybrid class 165 and 168 trainsets. The latter has been in action and will return soon after modifications, but they are experiencing some issues with the 165 set.

Chiltern's franchise expires at the end of 2021 but they are hopeful of being left in charge under the new arrangements. [see page 2 -Ed]

Other Matters

Martin Coker urged all operators to be aware of and engage with local authorities when the latter are formulating Local Plans, so that implications for their services can be taken into account.

Mrs Marshall (Bourne End and Wooburn Parish Council) raised the issue of the Bourne End café site: she believed a feasibility study had been carried out on its future use but had been unable to obtain a copy.

Cllr Sharma (RBWM) asked about the proposed line from Langley to Heathrow T5. Mark Hopwood said that nothing was expected in the near future.

John Marsh, MMPA Chair (with edits)

NB The formal minutes will be included in the March 2022 Newsletter.

Williams - Shapps Plan For Rail

The long awaited Williams Report, now a White Paper called the Williams-Shapps Plan for Rail, finally saw the light of day this year. So what does it mean for us?

That Transport Secretary Grant Shapps has added his name to the report shows some commitment by the department, though whether a future Transport Secretary would feel bound by it is another matter.

Basically, a new public body, "Great British Railways" (GBR), will be set up to:

- be a single guiding mind;
- develop a 30-year strategy and long term business plans;
- manage railway budgets;
- control ticketing and collect fare revenue;
- own stations and infrastructure;
- have a national brand and identity;
- plan track access arrangements;
- be accountable and regulated.

So GBR will combine Network Rail and some functions of the Rail Delivery Group such as National Rail Enquiries.

Freight operators will be least impacted.

Franchises are now dead. In fact some of them have been nailed to their perches for a while, under Emergency Recovery Measures Agreements (ERMAs) or the fabled *Operator of Last Resort* (HMG itself).

Franchises will be replaced by concessions or "Passenger Service Contracts" to operate train services, similar to the way Transport for London runs the Overground and buses.

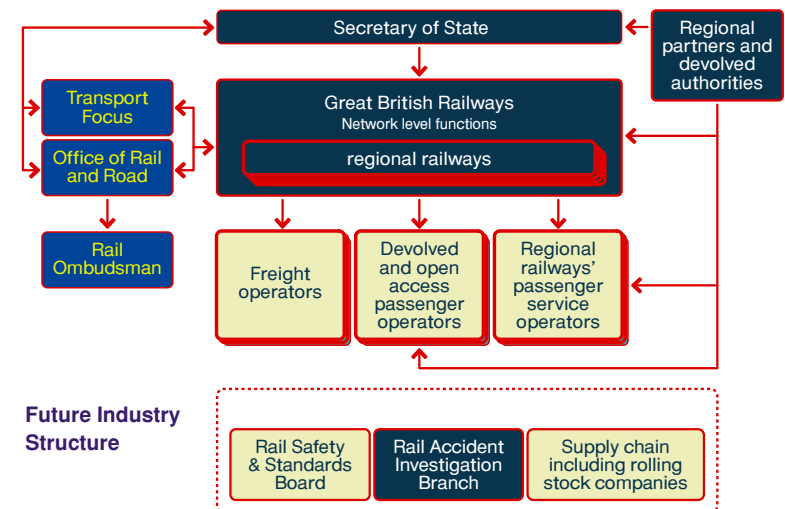
GBR will run the stations and the train operators will run the trains. The Government is expected to take the financial risk.

We'll see new, consistent branding across the whole network, with some regional variations. Fears that the iconic double arrow symbol may be modified have been expressed - surely an unnecessary expense?

We'll also expect to see reform of the fares system including flexible season tickets, and overhaul of the track access regulations which, through legislation, will give GBR the powers it needs.

The plan does little to reduce the number of interfaces between train operators, freight operators and GBR.

All this could take up several years to implement so don't hold your breath!



Source: Williams-Shapps Plan for Rail

FARES TO GO UP BY 3.8% ?

According to leaked reports (*Guardian*, 1st December) the government is considering raising regulated fares by 3.8% next year, though not on 1st January. This is the inflation figure for last July based on the higher Retail Prices Index (RPI), but without the usual 1% on top.

Tickets are sold up to twelve weeks in advance so any price rises are normally announced at least that far ahead.

Transport user groups are campaigning for a fares freeze in order to attract more people back onto the railways.

Thames Valley Fares Nightmare

In the light of the service changes mentioned above (p.1) we've been looking at the fares for Paddington to Maidenhead during the evening peak from 13th December.

TfL-RAIL services and all incoming services are off-peak, as are GWR departures from Paddington at 15:56, 16:56 and 17:56. The remaining GWR departures up to 18:20 are peak rate, meaning you need to have an Anytime ticket. The Bourne End and Marlow services connect with the fast 'peak' services.

Now here's the catch. Most tickets are valid on any operator's services over the permitted route, but according to the GWR App Anytime Single tickets are only valid for the operator shown. We have asked GWR for clarification.

Railcard discounts given for evening peak departures but not necessarily for morning ones (it depends which railcard), so you may be able to save by buying two tickets.

Normal off-peak single and return tickets including GWR e-tickets, can be used on either operator's services, BUT if you use TfL's "contactless" ticketing you will be charged peak fares between 16:00 and 19:00.

How this will be policed, or even understood, remains to be seen. Please let us have your experiences.

Chiltern Gets New 6-Year Contract

Chiltern Railways has agreed a new National Rail Contract with the Department for Transport (DfT) for the next six years.

The new contract starts on Friday 31st December and runs until the end of 2027.

The new contract means Chiltern Railways will continue operating its existing services between London and Buckinghamshire, Oxfordshire and the West Midlands.

Chiltern has committed to delivering the following:

- To continue and expand the trials of HybridFlex technology which converts existing trains to diesel-battery hybrid with zero emissions whilst at stations
- To work on a business case for converting all diesel trains to hybrid technology
- To introduce Delay Repay 15 which means customers can make compensation claims when a train arrives 15 minutes or more late at its destination.
- An improved onboard customer environment with new LED lighting and CCTV on all trains and a plan for a light refresh of train interiors with the owners of the trains.
- Extended opening hours for the customer contact centre 7 days a week.

Talk: The Wycombe Railway

John Gurney will give his long awaited talk on the Wycombe Railway at Bourne End Community Centre on 17th March 2022 (postponed from 2020). Watch BEBCA's website or *Target* magazine for tickets.

COVID-19

Don't forget that facemasks are required by law on public transport and in some indoor settings, unless you are exempt.

For AGM 2022 we plan to revert to our usual time of year at the end of March - details in the next issue.

Train Times

12 December 2021 - 14 May 2022

Times may vary at weekends and late evenings. Please check before travelling.

MAIDENHEAD TO BOURNE END AND MARLOW

London Paddington T	d	0334	0513	0543	0613	0643	0713	0807	0856	0956	1056	1157	1255	1356	1457	1556	1650
Slough	d	0400	0544	0614	0644	0714	0744	0814	0924	1024	1124	1224	1324	1424	1524	1624	1701
Reading	d	0508	0536	0603	0636	0703	0733	0803	0908	1015	1115	1212	1308	1409	1510	1622	1652
Twyford	d	0514	0542	0609	0628	0709	0739	0809	0915	1021	1121	1218	1315	1418	1516	1628	1658
Maidenhead	d	0525	0559	0631	0701	0731	0801	0831	0934	1034	1134	1234	1334	1434	1534	1637	1714
Furze Platt	d	0529	0603	0635	0705	0735	0805	0835	0937	1037	1137	1237	1337	1437	1537	1641	1718
Cookham	d	0532	0606	0638	0708	0738	0808	0838	0941	1041	1141	1241	1341	1441	1541	1644	1721
Bourne End	a	0536	0610	0642	0712	0742	0812	0842	0945	1045	1145	1245	1345	1445	1545	1648	1725
Bourne End	d	0540	0616	0646	0716	0746	0816	0846	0949	1049	1149	1249	1349	1449	1549	1652	1700
Marlow	a	0548	0623	0653	0723	0753	0823	0853	0957	1057	1157	1257	1357	1457	1557	1700	
London Paddington T	d	1720	1751	1820	1850	1901	1920	1943	2035	2042	2049	2112	2212	2305	0005		
Slough	d	1731	1801	1831	1901	1912	1942	2012	2042	2049	2112	2212	2305	0005			
Reading	d	1722	1805	1833	1904	1922	1952	2042	2048	2145	2228	2328					
Twyford	d	1728	1809	1839	1909	1928	1958	2048	2048	2145	2228	2328					
Maidenhead	d	1744	1820	1850	1920	1950	2027	2057	2157	2250	2350						
Furze Platt	d	1748	1824	1854	1924	1954	2031	2101	2201	2254	2354						
Cookham	d	1751	1827	1857	1927	1957	2034	2104	2204	2257	2357						
Bourne End	a	1755	1831	1901	1931	2001	2038	2108	2208	2301	0001						
Bourne End	d	1729	1758	1835	1905	1935	2005	2042	2112	2212	2305	0005					
Marlow	a	1736	1805	1842	1912	1942	2012	2049	2119	2220	2313	0013					

MONDAYS TO FRIDAYS

SATURDAYS

SUNDAYS

Large print timetables are available for partially sighted customers.

Call 03457 000 125 or email GWR.Feedback@GWR.com

London Paddington T	d	0727	0833	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043		
Slough	d	0754	0904	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114		
Reading	d	0810	0910	1006	1112	1212	1312	1412	1514	1614	1714	1814	1914	2014	2114		
Twyford	d	0816	0918	1015	1118	1218	1318	1418	1520	1620	1720	1820	1920	2020	2120		
Maidenhead	d	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029	2135		
Furze Platt	d	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933	2033	2139		
Cookham	d	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	1936	2036	2142		
Bourne End	a	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2041	2147		
Bourne End	d	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845	1945	2045	2151		
Marlow	a	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952	2052	2158		