

Leamington and Warwick in 1852, to Northampton and Towcester in 1872, to Chipping Norton and Cheltenham in 1887 and to Bicester in 1910. Carriers travelled to Banbury directly from Southam, Brackley, Daventry, Bicester, Charlbury, Shipston-on-Stour and Chipping Norton from the early nineteenth century, and there were regular services from Buckingham, with connections for Aylesbury and Bedford, until the 1870s. A waggoner from Coventry passed through Banbury each week northwards and southwards while travelling to Oxford, but ceased operating in 1846-47, after which, apart from the mail cart and the railway, there were no direct links with Oxford, although village carriers offered overnight connections. Southam carriers maintained next day links with Coventry and a Grandborough carrier with Rugby. For many years the Bugbrooke carrier Benjamin Ashby maintained a connection between Northampton and Banbury. There were direct services from Leamington and Warwick until the opening of the railway. Carriers from Towcester travelled to Banbury in the 1820s but from 1831 connections were maintained by men from Blakesley, Culworth, Helmdon and Woodend. From the mid-1820s a Stony Stratford carrier travelled to Banbury on Thursdays and returned at 08.00 on Friday mornings, working through to Newport Pagnell, but the service ceased when the Buckinghamshire Railway opened. The carrier continued to work from Stony Stratford to other towns. A carrier from Abingdon travelled the 30 miles through Woodstock to Banbury every Thursday from 1831 until 1857. Links with Witney were maintained from the 1820s by Charlbury carriers, while Woodstock, on the route of stage coaches and of four wagons a week from Banbury to London before the 1850s, enjoyed a direct carrier link only for a few years after 1850, although the town was visited by carriers from the Bartons, Charlbury and Sandford St Martin who also went to Banbury. A Stourton carrier before 1873 offered a service to Moreton-in-Marsh to which connections were subsequently maintained by Chipping Norton carriers. There was a direct service from Stow-on-the-Wold between 1845 and 1852. Job Coleman from 1826 travelled the 46 miles from Cheltenham to the *Buck & Bell* at Banbury through Stow-on-the-Wold and Chipping Norton also serving the village of Lower Swell. His route appears to have been continued by three other carriers in succession between 1839 and 1850. No carrier from Stratford-upon-Avon travelled to Banbury but connections were maintained by carriers from Kington, Long Compton, Pillerton Priors and Shipston-on-Stour.