



*Brackley Central Station just after closure, looking south through the arch shown 67 years earlier on page 164. The station building on the right is still (2008) extant, but everything else has been swept away. The footbridge crosses the north-bound 'down' line to give access to the stairs leading down to the single 'island' platform, on each end of which stand water tanks.*

At the town's south end Brackley also had a station on the Banbury – Verney Junction – Bletchley branch of the L.N.W.R. The two stations were known, logically enough, respectively as the Top Station and the Bottom Station. The new line crossed over the branch line about a mile further on. Finmere station followed (about a mile from that village, but later to do good business with Stowe School). Calvert Station was reached shortly after the new line crossed the Oxford – Verney Junction – Bletchley branch line of the L.N.W.R., and about five miles further on the junction was made at Quanton Road. Not one of the railway lines mentioned now exists, except for the West Coast main line at Rugby.

For reasons of economy, the G.C.'s smaller stations, including all the ones mentioned, were constructed with a single 'island' platform instead of the traditional two platform affairs which have one for each track. At an 'island' station the two tracks diverged, with a single platform lying between them. This gave problems of access, so that a staircase usually led down to platform level from a bridge above the line (as, for example, at Rugby and Brackley) although at Woodford there was a subway with steps leading up.