

cars and first class accommodation, stopping at Knowle & Dorridge to collect businessmen from Birmingham's outer suburbs. It was followed at Banbury just before ten o'clock by another non-stop train, the 07.35 from Shrewsbury. The 10.56 up from Banbury was the first service of the day from Birkenhead (departure at 06.30), and was convenient for half-day trips from Banbury to the capital, since cheap tickets were offered. The 12.56 up service was another very heavy train, the 08.55 from Birkenhead, to which restaurant cars serving lunch were added at Wolverhampton. There was then a gap in the service until 15.56 when the 11.45 from Birkenhead called with through coaches from the Welsh coast. The up 'Inter City' passed non-stop at about 17.50, followed at 19.03 by the 14.40 from Birkenhead, which conveyed a through coach from Stratford-upon-Avon, and at 08.56 by the 16.30 from Birkenhead. During the Festival of Britain in 1951 a new 10.10 departure from Paddington, made up of new Mark I coaches, which detached three coaches for Stratford-upon-Avon at Leamington, was named the 'William Shakespeare', but the title did not survive cuts in services that began with the following winter timetable. Stratford was subsequently served by a single coach carried on the 09.10 departure from Paddington. From 1956 the 'Cambrian Coast Express' became a daily service, leaving Paddington at 10.10 and running non-stop to Banbury and then non-stop to Birmingham. Banbury's new station, opened late in 1958, had a public address system, and one of the events of the day was to hear an inspector fluent in the Welsh language, announcing that the 11.24 departure would, after some hours of travelling, be calling at Machynlleth, Llwngwrl, Duffryn-Ardudwy and Penrhyndeudraeth.

The somewhat infrequent service reflected the slow rhythms of the market town society portrayed by Margaret Stacey in *Tradition and Change*. Banbury was a town where by repute everyone knew everyone else and took an interest in their affairs. In the 1950s the portly presence of this Society's joint founder and first Honorary Research Adviser, the late Ted Brinkworth, could be seen on some summer evenings in his stately Austin 12 (DBW 464) parked in the station approach. There he observed Banburians who had been to London that day as they came off the Bicester slip coach which arrived just before 7 o'clock and the 18.10 from Paddington which came in about half an hour later. The following day he would pass on his observations to his friend Edmund Kingerlee, shopkeeper in Parson's Street, when they met in E W Brown's Banbury Cake Shop, or to the late Alan Pain at his desk in the borough library.