

Moray Coast Railways

This guidebook describes the Speyside Way, an official 66 mile (106km) Scottish Great Trail route which follows the River Spey through northern Scotland from Aviemore to the old port of Buckie on the Moray coast. Featuring easy walking on good paths and along disused railway lines, the route can be comfortably completed in a week and is presented in 10 stages of between 2 and 13 miles (3-21km). The guide also details the recently opened 6½-mile (10.5km) extension to the Speyside Way between Kinraig and Aviemore as well as two alternatives to the main route and routes to the source of the Spey. Also featured are three other trails in the same region which can be combined with the Speyside Way to form a longer trek: the 25 mile (40km) Dava Way, 47 mile (76km) Moray Coast Trail and 12½ mile (20km) Badenoch Way. Alongside detailed route description, the guide includes background information, local points of interest (including a list of distilleries), tips on transport and accommodation and recommendations for mountain-bikers and riders, who can follow stretches of the route. The guidebook comes with a separate map booklet of 1:25,000 scale OS maps showing the full route of the Speyside Way. Clear step-by-step route descriptions in the guide links together with the map booklet at each stage along the Way, and the compact format is conveniently sized for slipping into a jacket pocket or the top of a rucksack.

The railways symbolized the changes taking place in Britain as a result of the Industrial Revolution, and they themselves greatly contributed to these changes. 'Old Wealth', in the form of the great landowning dynasties and the landed gentry, was under challenge from 'New Wealth' the energetic industrial and commercial, urban middle class. Railways, with powers of compulsory purchase, intruded brutally into the previously sacrosanct estates and pleasure grounds of Britain's traditional ruling elite and were part of this clash of class interests. Aesthetes like Ruskin and poets like Wordsworth ranted against railways; Sabbatarians attacked them for providing employment on the Lord's Day; antiquarians accused them of vandalism by destroying ancient buildings; others claimed their noise would make cows abort and chickens cease laying. Railways were controversial then and have continued to provoke debate ever since. Arguments raged concerning nationalization and privatization, about the Beeching Plan and around light rail systems in British cities and HS1 and HS2. Examining railways from earliest times to the present, this book provides insights into social, economic and political attitudes and emphasizes both change and continuity over 200 years.

Railways played a key role in Britain's social, economic and industrial history. These companies have long since gone, but all over the country relics remain to remind us of that pioneering age. David Wragg's Historical Dictionary of Railways in the British Isles is a comprehensive, single-volume reference guide to the old railway companies and their heritage. He provides brief histories of the companies and their many-sided activities, and he gives biographies of the men who created the rail network. He covers what is now the Irish Republic and Northern Ireland as well as the Channel Islands and the Isle of Man. His book is essential reading and reference for enthusiasts of every region and period of railway history.

Scottish Highland Railways describes eight great journeys by rail through northern Scotland, detailing the history of the lines while travelling along their modern-day routes. In addition, the landscapes, regional history, stations and services available are all described. With over 100 present-day and archive photographs and maps, this book provides the histories of the railways of the east coast, the Grampian region, the highland main line and the Far North, West Highland and Oban, Mallaig and Kyle of Lochalsh

lines. A railway company 'family tree' is given and a timeline documenting the many mergers and changes over time. The recent history of these railways in the 20th and 21st centuries is given along with a list of operational stations in 2020 together with passenger usage statistics. There are also details of rail organizations and regulations in Scotland.

Dorothy O'Grady is uniquely placed in the annals of espionage. She was the first Briton condemned to death under the Treachery Act of 1940 after she was frequently spotted on the outskirts of Sandown (a prohibited area on the Isle of Wight), insisting time and again that her dog had strayed. Had her appeal not saved her from the gallows, she would have been the only woman of any nationality to suffer death under the Act during the Second World War – indeed, the only woman to be executed in Britain for spying in the 20th century. Yet the full story of her extraordinary brush with notoriety and its enduring legacy has never been told, despite the fact that it has more than once dominated the front pages of the British press and inspired both a BBC radio drama and a novel. Now, with the benefit of access to previously classified documents, the truth underpinning the O'Grady legend can finally be revealed. Following her appeal she served nine years in prison for her wartime crimes – but was she really a spy in the employ of Germany? Or was O'Grady, as she insisted years later, a self-seeking tease who committed her apparent treachery 'for a giggle'? Or was there some other motivation which drove her to wartime infamy in a case which reverberated around the world? In *The Spy Beside the Sea*, author and journalist Adrian Searle examines all the evidence to reach a disturbing conclusion.

This is an evocative selection of high quality colour views, each of which recaptures the lost age of Britain's branch lines and secondary railways, of which so many were axed following implementation of the 'Beeching Report' during the 1960s. Most importantly, the previously unpublished views in this book are the work of one man, Blake Paterson, a professional railwayman, who was also an outstanding photographer who some forty-five years ago was determined to record as much of the passing railway scene as possible. He set himself demanding schedules and would often travel vast distances, sometimes using overnight trains, to reach the more remote corners of the rail network. During this intense period of photographic activity, when he took thousands of colour slides, he followed his own strict rules. He would normally only take a photograph when the sun was shining and he would try to capture the train in its natural setting. For Blake, ambiance was paramount. This book is a unique record of one man's railway portraits, featuring a wealth of locations, steam and diesel locomotives, DMUs, stations and station buildings, halts, signals, gas lamps, infrastructure, staff and passengers. Anything that was set to vanish, Blake felt should be recorded. His photographs provide a perfect pictorial record of so many of the lost splendours of Britain's rail network.

Graeme Morton shows that identity, like industry, is a key element in explaining the period 1832-1914. *Ourselves and Others* is about 'us and them', the dialectic of national identity formation.

Bradshaw's Guide provides a fascinating account of his railway travels within Scotland. For the first time it is presented in a highly readable form in this new annotated volume, fully illustrated throughout with old and new colour images.

Scots like to smoke or salt them. The Dutch love them raw. Swedes look on with relish as they open bulging, foul-smelling cans to find them curdling within. Jamaicans prefer them with a dash of chilli pepper. Germans and the English enjoy their taste best when accompanied by

pickle's bite and brine. Throughout the long centuries men have fished around their coastlines and beyond, the herring has done much to shape both human taste and history. Men have co-operated and come into conflict over its shoals, setting out in boats to catch them, straying, too, from their home ports to bring full nets to shore. Women have also often been at the centre of the industry, gutting and salting the catch when the annual harvest had taken place, knitting, too, the garments fishermen wore to protect them from the ocean's chill. Following a journey from the western edge of Norway to the east of England, from Shetland and the Outer Hebrides to the fishing ports of the Baltic coast of Germany and the Netherlands, culminating in a visit to Iceland's Herring Era Museum, Donald S. Murray has stitched together tales of the fish that was of central importance to the lives of our ancestors, noting how both it - and those involved in their capture - were celebrated in the art, literature, craft, music and folklore of life in northern Europe. Blending together politics, science, history, religious and commercial life, Donald contemplates, too, the possibility of restoring the silver darlings of legend to these shores.

'This book describes two contrasting routes in northeast Scotland: the Moray Coast Trail from Forres to Cullen, and the Dava Way, an inland route from Grantown to Forres. The Moray Coast Trail consists of 44 miles of beach walking, coastal paths, quiet roads and old railways. The Dava Way extends for 23 miles inland with vistas of mountain, moorland and farmland. We also introduce the Moray Way, a concept combining most of the above two routes with part of the Speyside Way to form a 95-mile circuit of considerable beauty and historical interest.

The growth of railways was a major influence in transforming Britain's landscape. This book examines how they brought about physical changes to towns, the country and coast, and had a profound affect that is still visible today, especially on the shape and size of our towns and cities. In his book, Gordon Biddle begins by examining how railway routes transformed the rural scene and their effect on the economy, followed by an appraisal of their accompanying buildings such as stations, houses, signal boxes and yards following the changes in nineteenth-century architectural taste. He goes on to look at the impact of railways built along or near the coast, and their strong influence on the growth of seaside resorts and ports. He then turns to townscape, describing in turn the physical effect on London, other large cities, smaller towns and suburban growth. Also included are chapters on places the railways themselves created, from new towns to villages around a station or junction; the still-visible remains of abandoned railway, not only those that followed mass closures of the 1960s, but many long-standing that date back to the nineteenth century; twentieth- and twenty-first century developments that have continued to impact on the rural and urban scene; and a comparison of contemporary illustrations of an early main line in 1838 with its appearance today.

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Speyside Way to form a 95-mile circuit of considerable beauty and historical interest. Here is all you need to plan and enjoy your holiday on and around the Moray Firth: detailed description of the Moray Coast Trail from west to east, and Dava Way from south to north summaries of distance, terrain and refreshments for each section details of visitor attractions and side-trips richly illustrated habitats and wildlife planning information for travel by car, bus and plane contacts for accommodation maps showing both routes at 1:40,000 in full colour, with 75 photographs rucksack-friendly and on rainproof paper.

The Railways of the Banff and Moray Coast
Moray Coast Railways Exploring the Remains and Environs of the Great North of Scotland and Highland Railways in Morayshire and Banffshire
Mercat Press Books
Opening of Moray Firth Coast Railway, Saturday 1st May, 1886
Programme and Description of Country The Moray Coast From Cullen to Culbin Through Time
Amberley Publishing Limited
Moray Coast Trail (2ed) With Dava and Moray Ways

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