



1. The regal way to London. 'King' class no 6010 *King Charles I* heads the 14.35 from Wolverhampton out of Banbury early in 1962.

Slip coaches, detached from trains moving at speed, were introduced on the Great Western Railway in 1858 and one of the first arrived at Banbury station in December of that year. Banbury was subsequently served by several daily slip coaches which after 1910 were carried on trains using the Bicester cut-off. In 1914 three were scheduled to arrive in Banbury from Paddington, dropped from the 09.10, 14.35 and 18.05 departures. The latter conveyed four slip coaches, the others detached at Leamington, Lapworth and Wellington. In the 1920s and '30s the down service from Paddington to Banbury was primarily by slip coaches. In 1922 these were dropped at 10.24 from the 09.10 express from Paddington, at 15.34 from the 14.10 and 19.21 from the 18.10. The service in 1938 was almost identical. Bicester was served by carriages slipped at 17.10 from the 16.05 departure and at 19.12 from the 18.10. Slip coaches fell into disfavour in the 1930s. In December 1935 there was an accident causing some minor injuries when the slip coach for Woodford detached from the 18.20 Marylebone–Bradford crashed into the rear of the parent train almost under the Eydon Road bridge south of the station. Slip coaches on