



*Culworth Junction Signal Box. The link line to Banbury of 1900 can just be seen diverging to the right while the extension to London of 1899 continues straight on, just to the left of the signal on the right of the picture.*

the old Great Central Line for Banbury and buns'. Presumably the future Laureate felt that the more accurate and appetising 'cakes' were insufficiently rhyming or assonant for his purpose. The G.C.R. built two modest halts, rather than stations, at Culworth and Chacombe respectively on this short link, although the former was known as 'Eydon Road', to avoid confusion with Culworth station which stood on the new main line itself about a mile and a half from Culworth village, and in fact closer to Moreton Pinkney.

Fortunately for posterity, a young Leicester photographer with the euphonious initials of S.W.A. Newton was so fascinated by the construction of the line that he photographed every aspect of it during the 1890s – not just the engineering works of cuttings, embankments, tunnels, bridges and viaducts, but what preceded them, including the city slums and rural woods which were swept away, and also what followed, including the stations, the locomotive depots (including the one at Woodford Halse), the first proud employees and their families, and the first trains. Even the workmen (or "navvies") with their temporary huts and mission halls did not escape his camera. A good selection of his photographs, edited by the prolific engineering author L.T.C. Rolt (of *Narrow Boat* fame and lasting Banbury connection) was published under the title *The Making of a Railway* by Paul Hamlyn Ltd. in 1971.