

the Great Central section of the LNER were almost immediately abandoned, although they continued on the Great Eastern section until 1939. Only on the Great Western (and subsequently on the Western Region of British Railways) were slip coaches revived after the Second World War. They no longer served Banbury but a coach was slipped at Bicester from the 17.10 express from Paddington. This was collected by the late afternoon stopping train from Paddington which worked it forward to Banbury. In 1954 the stopping train left Paddington at 16.25 and arrived at Bicester at 17.59, where it waited for the slip to be dropped from the 17.10 express at 18.17. It was picked up from the through road by the train's locomotive, added to the train in the platform road where passengers could alight, and worked forward to Banbury where it arrived at 18.51. The timings in 1959 were similar but by that time this was the only slip coach working in Britain. It ceased with the introduction of the winter timetable in 1960 and the last coach was slipped at Bicester on Friday 9 September 1960.

Services over the 'Bicester cut-off' after the Second World War were not radically altered except that more down expresses stopped instead of slipping coaches at Banbury. A through train to the Welsh coast on Saturdays began running immediately after the war but it only carried the name 'Cambrian Coast Express' from 1951. From the beginning of the winter service in 1950 a relief to the 09.10 express from Paddington departing at 09.00 and returning at 16.35 was called the 'Inter City': a name which subsequently became a powerful brand. Each service had its own characteristics. The first up service from Banbury, the 08.26 departure in 1954, was the 06.45 from Wolverhampton, and progressed slowly with stops at Bicester, Princes Risborough and High Wycombe, reaching Paddington at 10.05. The traveller interested in railways would see the locomotive from the pick-up freight for Brill shunting at Bicester North, a variety of ex-LNER locomotives between Ashendon and Northolt Junctions, and possibly a Southern Region 2-6-4T from Hither Green at Old Oak Common. As the train entered Paddington the 'King' class waiting to take out the 10.30 'Cornish Riviera Limited' was usually visible on the far side of the station. The 06.45 from Wolverhampton did not include a restaurant car and the coaches returned on a very curious working, the 15.33 from Paddington which took 3 hours 9 minutes to travel the 86¼ miles to Banbury via Reading. The next up service, the 07.25 from Wolverhampton roared non-stop through Banbury just before nine o'clock. It was a long heavy train lavishly provided with restaurant