

SHIPLAKE NEWSLETTER (Oct/Nov 2015)

TRAIN SERVICES AND ELECTRIFICATION

The Network Rail electrification programme is under review at present. Subject to any changes in the schedule of work resulting from that, it is expected that electrification of the main line will be complete by the end of 2017 after which FGW (now called GWR) will begin to run fast electric services from Paddington through to south Wales, and will introduce new electric trains with increased passenger capacity on commuter services stopping at Twyford and stations to/from Paddington with a schedule probably similar to the present service.

There is no firm date for electrification of the Branch Line at present although it is expected that a date will be included in the report of the review which is due in November. However it is not expected that an electric service would be introduced before the end of 2019. The Henley branch line will be 'independent' from the end of 2017 and there will be no through services to/from Paddington.

GWR will soon put timetable change proposals for consultation affecting current services to Henley. It is likely that these will include changes to peak evening services from Paddington to Henley e.g. the current 1707 and 1805 fast services and the 1712 and 1812 slower through services. It is not known if there will be a proposal to increase the frequency of service on the branch to 30mins.

Crossrail will begin operating from Reading into a new Paddington station (below the present one) and then through London to the east, at the end of 2019. Trains will run twice per hour and stop at most stations to Paddington. The journey time Twyford to/from Paddington will be approx 44 mins. The trains will have seating and standing similar to Tube trains. There will be no toilets.

To complement the Crossrail service, GWR plan to introduce a faster Paddington service calling at Twyford and fewer stations to/from Paddington

Ray Wild