



604253582Z

THE ROADS

ROUND OXFORD

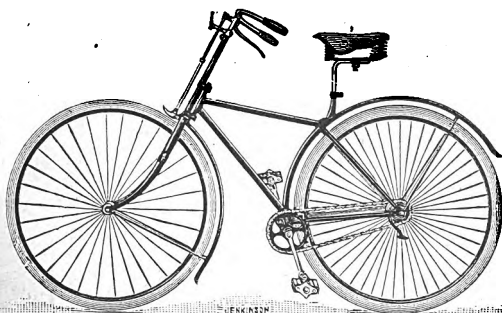


O. U. P. C.

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"PSYCHO'S," "QUADRANTS."



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OPPOSITE

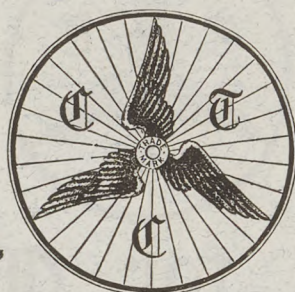
JOHN'S COLLEGE.

IF YOU BE ALREADY A MEMBER PLEASE HAND THIS FORM TO SOME CYCLIST WHO IS NOT ENROLLED.

Cyclists' Touring Club.

FOUNDED 1878.

INCORPORATED 1887.



CHIEF OFFICES—139 & 140,

FLEET ST., LONDON, E.C.

E. R. SHIPTON, Secretary, and Editor of the "Monthly Gazette."

Abridged Prospectus.

(FOR FORM OF APPLICATION FOR MEMBERSHIP SEE OVER.)

The Cyclists' Touring Club—or, as it is familiarly known, "the C.T.C."—is the largest athletic or quasi-athletic institution in the world! It is international in its character, and possesses

OVER 20,000 MEMBERS,

WHICH NUMBER IS DAILY INCREASING

The ANNUAL SUBSCRIPTION is the purely nominal one of **HALF-A-CROWN**, while the Entrance Fee is **ONE SHILLING** only.

AMATEUR CYCLISTS IN ALL PARTS OF THE WORLD

ARE CORDIALLY INVITED TO ENROL THEMSELVES IN ITS RANKS.

THE PRINCIPAL OBJECTS for which the Club is established are (as set out in the Memorandum of Association):—

- (1) To promote, assist and protect the use of bicycles, tricycles, and other similar vehicles on the public roads.
- (2) To provide legal assistance for the riders of bicycles, tricycles, and other similar vehicles in the enforcement of their rights to use the public roads.
- (3) To promote the comfort and safety of its members while touring on bicycles and tricycles, by collecting and furnishing the necessary information for the planning and conduct of cycling tours, and by publishing and supplying to its members roadbooks, maps, periodicals or newspapers, and by providing a suitable uniform and badge for any member at his or her cost, and by arranging for suitable hotel accommodation for its members at their own cost.

Some of the **ADVANTAGES TO BE DERIVED FROM MEMBERSHIP** are:—

- 1.—Intending tourists may procure from the various Chief Consuls, gratis and free of cost, full particulars as to the best routes from one part of the country to the other, as well as details of the chief items of interest.
- 2.—The assistance and guidance of the local Consul can be counted upon in every place of importance.
- 3.—The benefit of the special and reduced tariffs can always be obtained at the Hotel "Head-quarters" or "Quarters" in nearly every town and village in the United Kingdom, as well as in the majority of the countries in Continental Europe.
- 4.—Companions of kindred tastes can be readily secured by the free advertisement which is given to the member's requirements in the *Club Gazette* (for details of which see below).
- 5.—The member may purchase the Official Roadbooks and Handbooks of the Club. The former comprise a complete Continental Route Book in three volumes, and a British and Irish Roadbook in process of compilation (Vol. I., which includes the South of England from Kent to Cornwall inclusive, is now ready); while the latter (published annually) contain exhaustive lists of Hotel Headquarters, Quarters, Temperance Houses and Coffee Taverns, Consuls, and Repairers; together with railway and steamboat rates, rules and regulations, a diary and riding record, and much other information indispensable to the tourist. One of the Handbooks applies to the United Kingdom; the other to the Continent, the United States, the Colonies, &c.
- 6.—The member has the right of purchasing and wearing the neat and serviceable uniform of the Club, and badge (a *fac-simile* of which is shown above), both of which are known all over the civilised globe. The former is procurable of any of the numerous Official Tailors (a list of which is furnished upon application), but the badge is procurable of the Secretary only.
- 7.—He is supplied *gratis* month by month with a copy of the *Club Gazette*, a magazine of from twenty to forty pages, containing full details of the Club's progress, reports of the meetings of the Council and the membership, narratives of tours planned and undertaken, critical articles on the construction and reviews of machines, together with much other matter of interest.

Apart from these material and personal advantages the member has the satisfaction of knowing that he is aiding by his alliance therewith a body which is ever on the alert to promote the best interests of cyclists, and which has already been instrumental in (a) reducing by fifty per cent. the charges for the transit of cycles by passenger train (b) removing all unreasonable restrictions as to the use of the public parks by wheelmen; (c) abolishing at one stroke the conflicting and anomalous county and borough bye-laws, and substituting therefor a statute law declaring cycles to be carriages within the meaning of the Highway Acts, and entitled to all the privileges and benefits applicable to other carriages; (d) publishing and circulating with good effect tens of thousands of popular and technical pamphlets upon the only rational and economical system of road maintenance; and, in short, rendering yeoman's service to the art and pastime of cycling.

The liability of each member is, by the Memorandum and Articles of Association, strictly limited to the nominal sum of ten shillings, not one penny of which amount will ever be called for, save in the remote contingency of the Club becoming involved in financial difficulties.

LADIES AND GENTLEMEN are alike eligible for membership, provided they be **AMATEUR CYCLISTS**.

The definition of the National Cyclists' Union, which is accepted by the C.T.C. as its standard, is as follows:—

An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or for other remuneration; nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned by the National Cyclists' Union).

To prevent misunderstanding in interpreting the above, the Union draws attention to the following explanation:—

A cyclist ceases to be an amateur, and becomes a professional, by—

- (a) Engaging in cycling, or any other athletic exercise, or personally teaching, training or coaching any other person therein, either as a means of obtaining a livelihood, or for a staked bet, a money prize, or gate money.
- (b) Competing with, or pace-making for, or having pace made by a professional, or person under sentence of suspension, in public, or for a prize.
- (c) Selling, realising upon, or otherwise turning into cash, any prize won by him.
- (d) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever from a cycle manufacturer, agent or other person interested in the trade or sport for cycle riding.

NOTE.—The Executive has the right to call upon any rider to remove by proof any suspicion of his infringing, or having infringed, the provisions of clause (d), and the onus of disproving the charge brought against him shall in such case rest upon the person suspected, who, until he do clear himself to the satisfaction of the Executive, may be suspended.

Cycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned that to personally teach cycle riding as a means to effect the sale of a machine will be taken as an infringement of clause (a).

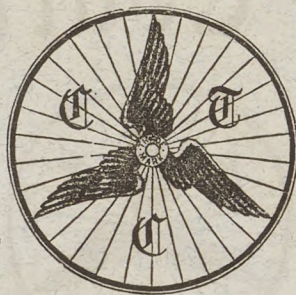
Upon the other side will be found a **Form of Application for Membership**, which should be filled up by the Candidate, and dealt with in the manner indicated.

IF YOU BE ALREADY A MEMBER PLEASE HAND THIS FORM TO SOME CYCLIST WHO IS NOT ENROLLED.

CYCLISTS' TOURING CLUB.

FOUNDED 1878.

INCORPORATED 1887.



Chief Offices—

139 & 140, Fleet Street, London, E.C.

E. R. SHIPTON, Secretary,

And Editor of the "Monthly Gazette."

Application for Membership.

(FOR ABRIDGED PROSPECTUS SEE OVER.)

INSTRUCTIONS TO CANDIDATES.

[NOTE.—The following instructions are used in a typical sense, but are, as far as possible, held to be applicable to Ladies as well as Gentlemen.]

The Entrance Fee is 1/-. The Subscription is 2/6 per annum, and is renewable by each member—irrespective of the date of his joining the Club—on the 1st day of January in each year.

The Club is strictly confined to AMATEUR Cyclists—ladies and gentlemen alike being eligible for election.

☒ This form must be sent, together with the needful entrance fee of 1/- and the Subscription of 2/6, to the Secretary, who will include the name of the applicant in the list of Candidates published in the private *Gazette* of the Club, on the first of each month.

A copy of the *Gazette* containing his candidature will be sent to the applicant, who, if he be elected, will be entitled to be supplied with the subsequent issues month by month, and to purchase any of the back numbers still procurable at the price applicable to each.

If within seven days from the date of issue no objection be lodged against a Candidate by any of the Members, he will be declared duly elected, and a Certificate of Membership will be sent in due course.

Should a Candidate not be elected, the remittance will be forthwith returned.

INTRODUCERS.—If the Candidate be a member of an Amateur Cycling Club affiliated *en masse* to the C.T.C., no references are necessary.

If he be an unattached rider he must give—

1st.—Two references from officers of any Amateur Cycling Club affiliated to the Cyclists' Touring Club; or,

2ndly.—A reference from any Member of the Council of the Cyclists' Touring Club; or,

3rdly.—References from two Members of the same; or,

4thly.—Reasonable and satisfactory proof of his respectability and position to any of the Representative Councillors of the Division in which he resides, or to the Chief Consul, who shall thereupon be empowered to act as Introducer.

(The Secretary will at all times give the names and addresses of the Officers mentioned in the foregoing clause on receipt of a stamped and addressed envelope.)

The Badge of the Club (a *fac-simile* of which is shown above) takes the shape of an artistic filigree locket, and is devised to contain the Certificate of Membership, which becomes an integral part thereof. It is sold only to fully-elected Members, and is made in sterling Silver, price 6/6.

Those Members who do not elect to purchase the Badge can be supplied with a morocco leather ticket case, price 6d.

The Uniform of the Club is made of an extremely neat and durable grey Cloth, which is woven in various thicknesses, and is thus suitable for Ladies' as well as Gentlemen's wear. Full particulars of all these matters are sent to Members after election.

The purchasing and Wearing of Badge and Uniform are desirable, but are not compulsory.

The Handbooks (price 1/- each) are published annually at the commencement of the touring season, and contain lists of officers; rules and regulations; hotel arrangements and special reduced hotel tariffs in force in England, Wales, Scotland, Ireland, France, and America; instructions to Consuls; general information; maps of the Chief Consular Divisions, with the addresses of the officers set over them; full lists of the Hotels under arrangement with the Club, as also of Temperance Houses and Coffee Taverns, Consuls, places for repairs, &c., &c. The first edition applies to Great Britain and Ireland, the second to the Continent, the United States, the Colonies, &c.

Badges, Handbooks, &c., &c., may be paid for by Candidates, but cannot be supplied until after the election is complete.

☒ Any items for which a remittance may be made, beyond those of the entrance fee and subscription, must be notified on a separate slip containing the full name and address of sender.

All Remittances should be made payable to E. R. SHIPTON. Postal and Post Office Orders should be drawn on the General Post Office, and, together with Cheques, should be crossed "& Co." for greater security. If stamps be sent threepence extra must be enclosed to cover the loss on realisation. None but English Stamps can be accepted.

☒ No application for membership will be entertained if it be not accompanied by the needful remittance, and it is imperative that all applications intended for insertion in any particular "*Gazette*" should be in the hands of the Secretary by the morning of the 20th of the previous month; failing this they will perforce be held over until the following issue.

This declaration must be signed by the Candidate.

To E. R. SHIPTON, Secretary Cyclists' Touring Club, 139 & 140, Fleet Street, London, E.C.

Sir,—I desire to be elected a Member of the Cyclists' Touring Club, to which end I enclose.....value 3/6 (viz., 1/- for the Entrance Fee, and 2/6 for the Subscription to the end of the current year). In the event of my being elected, I hereby undertake to submit to, and be bound by, the Rules and Regulations of the Club and the Memorandum and Articles of Association, and should I at any time cease to be a Member, I promise and agree not to wear the Badge of the Club, or to avail myself in the slightest degree of any of the privileges of its membership; and I declare that I am an Amateur Cyclist according to the definition of the "National Cyclists' Union," a copy of which is upon the back hereof.

Date.....

Signature of Candidate.....

[* * You are requested to carefully fill in the blanks below and to write very distinctly to avoid errors in the Club Books.]

Surname..... Christian Name.....

Degree or Title (if any)..... In case of Ladies say whether Miss or Mrs.,

and if the latter, give husband's initials.....

Full Postal Address.....

..... County.....

Local Cycling Club—i.e., if a Member of same.....

..... Office held in said Club.....

Profession or Occupation.....

†Introducers { Name..... Membership No..... Address.....
 Name..... Membership No..... Address.....

† The Introducers must personally sign and fill in their membership numbers or full addresses, or the form will be liable to be rejected as invalid.

The receipt of this form, and any remittance that may accompany it, will be acknowledged to the Candidate, but not to the introducers unless a stamped and addressed envelope or postcard be enclosed for that purpose.



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A certain speedy cure for Colds, Sore Throat, Cold in the Head, Ear-ache, Chest Colds, and Toothache.

Tasteless and Harmless, price $13\frac{1}{2}$ d. ; postage 1d.

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LONDON: SIMPKIN, MARSHALL, HAMILTON, KENT, & CO. LTD.

UNDER THE



AUSPICES OF

The Oxford University Bicycle Club.

THE ROADS ROUND OXFORD.

AN ORIGINAL DESCRIPTION OF THE MAIN ROADS AND
PRINCIPAL BYE-ROADS WITHIN A RADIUS OF
TWENTY-FIVE MILES ; WITH THE
MILEAGE OF LONGER ROUTES.

BY

W. J. TURRELL, M.D. (TURRELL'S HALL),
Vice-President, and

H. GRAVES (BALL. COLL.),
Hon. Sec. of the O.U.Bi.C.: London B.C.

WITH A MAP,

SPECIALLY REDUCED FROM THE ORDNANCE SURVEY BY

B. V. DARBISHIRE, B.A. (TRIN. COLL.),
Cartographer to the Royal Geographical Society.

Oxford :

ALDEN & CO. LTD., 35, CORN-MARKET STREET.
LONDON : SIMPKIN, MARSHALL, HAMILTON, KENT & CO. LTD.

1892.

Engl. Roads 1892

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ALDEN & CO., LTD., OXFORD.



Preface.

THE object of this book is to afford a reliable guide to the roads round Oxford. It covers a radius of about 25 miles, embracing the greater part of Oxfordshire, Buckinghamshire, and Berkshire, with a few adjacent portions of Gloucestershire, Wiltshire, and Northamptonshire. The primary object of the book is to give full information for a day's "out and home" run from Oxford, but brief notes have been added on longer routes to important towns.

The routes given are not mere compilations from older works: the descriptions of the roads are entirely original, and are derived from special surveys made for this purpose.

The Editors desire to acknowledge their obligations to Mr. F. Cook, the Editor of the "Cyclists' Touring Club" Road Book, who kindly placed at their disposal a large number of road reports contributed by Mr. Graves to that work: and they take this opportunity of stating that in compiling this book their intention is to supplement and not to compete with the great work now in preparation by the Cyclists' Touring Club.

Under the original scheme, Dr. Turrell was to have been responsible for the Eastern and South Eastern, and Mr. Graves for the South Western, Western, and Northern Roads. Owing, however, to the pressure of other work, Dr. Turrell has been unable to contribute his original share to the actual composition; but the book has had the benefit of his careful revision.

Grateful acknowledgment is due to Messrs. A. R. Thomson (Trinity), J. C. W. Herschel (Ch. Ch.), C. W. Alston (Queen's), H. Sharratt (Emmanuel, Cambridge), and J. Collier (junr.), for valuable contributions of road-information.

The Editors will be grateful for any corrections or suggestions: these should be addressed to the Secretary of the Oxford University Bicycle Club for the time being.

Abbreviations, etc.

The figures within parentheses indicate the intermediate distances: the two numbers separated by a short line indicate the total distance from the beginning and end of the route respectively. Thus:—on p. 34, “Wendlebury (2), 10—13 $\frac{1}{4}$ ” means that Wendlebury is 2 miles distant from the sign-post pointing to Brackley (mentioned immediately above), and 10 miles and 13 $\frac{1}{4}$ miles from Oxford and Buckingham respectively.

Names of Towns are printed in capitals, villages in heavy or light type according to their size.

Words within parentheses after the name of a town denote the spot from which the distances are reckoned, e.g., p. 34, **BICESTER** (Market).

Names between square brackets signify that a village or town is just off the road, as [**Wheatley**] page 1.

Names in *Italics* enclosed in brackets denote places indicated on sign-posts, etc. Should the place indicated be close to the road, yet not sufficiently near to be placed in square brackets, it is printed in ordinary type.

N.B.—Fractions of under $\frac{1}{4}$ mile are disregarded.

OTHER ABBREVIATIONS AND SIGNS.



Hill, to be carefully ridden: the hand points down the hill.



Dangerous hill.

d.p. Direction Post.

× Cross Roads.

R Right; L Left.

CORRIGENDA.

Page 5, bottom.—Note 1 refers to Route 1.

Page 13.—Note 1, “Routes 17, 15, and 11” should be “Routes 17, (18), 16, and 12.”

Page 13.—Moulsford Station has lately been removed some distance further west.

Page 25.—For “Sutton Courtney” read “Sutton.”—For “Clock Tower” read “Butter Cross” (and elsewhere).

Page 37.—Route 50 B. Insert  between Tackley and Brill.

Cyclists' Touring Club.

ADVANTAGES OF MEMBERSHIP.

- (i.) A specially reduced tariff at the excellent Hotels connected with the Club.
- (ii.) In every town of importance is a "Consul" who will give information on the local roads, etc. The "Chief Consul" of each county will send *written reports* of roads in his own territory.
- (iii.) The use of the unrivalled guides and handbooks published by the Club.
- (iv.) The use of the well-known cloth and flannel goods supplied by the Club.
- (v.) The satisfaction of supporting a body which has secured for cyclists recognition of their rights on the highway, and an equitable system of Railway charges. The Club still continues to give assistance (pecuniary, if desired,) to approved cases, in which a cyclist has been unjustly molested.
- (vi.) Members are supplied gratis with the "*Monthly Gazette*," an interesting and readable publication.

The *Subscription* is 2/6, with an entrance fee of 1/. The liability of members is limited (under the Companies' Act) to 10/.

The Chief Consul for Oxfordshire is Mr. A. F. Stanley Kent, M.A., Magdalen College, Oxford; for Berkshire, Mr. Ducrocq, the Bank, Wokingham; and for Buckinghamshire, the Rev. E. B. Cooper, the Grammar School, Amersham.

The Secretary is Mr. E. R. Shipton, the Cyclists' Touring Club Offices, 139 & 140, Fleet Street, London, E.C.

Oxford University Bicycle Club.

THIS Club was founded in 1872 for the encouragement of cycling in the University. Since 1873 it has held an annual contest with the Cambridge University Bicycle Club, which is held alternately at Oxford and Cambridge. Of late years a similar fixture has been carried out with the London B. C. The Club runs take place three times a week in the Summer, and twice or once a week in the Winter. The Club Headquarters are at Messrs. Collier's, New-Inn-Hall Street, where members' machines are stored at special rates. The terminal subscription is 5/., with an entrance fee of 5/., payable to Messrs. Rowell & Harris, High Street.

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The Roads round Oxford.

1.—Oxford to Aylesbury.

OXFORD

(Magdalen Bridge)

0—22

Headington Hill 

(top) (1)

1—21

[Headington L] ($\frac{3}{4}$)

$1\frac{3}{4}$ — $20\frac{1}{4}$

[Barton L]

[Headington Quar. R]

($\frac{1}{2}$) $2\frac{1}{4}$ — $19\frac{3}{4}$

Tg. L Stanton S. John.

($\frac{1}{4}$) $2\frac{1}{2}$ — $19\frac{1}{2}$

Junction with London-

Worcester Road ($2\frac{1}{2}$)

5—17

[Wheatley] ($\frac{1}{2}$)

$5\frac{1}{2}$ — $16\frac{1}{2}$

Wheatley Bridge (1)

$6\frac{1}{2}$ — $15\frac{1}{2}$

d.p. R *Tetworth* ($\frac{1}{2}$)

7—15

Tiddington Station

($1\frac{3}{4}$) $8\frac{3}{4}$ — $13\frac{1}{4}$

North Weston ($2\frac{1}{4}$)

11—11

THAME (Mkt.) ($1\frac{1}{2}$)

$12\frac{1}{2}$ — $9\frac{1}{2}$

Scotsgrove Hill ($1\frac{1}{2}$)

14—8

d.p. L *Cuddington*

($2\frac{1}{4}$) $16\frac{1}{4}$ — $5\frac{3}{4}$

[Dinton R] ($1\frac{3}{4}$)

18—4

Stone ($1\frac{1}{4}$)

$19\frac{1}{4}$ — $2\frac{3}{4}$

Hartwell (Bugle) ($\frac{3}{4}$)

20—2

AYLESBURY (2)

22—0

Cross Magdalen Bridge, and take L road : macadam through St. Clement's and up the stiff ascent of Headington Hill, half way up which the old road over Shotover Hill branches off to R. Very bumpy surface and mainly uphill to Headington turning : Headington and Barton are left to L and Headington Quarry to R : still rough past turning to Stanton at $2\frac{1}{2}$ m. to 3rd m., where surface becomes good : chiefly downhill under trees for nearly 2 m., then a short rise to d.p. where London-Worcester road is joined : past Wheatley (which lies off to R) is a gradual descent to 6th m. : cross R Thame by Wheatley Bridge, and just before 7th m. bear to L (London Road with telegraph wires go off to L under Railway) : undulating road with good surface past Tiddington Station, Albury, and North Weston, after which is a rise to main road from Shillingford : entering Thame turn to R down main street, and again to L by narrow turning just past 'Bell' : follow telegraph wires round to L : moderate ascent of Scotsgrove Hill, at top of which keep to L (old road to R with telegraph wires passing through Haddenham is much inferior) : thence fairly level : Dinton is left to R : after passing the Asylum at Stone, bear to L in Hartwell at 'Bugle,' round Park : stiff ascent into Aylesbury entering which bear round to R, and afterwards to L into Market Place : the streets of Aylesbury are badly paved.

Reverse: Facing 'George' take L corner of Market Place: bear to R and again to L leaving town: at Hartwell bear to R. Entering main street of Thame turn to R, and to L leaving town; at fork $\frac{1}{2}$ m. out turn R (see alternative below). At Wheatley keep to R, and $\frac{3}{4}$ m. further at fork keep to L: the descent of Headington Hill into Oxford should be carefully ridden, and caution should be observed in passing the entrance of the Shotover road on L half-way down.

Or proceed as in Route 5 to Three Pigeons: thence as in Route 3 to Thame: barely 1 m. further: preferable in rainy weather.

Note 1. Oxford to Bedford via Leighton Buzzard. Oxford, Aylesbury (22-34) Wing (29 $\frac{1}{2}$ -26 $\frac{1}{2}$) Leighton Buzzard (32 $\frac{1}{2}$ -23 $\frac{1}{2}$) Hockliffe (36 $\frac{1}{4}$ -19 $\frac{3}{4}$) Woburn (40 $\frac{1}{2}$ -15 $\frac{1}{2}$) Ampthill (48-8) Bedford 56.

This route may be shortened by 2 m. by going from Leighton to Woburn by Heath: excellent surface.

Note 2. Oxford to Cambridge by Leighton Buzzard. Oxford, Leighton Buzzard (32 $\frac{1}{2}$ -47 $\frac{1}{4}$) Hockliffe (36 $\frac{1}{4}$ -43 $\frac{1}{2}$) Toddington (39 $\frac{3}{4}$ -40) Clophill (47 $\frac{3}{4}$ -32) Shefford (52 $\frac{3}{4}$ -27) Biggleswade (57 $\frac{3}{4}$ -22) Cambridge 79 $\frac{3}{4}$.

Note 3. Oxford to Cambridge by Dunstable. Oxford, Aylesbury (22-55 $\frac{3}{4}$) Aston Clinton (26-51 $\frac{3}{4}$) Ivinghoe (32 $\frac{1}{4}$ -45 $\frac{1}{2}$) Dunstable (38-39 $\frac{3}{4}$) Luton (43-34 $\frac{3}{4}$) Hitchin (51 $\frac{1}{2}$ -26 $\frac{1}{4}$) Baldock (56 $\frac{1}{4}$ -21 $\frac{1}{2}$) Royston (64 $\frac{3}{4}$ -13) Cambridge 77 $\frac{3}{4}$. By Hockliffe and Dunstable 2 $\frac{1}{4}$ m. further.

Note 4. Oxford to London by Aylesbury and Tring. Oxford, Aylesbury (22-38 $\frac{1}{4}$) Tring (29-31 $\frac{1}{4}$) Great Berkhamstead (34-26 $\frac{1}{4}$) Two Waters (38 $\frac{1}{4}$ -22) Watford (45 $\frac{3}{4}$ -14 $\frac{3}{4}$) Edgware (52 $\frac{1}{4}$ -8) London (Marble Arch) 60 $\frac{1}{4}$.

Note 5. Oxford to London by Aylesbury and Amersham. Oxford, Aylesbury (22-40 $\frac{1}{2}$) Wendover (27-35 $\frac{1}{2}$) Great Missenden (31 $\frac{1}{2}$ -31) Amersham (36 $\frac{1}{2}$ -26) Chalfont St. Peter's (42-20 $\frac{1}{2}$) Uxbridge (47 $\frac{1}{2}$ -15) London 62 $\frac{1}{2}$. See Route 5. [By Rickmansworth is $\frac{1}{4}$ m. shorter.]

2.—Oxford to Prince's Risborough.

OXFORD

(Magdalen Bridge)

THAME 0—9 $\frac{1}{4}$

(Beginning of) (12 $\frac{1}{2}$)

12 $\frac{1}{2}$ —7 $\frac{3}{4}$

Town Hall $\frac{1}{4}$ m.

12 $\frac{3}{4}$ —7 $\frac{1}{2}$

'Cross Keys' $\frac{1}{4}$ m.

13—7 $\frac{1}{4}$

Kingsey (2 $\frac{1}{4}$) 15 $\frac{1}{4}$ —5

Long Wick (Fork)

(3 $\frac{1}{2}$) 18 $\frac{3}{4}$ —1 $\frac{1}{2}$

PRINCE'S RISBORO'

(Market Place) (1 $\frac{1}{2}$)

20 $\frac{1}{4}$ —0

Proceed as in Route 1 to Thame, and follow main street as far as the 'Cross Keys' where turn to L, keeping to L at fork just beyond: a few short ups and downs, then undulating and quite unmistakable through Kingsey and Long Wick: at end of which keep to L at fork, and pass under Railway Bridge into town: surface excellent.

Reverse: leaving town keep to L: at fork between Long Wick and Kingsey L: entering Thame R.

Note 1. Thame to Stokenchurch. Keep straight on down main street bearing to R at fork, and passing railway station: unmistakeable with excellent surface, joining the main London Road (4 m.) between Tetsworth and Postcombe.

Reverse: at fork beyond Postcombe keep to R.

Note 2. From Prince's Risborough to High Wycombe ($8\frac{1}{2}$) through Bradenham ($4\frac{1}{2}$) is an excellent road, all downhill after a stiff ascent from Risborough. Join Route 5 just beyond W. Wycombe. Returning, keep to R at Obelisk before W. Wycombe.

Note 3. Oxford to London by Prince's Risborough. Oxford, Prince's Risborough $19\frac{3}{4}$ -37. Great Missenden $25\frac{3}{4}$ -31, London $56\frac{3}{4}$. See Route 1, N. 5.

3.—Thame to Shillingford.

THAME

(Market Place)

0— $12\frac{1}{4}$

'Three Pigeons' ($3\frac{3}{4}$)

$3\frac{3}{4}$ — $8\frac{1}{2}$

[Gt. Milton R] ($1\frac{3}{4}$)

$5\frac{1}{4}$ — $6\frac{3}{4}$

Lt. Milton (1)

$6\frac{1}{4}$ — $5\frac{1}{4}$

Stadhampton ($1\frac{1}{4}$)

$7\frac{3}{4}$ — $4\frac{1}{2}$

Newington ($1\frac{1}{2}$)

9—3

Warborough ($2\frac{1}{4}$)

$11\frac{1}{2}$ — $\frac{3}{4}$

Shillingford ($\frac{3}{4}$)

$12\frac{1}{4}$ —0

Proceed as for Oxford but at 1 m. from Thame keep to L, along Rycote lane; up and down with one stiff rise to 'Three Pigeons': where London Oxford road is crossed. Good surface: Great Milton is left to R: through Little Milton to Stadhampton is an undulating road with fair but loose surface: leaving Stadhampton do not turn to R: after Newington. R; fair through Warborough to Shillingford d.p. where R for Oxford, L for Benson, straight on for Wallingford.

Reverse: In Warborough keep to L: leaving Newington L, leaving Stadhampton L.

4.—Aylesbury to Benson.

AYLESBURY

(Market Place)

0— $23\frac{3}{4}$

Walton ($\frac{1}{2}$)

$\frac{1}{2}$ — $23\frac{1}{4}$

Stoke Mandeville ($2\frac{1}{4}$)

$2\frac{3}{4}$ —21

Turwick ($1\frac{1}{2}$)

$4\frac{1}{4}$ — $19\frac{1}{2}$

Little Kimble ($1\frac{3}{4}$)

6— $17\frac{3}{4}$

Great Kimble ($\frac{1}{4}$)

$6\frac{1}{4}$ — $17\frac{1}{2}$

Askett ($\frac{3}{4}$)

7— $16\frac{3}{4}$

Monk's Risborough ($\frac{1}{2}$)

$7\frac{1}{2}$ — $16\frac{1}{4}$

PRINCE'S RISBORO'

($\frac{1}{2}$) 8— $15\frac{3}{4}$

In Market Place with back to 'George' take R corner (Walton Street): pass Walton, and straight on for $1\frac{3}{4}$ m. when turn to R: in Stoke Mandeville turn to L, and at Turwick to R: after Railway L, and again L through Little and Great Kimble. Past Askett and Monk's Risborough to Prince's Risborough.



On reaching main street turn to R: then straight on under Railway to cross roads at

Long Wick (1)
 9—14 $\frac{3}{4}$
Pitch Green (1 $\frac{1}{2}$)
 10 $\frac{1}{2}$ —13 $\frac{1}{4}$
[Bledlow L] (1 $\frac{1}{2}$)
 11—12 $\frac{3}{4}$
[Henton R] (3 $\frac{1}{4}$)
 11 $\frac{3}{4}$ —12
Chinnor (Church) (1)
 12 $\frac{3}{4}$ —11
Oakley (3 $\frac{1}{4}$)
 13 $\frac{1}{2}$ —10 $\frac{1}{4}$
Crowell (1 $\frac{1}{2}$)
 14—9 $\frac{3}{4}$
Kingston Blount (1 $\frac{1}{4}$)
 14 $\frac{1}{4}$ —9 $\frac{1}{2}$
[Aston Rowant R]
 (3 $\frac{1}{4}$) 15—8 $\frac{3}{4}$
Lambert Arms
(Oxford-London Rd.)
 (1 $\frac{1}{2}$) 15 $\frac{1}{2}$ —8 $\frac{1}{4}$
Lewknor (1 $\frac{1}{2}$)
 16—7 $\frac{3}{4}$
Shirburn (1 $\frac{1}{2}$)
 17 $\frac{1}{2}$ —6 $\frac{1}{4}$
WATLINGTON (1)
(Corn Exchange)
 18 $\frac{1}{2}$ —5 $\frac{1}{4}$
Britwell Prior (1 $\frac{1}{2}$)
 20—3 $\frac{3}{4}$
d. p. L Ewelme (1 $\frac{1}{4}$)
 21 $\frac{1}{4}$ —2 $\frac{1}{2}$
Fyfield (1 $\frac{1}{2}$)
 22 $\frac{3}{4}$ —1 $\frac{1}{2}$
Benson (1)
 23 $\frac{3}{4}$

beginning of Long Wick, where turn L. Fair surface past Pitch Green, then leave Bledlow to L, and Henton to R. In Chinnor take first turning to L, then to R, keeping straight on past Church. Good through Oakley (where are two sharp bends), Crowell, Kingston Blount and skirting Aston Rowant to Lambert Arms, where the Oxford-London Road is crossed. Good surface. Straight on through Lewknor and Shirburn (Castle to R) to Watlington. Good surface. Keep straight on through town and turn to R; at fork with signboard L: hilly through Britwell, then keep to L, R, and R at successive turnings. At cross roads L: pass gravel pit on L; then downhill to Fyfield where R, thence straight on to Benson.

Reverse: At 'Crown' in Benson keep straight on: in Fyfield L, and at cross roads R: fairly plain to Britwell through which is a sharp descent: entering Watlington take 2nd turning to L. In Chinnor L just past Church, then R at fork, entering Long Wick R, then R, at cross roads: entering Risborough bear to L. After Little Kimble R, at Turwick L, in Stoke R and $\frac{1}{2}$ m. on L joining road from London and Amersham.

5.—Oxford to London by High Wycombe.


OXFORD 0—54
 (Magdalen Bridge)
 d.p. L *Thame* (7)
 7—47
 ‘Three Pigeons’ (2 $\frac{1}{4}$)
 9 $\frac{1}{4}$ —44 $\frac{3}{4}$
Tetsworth (2 $\frac{1}{2}$)
 11 $\frac{3}{4}$ —42 $\frac{1}{4}$
 Postcombe (1 $\frac{3}{4}$)
 13 $\frac{1}{2}$ —40 $\frac{3}{4}$
 Lambert Arms (1 $\frac{1}{2}$)
 15—39
 Stokenchurch hill 
 (just beyond)
Stokenchurch (2 $\frac{3}{4}$)
 17 $\frac{3}{4}$ —36 $\frac{1}{4}$
 Dashwood Hill 
 (3 $\frac{1}{4}$) 21—33
 West Wycombe (1 $\frac{1}{4}$)
 22 $\frac{1}{4}$ —31 $\frac{3}{4}$
HIGH WYCOMBE
 (2 $\frac{3}{4}$) 25—29
 Wycombe Marsh (1 $\frac{3}{4}$)
 26 $\frac{3}{4}$ —27 $\frac{1}{4}$
Loudwater (1)
 27 $\frac{3}{4}$ —26 $\frac{1}{4}$
BEACONSFIELD (3)
 30 $\frac{3}{4}$ —23 $\frac{1}{4}$
 Gerard’s Cross (3 $\frac{1}{4}$)
 34—20
 Tatling End (2)
 36—18
UXBRIDGE (3)
 39—15
 Hillingdon (1 $\frac{1}{2}$)
 40 $\frac{1}{2}$ —13 $\frac{1}{2}$
 Hayes End (1 $\frac{1}{4}$)
 41 $\frac{3}{4}$ —12 $\frac{1}{4}$
SOUTHALL (2 $\frac{3}{4}$)
 44 $\frac{1}{2}$ —9 $\frac{1}{2}$
Hanwell (1 $\frac{1}{2}$) 46—8
Ealing (1 $\frac{1}{2}$) 47 $\frac{1}{2}$ —6 $\frac{1}{2}$
Acton (1 $\frac{1}{2}$)
 49—5
Shepherd’s Bush (2 $\frac{1}{2}$)
 51 $\frac{1}{2}$ —2 $\frac{1}{2}$
LONDON (2 $\frac{1}{2}$)
 (Marble Arch)
 54—0

Proceed as in Route 1 to d.p. just before 7th m., where keep to R under railway bridge, following telegraph wires: thence it is mainly uphill with fair surface to cross roads by ‘Three Pigeons,’ where keep straight on: undulating to Tetsworth through which it is uphill: then a short drop followed by stiff ascent of Postcombe Hill: thence fairly level through Postcombe and past the cross roads by the ‘Lambert Arms’ to Stokenchurch or Aston Hill, a long winding ascent 1 $\frac{3}{4}$ m. long through woods. Gently downhill to Stokenchurch, where keep to L: undulating to Dashwood Hill which is a straight but dangerously steep descent: here the road leaves the Chilterns: gently downhill to West Wycombe: mostly on the rise for 1 $\frac{1}{2}$ m., after which there is a downward slope to High Wycombe: level and good through Wycombe Marsh to Loudwater: sharp ascent into Beaconsfield: up and down with rather heavy surface past Bulstrode Park: undulating through Tatling End and Gerard’s Cross to loose descent of Red Hill: thence fairly level to Uxbridge: here the surface begins to be decidedly bumpy: level to Hillingdon, chiefly down hill to Hayes End and Southall: long gentle downward slope, followed by sharp ascent of Hanwell Hill into Hanwell: slightly uphill past Ealing Dean to Ealing Common: uphill into Acton, where tram-lines begin: very bad surface to Shepherd’s Bush where the tramway ends, and wood-paving begins, extending through Notting Hill and Bayswater to the Marble Arch.

Reverse: take R road at Shepherd’s Bush Common: obvious road with telegraph wires: at West Wycombe keep to L at Obelisk: the descent of Stokenchurch Hill is safe but should be carefully ridden: at fork beyond Postcombe L. *Note 1.* The old road through Shotover is on some maps still marked as a main road: it is practically unrideable.

6.—High Wycombe to Henley by Marlow & Medmenham.**HIGH WYCOMBE**

(Town Hall)

0—12 $\frac{3}{4}$ Dawes Hill (1) (top) 1—11 $\frac{1}{2}$ Handy Cross (1 $\frac{1}{2}$)2 $\frac{3}{4}$ —10**GT. MARLOW** (2 $\frac{3}{4}$)5 $\frac{1}{2}$ —7 $\frac{1}{4}$

Danesfield Park (2)

7 $\frac{1}{2}$ —5 $\frac{1}{4}$

Medmenham (1)

8 $\frac{1}{2}$ —4 $\frac{1}{4}$

Hambledon Lock (1)

(R *Hambledon and**Fingest*)9 $\frac{1}{2}$ —3 $\frac{1}{4}$ **HENLEY-on-Thames**(3 $\frac{1}{4}$) (Cross)12 $\frac{1}{4}$ —0

Coming from Oxford, take a small turning to R beyond Town Hall. Just beyond begins the steep triple ascent of Dawes Hill, over 1 m. long, after which it is nearly all downhill with good surface to Marlow: at lamp-post in centre of town keep straight on: thence it is quite unmistakeable, gently hilly at first past Danesfield Park on L, afterwards fairly level past Medmenham, Hambledon Lock, Greenlands Lodge R, and Fawley Court L, into Henley, bearing slightly to L and joining Oxford road at beginning of town. Excellent surface.

Reverse: Coming from Bridge turn to R at cross and at fork with d.p. at end of street turn to R: unmistakeable to Marlow, where keep straight on at lamp-post in middle of town past 'Greyhound': at fork just beyond R, and at next fork L: long ascent to top of Dawes Hill, a dangerous descent into High Wycombe.

7.—Oxford to Great Marlow.**OXFORD**

(Magdalen Bridge)

0—25 $\frac{3}{4}$ **Stokenchurch** (17 $\frac{3}{4}$)17 $\frac{3}{4}$ —8

Lane End (4)

21 $\frac{3}{4}$ —4Hill **GT. MARLOW** (4)25 $\frac{3}{4}$ —0

Proceed as in Route 5 to Stokenchurch, where just beyond the 18th milestone turn to R in front of a small red house. Hilly for four miles with downward tendency to Lane End. Here keep to R. Then comes a long descent followed by a short sharp rise: then a steep descent followed by a very steep rise: thence downward tendency ending in long winding dangerous hill with straight very sheer descent just at the bottom: level for not quite 1 m. into Marlow. Surface fair.

Reverse: coming from bridge, keep R at lamp-post in centre of town past 'Greyhound': at fork just beyond L: at next fork bear R to foot of very steep hill. 3 m. from Marlow is an awkward descent. Entering Stokenchurch turn to L.

8.—Marlow to Henley by Bisham.**GT. MARLOW**

0—7½

Bisham (1)

1—6½

Rose Hill

White Hill

HENLEY-on-Thames

(6½) 7½—0

Cross the Suspension Bridge; then level road to Bisham, leaving which bear to L and then R up slight rise: at 1½ m. from Bisham take R road down short hill followed by 2 m. of level going. Long ascent of Rose Hill, and after 2 m. dangerous descent of White Hill to Henley Bridge.

Reverse: Cross the bridge, and climb stiff ascent of White Hill, followed at 2 m. by long descent of Rose Hill: at about 4th m. turn to L.

9.—Oxford to Cuddesdon.**OXFORD**

(Magdalen Bridge)

0—6½

Cowley (O. M. C.) (2)

2—4½

Horspath (2)

4—2½

Coombe Wood (1½)

5½—I

Cuddesdon (1)

6½—0

Proceed as in Route 10 to Oxford Military College, Cowley, where turn to L: at ½ m. turn R. Level and rather sandy to Horspath, where keep to R: pass under Railway, and keep to R; then level and loose for rather over 1 m., when there is a sharp ascent, at top of which turn to L: at cross roads ¼ m. on turn sharply back to R, skirting Coombe Wood: undulating to Cuddesdon.

Reverse: At 1 m. from Cuddesdon turn sharply to L, and take next turning to R: in Horspath keep to L: by Barracks L, and R at O. M. College.

Note. Another route is by Route 10 to Cowley 2 m., Garsington 4½, Denton 5½, Cuddesdon 6. Surface rather rough.

10.—Oxford to Henley by Watlington.**OXFORD**

(Magdalen Bridge)

0—24

Cowley (Oxford Military College) (2)

2—22

[Garsington] (2½)

4½—15½

Chiselhampton (2)

6½—17½

Stadhampton (Green)

(1) 7½—16½

Hampden's Mon. (3)

10½—13½

Cross Magdalen Bridge and follow Tram-lines along centre road. Alternating setts and macadam, the latter continued past the Tram terminus to Cowley, where is a short uphill: at the Military College keep straight on: pass under Railway Bridge, and leave Garsington to L: level for about 2 miles, then short stiff ascent, followed by long descent, then level to Chiselhampton: across R. Thame to Stadhampton. Surface fair.

Here turn to L, then at d.p. take centre road: straight on past Hampden's Monument

Cuxham (d.p. before
Village) (2)
12½—11½
WATLINGTON (d.p.)
(1½) 14—10
Howe Hill
(‘Jolly Ploughman’)
(2½) 16½—7½
Pishill Bottom (¾)
17¼—6¾
Pishill (1¼) 18½—5½
Upper Assenton (1)
19½—4½
Middle Assenton (2)
21½—2½
(Lower Assenton)
‘Traveller’s Rest’ (1)
22½—1½
HENLEY (×) (1½)
24

at Chalgrove Field to d.p., where turn to R under trees, and L at next d.p. Through Cuxham, thence plain to Watlington. Level surface with a tendency to looseness, good after slight rain. After skirting Watlington on S, road bends to R; gradual rise to foot of Howe Hill, a steep winding ascent through woods, quite unrideable. From ‘Jolly Ploughman’ commences a gentle descent of 6 m., moderate at first through Pishill Bottom and Pishill, then very gentle through Upper, Middle and Lower Assenton, from which it is level to the ‘Traveller’s Rest,’ whence proceed as in Route 12 into Henley. Surface good.

Reverse: Proceed as in Route 12 to ‘Traveller’s Rest,’ where keep to R. After Lower Assenton commences long ascent of 6 m., rather stiff at top: ¼ m. past Upper Assenton keep L, then L again. At ‘Jolly Ploughman’ commences very dangerous descent of Howe Hill. In Watlington R at fork: at end of Cuxham R and at next d.p. L; entering Stadhampton L, and at next d.p. R.

This road is preferable to the main road if proceeding from Oxford to Henley; the only ascent is that of Howe Hill, which is followed by a downward slope of six miles, not lightly to be attempted in the opposite direction: it is more inclined to looseness than the main road.

11.—Chiselhampton to Clifton Hampden.

Chiselhampton
0—6½
‘Golden Ball’ (2½)
2½—4
Clifton Hampden (4)
6½—0

Entering Chiselhampton from Oxford, at foot of hill turn R: level with the exception of two short easy rises to ‘Golden Ball,’ where cross Oxford and Henley Road: thence level with slight descent into Clifton Hampden. Surface fair.

12. — Oxford to London by Henley-on-Thames.

OXFORD

(Magdalen Bridge)

0—58

d.p. [R Ifley] ($1\frac{1}{2}$) $1\frac{1}{2}$ —56 $\frac{1}{2}$ Rose Hill (top) ($\frac{1}{2}$)

2—56

Littlemore ($\frac{1}{2}$) $2\frac{1}{2}$ —55 $\frac{1}{2}$ Sandford ($\frac{3}{4}$) $3\frac{1}{4}$ —54 $\frac{3}{4}$

Hill

(top) ($1\frac{1}{4}$)

5—53

Nuneham Courtenay

($\frac{1}{2}$) $5\frac{1}{2}$ —52 $\frac{1}{2}$

Golden Ball (1)

L Chiselhampton

R Clifton Hampden

 $6\frac{1}{2}$ —51 $\frac{1}{2}$ **Dorchester** (Abbey)($2\frac{1}{2}$) 9—49Shillingford ($1\frac{1}{2}$)

d.p. L Thame

R Reading

 $10\frac{1}{2}$ —47 $\frac{1}{2}$ **Benson** (milestone)($1\frac{1}{2}$) 12—46

Beggarsbush Hill

($1\frac{1}{2}$) $13\frac{1}{2}$ —44 $\frac{1}{2}$

Gangsdown Hill (3)

 $16\frac{1}{2}$ —41 $\frac{1}{2}$ (and

Nuffield Common)

Nettlebed ($1\frac{1}{2}$)

18—40

Bixgitwen (2)

20—38

Bix Hill

'Traveller's Rest' ($1\frac{1}{2}$)

[Lower Assenton]



 $21\frac{1}{2}$ —36 $\frac{1}{2}$ **HENLEY-on-Thames**(Cross) ($1\frac{1}{2}$)

23—35

Cross Magdalen Bridge, and take R road : bumpy macadam surface, improving after first m., gentle descent with short rise to d. p., where turn L : the road bears round to R up Rose Hill, which is stiff at the top : level for a short distance, then downhill to Littlemore : cross Railway Bridge, and pass Asylum on L, after which is a further descent to Sandford. Then a gentle ascent, followed by undulations for a short distance, when there are two ascents, the second rather stiff, followed by a stretch of level to Nuneham. Surface good.

Downhill through Nuneham, after which the road becomes rather loose in dry weather : downward slope to cross roads by 'Golden Ball' (now not existing) ; after another short rise and fall it is level to Dorchester, where the Abbey is passed to L. Leave village by bridge over R. Thame, after which it is gently downhill through Shillingford to Benson. Here follow telegraph wires (turning to R at 'Crown') ; at $\frac{1}{2}$ m. wires go off to R : keep straight on up a long slope ending in stiff loose ascent of Beggarsbush Hill. Across the Chilterns it is apt to be loose and heavy : up and down with downward tendency to long difficult ascent of Gangsdown Hill : descent from Nuffield Common with corresponding rise into Nettlebed.

Here take centre road ; downhill through woods, continued with slight interruptions to within $1\frac{1}{2}$ m. of Henley. The descent of Bix Hill should be carefully ridden. At 'Traveller's Rest' begins the 'Fair Mile,' a fine broad road, at end of which bear to L into the town.

White Hill 
 Rose Hill ($2\frac{3}{4}$) 
 $25\frac{3}{4}$ — $32\frac{1}{4}$
 [Hurley] ($\frac{3}{4}$) $26\frac{1}{2}$ — $31\frac{1}{2}$
 Maidenhead Thicket
 ($3\frac{1}{2}$) 30 — 28
MAIDENHEAD (2)
 32 — 26
 Taplow Station ($1\frac{1}{4}$)
 $33\frac{1}{4}$ — $24\frac{3}{4}$
SLOUGH ($4\frac{1}{4}$)
 $37\frac{1}{2}$ — $20\frac{1}{2}$
COLNBROOK ($3\frac{1}{4}$)
 $40\frac{3}{4}$ — $17\frac{1}{4}$
 Longford (2)
 $42\frac{3}{4}$ — $15\frac{1}{4}$
 Cranford Bridge (3)
 $45\frac{3}{4}$ — $12\frac{1}{4}$
HOUNSLOW ($2\frac{1}{2}$)
 $48\frac{1}{4}$ — $9\frac{3}{4}$
 Smallbury Green ($\frac{3}{4}$)
 49 — 9
BRENTFORD (2)
 51 — 7
 Turnham Green (2)
 53 — 5
 Hammersmith (1)
 54 — 4
 Knightsbridge ($3\frac{1}{2}$)
 $57\frac{1}{2}$ — $\frac{1}{2}$
LONDON ($\frac{1}{2}$)
 (Hyde Park Corner)
 58 — 0

* Leave Henley by the bridge, and climb stiff ascent of White Hill : then the long descent of Rose Hill, which should be carefully ridden : beyond Hurley bear to R at fork : decidedly hilly across Stubbing's Heath to Maidenhead Thicket, where L, joining Bath Road ; surface rather loose : long descent into Maidenhead, which should be carefully ridden ; surface excellent : cross Maidenhead Bridge, thence past Taplow Station to Slough. The surface is good but inclined to be loose and sandy, and becomes more so to Colnbrook, where cross R. Coln : fair surface through Longford and over Cranford Bridge, becoming bumpy towards Hounslow : thence through Smallbury Green, Brentford, and Turnham Green to Hammersmith is bad with heavy traffic : from Hammersmith Station is very fair wood paving down Hammersmith Road, High Street, Kensington, and Knightsbridge to Hyde Park Corner.

Reverse : At fork at Knightsbridge keep to R : in Hammersmith follow tram-lines along the Broadway : in Hounslow keep to R at two successive forks : at Maidenhead Thicket turn R. Before Rose Hill is a sharp but rideable descent with danger-board : beyond bear to L : the descent of White Hill into Henley is dangerous : at 'Traveller's Rest' keep to L : at Nuffield Common keep to R : Gangsdown and Beggarsbush Hills are loose and should be carefully ridden : in Benson L at 'Crown,' then follow telegraph wires : at fork leaving Dorchester R : the two descents beyond Nuneham should be ridden with caution : in Littlemore keep to L : and at d.p. by Iffley turn to R.

* From Henley to Maidenhead are two alternative Routes :—

- (a) Proceed as in Route 15 to Wargrave (3) where turn to L, and join Route 16 at Hare Hatch, $4\frac{1}{2}$: rather over 1 m. further than main rd.
- (b) Turn to R at first d.p. past White Hill, and pass through Cockpole Green and Warren Row, joining Route 16 before Knowl Hill. Distance rather less than by Wargrave. Beautiful surface.

13.—Nettlebed to Wallingford.**NETTLEBED**

0—6

Nuffield Heath ($1\frac{1}{2}$) $1\frac{1}{2}$ — $4\frac{1}{2}$

Crowmarsh Giffard

 $(3\frac{3}{4})$ 5— $\frac{3}{4}$ **WALLINGFORD** ($\frac{3}{4}$)

(Lamb Hotel)

6—0

Proceed as in Route 12 to Nuffield Heath, where turn to L: long descent to Crowmarsh Giffard, where keep straight on across R. Thames into Wallingford: here, at Lamb Hotel, R for Oxford, L for Reading, straight on for Wantage.

Reverse: Facing Lamb Hotel turn to R and cross bridge.

14.—Henley to Reading by Shiplake.**HENLEY-on-Thames**

0—7

Shiplake ($2\frac{1}{2}$) $2\frac{1}{2}$ — $4\frac{1}{2}$ Caversham ($3\frac{3}{4}$) $6\frac{1}{4}$ — $\frac{3}{4}$ **READING** ($\frac{3}{4}$)

7—0

Leave Henley by Duke Street, following a level road to 2nd m., then a slight rise to Shiplake: gently undulating for some distance, then long steep hill to 'Flowing Spring' Inn: up-hill to 6th m., whence is a gradual descent into Caversham. Proceed as in Route 15 across R. Thames to Reading. Good surface.

Reverse: Across Caversham Bridge bear R, then L.

15.—Henley to Reading by Twyford.**HENLEY-on-Thames**

0—10

Wargrave (3)

3—7

Twyford (2)

5—5

READING (5)

10—0

Turn to R about 200 yards after crossing Henley Bridge: level to Marsh Mills, then slight ascent followed by undulating road to Wargrave: level with excellent surface to Twyford, where turn to R, joining Route 16.

Reverse: Proceed as in Route 16 to Twyford where turn to L: just before Henley Bridge bear to L.

16.—Maidenhead to Reading.**MAIDENHEAD**

0—13

Maidenhead Thicket

(2) 2—11

Littlewick Green ($1\frac{1}{2}$) $3\frac{1}{2}$ — $9\frac{1}{2}$

Knowl Hill (1)

 $4\frac{1}{2}$ — $8\frac{1}{2}$ Hare Hatch ($1\frac{1}{2}$)

6—7

Twyford (2) 8—5

READING (5) 13—0

Proceed as for Oxford up the hill out of Maidenhead, but at Maidenhead Thicket keep to L: thence hilly by Littlewick Green, Knowl Hill, Kele Green, and Hare Hatch to Twyford: straight through the town, thence undulating with upward tendency, with gentle descent to Reading: surface deteriorating.

17.—Oxford to Reading by Woodcot.

OXFORD

(Magdalen Bridge)

0— $26\frac{1}{4}$ **Benson** ($11\frac{3}{4}$)

(Beginning)

 $11\frac{3}{4}$ —15

Preston Crowmarsh

($\frac{3}{4}$) $12\frac{1}{2}$ — $14\frac{1}{4}$ **Crowmarsh Giffard**('Old Bell') ($1\frac{1}{4}$) $13\frac{3}{4}$ —13

'White House' Inn

(2) $15\frac{3}{4}$ —11


Red Lane

Woodcot (d.p.) (3) $18\frac{3}{4}$ —8

Cane End (3)

 $21\frac{3}{4}$ —5Green Dean ($1\frac{1}{4}$)

('Pack Horse')

23— $3\frac{3}{4}$ **Caversham**St. Peter's Hill ($2\frac{1}{2}$) $25\frac{1}{2}$ — $1\frac{1}{4}$ **READING**(St. Giles' Ch.) ($1\frac{1}{4}$) $26\frac{3}{4}$ —0

Proceed as in Route 12 to Benson, just before entering which bear down a lane to R. Leave the village to L, and keep straight on past cross roads to Preston Crowmarsh. Winding road with fair surface. On reaching telegraph wires turn to R: thence straight with excellent surface to Gardener's Arms, Crowmarsh Giffard, when turn to L opposite 'Old Bell.' 150 yards on turn R at d.p.

Road level and good for $\frac{3}{4}$ m.; then up-hill and heavy through a wood. At d.p. half-way up L, then R at cross roads just beyond. Level to White House Hill, which leads down to Inn d.p. Undulating for about 2 m.; and followed by gentle ascent of 'Red Lane.' At d.p. at top turn R: sharp descent, then up and down to Woodcot. Surface fair. Straight on through village to *second* d.p. where L: at next d.p. R (L Nettlebed) at next L (R Whitchurch). Unmistakeable to Cane End, where bear to R at well. Stiff ascent through wood to 'Pack Horse,' Green Dean. At 'Pack Saddle' straight on downhill. Fair surface to Caversham, in which is the awkward descent of St. Peter's Hill: cross R. Thames, then follow along Caversham road under Railway Bridge. Proceed by West street, St. Mary Butts and Southampton street to St. Giles' Church.

Or proceed as in Route 18 to Wallingford, where at Lamb Hotel turn to L: cross R. Thames into Crowmarsh, where turn to R opposite 'Old Bell' Inn, rejoining above Route. Distance about the same. The Route given in the text affords better surface and avoids the stiff ascent of Shillingford Hill.

Reverse: Proceed along Southampton street, St. Mary Butts, West street, Caversham road and cross R. Thames: half-way up St. Peter's Hill keep to R: at 'Pack Saddle' R: in Woodcot R at d.p.: straight past next d.p. and R at fork just beyond: L at d.p., then down gentle descent of 'Red Lane': after ascent of White Horse Hill bear to R at cross roads down loose hill: in Crowmarsh L at 'Old Bell,' R at 'Gardener's Arms': then take first turning to L: winding but obvious to Benson.

The Route by Woodcot is 2 m. shorter than the main road : the hills are less tiring, and the surface, taken all the year round, is rather better. The scenery, however, is inferior to that of the famous river-side road. Most of the lanes in the district afford good surface.

Note. Oxford to Goring. Proceed as above to d.p. on hill about 1 m. beyond Crowmarsh, where R : skirt Mongewell $14\frac{3}{4}$, North Stoke $15\frac{3}{4}$, South Stoke $17\frac{1}{2}$, and pass through Cleeve 19 to Goring $19\frac{3}{4}$, where turn R over Railway Bridge. Surface fair.

18.—Oxford to Reading (main road).

OXFORD

(Magdalen Bridge)

0— $28\frac{3}{4}$


Shillingford ($10\frac{1}{2}$)

$10\frac{1}{2}$ — $18\frac{1}{4}$

Shillingford Bridge

($\frac{1}{2}$) 11— $17\frac{3}{4}$

WALLINGFORD (2)

Shillingford Hill
(just beyond) 

13— $15\frac{3}{4}$

Moulsford Station ($2\frac{3}{4}$)

$15\frac{3}{4}$ —13

Moulsford (1)

$16\frac{1}{4}$ —12

Streatley (2) $18\frac{3}{4}$ —10

Pangbourne (4)

$22\frac{3}{4}$ —6

[Purley] (2) $24\frac{3}{4}$ —4

READING (4)

$28\frac{3}{4}$ —0

Proceed as in Route 12 to Shillingford, where, at d.p. just out of village, turn to R : level over Shillingford Bridge, then stiff short ascent of Shillingford Hill, followed by long gentle descent into Wallingford. Keep straight on into Market Place, where keep to L : at 'White Cross' ($\frac{1}{2}$ m. out) L : rather rough past Moulsford Station, just before which keep to R : after Moulsford up, then down followed by stiff ascent to d.p. just before Streatley : (at 'Bull' L to Goring over Toll Bridge) : thence hilly with level mile along river side into Pangbourne. Surface good. Here pass under Railway Bridge, then L at d.p. just beyond. Less hilly to Reading, approaching which surface deteriorates.

Reverse : In Pangbourne R, then L. At d.p. beyond Streatley R : straight on through Wallingford : Shillingford Hill should be carefully descended : on reaching d.p. at Shillingford L.

Note 1. Oxford to London by Reading. Proceed either by Routes 17, 15 and 11. Distance $67\frac{3}{4}$. Or as follows :—Oxford, Reading $28\frac{3}{4}$ —42, Wokingham $35\frac{3}{4}$ —35, Bracknell $39\frac{1}{2}$ — $31\frac{1}{4}$, Sunninghill $43\frac{1}{2}$ — $27\frac{1}{4}$, Virginia Water $46\frac{1}{2}$ — $24\frac{1}{4}$, Chertsey $51\frac{1}{2}$ — $19\frac{1}{4}$, Sunbury $55\frac{3}{4}$ —15, Hampton Court 59— $11\frac{3}{4}$, London $70\frac{3}{4}$. $3\frac{1}{2}$ m. are saved by going through Staines and Hounslow. Through Winkfield and Egham is again $\frac{1}{2}$ m. shorter still, viz. 67.

Note 2. Oxford to Basingstoke. Oxford, Pangbourne $22\frac{3}{4}$ — $18\frac{1}{2}$, Englefield $25\frac{3}{4}$ — $15\frac{1}{2}$, Bath Road 27— $14\frac{1}{4}$, Aldermaston (32 — $9\frac{1}{2}$), Basingstoke $41\frac{1}{4}$. Thence to Winchester $58\frac{1}{2}$, and Portsmouth 81. See also under Route 23.

Note 3. Streatley to E. Ilsley. Streatley, Compton 3—2, E. Ilsley 5. Turn to R at 'Bull' up unrideable ascent of Streatley Hill (very dangerous to descend), L in Aldworth, then R at 'Four Points.' Dangerous descent to Compton, entering which L. From East Ilsley is a fair road through W. Ilsley, Farnborough, Fawley, Lambourn and Baydon to Aldbourn.

19.—Dorchester to Abingdon.

Dorchester (Abbey)

0—6½

Burcot (2) 2—4½

Clifton Hampden (1)

3—3½

Culham Station (1)

4—2½

d.p. [L Culham] (1¾)

5¾—3¾

ABINGDON (¾)

(Market Place)

6½—0

From the Abbey proceed in the direction of Oxford, but at fork leaving village bear to L. Level through Burcot to Clifton Hampden, where are one or two ups and downs: undulating with sharp rise over Culham Railway Bridge, then gentle descent to d.p. and bridge over backwater. Surface fair; thence a level road known as the Causeway leads across R. Thames into Abingdon, where keep straight on into Market Place. Surface good.

Reverse: Facing Town Hal take L corner of Market Place: cross R. Thames: level to d.p. just past bridge over backwater where L up hill; unmistakeable into Dorchester.

20.—Wallingford to Wantage.

WALLINGFORD

(Lamb Hotel)

0—14¼

Fork (L Sotwell) (1¼)

1¼—13

[Sotwell Ch.] (½)

1¾—12½

[Brightwell Ch.] (¾)

2¼—11¾

d.p. R Wittenham (¼)

2¾—11½

Didcot (¾) 6—8¼

Harwell (d.p.) (1¾)

7¾—6½

d.p. L Streatley (½)

8¼—6

d.p. L Newbury

R Oxford (¾)

9—5¼

[East Hendred L] (1¼)

10¼—4

[Ardington L] (1¾)

12—2¼

WANTAGE

(Market Place) (2¼)

14¼—0

Leaving Lamb Hotel turn R and keep straight on past G.W.R. Terminus (¼): short gentle rise, then long gentle downward slope: at fork (1 m.) straight on for 1 m.*, when turn sharp to L at 'New Farm,' and R ¼ m. further: surface good: the road then takes several sharp bends and becomes rougher. At d.p. R up a hill to cross roads and d.p. Here keep straight on and down the short descent of Hadden Hill; awkward turn at G.W.R. Bridge. Unmistakeable under another Railway Bridge through Didcot, where surface deteriorates. From Didcot is a long upward slope with improving surface: downhill then uphill through Harwell: at d.p. at top of hill L: bear R leaving village: rather rough to d.p. whence there is a downward followed by an upward slope to cross roads and d.p., where keep straight on. Excellent road skirting East Hendred and Ardington into Wantage: rather hilly past Hendred.

- * *Note.* If desirous of passing through Sotwell and Brightwell, turn L at fork 1¼ m. from Wallingford: winding road through Sotwell: bear L at fork just before Church: at T roads opposite farm L, then immediately R. Unmistakeable through Brightwell, rejoining main road ¼ m. on.

Reverse: Leave Wantage Market Place by turning next to Old Post Office Vaults: at d.p. just before Harwell turn L: at d.p. in centre of village R down hill: after ascending Hadden Hill keep straight on down hill: at next d.p. keep L: road takes several sharp turns, after which turn L, and R at 'New Farm.'

21.—Streatley to Wantage.

Streatley ('Bull')

0—14 $\frac{3}{4}$

Blewbury (5 $\frac{1}{4}$)

5 $\frac{1}{4}$ —9 $\frac{1}{2}$

Railway Station (1 $\frac{1}{2}$)

6 $\frac{3}{4}$ —8

West Hagbourne (1 $\frac{1}{2}$)

(Inn) 7 $\frac{1}{4}$ —7 $\frac{1}{2}$

[Harwell] (1 $\frac{3}{4}$)

8 $\frac{3}{4}$ —6

WANTAGE (6)

(Market Place)

14 $\frac{3}{4}$ —0

From the 'Bull' follow the Oxford road for barely $\frac{1}{4}$ m.: at d.p. bear L, and at fork by cottage beyond bear R. Then comes a succession of three long ascents with corresponding falls all tending upwards: none of them are unrideable. The road is crossed by many bye lanes, at which points it is furrowed by water courses. At 5 $\frac{1}{4}$ miles pass Blewbury, through which the surface is rough. At 1 $\frac{1}{2}$ m. skirt Upton and cross Railway Bridge, keeping to R just beyond. Surface good, fairly level. At Inn in West Hagbourne turn sharply to L: thence unmistakeable to d.p. above Harwell, where Route 20 is joined.

Reverse: At d.p. 6 miles from Wantage keep to R, and at Inn in West Hagbourne turn sharply to right. Three long descents beyond Blewbury, all fairly safe.

22 A.—Oxford to Abingdon (main road).

OXFORD (Folly B.)


0—6

New Hincksey (1 $\frac{1}{2}$)

$\frac{1}{2}$ —5 $\frac{1}{2}$

Railway Bridge (3 $\frac{1}{4}$)

1 $\frac{1}{4}$ —4 $\frac{3}{4}$

Hincksey Hill 

d.p. (R *Dry Sandford*)

Bagley Wood

(1) 2 $\frac{1}{4}$ —3 $\frac{3}{4}$

d.p. L *Kennington* (1)

3 $\frac{1}{4}$ —2 $\frac{3}{4}$

L *Radley*

R *Sunningwell*

d.p. (1 $\frac{1}{2}$) 3 $\frac{3}{4}$ —2 $\frac{1}{4}$

ABINGDON

(Market Place) (2 $\frac{1}{4}$)

6—0

From Carfax follow tram-lines down St. Aldate's. Road consists of bad cobble-stones: cross Folly Bridge. Not quite $\frac{1}{2}$ m. on, tram-lines cease at New Hincksey. Road is straight for over $\frac{1}{2}$ m., with bumpy surface; it then bends sharply to R at cross railway bridge, just after which is the long, stiff ascent of Hincksey Hill, not quite 1 m. long. Surface fair. At top is d.p., where turn to L, passing through Bagley Wood: undulating with downward tendency. At end of Bagley Wood pass d.p., and another $\frac{1}{4}$ m. beyond (these turnings afford tolerable going). Level for some distance, then a further descent, after which it is level to Abingdon. Surface moderate, rather slippery when wet. Unmistakeable through the town to Market Place.

Reverse: Leave Market Place by R corner opposite Town Hall: at fork leaving town keep to L, at d.p. at end of Bagley Wood R: Hincksey Hill, though not dangerous, should not be rashly descended.

22 B.—Oxford to Abingdon by Radley.

OXFORD (Folly B.)

0— $6\frac{3}{4}$
Railway Bridge ($1\frac{1}{4}$)

$1\frac{1}{4}$ — $5\frac{1}{2}$
Kennington ($1\frac{1}{4}$)

$2\frac{1}{2}$ — $4\frac{1}{4}$
Radley ($1\frac{3}{4}$)

$4\frac{1}{4}$ — $2\frac{1}{2}$
ABINGDON
(Market Place) ($2\frac{1}{2}$)
 $6\frac{3}{4}$ —0


Proceed as in Route A to Railway Bridge, just beyond which turn to L. Level at first, to Kennington, where keep to L: then several sharp ups and downs: straight on through Radley (College lies off to R). After this the road takes several awkward right-angled bends, but is unmistakeable to Abingdon.

Surface moderate, rough in places, slippery when wet: less hilly than the main road.

Reverse: Leave Abingdon as for the main road, but bear to R at fork just out of town. At 2 m. avoid turning to R: entering main road turn R and cross Railway Bridge.

22 C.—Oxford to Abingdon by Cumnor Hill.

OXFORD (Osney Br.)

0— $7\frac{3}{4}$
Cumnor Hill (top) 
(3) 3— $4\frac{3}{4}$
d.p. R *Besselsleigh* ($\frac{1}{2}$)

$3\frac{1}{2}$ — $4\frac{1}{4}$
Henwood Cottages
(1) $4\frac{1}{2}$ — $3\frac{1}{4}$
[Wootton] ($\frac{3}{4}$)

d.p. R *Drv Sandford*
L *Oxford*
 $5\frac{1}{4}$ — $2\frac{1}{2}$

ABINGDON
(Market Place) ($2\frac{1}{2}$)
 $7\frac{3}{4}$ —0

Proceed as in Route 34 to top of Cumnor Hill, where at d.p. L, as if for Faringdon, but at d.p. $\frac{1}{2}$ m. on, turn L: from this point is a gentle downward slope nearly all the way to Abingdon. Pass Henwood Cottages and skirt Wootton: straight past cross roads ($\frac{1}{2}$ m.): thence quite unmistakeable to Abingdon. Surface generally rough.

Reverse: Facing Town Hall turn to R, and at 'Rising Sun' R: thence straight on out of town.

Steady ascent for 4 m.; before Cumnor turn to R.


Note. A pleasant run is obtained by keeping straight on at d.p. at top of Hincksey Hill (see Route A.), passing Foxcombe Hill, Boars Hill, which is reached by turning to R, and emerging on the above Route by Wootton.

Many pretty roads are to be found about Sunningwell and Wootton, which generally afford fair going.

23.—Oxford to Newbury.

OXFORD (Folly B.)0—26 $\frac{1}{4}$ **ABINGDON** (6)



(Market Place)

6—20 $\frac{1}{4}$ Drayton (2 $\frac{1}{2}$)8 $\frac{1}{2}$ —17 $\frac{3}{4}$ **Steventon** (Sta.) (1 $\frac{1}{2}$)10—16 $\frac{1}{4}$ Steventon Hill 

d.p. L Streatley and

Wallingford

R Wantage

(1 $\frac{3}{4}$) 11 $\frac{3}{4}$ —14 $\frac{1}{2}$ **EAST ILSLEY** (5 $\frac{1}{4}$)17—9 $\frac{1}{4}$ Ashridge Hill (1) 18—8 $\frac{1}{4}$ Beedon Hill (1) 19—7 $\frac{1}{4}$

Snelsmore (5)

24—2 $\frac{1}{4}$ **NEWBURY**(Town Hall) (2 $\frac{1}{4}$)26 $\frac{1}{4}$ —0

Proceed as in Route 22 to Abingdon. In the Market Place make for the opposite corner, and, after crossing a few cobbles, keep straight on through Ock Street. At the end of this turn L, and keep straight on across two bridges. Thence undulating with upward tendency to Drayton: fairly good surface, rather furrowed: thence level to Steventon. Cross Railway Bridge beside Station, after which is the considerable rise of Steventon Hill, beyond which keep to L at fork: level with good surface to d.p. and cross roads, where keep straight on.

Short rise, then level for about 1 $\frac{1}{2}$ m.: then a stiff ascent, after which undulating with long descent, steep at first, to E. Ilsley: sharp ascent out of Ilsley, then short descent followed by long rise of Ashridge Hill. Then level to long ascent of Beedon Hill through village, after which it is all downhill to Newbury. Surface good. Straight on through outskirts of town, and along Northbrook Street to Town Hall.

Reverse: From Town Hall proceed along Northbrook Street, at end of which turn L, and at fork take R road: all up-hill to Beedon Hill, which with Ashridge Hill, and the hill beyond East Ilsley, should be descended cautiously. Nearing Abingdon cross two bridges and keep straight on, till, reaching the town, turn to R down a broad street leading to Market Place.

Note 1. Oxford to Winchester. Oxford, Newbury (26 $\frac{1}{4}$ —24 $\frac{1}{4}$), Whitechurch (38 $\frac{3}{4}$ —11 $\frac{3}{4}$), Sutton Scotney (44—6 $\frac{1}{2}$), Winchester (50 $\frac{1}{2}$). This is the most direct road. It is, however, very hilly; a better Route is given under R. 18.

Note 2. Oxford to the New Forest and Lymington. Oxford, Newbury (26 $\frac{1}{4}$ —51 $\frac{1}{2}$), Highclere Street (31 $\frac{1}{4}$ —46), Hurstbourne Tarrant (37—40 $\frac{1}{2}$), Andover (42 $\frac{1}{4}$ —35 $\frac{1}{2}$), Stockbridge (49 $\frac{1}{4}$ —28 $\frac{1}{2}$), Romsey (59 $\frac{1}{2}$ —18 $\frac{1}{4}$), Lyndhurst (69 $\frac{1}{4}$ —8 $\frac{1}{2}$), Brockenhurst (72 $\frac{3}{4}$ —6), Lymington (77 $\frac{3}{4}$).

Note 3. Oxford to Bournemouth. Oxford, Lyndhurst (69 $\frac{1}{4}$ —19 $\frac{1}{4}$), Christchurch (82 $\frac{3}{4}$ —5 $\frac{3}{4}$), Bournemouth (88 $\frac{1}{2}$).

24.—Abingdon to Fyfield.

ABINGDON
 (Market Place)
 0—5
 Shippon (1)
 1—4
 Gosford (1)
 2—3
 Oxford-Wantage Rd.
 (1 $\frac{1}{4}$) 3 $\frac{1}{4}$ —1 $\frac{3}{4}$
 Fyfield (1 $\frac{3}{4}$)
 5—0

Facing Town Hall, turn to R, and after a few setts keep straight along Ock Street ; then turn to R at 'Rising Sun.' Avoid first turning to L, but bear to L at last house : level with not very good surface through Shippon and Gosford, crossing Oxford-Wantage Road at 3 $\frac{1}{4}$ m., and joining Oxford-Faringdon Road just before Fyfield.

Reverse : At fork on the Oxford side of Fyfield bear to R : entering Ock Street turn to L.

25.—Abingdon to Kingston Bagpuize.

ABINGDON
 (Market Place)
 0—6 $\frac{1}{4}$
 Grand Stand (1 $\frac{1}{2}$)
 1 $\frac{1}{2}$ —5
 Marcham (1 $\frac{1}{4}$)
 2 $\frac{3}{4}$ —3 $\frac{3}{4}$
 [Frilford] (1)
 3 $\frac{3}{4}$ —2 $\frac{1}{2}$
Kingston Bagpuize
 (2 $\frac{1}{2}$) 6 $\frac{1}{4}$ —0

Proceed as in Route 24 along Ock Street, but keep straight on : gentle ascent out of town : tolerable surface past Race-course on L to Marcham, where keep straight on : on reaching Oxford-Wantage Road turn to R, then to L (skirting Frilford) : entering Kingston turn to R ; thence L for Faringdon, straight on for Witney. Surface poor.

Reverse : Coming from Faringdon, turn to R in Kingston, then L at Elm Tree : on reaching Wantage Road turn R, and just after to L.



26.—Oxford to Hungerford.

OXFORD

(Osney Bridge)

0—28½


Botley (1)

(R Wytham)

1—27½

d.p. R Witney (½)

1½—27

Cumnor Hill 

d.p. R. Cumnor (1½)

3—25½

d.p. L Abingdon (1½)

4½—24

Besselsleigh (¼) (Inn)

4¾—23¾

d.p. R *Faringdon* (1)

5¾—22¾

Frilford (2¼)

8—20½

East Hanney (3)

11—17½


Wantage Rd. Station

(1¼) 12¼—16¼

WANTAGE

(Market Place) (2½)

14¾—13¾

Red House Hill 

(1½)

16¼—12¼

Shefford (7)

23¼—5¼

HUNGERFORD (5¼)

28½—0

From Carfax follow tram-lines along Queen Street and New Road, and under Railway Bridge, where it is nearly always dangerously slippery. Cross R. Thames. Fair macadam surface over several bridges to Botley where keep to L; ½ m. on keep to left up the long rather stiff ascent of Cumnor Hill; thence fairly level to d.p. where keep to L. Gentle downward slope with fair surface for 1½ to d.p. where bear to R under trees: pass 'Greyhound' at Besselsleigh, then through another stretch of trees, just beyond which turn to L at d.p. Unmistakeable past cross roads at 1¼*: thence across Frilford Heath and through Frilford to East Hanney. Surface fair, bumpy in places.

Cross Railway Bridge at Wantage Road Station. Entering Wantage beware of tram-line crossing road at very dangerous angle. Excellent surface.

Cross Market Place and take opposite corner: then keep straight on. 1 m. out of town ascend Red House Hill, which is nearly unrideable: from the top of this the road is quite plain, falling gradually to Shefford, where bear L twice, then R. Beyond Shefford is a considerable rise, after which it is all downhill into Hungerford.

Reverse: Leave Market Place by turning opposite 'Bear.' About 1 m. out of Wantage keep to R, following tram-line on joining Faringdon Road R.

Note 1. Oxford to Salisbury. Oxford, Hungerford (28½—29), Marton (34¾—22¾), North Tidworth (42½—15), Salisbury (57½).

Note 2. Hungerford to Swindon. Hungerford, Chilton Foliat (2½—14), Whittenditch (5—11½), Aldbourn (7½—9), Liddington (12½—4), Swindon (16½).

* It is no less than 1½ m. from the fifth to the sixth milestone.

27.—Wantage to Faringdon.**WANTAGE**

(Market Place)

0—9

E. Challow ($1\frac{1}{4}$) $1\frac{1}{4}$ — $7\frac{3}{4}$ Challow Station ($2\frac{1}{4}$) $3\frac{1}{2}$ — $5\frac{1}{2}$

Stanford-in-the-Vale

 $(1\frac{3}{4})$ $5\frac{1}{4}$ — $3\frac{3}{4}$ **FARINGDON** ($3\frac{3}{4}$)

(Market Place)

9—0

In Market Place take the corner by the 'Bell,' and follow left-hand road down a hill which should be cautiously descended: at fork L: at 'Good Luck,' East Challow, keep to R down rather awkward hill: thence unmistakable over the canal and G. W. R. through Stanford to Faringdon: about 1 m. before town is an ascent with corresponding fall on which is the junction with Oxford Road: descent into town, which should be carefully ridden. Surface good.

Reverse: Follow Oxford Road to fork half-way uphill, where bear to R. In E. Challow bear to L at 'Good Luck' at top of hill: at next junction of roads R: uphill to Market Place.

28.—Wantage to Swindon.**WANTAGE**

(Market Place)


0— $18\frac{1}{4}$ [R Childrey] ($2\frac{1}{2}$) $2\frac{1}{2}$ — $15\frac{3}{4}$

[R Kingston Lisle]


[L Blowing Stone]

 $(2\frac{1}{2})$ 5— $13\frac{1}{4}$

[White Horse Hill]

 $(1\frac{1}{4})$ $5\frac{1}{4}$ —12Winslow Hill  $(2\frac{1}{4})$ $8\frac{1}{2}$ — $9\frac{3}{4}$ Ashbury ($\frac{3}{4}$) $9\frac{1}{4}$ —9Idstone ($\frac{3}{4}$)10— $8\frac{1}{4}$

Bishopstone (1)

11— $7\frac{1}{4}$ Hinton ($1\frac{1}{4}$)  $12\frac{1}{4}$ —6Wanborough ($1\frac{1}{2}$) $13\frac{3}{4}$ — $4\frac{1}{2}$ 

Liddington (1)

 $14\frac{3}{4}$ — $3\frac{1}{2}$ **SWINDON** ($3\frac{1}{2}$) $18\frac{1}{4}$ —0

At the end of Market Place nearest 'Old Post Office Vaults' take right-hand corner: then take second turning on R: long gentle rise out of Wantage, followed by an up-and-down road with upward tendency, passing above Childrey, Sparsholt, and Kingston Lisle: here, just off road, is the 'Blowing Stone,' from this point surface deteriorates: there is a considerable ascent, then level and rough past Bridgecoombe Farm, afterwards improving. Above is White Horse Hill. At $\frac{3}{4}$ m. is a descent with corresponding rise round a deep circular hollow. 2 m. on is dangerous descent of Winslow Hill with sharp turn at bottom. Above is Wayland Smith's Cave. Gentle ascent to Ashbury, through which road is plain. At Kennels just before Idstone turn R: then L into the village. Through Bishopstone bear to L: smart descent through village: unmistakable to Hinton, where turn R, and just after L up a long steep hill: thence clear to Wanborough, where turn L at d.p.: winding narrow ascent into Liddington: R at d.p. in village, out of which is a smart descent: thence plain to Swindon.

Reverse: At d.p. $2\frac{1}{2}$ m. out of Swindon, L: in Liddington L at lamp-post: at d.p. R past 'Bell' down narrow, winding, short, but rather dangerous descent: at d.p. in Wanborough R: $1\frac{1}{2}$ m. further is very dangerous descent of Hinton Hill, hidden from sight by a corner, interrupted half-way by a deceptive piece of level, and with a sharp turn to R at bottom: turn L just beyond: then uphill to d.p. where L, followed gentle descent by d.p. where R: at fork just beyond Bishopstone L; at Idstone bear R uphill, then at Kennels L: in Ashbury turn to R: beyond Bridgecombe Farm is an awkward descent. Gentle descent into Wantage, at bottom of which turn L, then straight on into Market Place.

29.—Oxford to Swindon.

OXFORD

(Osney Bridge)

0—29

d.p. L *Wantage* ($5\frac{3}{4}$)

$5\frac{3}{4}$ — $23\frac{1}{4}$

Fyfield ($2\frac{1}{4}$)

8—21

Kingston Bagpuize

L *Abingdon*

R *Witney* (1)

9—20

[R Buckland] (4)

13—16

d.p. R *Bampton* ($\frac{1}{2}$)

$13\frac{1}{2}$ — $15\frac{1}{2}$

Littleworth ($1\frac{1}{2}$)

15—14

FARINGDON ($1\frac{3}{4}$)

(Market Place)

$16\frac{3}{4}$ — $12\frac{1}{4}$

d.p. R *Higworth* ($\frac{1}{2}$)

$17\frac{1}{4}$ — $11\frac{3}{4}$

Beckett Park (Lodge)

(4) $21\frac{1}{4}$ — $7\frac{3}{4}$

SHRIVENHAM ($\frac{3}{4}$)

22—7

Hackron Bridge (2)

24—5

SWINDON (5)

(Old Town)

29—0

Proceed as for Wantage to fork at 1 m. beyond 'Greyhound' at Besselsleigh, whence just out of trees keep to R, and at cross roads beyond straight on: undulating road unmistakeable through Fyfield to Kingston Bagpuize. Here turn R, and immediately afterwards L. Surface good.

Thence fairly level and good, skirting Buckland: at $13\frac{1}{2}$ m. is d.p. where keep straight on: at about $15\frac{1}{2}$ m. is a rise followed by long descent into Faringdon which should be carefully ridden.

Keep straight along lowest side of Market Place, bearing to L. Rise past d.p. $\frac{1}{2}$ m. out of town, where keep to L: long gradual descent for nearly 1 m.: quite level and unmistakeable, skirting Beckett Park to Shrivenham. Good surface. From this point the road is excellent. Cross Hackron Bridge. At bridge 6 m. from Shrivenham L for Old Swindon: for New Swindon and Junction R, then L.

Reverse: Bear to R at $\frac{1}{2}$ m. and $1\frac{1}{2}$ m. from Swindon: in Faringdon keep straight across Market Place, and L at fork beyond. In Kingston Bagpuize turn R, and just beyond L again. In Fyfield bear to L.

Note 1. Oxford to Devizes. Oxford, Swindon ($29-17\frac{1}{2}$), Wroughton ($31\frac{1}{2}-15$), Avebury ($39-7\frac{1}{2}$), Devizes ($46\frac{1}{2}$).

Note 2. Oxford to Bath. Oxford, Swindon ($29-32\frac{1}{2}$), Wootton Bassett ($35\frac{1}{2}-26$), Lyneham ($39\frac{3}{4}-21\frac{3}{4}$), Chippenham ($49-12\frac{1}{2}$), Box ($55\frac{3}{4}-5\frac{3}{4}$), Bath ($61\frac{1}{2}$).

Note 3. Oxford to Bristol by Bath. Oxford, Bath ($61\frac{1}{2}-13\frac{3}{4}$), Keynsham ($70-5\frac{1}{4}$), Bristol ($75\frac{1}{4}$).

Note 4. Oxford to Bristol by Marshfield. Oxford, Chippenham (N. 2) ($49-20\frac{1}{2}$), Marshfield ($58\frac{1}{2}-11$), Warmley ($65\frac{1}{4}-4\frac{1}{4}$), Bristol ($69\frac{1}{2}$).

Note 5. Oxford to Bristol by Cricklade. Oxford, Cricklade (see Note 6) ($30\frac{1}{2}-38\frac{1}{2}$), Charlton ($40\frac{1}{4}-28\frac{3}{4}$), Malmesbury ($42\frac{1}{2}-26\frac{1}{2}$), Great Sherston ($48-21$), Acton Turville ($52\frac{3}{4}-16\frac{1}{4}$), Chipping Sodbury ($58-11$), Down End ($64\frac{1}{4}-4\frac{3}{4}$), Bristol (69).

By Acton Turville and Torington is about $\frac{1}{2}$ m. shorter, by Acton Turville and Mangotsfield about the same distance.

Note 6. Oxford to Cricklade. Oxford, Faringdon ($16\frac{3}{4}-13\frac{3}{4}$), Coles-hill ($20\frac{1}{2}-10$), Highworth ($23-7\frac{1}{2}$), Water Eaton ($29-1\frac{1}{2}$), Cricklade ($30\frac{1}{2}$).

30.—Oxford to Lechlade.

OXFORD
(Osney Bridge)
0— $22\frac{1}{2}$
FARINGDON
(Market Place)
 $16\frac{3}{4}-5\frac{3}{4}$
Buscot (4)
 $20\frac{3}{4}-1\frac{3}{4}$
St. John's Bridge (1)
 $21\frac{3}{4}-\frac{3}{4}$
LECHLADE ($\frac{3}{4}$)
 $22\frac{1}{2}-0$

Proceed as in Route 29 to Faringdon. Cross the Market Place and bear R at Market Building. Descent out of town, then undulating road, skirting Eaton Wood and Buscot Park to L, to Buscot. Cross R. Thames at St. John's Bridge whence the road is perfectly level to Lechlade. Good surface.

Note. Oxford to Gloucester. The best Route lies through Lechlade. It is 4 m. further than the direct road by Burford but has better surface. Oxford, Lechlade ($22\frac{1}{2}-31$), Fairford ($26\frac{3}{4}-26\frac{3}{4}$), Poulton ($30\frac{1}{4}-23\frac{1}{4}$), Ampney Crucis ($32\frac{1}{2}-21$), Cirencester ($35\frac{1}{2}-18$), Birdlip (dangerous descent) ($46\frac{1}{4}-7\frac{1}{4}$), Gloucester ($53\frac{1}{2}$).

31.—Kingston Bagpuize to Witney.**Kingston Bagpuize**

0—9 $\frac{1}{2}$
d.p. R Appleton ($\frac{3}{4}$)

$\frac{3}{4}$ —8 $\frac{3}{4}$
Newbridge ($1\frac{1}{2}$)

$2\frac{1}{4}$ —7 $\frac{1}{4}$
Standlake ($1\frac{1}{4}$) 3 $\frac{1}{2}$ —6

Brighthampton ($\frac{3}{4}$)
 $4\frac{1}{4}$ —5 $\frac{1}{4}$

[Hardwick] ($1\frac{3}{4}$)
6—3 $\frac{1}{2}$

Ducklington ($1\frac{3}{4}$)

$7\frac{3}{4}$ —1 $\frac{3}{4}$

WITNEY

(Clock Tower)

Arriving in Kingston from Oxford turn R, and keep straight on: fairly level to d.p., after which is a sharp descent to Newbridge where R. Thames is crossed. Surface so far good, but deteriorating from the bridge. Quite level to Standlake, and contiguous village of Brighthampton, at end of which turn R. In Ducklington bear R at pond, and L at a barn, keeping to R leaving village. At cross roads R; cross Railway Bridge by Station: thence plain into the town. Surface rather loose and poor.*

Reverse: Keep to the L of the green and pass Church on R: road turns to R and crosses Railway by Station. At cross roads left. In Ducklington R at a barn-like building, and pass to R of a pond: entering Brighthampton turn L. Or, in Witney coming from Oxford turn R opposite Clock Tower: at five roads outside town take extreme L road.

32.—Faringdon to Witney by Bampton-in-the-Bush.**FARINGDON**

(Market Place) 0—13 $\frac{1}{2}$

Littleworth ($1\frac{3}{4}$)

$1\frac{3}{4}$ —11 $\frac{3}{4}$

d.p. [Buckland] ($1\frac{1}{4}$)
(straight on Oxford)

$3\frac{1}{4}$ —10 $\frac{1}{4}$

Tadpole Bridge (2)

$5\frac{1}{4}$ —8 $\frac{1}{4}$

BAMPTON-in-Bush

(Talbot Hotel) ($2\frac{1}{4}$)

$7\frac{1}{2}$ —6

d.p. straight on

Burford ($1\frac{1}{2}$) 9—4 $\frac{1}{2}$

Lew (Church) ($1\frac{1}{4}$)

$10\frac{1}{4}$ —3 $\frac{1}{4}$

Curbridge ($1\frac{1}{4}$)

$11\frac{3}{4}$ —1 $\frac{3}{4}$

WITNEY

(Clock Tower) ($1\frac{3}{4}$)

13 $\frac{1}{2}$ —0

Proceed as for Oxford to d.p. at 3 $\frac{1}{4}$ m., where turn to L. First level, then considerable descent followed by level to Tadpole Bridge and 'Trout' Inn. Surface fair.

Thence quite level with bad surface to Bampton, where in the central square bear to R at Market House, and at d.p., 1 $\frac{1}{2}$ m. out of town, turn to R.†

Undulating road with fair surface through Lew, across G. W. R. Bridge to Curbridge, where bear to R at fork.

At d.p. just before Witney turn to R (second from R) which leads straight to the Clock Tower.

Reverse: Coming from Oxford turn R at Clock Tower; at five roads just out of town take second road from left: in Curbridge bear to L: at d.p. 1 $\frac{1}{2}$ m. before Bampton L: leaving Bampton avoid turning to L.

* Or, keep straight on, and at five roads turn R into Witney.

† For Burford here keep to L: past Bampton Station through Brize Norton on to Oxford-Burford Road is an uphill road of the usual oolitic character. Brize Norton is 3 m., and Burford 7 $\frac{1}{2}$ m. distant from Bampton.

33.—Faringdon to Burford.

FARINGDON

(Market Place)

0—11 $\frac{1}{4}$ Radcot Bridge (2 $\frac{1}{2}$)2 $\frac{1}{2}$ —8 $\frac{3}{4}$ Clanfield (1 $\frac{1}{2}$)

Mason's Arms, C. T. C.

4—7 $\frac{1}{4}$ Black Bourton (1 $\frac{1}{2}$)5 $\frac{1}{2}$ —5 $\frac{3}{4}$ [Shilton] (3 $\frac{1}{4}$)8 $\frac{3}{4}$ —2 $\frac{1}{2}$ **BURFORD**P. O. (2 $\frac{1}{2}$)11 $\frac{1}{4}$ —0

Keep uphill in Market Place and follow road at its uppermost corner: a little way on turn L down hill which should be carefully ridden. Good surface to Radcot Bridge.

Follow telegraph wires past d.p. to Clanfield: at d.p. by Mason's Arms L; in Black Bourton L at d.p.: then cross Railway; for 2 m. road is straight with slight rise. Surface not good, slippery when wet. At d.p. 2 $\frac{1}{2}$ m. from Black Bourton L: undulating, becoming hilly towards Burford: at 2 m. turn L, joining telegraph wires from Oxford: then take second turning to R. Poor surface. Dangerous descent into Burford.

Reverse: Ascend stiff hill of main street: reaching main road turn L; then, at d.p. just past row of villas, R. In Black Bourton R, then L.

34.—Oxford to Burford.

OXFORD

(Osney Bridge)

0—18 $\frac{1}{2}$

Botley (1)

1—17 $\frac{1}{2}$ d.p. L *Cumnor* (2 $\frac{3}{4}$)3 $\frac{1}{4}$ —14 $\frac{3}{4}$ Swinford Bridge (1 $\frac{1}{4}$)

(2d. toll)

5—13 $\frac{1}{2}$ Eynsham (3 $\frac{1}{4}$)5 $\frac{3}{4}$ —12 $\frac{3}{4}$ Hill Houses (3 $\frac{1}{4}$)9—9 $\frac{1}{2}$

Cogges Hill (1)

10—8 $\frac{1}{2}$ Newland (1 $\frac{1}{2}$)10 $\frac{1}{2}$ —8**WITNEY**

(Clock Tower)

(1 $\frac{1}{2}$) 11—7 $\frac{1}{2}$

[Minster Lovell]

(2 $\frac{1}{2}$) 13 $\frac{1}{2}$ —5

Asthall Barrow (2)

15 $\frac{1}{2}$ —3**BURFORD** P. O. (5)18 $\frac{1}{2}$ —0

From Carfax follow tram-lines down Queen Street to Station: dangerously slippery under Railway Bridge: follow telegraph wires past Botley (where bear L) to d.p. at foot of Cumnor Hill where keep R. Tolerable macadam surface.

Fair undulating road with wires past d.p. at about 4 m. to Swinford Bridge (toll 2d.). Beware of gate which is hidden by rise of bridge: cross Railway Bridge: surface poor into Eynsham: take centre road in village. More hilly to Witney: surface apt to be rutty or slippery: the descent of Cogges Hill should be carefully ridden as it ends in village of Newland which is contiguous with Witney. At cross roads in Witney L. Opposite Clock Tower sharp to R (or take narrow lane to R just after crossing R. Windrush, saving $\frac{1}{2}$ m.).

At five roads just out of town keep straight on (3rd from L): uphill most of the way to Burford with bad surface: at 6 m. from Witney if proceeding to Burford keep to R down rough descent of White Hill: for main Cheltenham road keep to L.

Reverse: Leave main street by turning opposite old house used by watchmaker: at fork 1 m. from Witney R: at five roads, 3rd road from R (straight on), (or at 1 m. from Witney L, shorter by $\frac{1}{2}$ m.). Straight through Witney, and at end of main street R just beyond butcher's shop.

Note 1. Burford to Chipping Norton. Burford (0—11), Fulbrook (1—10), Shipton-under-Wychwood ($4\frac{1}{2}$ — $6\frac{1}{2}$), Shipton Station (5—6), Chipping Norton (11—0). In Burford keep straight down the hill, then R just over bridge. Surface on the whole good.

Note 2. Burford to Charlbury. Burford (0—9), [*Ascot-under-Wychwood*] ($5\frac{1}{4}$ — $3\frac{3}{4}$), [Chilson] ($6\frac{1}{4}$ — $2\frac{3}{4}$), d.p. (R Leafield) ($7\frac{1}{2}$ — $1\frac{1}{2}$), Charlbury (9—0). Surface poor, improving towards Charlbury.

Note 3. From Burford to Stow-on-the-Wold is 10 m. of very bad and hilly road. The best Route to Stow is by Chipping Norton. R. 32, N. 4.

Note 4. Through Burford lies the direct road to Cheltenham and Gloucester. It is, however, inferior to that given in Route 30. Oxford, Burford ($18\frac{1}{2}$ —31), Northleach ($27\frac{1}{2}$ —22), Andoverford ($35\frac{1}{4}$ — $14\frac{1}{4}$), Dowdeswell ($36\frac{1}{4}$ — $13\frac{1}{4}$), Cheltenham ($40\frac{1}{4}$ —9), Gloucester ($49\frac{1}{2}$).

Note 5. Oxford to Stanton Harcourt. In Eynsham (6) turn to L and cross level crossing by Railway Station: at successive forks R and L: then through Sutton Courtney (8) to Stanton Harcourt (9). Entering village bear to L. A return may be made by Bablock Hythe Ferry ($1\frac{3}{4}$), Eaton ($2\frac{1}{2}$), Cumnor ($3\frac{1}{4}$), Oxford ($6\frac{1}{2}$); rough road but rideable.

35.—Witney to Woodstock.

WITNEY

(Clock Tower)

0—9

fork ($\frac{1}{2}$)

$\frac{1}{2}$ — $8\frac{1}{2}$

[North Leigh] ($2\frac{3}{4}$);

$3\frac{1}{4}$ — $5\frac{3}{4}$

Long Handborough

($1\frac{1}{2}$) $4\frac{3}{4}$ — $4\frac{1}{4}$

Bladon ($2\frac{1}{4}$)

7—2

d.p. (1)

8—1

WOODSTOCK (1)

9—0

Proceed as for Oxford along main street: cross R. Windrush, and, just after a butcher's shop on L, instead of turning to R keep straight on up a stiff hill: at fork over 1 m. out keep R, and R (*i. e.* straight on) at next. Tolerably level road with fair surface: long easy descent to Handborough, and a shorter one down to the Station, followed by a rise: after this are several short ups and downs: rather sharp turn into Bladon down a slight hill: here road skirts Blenheim Park: quite unmistakeable on to Woodstock Road, where turn L. Thence as in Route 1 to Woodstock. Surface fair.

Reverse: 1 m. out of Woodstock turn to R: at d.p. in Long Handborough keep L. This is the best but not the nearest.

36.—Witney to Enstone by Charlbury.

WITNEY

(Clock Tower)

0—11 $\frac{3}{4}$ Cross Roads (1 $\frac{3}{4}$)L *Crawley*1 $\frac{3}{4}$ —10Hailey ($\frac{1}{2}$)2 $\frac{1}{4}$ —9 $\frac{1}{4}$ Whiteoak Green (1 $\frac{1}{4}$)3 $\frac{1}{2}$ —8 $\frac{1}{4}$

Finstock (2)

5 $\frac{1}{2}$ —6 $\frac{1}{4}$ Railway Bridge ($\frac{3}{4}$)6 $\frac{1}{4}$ —5 $\frac{1}{2}$ **CHARLBURY** (1 $\frac{3}{4}$)8—3 $\frac{3}{4}$ Banbury Hill ($\frac{1}{2}$) 8 $\frac{1}{2}$ —3 $\frac{1}{4}$ **Enstone** (3 $\frac{1}{4}$)11 $\frac{3}{4}$ —0

From Clock Tower proceed as for Oxford to a butcher's shop at $\frac{1}{2}$ m., where turn L: at fork $\frac{1}{2}$ m. beyond R: gentle upward slope to cross roads, where turn R. In Hailey L at fork: nearly all uphill through Whiteoak Green, nearly to Finstock, through and beyond which is a long descent to Railway and bridge over R. Evenlode from which there is a fair ascent. Just past Toll-gate keep to R: dangerous descent into Charlbury, followed by slighter rise. Surface fair, improving to Charlbury. In Charlbury turn out of main street by 'Bull' Inn: gentle ascent past Toll-gate, where take centre road: short descent, after which is the stiff ascent of Banbury Hill; the road continues to ascend for about 1 m., after which it is chiefly downhill to Enstone. Surface fair.

At cross roads 3 $\frac{1}{4}$ m. from Charlbury, * L for Enstone: avoiding near turning to L opposite Police Station.

Reverse: In Enstone bear R at Post Office, and straight past Police Station: 1 m. out L at fork: Banbury Hill should not be carelessly rushed: in Charlbury L at 'Bull.' R at Toll-gate just out of town: at fork just before bridge R. At cross roads 1 m. from Witney bear round to L: entering main street turn to R.

Note. A pleasant Route from Witney to Charlbury is by Leafield. Proceed as for main road, but at fork $\frac{1}{2}$ m. beyond butcher's shop keep L; pass Crawley, whence it is hilly to Leafield: the road passes through Wychwood Forest and joins the Burford-Charlbury Road 1 $\frac{1}{2}$ m. from Charlbury. Fair surface, hilly.

* For Banbury, Bicester, or Oxford, keep straight on to d.p., where straight on for Banbury and Bicester, R for Oxford.

37. - Charlbury to Woodstock.**CHARLBURY**0—7 $\frac{1}{4}$ d.p. L *Enstone*5 $\frac{1}{4}$ —2**WOODSTOCK**7 $\frac{1}{4}$ —0

Proceed as for Witney, but at Toll-gate out of Charlbury keep to L, and bear L again at fork just beyond. Stiff ascent followed by long descent. From this point the road is unmistakable. Poor surface for about 4 m. when main road is reached: here turn to R and proceed as in Route 39 to Woodstock.

Reverse: 2 m. out of Woodstock turn to L at Inn: at fork ($\frac{1}{2}$) keep to R (L to Stonesfield): long descent before Charlbury.

38. - Oxford to Wytham and Godstow.**OXFORD**

(Osney Bridge)

0—4 $\frac{3}{4}$

Botley

1—3 $\frac{3}{4}$ Wytham (1 $\frac{3}{4}$)2 $\frac{3}{4}$ —2

Godstow ('Trout') (1)

3 $\frac{3}{4}$ —1

Wolvercote (1)

4 $\frac{3}{4}$ —0

Proceed as in Route 34 to Botley, where turn to R at d.p. Unmistakeable through several gates, with tolerable surface, to Wytham, nearly following course of the 'Wytham Stream': after Wytham the surface becomes rough and several gates have to be opened. Cross the bridge at Godstow by 'Trout' Inn. The road is continued over another bridge, and through Wolvercote, ultimately joining the Woodstock Road.



39. - Oxford to Chipping Norton.

OXFORD

(St. Giles' Church)

0—19½

Summertown (1½)

1½—18

Brickworks

*R Banbury Road**L Wolvercote*

(¾) 2¼—17¼

Level Crossing (¾)

3—16½

Begbroke (2½)

5¼—14¼

d.p. *L Witney* (1)

6¾—12¾

WOODSTOCK (1)

(L Blenheim)

7¾—11¾

d.p. (*L Charlbury*)

(2) 9¾—9¾

Junction with London

Road (2)

11¼—7¾

Over Kiddington (½)

12¼—7¼

Enstone P.O. (2½)

14¾—4¾



d.p. (¼) 15—4½

Southcoombe (3)

(R *Shipston*)

18—1½

CHIPPING NORTON

(Town Hall)

(1½) 19½—0

From Carfax follow tram-lines up Corn-Market Street to fork, where keep to L: tram-lines go off to R. Bumpy macadam to Summertown, after which is a rise to cross roads by Brickworks. Road to R forms part of 'Five Mile Grind.' Then a drop with longer rise to level crossing (little used), from which is a short descent. Flat and rough to beyond 5th mile (at 5½ m. R to Kidlington Station. Fair surface). Then fair mile past cross roads to 7 m., where road becomes heavy under trees. Past Railway Station in middle of Woodstock keep L for Blenheim. For Chipping Norton keep straight on and bear slightly to L down a very steep short drop, with corresponding rise. Continue for about 2 m. with fair surface, when there is a sharp descent with similar ascent. From this point the road is always rough and dangerously slippery when wet. Nearly level for 2 m., then pass junction of London-Worcester Road. Level through Over Kiddington: 1½ m. beyond is a steep descent with corresponding rise: uphill tendency to Enstone. There turn R: steep descent through village, then uphill to d.p. with improving surface. Gradual rise for 3 m. when turn L at some cottages:• thence a smooth level mile ending with awkward drop into Chipping Norton.

Reverse: From Town Hall bear northward to first fork, where take middle road: just before Enstone keep to R. In Enstone L by Post Office: ½ m. beyond Over Kiddington keep to R.

Note 1. Oxford to Charlbury and Church by Stonesfield. Oxford, Begbroke (5—17), Bladon (7¼—14¾), Long Handborough (9¾—12½), Coombe (11¼—11), Stonesfield (12¾—9¾), Charlbury (15½—6¾), Spelsbury (17¼—5), East Chadlington (18½—3¾), Burford-Chipping Norton Road (20½—1¾), Churchill (22½).

* For main road to Shipston-on-Stour or Worcester keep to R, avoiding Chipping Norton.

Note 2. Woodstock to Sturdy's Castle. Entering Woodstock from Oxford, turn sharp to R opposite 'Crown' Inn, following telegraph wires: at fork L, road afterwards bending to L. Surface moderately good.

Note 3. Oxford to Stow-on-the-Wold (best Route). Oxford, Chipping Norton ($19\frac{1}{2}$ —8), Salford ($21\frac{1}{2}$ —6), Cross Hands (Salford Hill) ($22\frac{1}{2}$ —5), Oddington ($25\frac{1}{2}$ —2), Stow-on-the-Wold ($27\frac{1}{2}$).

Note 4. Oxford to Worcester. Oxford, Chipping Norton ($19\frac{1}{2}$ — $37\frac{1}{2}$), Moreton-in-the-Marsh ($27\frac{3}{4}$ — $29\frac{1}{4}$), Broadway (36—21), Bengeworth ($41\frac{1}{4}$ — $15\frac{3}{4}$), Pershore (48—9), Worcester (57).

Note 5. Oxford to Birmingham by Stratford-on-Avon. Oxford, Enstone ($14\frac{3}{4}$ — $47\frac{1}{2}$), Chapel House ($18\frac{1}{2}$ — $43\frac{3}{4}$), Long Compton ($22\frac{3}{4}$ — $39\frac{1}{2}$), Shipston-on-Stour ($28\frac{1}{2}$ — $33\frac{1}{4}$), Stratford-on-Avon (39— $23\frac{1}{4}$), Henley-in-Arden (47— $15\frac{1}{4}$), Birmingham ($62\frac{1}{4}$).

Note 6. Chipping Norton to Banbury. South Newington (7—6), Bloxham ($9\frac{1}{4}$ — $3\frac{1}{4}$), Banbury (13). Surface good.


Note 7. Chipping Norton to Deddington. The road from Chipping Norton to Deddington through Hempton is after leaving the Banbury Road a mere country lane. Distance $10\frac{3}{4}$ m.



Note 8. Enstone to Banbury. From Enstone to Banbury through Great Tew is a fair road but hilly. Distance 12 m.

40.—Enstone to Wheatley.

Enstone (P.O.)
0— $19\frac{3}{4}$
Over Kiddington ($2\frac{1}{2}$)
 $2\frac{1}{2}$ — $17\frac{1}{4}$
d.p. (R Oxford) ($\frac{1}{2}$)
3— $16\frac{3}{4}$



Glympton ($\frac{3}{4}$)
 $3\frac{1}{4}$ —16
Wootton Hill 
Wootton (Inn) ($1\frac{1}{4}$)
5— $14\frac{3}{4}$

Milford Bridge ($\frac{1}{2}$)
and Hill 
 $5\frac{1}{2}$ — $14\frac{1}{4}$
d.p. L Banbury
R Oxford
($1\frac{3}{4}$)  $7\frac{1}{4}$ — $12\frac{1}{2}$

Leaving Enstone bear to L at P.O., as for Oxford: downhill tendency: at about 1 m. is a steep safe descent with corresponding rise: surface rough. $\frac{3}{4}$ m. beyond Over Kiddington bear L at fork. Level for a short distance with very rough surface: then a long descent to Glympton with awkward twist at bottom: then begins the long winding ascent of Wootton Hill, followed by gentle slope down to Killingworth Castle Inn, where keep L: thence a short uphill, followed by rough long fairly safe descent to Milford Bridge: just across which is the steep rough ascent of Milford Bridge Hill. At fork $\frac{3}{4}$ m. on bear L. and cross main road from Woodstock: thence very rough to d.p., where Banbury Road is crossed. At about $\frac{1}{2}$ m. is a winding descent to Enstone Bridge which should be carefully ridden. Just beyond

Bletchington Station(1) $8\frac{1}{4}$ — $11\frac{1}{2}$ **Bletchington** ($1\frac{1}{2}$) $9\frac{3}{4}$ — 10 d.p. L *Bicester* ($1\frac{3}{4}$)R *Oxford* $11\frac{1}{2}$ — $8\frac{1}{4}$ **Islip** ($1\frac{1}{4}$) $12\frac{3}{4}$ — 7 d.p. L *Woke* ($1\frac{1}{4}$)R *Woodeaton* 14 — $5\frac{1}{4}$ d.p. Stow Wood ($1\frac{3}{4}$)L *Beckley*R *Elsfield* $15\frac{3}{4}$ — 4 Stanton St. John ($1\frac{3}{4}$) $17\frac{1}{2}$ — $2\frac{1}{4}$ **Forest Hill** (1) $18\frac{1}{2}$ — $1\frac{1}{4}$ **Wheatley** (1) $19\frac{3}{4}$ — 0

cross G.W.R. by Kirtlington (now Bletchington) Station: at fork a short distance beyond keep R, and climb a considerable hill: moderate surface into Bletchington, where first bear round the Green to R, then avoid the turning to R leading to Oxford: leaving village is a short sharp drop: then it is fairly level to d.p., where Bicester Road is crossed. Surface indifferent. Thence gradual rise passing Islip Station on L: keep straight down rather steep descent through town: at bottom turn L then R over R. Cherwell. Stiff little ascent just beyond, followed by gentle rise and considerable descent to d.p. After a short level commences a long difficult ascent followed by short fall to d.p. by red brick lodge. Keep straight on up a short hill skirting Stow Wood to L. Surface bad, rutty in dry weather, dangerously slippery in wet weather.

At cross roads (1 m.) keep straight on, at 1 m. touching Stanton. Road undulating, surface better, but poor. Unmistakeable to Forest Hill, where bear L, then immediately R. Sharp ascent followed by gentle descent to d.p., whence follow the London Road to Wheatley ($\frac{1}{2}$ m.)

Reverse: At $\frac{1}{2}$ m. from Wheatley bear R. In Forest Hill bear L, then R at cross roads 1 m. beyond Stanton, straight on at fork just beyond L: after crossing Islip Bridge L, then R uphill through town: leaving town keep R, passing Railway Station on R. In Bletchington avoid first turning to L, then just beyond keep to L. Descents of Milford Hill and Wootton Hill, are dangerous.

41.—Enstone to Hopcroft's Holt.**Enstone** 0 — $5\frac{3}{4}$ Church Enstone ($\frac{1}{2}$) $\frac{1}{2}$ — $5\frac{1}{4}$ Gagingwell ($1\frac{1}{4}$) $1\frac{1}{4}$ — 4

Westcot Barton (2)

 $3\frac{3}{4}$ — 2

Hopcroft's Holt (2)

 $5\frac{1}{4}$ — 0

In Enstone continue straight through village: at top of first rise turn to R: downhill for short distance, then very stiff rise to Church Enstone: level for some distance, then a very stiff descent to Westcot Barton; the road has now an uphill tendency, several of the rises being very sharp, and requiring care in the opposite direction.

42.—Oxford to Banbury.

OXFORD

(St. Giles' Church)

0—22

Summertown ($1\frac{1}{2}$) $1\frac{1}{2}$ — $20\frac{1}{2}$ Level Crossing ($1\frac{3}{4}$) $3\frac{1}{4}$ — $18\frac{3}{4}$ d.p. R *Bicester* (1) $4\frac{1}{4}$ — $17\frac{3}{4}$

Kidlington Station (1)

 $5\frac{1}{4}$ — $16\frac{3}{4}$ d.p. R *Wheatley*L *Enstone* ($2\frac{1}{2}$) $7\frac{3}{4}$ — $14\frac{1}{4}$

Sturdy's Castle Inn

($1\frac{1}{2}$) $8\frac{1}{4}$ — $13\frac{3}{4}$

Hopcroft's Holt

L *Enstone*R *Bicester* ($3\frac{1}{2}$) $11\frac{3}{4}$ — $10\frac{1}{4}$ **Deddington** ($4\frac{1}{2}$)R *Aynho*L *Chipping Norton*

16—6

Adderbury ($2\frac{3}{4}$) $18\frac{3}{4}$ — $3\frac{1}{4}$ **BANBURY** ($3\frac{1}{4}$)

22—0

From Carfax follow tram-lines up Corn-Market Street and Banbury Road. At tram terminus ($\frac{1}{2}$ m.) keep straight on over bumpy macadam through Summertown. Thence undulating and better past an awkward level crossing (L.N.W.R.), and a d.p., to Kidlington. $\frac{1}{2}$ m. on cross G.W.R. Bridge beside Kidlington (formerly Woodstock Rd.) Station. Just across bridge is a fork where keep R (the L turning has fair surface and leads on to Woodstock Road). Unmistakeable past cross roads, past Sturdy's Castle Inn turn to cross roads and d.p. at Hopcroft's Holt. Surface good. Fairly level to 'Fox and Crown' ($2\frac{1}{4}$): then two steep descents with corresponding rises to Deddington: between here and Adderbury are two more pairs of drops and rises, all rather steep. Pass Adderbury: thence unmistakable with excellent surface to Banbury, into which leads a rather steep hill, which should be carefully ridden.

N.B.—There are telegraph wires for the whole distance.

Note 1. Oxford to Birmingham by Warwick. Oxford, Banbury (22 — $39\frac{3}{4}$), Warminster (dangerous descent) (27 — $34\frac{3}{4}$), Gaydon (32 — $29\frac{3}{4}$), Warwick (41 — $20\frac{3}{4}$), Knowle ($51\frac{3}{4}$ — 10), Solihull ($54\frac{1}{4}$ — $7\frac{1}{2}$), Birmingham ($61\frac{3}{4}$).

Note 2. Oxford to Coventry. Oxford, Banbury (22 — $26\frac{1}{4}$), Mollington ($26\frac{1}{2}$ — $21\frac{3}{4}$), Southam ($35\frac{1}{4}$ — $12\frac{1}{2}$), Princethorpe (42 — $6\frac{1}{4}$), Wittenhall ($46\frac{1}{2}$ — $1\frac{3}{4}$), Coventry ($48\frac{1}{4}$). From Southam to Rugby is $10\frac{1}{2}$ m. ($46\frac{1}{4}$).


Note 3. Oxford to Rugby by Daventry (See also *Note 2*). Oxford, Banbury (22 — $27\frac{1}{4}$), Chipping Warden ($28\frac{1}{2}$ — $20\frac{3}{4}$), Byfield ($31\frac{3}{4}$ — $17\frac{1}{2}$), Daventry (39 — $10\frac{1}{4}$), Dunchurch ($46\frac{3}{4}$ — $2\frac{1}{2}$), Rugby ($49\frac{1}{4}$).

Note 4. Banbury to Buckingham by Brackley. Banbury (0 — $17\frac{3}{4}$), Middleton Cheney ($3\frac{1}{2}$ — $14\frac{1}{4}$), Farthinghoe (6 — $11\frac{3}{4}$), Brackley ($9\frac{3}{4}$ — 8), Westbury ($12\frac{1}{4}$ — $5\frac{1}{2}$), Buckingham ($17\frac{3}{4}$). Surface good.

Note 5. Banbury to Buckingham by Aynho. Banbury (0 — $17\frac{3}{4}$), Aynho ($6\frac{1}{4}$ — $11\frac{1}{2}$), Croughton ($8\frac{1}{4}$ — $9\frac{1}{2}$), 'Barley Mow' ($10\frac{1}{4}$ — $7\frac{1}{2}$), Finmere (14 — $3\frac{3}{4}$), Tingewick ($15\frac{1}{4}$ — $2\frac{1}{2}$), Buckingham ($17\frac{3}{4}$). Surface good.

Note 6. Banbury to Bicester. Banbury (0 — 15), Aynho ($6\frac{1}{4}$ — $8\frac{3}{4}$), Souldern ($8\frac{1}{4}$ — $6\frac{3}{4}$), Caversfield ($13\frac{1}{4}$ — $1\frac{1}{4}$), Bicester (15 — 0). Surface moderate.

43.—Hopcroft's Holt to Bicester.

Hopcroft's Holt
 0—8

 Heyford Station (1)
 1—7
Middleton Stony ($3\frac{3}{4}$)
 $4\frac{3}{4}$ — $3\frac{1}{4}$
BICESTER ($3\frac{1}{4}$)
 (Market Place)
 8—0

From Hopcroft's Holt is an awkward winding descent to the Cherwell: cross G.W.R. by Heyford Station, and keep up a long rise through Lower Heyford, after which keep R: thence tolerably level, skirting Middleton Park on R to Middleton Stony: surface poor. At cross roads in village keep straight on: thence unmistakeable with good surface for about 3 m.: here on entering main road from Oxford turn L, bearing round to R into Bicester.

Reverse: Leaving Bicester turn L at 'Fox' and R at d.p. a short distance beyond.

44 —Bletchington Station to Bicester.

Bletchington Station
 0—8
 Kirtlington ($1\frac{1}{2}$)
 $1\frac{1}{2}$ — $6\frac{1}{2}$
 d.p. L *Middleton*
 R *Oxford* (3)
 $4\frac{1}{2}$ — $3\frac{1}{2}$
 Chesterton ($1\frac{1}{2}$)
 6—2
 d.p. L *Heyford*
 R *Bicester*
BICESTER (1)
 (Market)
 8—0

At d.p. just beyond Railway Bridge turn L: short descent followed by long rise to Kirtlington. Entering village turn L, straight on to green, at furthest corner of which turn L by old Inn. At pond keep R. At first d.p. straight on, at next turn R. Level for some distance with rough surface, then two pairs of downs and ups, the first sharp, the second long: skirt Middleton Park on L, and cross Brackley Road: thence level with good surface to Chesterton. Entering village turn L: at green bear L. Reaching main road with telegraph wires turn R, then L into Bicester, where at 'Fox' Inn turn R into main street.

Reverse: Leaving Bicester turn L at 'Fox,' then R at d.p. not far beyond: take first turning to left at d.p.; in Chesterton bear R, and turn R leaving village: straight past d.p. on Brackley Road: at T roads and d.p. L into Kirtlington where bear L at pond; then R at green, and turn R leaving village.

45.—Oxford to Brackley.

OXFORD

(St. Giles' Church)

0— $21\frac{1}{2}$ Gosford ($4\frac{1}{2}$) $4\frac{1}{2}$ —17d.p. L *Hampton Poyle*($\frac{3}{4}$) $5\frac{1}{4}$ — $16\frac{1}{4}$ d.p. R *Islip* ($\frac{1}{4}$) $5\frac{1}{2}$ —16d.p. L *Blitchington*R *Islip* (1) $6\frac{1}{2}$ —15

Fork and d.p.

R *Bicester* ($1\frac{3}{4}$) $8\frac{1}{4}$ — $13\frac{1}{4}$

Weston-on-the-Green

 $\frac{1}{4}$ $8\frac{1}{2}$ —13d.p. L *Kirtlington*R *Bicester* ($2\frac{1}{2}$)11— $10\frac{1}{2}$ **Middleton Stoney** (1)12— $9\frac{1}{2}$ Ardley ($2\frac{1}{2}$) $14\frac{1}{2}$ —7d.p. L *Aynho*R *Bicester* ($1\frac{1}{4}$) $15\frac{3}{4}$ — $5\frac{3}{4}$ 'Barley Mow' ($3\frac{1}{2}$) $19\frac{1}{4}$ — $2\frac{1}{4}$ **BRACKLEY** $21\frac{1}{2}$ —0

Proceed as in Route 4 to d.p. at 4 m. where turn R. At 'Gosford Inn' (rather over $\frac{1}{4}$ m.) bear round to L and cross R. Cherwell. At d.p. ($\frac{3}{4}$) keep straight on. ($\frac{1}{4}$ m. further on R is d.p. with nearest road to Islip). 1 m. on road is crossed by old London-Worcester Road. At fork at $1\frac{3}{4}$ bear L. Surface rough and dangerously slippery when wet. Just beyond the fork is Weston-on-the-Green, leaving which bear R at pond. Thence perfectly straight and nearly level with slight upward tendency past Middleton Park to Middleton Stoney. Here keep straight on, passing Inn to L. Surface not very good. Beyond Middleton is a descent with corresponding rise, after which the steady gentle ascent is resumed. Pass Ardley and d.p. 1 m. beyond. Surface improving. Slight descent to d.p. by 'Barley Mow Inn,' now only a Farm House. Thence gentle ascent followed by level for nearly 1 m., after which is a long easy descent to Brackley. Cross L.N.W.R. by bridge. The ascent of the main street is rather stiff. Surface good.

Reverse: In Gosford bear round to R, avoiding lane to L.

Note. Oxford to Northampton. Oxford, Brackley ($21\frac{1}{2}$ —20), Towcester ($32\frac{1}{2}$ —9), Blisworth ($36\frac{1}{2}$ —5), Northampton ($41\frac{1}{2}$).

46. - Oxford to Bicester and Buckingham.**OXFORD**

(St. Giles' Church)

0— $23\frac{1}{4}$ d.p. L *Brackley* (8)8— $15\frac{1}{4}$ **Wendlebury** (2)10— $13\frac{1}{4}$ d.p. L *Middleton* (2)12— $11\frac{1}{4}$ **BICESTER** (Market) $(\frac{1}{2})$ $12\frac{1}{2}$ — $10\frac{3}{4}$ d.p. L *Aynho* ($\frac{1}{4}$) $12\frac{3}{4}$ — $10\frac{1}{2}$ *Fringford* ($3\frac{3}{4}$) $16\frac{1}{2}$ — $6\frac{3}{4}$ *Newton Purcell* ($1\frac{3}{4}$) $18\frac{1}{4}$ —5*Finmere* (L *Banbury*) $(1\frac{1}{4})$ $19\frac{1}{2}$ — $3\frac{3}{4}$ *Tingewick* ($1\frac{1}{4}$) $20\frac{3}{4}$ — $2\frac{1}{2}$ **BUCKINGHAM** ($2\frac{1}{2}$) $23\frac{1}{4}$ —0

Proceed as in Route 45 to fork just beyond 8th m., where keep R. Unmistakeable road with several sharp turns to Wendlebury, 1 m. beyond which bear round to L, avoiding road to R. Surface rough and rutty, dangerously slippery when wet. Entering Bicester turn R at 'Fox' and keep straight on into Market Place, where bear to L. At 'George' turn L: at d.p. leaving town R. Perfectly plain road with fair surface, becoming rather hilly past Fringford and Newton Purcell to Finmere, where turn R: nearly level for 1 m. then descent to Tingewick, whence the road is up and down into Buckingham.

Reverse: In square turn L down Castle Street: downhill to R. Ouse, across which turn R. In Finmere turn L at d.p. Entering Bicester bear L: at 'George' R: thence straight on to 'Fox,' where turn L.

Note 1. Oxford to Cambridge by Bedford. Oxford, Buckingham ($23\frac{1}{4}$ —57), Stoney Stratford ($31\frac{1}{4}$ —49), Wolverton ($32\frac{1}{4}$ —48), Newport Pagnell ($37\frac{1}{4}$ —43), Bedford ($50\frac{3}{4}$ — $29\frac{1}{2}$), Great Barford ($56\frac{3}{4}$ — $23\frac{1}{2}$), St. Neots (63 — $17\frac{1}{4}$), Eltisley ($68\frac{1}{2}$ — $11\frac{3}{4}$), Cambridge ($80\frac{1}{4}$).

Note 2. Buckingham to Aylesbury. Buckingham (0— $17\frac{1}{4}$), Padbury ($2\frac{3}{4}$ — $14\frac{1}{2}$), Winslow ($6\frac{3}{4}$ — $10\frac{1}{2}$), Whitchurch ($12\frac{1}{2}$ — $4\frac{3}{4}$), Hardwick ($13\frac{3}{4}$ — $3\frac{1}{2}$), Aylesbury ($17\frac{1}{4}$). Surface excellent.

47.—Bicester to Thame (by Brill or Oakley).**BICESTER (Market)**

0—15

Blackthorn Hill (3)

3—12

Blackthorn ($\frac{3}{4}$) $3\frac{3}{4}$ — $11\frac{1}{4}$ d.p. L *Piddington* $(1\frac{1}{2})$ $5\frac{1}{4}$ — $9\frac{3}{4}$ d.p. R *Oakley* (2) $7\frac{1}{2}$ — $7\frac{3}{4}$ **Brill (Sun Hotel)** ($1\frac{1}{2}$) $8\frac{3}{4}$ — $6\frac{1}{4}$ d.p. R *Oakley* ($2\frac{1}{2}$) $11\frac{1}{4}$ — $3\frac{3}{4}$ **Long Crendon (end)**(2) $13\frac{1}{4}$ — $1\frac{3}{4}$ **THAME** ($1\frac{3}{4}$)

15—0

In Market Place bear R, and turn R at 'King's Arms': then avoid all turnings to L following the Aylesbury Road (with telegraph wires). Just out of town is level crossing by L.N.W.R. Station. Fairly level with moderate surface to Blackthorn Hill, at top of which turn R at d.p.; thence a gentle descent: surface rough in places but improving. In Blackthorn R at d.p., then straight on. At d.p. ($1\frac{1}{4}$) straight on, just beyond keeping to R. Then a long series of ascents for over 1 m.; surface rough in places. Muswell Hill is passed to L. Gentle descent to d.p. where road from Oxford is joined: at fork just beyond keep L (R is direct road to Thame through Oakley). Thence to Brill as in Route.

In Brill turn R at 'Sun' Hotel and bear L at Green: unmistakeable downhill $2\frac{1}{2}$ m. long: which though gentle should be carefully ridden: surface fair but dangerously rutty in places: at d.p. L, rejoining direct road: thence up and down to Long Crendon, at beginning of which bear to R. Straight on through village, thence fine broad road nearly all downhill to Thame, where bear R at Church, then L into main street.

Reverse: Proceed along main street as if for Oxford, but turn R instead of L, bearing L just after. In Crendon at first doubtful fork, then bear R, L, L, and R. It is, however, as well to enquire the way. At d.p. (2) turn R. In Brill turn L at 'Sun' Hotel. See Route 12a. The series of descents about $2\frac{1}{2}$ m. from Brill should be carefully ridden.

Note 1. At d.p. ($7\frac{1}{4}$) is a direct road through Oakley to Thame, saving over $\frac{1}{4}$ m. on Route given above, and avoiding the steep hills of Brill. The surface is also better.

Note 2. Bicester to Aylesbury. Bicester (0— $15\frac{3}{4}$), Blackthorn Hill (3 — $12\frac{3}{4}$), Sharp's Hill (7 — $8\frac{3}{4}$), Woodham (8 — $7\frac{3}{4}$), Waddesdon ($10\frac{3}{4}$ — 5), Fleet Marston (13 — $2\frac{3}{4}$), Aylesbury ($15\frac{3}{4}$ — 0). Surface on the whole fair.

48.—Oxford to Woodeaton, Islip, and Charlton.**OXFORD**

(Magdalen Bridge)

0— $9\frac{1}{2}$ d.p. *straight on*
Elsfield ($2\frac{3}{4}$) $2\frac{3}{4}$ — $6\frac{3}{4}$

Woodeaton (2)

 $4\frac{3}{4}$ — $4\frac{3}{4}$ d.p. R *Wheatley* ($\frac{1}{2}$) $5\frac{1}{4}$ — $4\frac{1}{4}$ Islip ($1\frac{1}{4}$) $6\frac{1}{2}$ —3

Oddington (2)

 $8\frac{1}{2}$ —1**Charlton-on-Otmoor**(1) $9\frac{1}{2}$ —0

Proceed as in Route 10 to d.p. $\frac{1}{2}$ m. beyond Marston, where turn L: rough road with moderate going for bicycles to Woodeaton, where it is plain; thence the surface is better to d.p. on Islip Road. See Route 2. Entering Islip keep straight on into village and take first turning to R: rough descent out of Islip, whence the road is level and bumpy: at fork ($1\frac{1}{4}$ m.) bear R: straight on through Oddington, and unmistakeable with rough surface to Charlton.

Reverse: Entering Oddington keep to L. In Islip turn L downhill to bridge: at d.p. ($1\frac{1}{4}$) R: at d.p. 2 m. beyond Woodeaton R.

Note. Otmoor is traversed only by rough grass roads.

49.—Oxford to Elsfield and Beckley (for Otmoor).**OXFORD**

(Magdalen Bridge)

0—6

Marston (Church)($2\frac{1}{4}$) $2\frac{1}{4}$ — $3\frac{3}{4}$ d.p. L *Woodeaton*($\frac{1}{2}$) $2\frac{3}{4}$ — $3\frac{1}{4}$ **Elsfield** (Church) ($\frac{3}{4}$) $3\frac{1}{2}$ — $2\frac{1}{2}$ Stow Wood d.p. ($1\frac{1}{2}$)

5—1

Beckley (1)

6—0

Cross Magdalen Bridge, and take L road (St. Clement's): at barely $\frac{1}{2}$ m. at foot of Headington Hill turn L by 'Plasterer's Arms': slightly uphill at first, then level with passable surface, and several sharp turns. $1\frac{1}{2}$ m. further in Marston turn R by Church. At d.p. $\frac{1}{2}$ m. in straight on: stiff ascent into Elsfield, with winding continuation through and beyond village, after which is a gentle drop to red brick lodge and d.p. Here take opposite road and skirt Stow Wood on R. Moderate surface to Beckley, entering which turn L.

Reverse: At end of main street turn L, then R: at d.p. (1 m.) take opposite road: the descent through Elsfield though not dangerous should be carefully ridden.

Another Route: after turning to L in Beckley do not turn to R but keep on for 1 m. to cross roads, there joining Route 40a ($5\frac{1}{4}$ m.).

N.B.—There is a steep road from Beckley down to Otmoor, but the moor itself is traversed only by grass tracks which are practically unrideable for cyclists.

50 A.—Oxford to Brill (by Boarstall).**OXFORD**
(Magdalen Bridge)O—11 $\frac{3}{4}$
turn L (2 $\frac{1}{2}$)
2 $\frac{1}{2}$ —9 $\frac{1}{4}$

Cross Roads

L *Islip*
R *Wheatley* (1 $\frac{3}{4}$)
4 $\frac{1}{4}$ —7 $\frac{1}{2}$ **Studley** (2 $\frac{1}{2}$)9 $\frac{1}{4}$ —2 $\frac{1}{2}$
Boarstall (Tower)
(2 $\frac{1}{2}$) 9 $\frac{1}{4}$ —2 $\frac{1}{2}$ d.p. L *Bicester* ($\frac{1}{2}$)9 $\frac{3}{4}$ —2**Brill** (2)11 $\frac{3}{4}$ —O

Reverse: Turn down by 'Sun' Inn: rather dangerous descent to cross roads, where L: at second d.p. from this L through Boarstall: beyond the Tower bear R, and go through a gate. In Studley R, then L at bottom of hill.

50 B.—Oxford to Brill (by Oakley).**OXFORD**
(Magdalen Bridge)O—11 $\frac{1}{4}$
Stanton St. John
(4 $\frac{1}{2}$) 4 $\frac{1}{2}$ —6 $\frac{3}{4}$

Menmarsh Guide Post

(1 $\frac{3}{4}$) 6 $\frac{1}{4}$ —5d.p. L *Boarstall* (2)8 $\frac{1}{4}$ —3**Oakley** (1 $\frac{1}{2}$)9 $\frac{3}{4}$ —1 $\frac{1}{2}$ **Brill** (1 $\frac{1}{2}$)11 $\frac{1}{4}$ —O

Proceed along London Road for 2 $\frac{1}{2}$ m., where take first turning to L after 'New Inn.' Moderate descent with corresponding rise to fork, where keep L. Long rise past cross roads for over 1 m. with good surface: pass Woodperry House on R: then long descent, rough in places, which should be carefully ridden, followed by a stretch of straight road to Studley, where turn R at d.p. uphill through village, after which turn L at blacksmith's: not very good surface for about 1 m., when a gate has to be opened: another gate just before Boarstall, into which bear round to L: just beyond the village at T roads and d.p. R, then L at fork: two more gates have to be opened: undulating road, then long rise to cross roads and d.p., where turn R past works up very steep hill into Brill.

Proceed as in former Route to fork and d.p. at 3 $\frac{1}{2}$ m., where bear R: considerable descent with corresponding rise to Stanton St. John: good surface.

Here turn R for few yards, then turn L downhill by Church: then bear round slightly to R: straight road with rough surface to Menmarsh guide-post where turn L, disregarding small turning to extreme L: thence nearly level to d.p. where R. In Oakley bear first R, then at $\frac{1}{4}$ m. L: an ascent of over 1 m., steep at the last into Brill. Moderate surface.

Reverse: From 'Sun' Inn turn R down main street bearing R at green: long winding hill to Oakley which should be cautiously descended: bear round to R into Oakley, where keep first L, then R: at Menmarsh Guide-post R.

Note. A better route is by Wheatley (Route 5): $\frac{1}{2}$ m. beyond village turn to L: at irregular cross roads 1 $\frac{1}{2}$ m. on bear R, then L: straight through Worminghall (9), by Catsbrain Farm (10) keep to L: rather rough to Oakley (1 $\frac{1}{2}$) 11 $\frac{1}{2}$; then better than in the route above. Brill is distant 13 m. by this route.

The Railway System

OF

OXFORDSHIRE, WEST BERKSHIRE, AND BUCKINGHAMSHIRE.

THE country described in this book is served almost entirely by the Great Western Railway. The Main Line, entering Buckinghamshire near West Drayton, whence there is a branch to Uxbridge, passes through Langley to Slough. Here is a branch to Windsor, with frequent trains both on week-days and Sundays.

The line then nearly follows the direction of the Bath Road, past Taplow, Maidenhead, and Twyford, to Reading. From Maidenhead is an alternative line to Oxford, with branches to Marlow, Aylesbury, and Watlington, which is described below.

From Twyford is a branch to Shiplake and Henley, on which Sunday trains are run ; from Reading is a branch to Mortimer and Basingstoke, and one to Newbury, Hungerford, Trowbridge, and Bath, each with two Sunday trains in each direction.

The main line then follows the course of the Thames, passing Tilehurst, Pangbourne, Goring, Cholsey and Mouldsford, to Didcot. From Cholsey and Mouldsford is a branch to Wallingford, with no Sunday trains.

At Didcot the great North Line of the Great Western branches off : there is also a branch to Newbury and Winchester, known as the 'Didcot, Newbury and Southampton' line : it has no Sunday trains : from Didcot the main West line passes Steventon, Wantage Road, Challow, Uffington, and Shrivenham to Swindon : from Wantage Road is a steam tramway to Wantage : and from Uffington is a branch to Faringdon, on which there are no Sunday trains. From Swindon is a branch through Stratton, Stanton, and Hannington to Highworth, with no Sunday trains. The Northern branch, diverging at Didcot, passes by Culham and Radley to Oxford. From Radley is a branch to Abingdon, with two Sunday trains in each direction.

Oxford is an important junction : here the alternative line from Maidenhead rejoins the main branch. There are two Sunday trains in each direction along its whole length. This line passes Cookham, and at Bourne End sends out a branch to Great Marlow, with several Sunday trains. Passing Wooburn Green, Loudwater, High Wycombe, and West Wycombe, it crosses the Chilterns to Prince's Risborough : here are two branches : one proceeds through Little Kimble to Aylesbury, with two Sunday trains in each direction : from Aylesbury* is a short line (in part to be incorporated in the Metropolitan) through Quainton Road,† Grandborough Road, and Winslow Road to Verney Junction on the Oxford and Banbury branch of the L & N W R. The other branch goes from Risborough to Chinnor, Aston Rowant, and Watlington.

This very slow line has only three trains in each direction on weekdays, and none on Sundays. The original branch proceeds through Bledlow, Thame, Tiddington, Wheatley, and Littlemore, to Oxford, entering the main Northern line by Kennington railway bridge.

At Oxford the line splits into two important divisions, one going due north to Banbury, Leamington, Birmingham, etc., the other diverging from it near Wolvercote, and passing Yarnton Junction (whence the Fairford line again branches off), Handborough, Charlbury, Ascott-under-Wychwood, and Shipton-under-Wychwood, reaches Chipping Norton Junction: here it is crossed by the direct Banbury and Cheltenham line: it then passes by way of Adlestrop, Moreton-in-the-Marsh, Blockley, Campden, and Honeybourne, on to Evesham, Worcester, Droitwich, Kidderminster, and Wolverhampton. There are a few fast trains and one or two Sunday trains. The Banbury and Cheltenham line leaves the main North line at King's Sutton, and runs S.W. through Adderbury, Bloxham, Hook Norton, and Chipping Norton, to Chipping Norton Junction: thence by Stow-on-the-Wold, Bourton-on-the-Water, and four other stations it reaches Cheltenham. The trains on this line are few, and do not run on Sundays. There is a more frequent service between Chipping Norton and Chipping Norton Junction.

* The Metropolitan Railway, when opened, will run by Chesham, Wendover, and Stoke Mandeville, to Aylesbury, connecting by this branch with the future main line of the Manchester, Sheffield, and Lincolnshire.

† From Quainton Road the Wotton Tramway runs as follows twice a day in each direction : Quainton Road, Waddesden Road, Westcott, Wotton, Church Siding, Wood Siding, Brill. The rate of progression is about five miles an hour.

The Fairford branch diverges at Yarnton Junction and passes Eynsham, South Leigh, Witney, Bampton, Alvescot, and Lechlade, to Fairford: the trains especially beyond Witney are few, and do not run on Sundays.

The main North Line passes through Kidlington (formerly Woodstock Road) Station, Bletchington (formerly Kirtlington), Heyford, Somerton, Aynho, and King's Sutton to Banbury. From Kidlington is a branch with no Sunday trains to Woodstock. The service on this main line is frequent and good.

The London and North Western main line traverses the eastern confines of Buckinghamshire, with stations at Tring, Cheddington, Leighton Buzzard, Bletchley, Wolverton, Castle Thorpe, Roade and Northampton. From Cheddington is a branch to Marston Gate and Aylesbury (with Sunday trains), from Leighton to Stanbridge Ford and Dunstable (no Sunday trains), and from Wolverton to Bradwell, Great Linford, and Newport Pagnell (no Sunday trains).

From Bletchley are branches to Oxford, and Banbury and Cambridge: there are a few Sunday trains on either.

Passing Swanbourne and Winslow, the line divides at Verney Junction, where it also meets a line from Aylesbury.

The stations are at Padbury, Buckingham, Fulwell, Brackley, Farthinghoe, and Banbury; and in the other direction Claydon, Marsh Gibbon and Poundon, Launton, Bicester, Islip, and Oxford. There are no fast trains, although some of the trains do not stop at all the stations.



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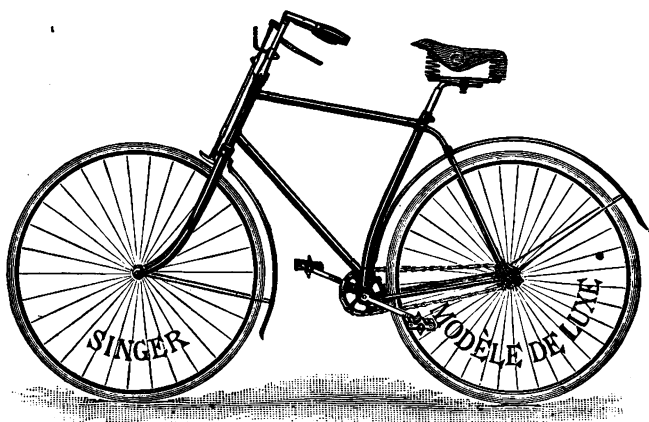
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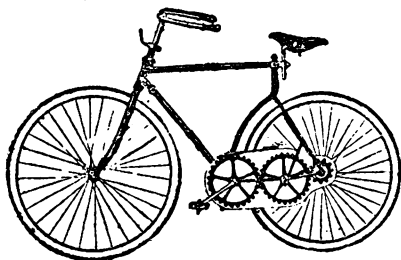
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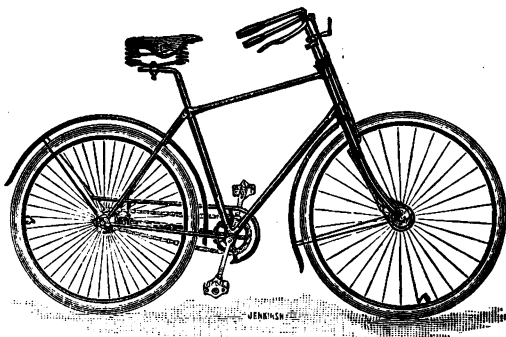
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