

TRANSPORT: 2



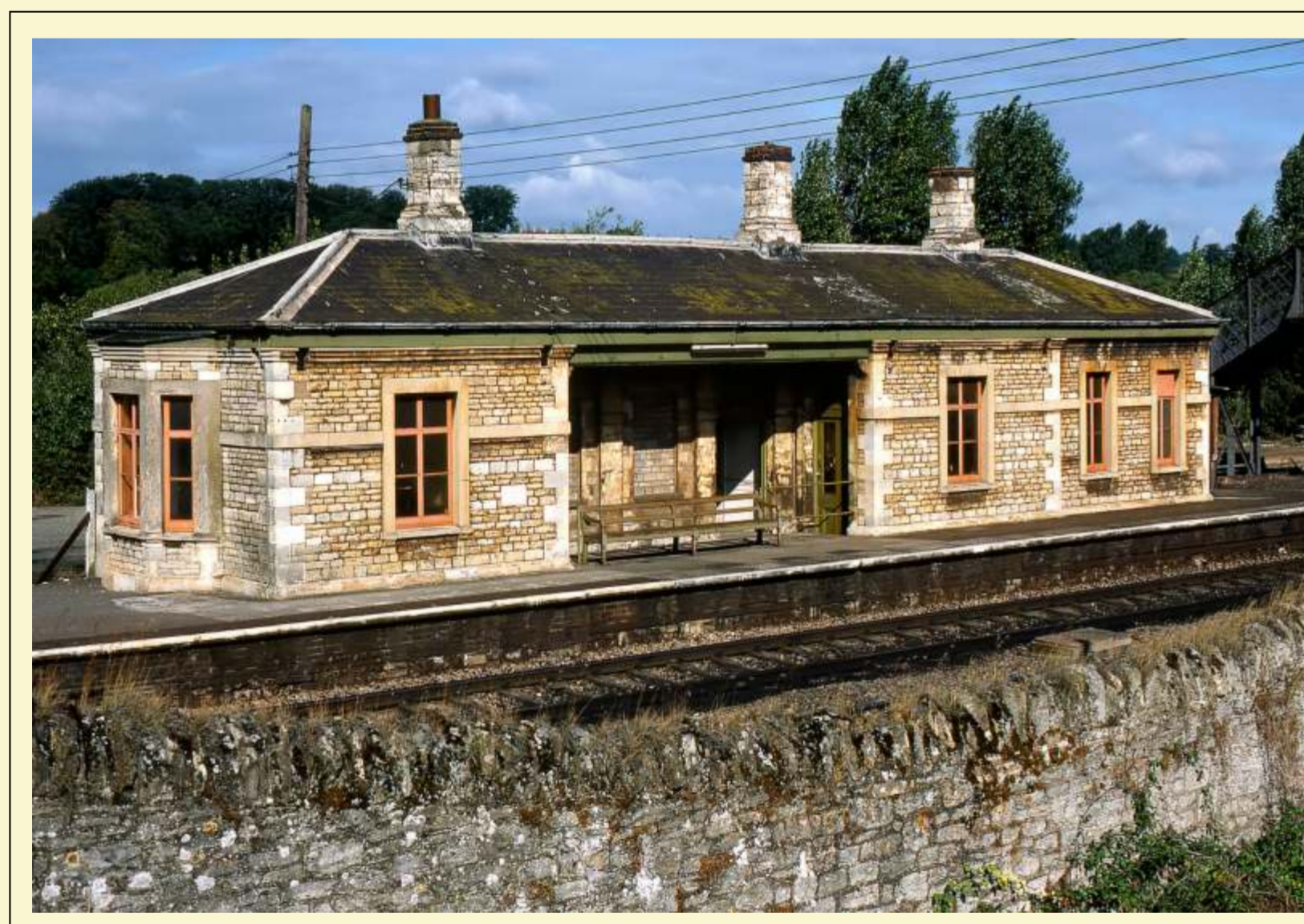
Bradshaw albums 1901



However, the timetabling of the services has often been cause for comment:

“Train Times from Monday 13th December. The timetable appears to be largely unchanged and the 20.55 from Oxford to Heyford is now showing (a few weeks ago it had disappeared)”.

News – SAL Dec 2010



In SAL's March 1985 Parish Council report it was stated that:

“The Heyford Railway site had been sold to a transport company. The station is to be dismantled and go to Didcot Museum.”

The station building was indeed dismantled and currently is in store at Didcot Railway Centre, although they do have plans to re-erect it. (Photo 1983 - prior to removal)



As far as public transport was concerned, buses provided the alternative to the railway. The main service was the Oxford-Banbury bus which diverted off the main road to pass through Steeple Aston. Although the village is only a short distance off the main road, this has sometimes caused problems.

Buses getting lost.

The local bus company informs us that they are very short of drivers and they have to put city drivers on the country bus routes, who it appears, cannot read the maps



At the end of 1973 and early '74 an impending Fuel Crisis was apparent. A register was to be compiled giving names of drivers who would be prepared to give lifts to Oxford and Banbury in order to save petrol.

In March 1976, the 30mph speed limit for the village was turned down, but in August 1978 the speed limit was imposed.

“It was thoughtful of Dorothy O'Sullivan, the clerk to the Parish Council, to let us have a copy of the new bus timetable. Apparently, the Parish Council were not informed of the changes before they took effect, and one or two people waited in vain for a bus that had passed through the village at an earlier time.”

Editorial – SAL Jul 1985

“... the bus service as we know it could and probably will be cut drastically early in the year. One can only theorize that at the worst we will have no service at all, at the best possibly 50% service.

Suggestions of car sharing to work and shopping expeditions should be considered.”



Parish Council News – SAL Jan 1976

“In principle it was agreed that as much as we would like a better coverage from the Bus Company it was felt that in times when the economic situation was as serious as it is, we shall have to be satisfied with the service we have. The majority of the Committee thought that private bus operators would provide a better and probably cheaper service.”

Parish Council News – SAL Apr 1976



Over the years, various means have been used to assist with payment of fares.

“The City of Oxford and Midland Red Concessionary bus permits will be issued from Steeple Aston Village Hall 4th July 1975 from 3.45 to 4.30pm., or Cashiers Office Cherwell District Council, 8 Horse Fair, Banbury on Tuesday, Wednesday or Thursdays only.”

SAL Jul 1975



A supply of bus tokens will be available for a period of twelve months from 1st April 1978 to 31st March 1979, to Old Age Pensioners, Blind Persons and persons in receipt of a full disability pension. The tokens will be distributed to the residents of Steeple Aston on production of their Pension Books or alternative proof of age.”

Notices – SAL Mar 1978



“... the design of the National Transport 10p tokens changed about two years ago. The older style 10p token had a hole in the middle. Most of those older style tokens have now filtered through the system and been taken out of circulation by National Transport Tokens Ltd. However, some of those 10p tokens with the hole in the middle will still be held by some pensioners and other eligible persons.”

Notices – SAL Oct 1995

