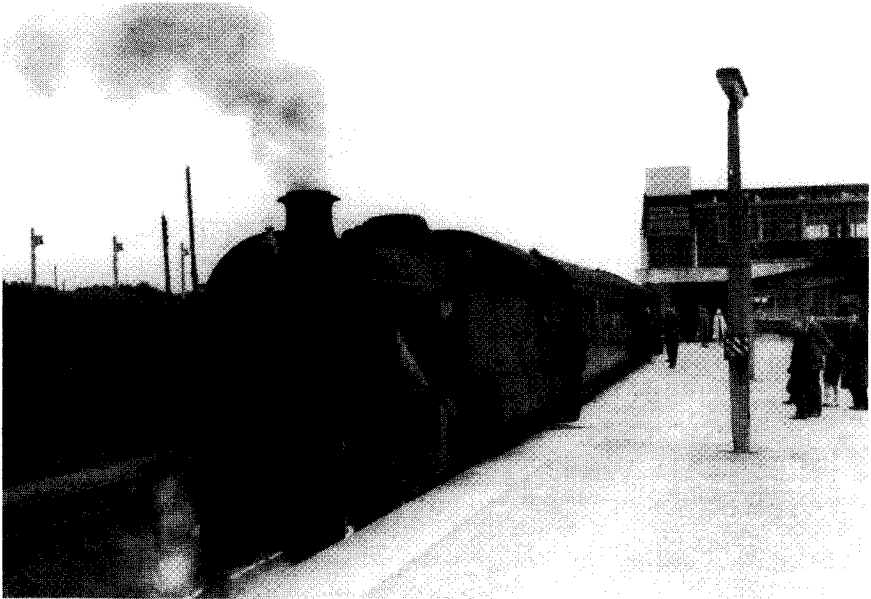


There appears however to be a future for the London extension. A grandiose scheme was proposed in the 1990s for the re-opening of the line, but that ran into the sand. However, in 2002 Chiltern Railways signed a 20-year franchise including as an 'aspiration' the construction of a new line, using largely the G.C.R. alignment of a century ago with necessary reinstatement works, to a new station north east of Rugby close to the junction of the M1 and M6 motorways, with a possible extension as far as Leicester. A first step is the construction of a new station, just over two miles north of the existing one at Aylesbury, where the line passes over the A41 Bicester-Aylesbury road, almost halfway between Aylesbury and Quainton Road. This is to be known as Aylesbury Vale Parkway and will serve the extensive residential development proposed for the area.



*Banbury Station 13<sup>th</sup> June 1964. The last ever train from Banbury to Woodford Halse, consisting of two for once well-filled coaches, is about to leave for the short journey over the once important link line of 1900 behind 2-6-4 tank locomotive 42251. The platform is still there but the rails have long been lifted. In the background stand some cattle trucks – no doubt their occupants had gone to Banbury market, which stood just beyond them. Like the train, market and trucks are both now history.*