



Mark Townend

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# BOURNE END TO LOUDWATER

New Route Alternative For New Services  
Between Maidenhead, High Wycombe & Beyond  
[www.townend.me/files/bourne-end.pdf](http://www.townend.me/files/bourne-end.pdf)

Instead of reinstating the entire original route from Bourne End to High Wycombe, this proposal reuses the first 1 km beyond Bourne End, but then diverges onto a new alignment for approximately 4km, joining the Chiltern Main Line between Beaconsfield and High Wycombe, near Loudwater.

The new route could be used by local trains, an extension of the existing Maidenhead – Bourne End branch shuttle to High Wycombe, or could become part of a longer and more useful service between Milton Keynes, with its range of North Western and Midlands connections, and Heathrow Airport.

With the addition of an extra junction leg, the Marlow Chord facing London, there is an opportunity to introduce a new through London service for Marlow, an alternative terminal for an expanded stopping services from Marylebone, say 2 out of 4 trains per hour each going to High Wycombe and Marlow.

## New Triangular Junction, Tunnel & Viaduct Detail



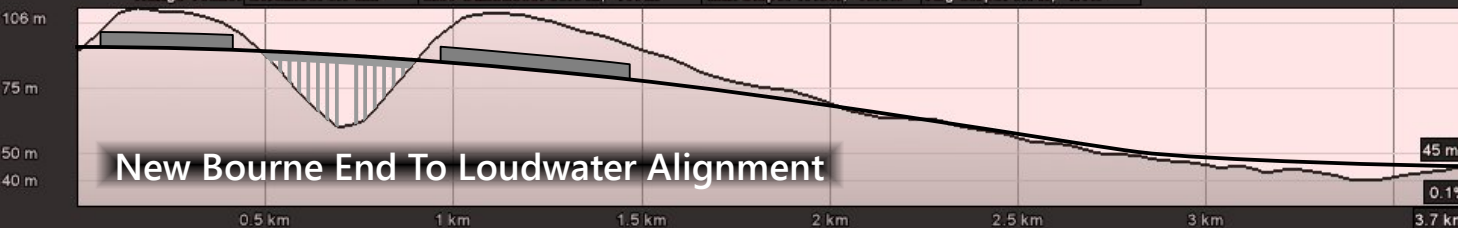
Imagery Date: Jan 1, 2003

51°35'00.63" N 0°41'27.61" W elev 45 m

Eye alt 2.84 km

Graph: Min, Avg, Max Elevation: 40, 71, 106 m

Range Totals: Distance: 3.7 km Elev Gain/Loss: 66.9 m, -111 m Max Slope: 17.6%, -16.6% Avg Slope: 6.7%, -4.1%



New Bourne End To Loudwater Alignment

