

High-resolution version

Railway Photography

No. 11

29 January 2007

The complimentary e-magazine for the quality Railway Photographer



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On the Cover

South Devon Diesel Traction-owned Class 25 No. 25901 painted in 1960s BR rail blue poses at Bishops Bridge mid-way along the South Devon Railway near Staverton Bridge on 10 May 2003.

Kevin Wills

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Submissions to Railway Photography

The publishers of *Railway Photography* - TheRailwayCentre.Com Ltd - welcome submissions for inclusion.

We are looking for high resolution, good clear, but above all sharp images of any railway subject. Submissions should be sent by email in the .jpg format to rp@therailwaycentre.com please make sure that attachments are no larger than 6mb. We are happy to receive high-quality scans of negatives and slides. With all submissions please make sure you include your name and full details about the picture, including camera and exposure details.

As *Railway Photography* is distributed free of charge, we are unable to offer reproduction fees.

We are happy to consider small editorial features on aspects of railway photography.

Editorial details

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Firstly I would like to thank everyone for their kind comments on the free e-magazine *Railway Photography*. Originally this product was launched to share illustrations between photographers that could not find their way into the main stream printed railway media, the interest in the product has been far greater than I ever thought possible and issue 10 was sent to or downloaded by more than 11,500 people.

It is even more interesting when one looks at the world coverage reached by *RP*, issue 10 went to at least 28 different countries, with the UK only just holding its own in the number one position, Australia and New Zealand being the two locations in which *RP* is seen the most.

One or two people have commented that *RP* includes too much non-UK material, I offer no apology for this as we aim to and have so far successfully reached a world wide railway audience.

I consider that for far too long people, especially in the UK have had a very local approach to their interest. The world wide railway scene can be very interesting, I personally found that as my world interest grew, so did my global railway friends and now I receive regular e-mails and illustrations from most parts of the world.

Looking at our railways here in the UK, the summer of 2007 looks to be another interesting one photographically, with Grand Centurals HSTs soon to emerge, the new FGW HST livery to capture, the final few months of Class 180s working for FGW, plus new Class 66s being delivered for Freightliner, GBRf and DRS.

In the mid summer we will also see the joint Porterbrook/Hitachi Industries dual power HST emerge from Brush Traction for trials on the GCR and National Network.

Colin J. Marsden
Editor



Above: Just to show that all pictures do not have to include a train for use in *RP*. The recent rough weather conditions, especially high winds, generated the possibility of some spectacular rough sea pictures on the South Devon coast, this was the view taken at 08.30 on 23 January 2007. Just after this exposure was made, Network Rail decided to close the down line between Dawlish Warren and Teignmouth and introduce Level 2 working between the two points, with down trains using the up track. One of the main problems in these conditions is the risk of track washout. **Colin J. Marsden**

Photographic details: Camera: Nikon D2X, Lens: Nikon 24-70mm zoom at 68mm, ISO: 400, Exposure: 1/1000sec @ f7.5

Page 3: Steam operations regularly titillate Australian enthusiasts on the Sydney-Moss Vale corridor as evidenced by this photograph showing former NSWGR unstreamlined Pacific express loco No. 3830 (now an active exhibit with the Sydney Powerhouse Museum) blasting out of Picton with a Thirlmere-bound excursion train on 21 May 2006. Paralleling it on the 'down' mainline is an excursion train to Moss Vale hauled by veteran 4-6-0 passenger engine No. 3526. **Leon Oberg**

Photographic details: Camera: Canon EOS 350D, Lens: Canon 18-55mm zoom, ISO: 200, Exposure: 1/500sec @ f7.5



Numerating the image

There are many times in the course of editing illustrations that a need arises to numerate or add text to an illustration. A number of different ways exist to do this in various editing software.

The two most usual methods are to make an 'overlay' in the desk top publishing software, such as In-Design or Quark, or to add the information in Photoshop (or another programme).

In Photoshop, the best way in which to add for example numbers or letters to the cab components of a loco (as illustrated right), is to re-size the illustration before the application of the numbers/letters and any background, as otherwise the extra layers formed will enlarge and reduce when you re-size your image.

Once you have re-sized your picture and carried out any editing work, it is recommended to save the image file. You then have to decide if your numbers/letters are to be applied direct to the image or to a shaped background. For ease of viewing, it is better to use a coloured ground, if you have a colour illustration black or white might be the best choice, on a mono picture a bright colour usually works well. From the main tool menu, the ninth tool down on the right column of the display should offer you the choice of a round (Ellipse), square, rectangle or free-hand shape.

For our example we selected the round or Ellipse tool. The colour of this shape is determined by the foreground colour selection (double click the colour square and choose your colour). The size of the pre-determined shapes is selected in the geometry options window at the top of the screen and allows you to pre-set the size of the shape in millimeters by checking the 'fixed size' option. Once this has been done, select the 'Ellipse' tool and click your mouse on your picture, a layer will be formed and the circle or shape will appear. This is movable around the image by using the 'Move Tool'. Once you have the shape in its correct position, select the 'text tool' (T) and click on top of your shape, you are then able to type a character. Before you do this you will need to select its colour, I usually use the background colour option for this and change between the foreground and background to go from shape to letter colour.

Once you have typed your letter or number, this can again be moved around to carefully position in the middle of the coloured background. Once you are happy, re-click the 'Ellipse' tool and repeat the procedure until all your letters or numbers are in position.

Providing you have your layers window displayed, you can go back to each of the shapes or letter and edit or reposition them at anytime. Once you have finished adding letters and numbers you need to 'Flatten' the image to make all the labels and picture as one. This is achieved by going to the 'Layer' menu in the main menu bar and selecting 'Flatten Image' which is found towards the bottom of the list. This done, save the image and you have your picture with key letters applied.

If you need to just add text to an image, you can type this direct onto the picture by selecting the 'text' (T) tool, then a colour and typing your copy. Remember that after you have typed your word or text, you can position this carefully by using the 'Move Tool' from the main menu.

Again once you have finished, flatten the layers and save your work.

If you choose to make your text additions in DTP software, much the same process is followed, but the layer does not form part of the picture, it is always separate and needs careful positioning.



Class 37 driving cab layout

A-Telephone handset, B-Auto brake valve (air or vacuum on train, direct air on loco), C-straight air brake valve (loco only), D-windscreen wiper valve (drivers side), E-Windscreen wiper motor, F-On Train Monitor and Recorder (OTMR), G-cab radio, H-warning lights - (engine stop, wheelslip, general fault), I-desk indicator light dimmer switch, J-speedometer, K-generator/alternator ammeter, L-air brake pipe gauge, M-vacuum gauge, N-bogie brake cylinder pressure (bogie A and bogie B), O-train length button, P-Automatic Warning System (AWS) rest button, Q-sand button, R-headlight switch, S-slave loco cut-out, T-main reservoir pressure gauge, U-slow speed control switch, V-engine start button (engine stop button below and out of picture), W-switches (nose light, two cab heat switches), X-slow speed control speedometer, Y-master switch, master key socket and power controller, Z-horn valve. The cab illustrated is from Class 37/7 'heavyweight' No. 37718.

Colin J. Marsden

Photography in the Fog



Above: Photography in the fog can be very difficult, but if done carefully can produce some stunning results. Frequently over exposure is required (within reason) to copy with the apparent white radiated by the fog. In this view Freightliner No. 66613 trundles through the freezing 'pea soup' fog near Virginia Water with the empty Neasden to Wool sand train formed of PGA 4-wheel hoppers on 21 December 2006. **Chris Nevard**
Photographic details: Nikon D200, Lens: Nikon 28-70 f2.8 IFED zoom, ISO: 640, Exposure: 1/400 @ f3.5

Below: This is the real reason why our photographer was standing out in thick fog on 21 December 2006! BR Standard 8P 4-6-2 No. 71000 Duke of Gloucester blasts through very thick freezing fog up the bank near Lyne between Virginia Water and Chertsey powering the 'Cathedrals Express Carol Concert Special'. **Chris Nevard**

Photographic details: Nikon D200, Lens: Nikon 28-70 f2.8 IFED zoom, ISO: 500, Exposure: 1/500 @ f3.5





Above: Hauling the Mainland Europe 'Venice Simplon Orient Express' train set, a pair of SNCF BB67000 class diesels Nos. 66528 and 66483 pass the village of Noyelles with a VIP charter from Paris to Boulogne on 26 April 1998. These locos introduced between 1969-75 were part of a fleet of 232 BB locos powered by a 1,525kW SMET 16PA4 engine. **Colin J. Marsden**

Photographic details: Nikon F4, Lens: Nikon 35-70 f2.8 zoom at 48mm, Film: Fuji Provia 200ASA, Exposure: 1/1000 @ f5. Negative scanned on Nikon Coolscan 9000 at 400dpi

Railway Pictorial

Railway Photography looks forward to receiving your pictures for inclusion in these pages, please send high-resolution images to RP@therailwaycentre.com and share your work with others.

Below: The last scheduled use of the old 'Boat Train One' route via Tonbridge by Eurostar was on 21 January 2007 when all Eurostars were routed this way until mid-afternoon due to work to connect the original CTRL to the new high speed line. With the exception of possible emergency diversions away from the CTRL this was the last chance to see a Eurostar operating on the third rail in most of Kent. From 14 November 2007 third rail operation will become history and the shoe gear will be removed. This picture was taken east of Marden station on the gradient between there and Headcorn. The train is led by No. (37)3016 on 21 January 2007 forming the 11.08 Waterloo to Paris Nord. **Keith Fender**

Photographic details: Canon EOS 300D, Lens: Canon 90-300mm zoom at 200mm, ISO: 400, Exposure: 1/640 @ f5.6





Above: In New Zealand, DFB7348 has recently been released from the works having formerly been DFT7254. It had been out of service for around seven years after a fatal head-on collision in October 1999 in which its driver lost his life. The loco has been rebuilt and renumbered. It has become 'Brightstar' equipped and hence the change from DFT to DFB identity. The loco is seen on a superb Wellington summer morning, heading alongside the Porirua harbour with the southbound 'Capital Connection' commuter service from Palmerston North to Wellington on 18 January 2007. **Alan Wickens**

Photographic details: Sony F828, ISO: 200, Exposure: 1/500 @ f3.2

Below: Virgin Train Class 390 No. 390022 forms the 16.20 Euston to Manchester Piccadilly service on 9 July 2003, framed by hedges, trees and an old Gate at Comberford Hall, between Tamworth and Lichfield on the Trent Valley route. This is one of the views of the Trent Valley which has been lost with quadrupling at this location now in hand. **Phil Grain**

Photographic details: Mamiya 645 Pro TL, Lens: Mamiya 80mm f2.8, Film: Fuji Provia 400, Exposure: 1/1000 @ f5.6. Scanned slide.





Above: We have all heard and seen illustrations of 'trains, sunshine, dramatic lighting with semaphores signals' but this has to be one of the most impressive seen for a long time. GBRf Class 66/7 No. 66717 storms out of March station with the Whitemoor Yard to Bishops Stortford engineers service on 13 January 2007, as described by the photographer "fantastic light with dark storm clouds looming in the background as the clouds behind (the photographer) break and the sun streams onto the subject. This was quite a heavy train and the 'Bluebird' was using all its power to forge ahead". To the left is 66713 waiting a path with the Felixstowe to Hams Hall diverted intermodal due to the engineering possession around Colchester. **Martin Blois**

Photographic details: Camera: Canon EOS5D, Lens: Canon EF70-200 f4 USM zoom at 140mm, ISO: 400, Exposure: 1/640 @ f8

Below: The BR Class 123 Swindon-built Inter-City DMMU stock was always something different on the Western Region main line out of Paddington. While the photographer was chasing 'Westerns' he recorded this view of set No. L714 at Paddington on 2 January 1976 forming the 18.18 to Reading and Oxford. These main line sets were some of the most comfortable diesel units ever operated. Things have changed a lot at Paddington in the last 31 years, one of the most noticeable is the lack of passenger trollies and BRUTE trollies. Thankfully the Brunel roof and clock remain! **Colin J. Marsden**

Photographic details: Camera: Pentax Spotmatic, Lens: Pentax 500 f2, Film: Kodachrome 64, Exposure: 8sec @ f5.6





Above: With the London Eye in the background, Class 444 Desiro No. 444004 prepares to depart from Waterloo on 13 January 2007, forming an evening service to Portsmouth Harbour. Illumination of a view such as this is very difficult, the lights in the office block and on the London Eye are quite bright and give sufficient illumination for the view. The train however was very dark and the photographer discharged a single high output flash to give illumination. It must be remembered that the use of flash photography if the flash is facing the front of the train and can be seen by the driver must not be allowed, as the driver's vision could be impaired and he could in an extreme case miss a signal. **Brian Morrison**

Photographic details: Camera: Nikon D200, Lens: Nikon 28-70 zoom at 28mm, ISO: 500, Exposure: 1/60 @ f4, plus fill-in flash.

Below: The winter storms in January 2007 caused a lot of problems for the UK rail industry. Many lines were closed, some washed away and others had to have speed restrictions imposed to ensure safe operation. On the Dawlish sea wall on the morning of 23 January 2007, 'Level 2' operation was introduced at 08.30, with the down line closed due to high storm force seas. Running several hours late train 6V41, the 16.21 (22 January) Irvine-Burngallow passes Dawlish wrong line at 09.00 powered by Class 66 No. 66061, just as a wave breaks over the down track. **Colin J. Marsden**

Photographic details: Camera: NIKON D2X, Lens: NIKON 24-70 zoom at 70mm, ISO: 400, Exposure: 1/800 @ f7.1





Above: October 2006 saw four mainline restored New Zealand steam locomotives head south to take part in the Dunedin Railway Station Centenary. Here we see a pair of locomotives head south crossing Island Steam Bridge at Maheno, south of Oamaru. On the head is Jb 1236 an oilfired 4-8-2, built by North British in 1940, and withdrawn in 1971, it is now owned by Ian Welch and operated by Mainline Steam. In NZR service this locomotive was J 1236 coalfired but was converted to oilfired and reclassified Jb by the present owner. The second locomotive Wab 794 a coalfired 4-6-4T built by NZR Hillside Workshops in 1927, and withdrawn in 1955. It is now owned by NZ Railway and Locomotive Society and operated by Feilding and District Steam Rail Society. **Arthur De Maine**

Photographic details: Camera: Sony P10, ISO: 100, Exposure: 1/500sec @ F5.6

Below: Always popular with the cameraman is LMS 4-6-2 No. 6201 Princess Elizabeth, which sees frequent use on the UK main lines powering charter trains. On 4 June 2006 the loco was in charge of 'The Dalesman' charter between Carlisle and Hellifield and seen near Stainforth, about five miles north of Settle. **Jim Barr**

Photographic details: Camera: Nikon D70, Lens: Nikon 24-135mm zoom at 85mm, ISO: 400, Exposure: 1/250sec @ F11





Above: Our photographer here records "when I took this image, the sun had almost set behind the hills on the western side of the Churnet Valley - but not quite!" He added "I last saw No. 61994 in 1967, so did not want to mess up this shot, the main problem was lineside vegetation - branches intruding to the right of the milepost from a tree that is off camera. I timed the shot before the loco reached them, and framed it fairly loosely, partly to ensure I got the smoke, and partly to include the trees at right as together they were less conspicuous than just one would have been in a closer composition". Newly restored after many years out of service, 61994 The Great Marquess leaves Consall for Cheddleton on the Churnet Valley Railway on 14 January 2006. A very well seen, exposed and thought out image.

Andrew Naylor

Photographic details: Camera: Nikon D200, Lens: Nikon 28-70 zoom, ISO: 400, Exposure: 1/320sec @ F5

Below: For this view we are back to our good old subject of providing a frame for the picture. Here the photographer has taken great care to select his camera location, to be just inside the tunnel, so as to include the 'frame' but to retain the full light on the main subject. The view was taken on the Churnet Valley Railway on 10 June 2006 in the Leekbrook Tunnel looking south with 7821 Ditchat Manor just about to enter. **David Gibson**

Photographic details: Camera: Canon EOS 1DS Mk2, Lens: Canon 24-70mm L series zoom at 43mm, ISO: 200, Exposure: 1/250 @ f7.1





Hydraulic power in the WEST

Above: This is the view of the west end of Taunton station, recorded on 27 April 1970 and shows a mixed diesel-hydraulic and diesel-electric pairing, 'Warship' No. D811 Daring and Class 45 'Peak' No. D78. The train is a northbound inter-regional or cross-country service. In the background is the footbridge which today is locally known as '40 steps', while between that and the photographer is the amazing Taunton West signal gantry. On the far left is part of Taunton depot and yard. **Bernard Mills**

Photographic details: Camera: Praktika Nova, Film: Kodak Extachrome

Below: Sadly there are many photographic locations on the Great Western main line through Devon and Cornwall which are no longer suitable to capture good quality pictures, one is Wrangaton, west of Totnes. On 23 October 1974, 'Western' No. D1011 Western Thunderer passes the closed Wrangaton signal box while powering the 11.30 Paddington to Penzance service, formed of blue-grey liveried Mk2 stock. **Bernard Mills**

Photographic details: Camera: Praktika Nova, Film: Kodak Extachrome





Above: In the days when Paddington-Penzance services were diesel-hydraulic powered and many services had portions detached at Plymouth, a 'Warship' and 'Western' mix of Nos. D823 Hermes and D1011 Western Thunderer enter Cornwall as they cross the Royal Albert Bridge at Saltash with the 08.30 Paddington-Penzance service on 2 October 1969. 'Warship' and 'Western' locos could not operate in multiple, so tandem working was being operated with a driver on both locomotives. **Bernard Mills**

Photographic details: Camera: Praktika Nova, Film: Kodak Extachrome

Below: Described by the photographer as "the real railway with real signals", 'Western' No. D1001 Western Pathfinder approaches Par station on 11 May 1974 powering the Kensington Olympia to St. Austell 'Motorail' train. On the left is the former Pinnock Tunnel Signal Box used as an office. At least the 'real signals' still exist at this location and apart from extra lineside growth this view can be repeated today - well not the train or Pinnock Tunnel Signal Box. **Bernard Mills**

Photographic details: Camera: Praktika Nova, Film: Kodak Extachrome





Above: Taken on a glorious Tuesday 16 January 2007 during the Southern hemispheres summer, train No. 9182, an Australian Railroad Group (ARG) container freight from Bomaderry (on the New South Wales south coast) to Cooks River (Sydney) powered by locomotives 3106, T387, 4908 and 2203, pass Canterbury in suburban Sydney. Photography of a train from the platform side in such harsh lighting conditions can be very difficult and our photographer here, through careful exposure and then conversion of his colour digital file to monochrome, has produced a stunning pictorial result. **Chris Walters**
Photographic details: Camera: Pentax *ist DL, Lens: Pentax 18mm, ISO: 200, Exposure: 1/500 @ 5.6

The World in Monochrome



Left: Some of the most popular Southern Region electric multiple units of recent years has been the 1963-stock, consisting of CIG, BIG, VEP, VEG and VAB units. The CIG/BIG types were low density with 2+2 seating, while the VEP, VEG and VAB sets were high-density with an external door by each seating bay with seats in the 3+2 style. In this view at Wandsworth Common a 4CIG (later Class 421) No. 7373 races south on the main line, while 4VEP (later Class 423) No. 7725 trundles south on the local track with empty stock from London Victoria on 13 August 1981.

Colin J. Marsden

Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 80mm f2.8, Film: Kodak Tri-X at 400ASA, Exposure: 1/1000sec @ f7.1. Negative scanned on Nikon Coolscan9000 at 500dpi.



Above: In the early 1980s when *Modern Railways Pictorial* was published, and its Assistant Editor was the present Editor of *Railway Photography*, the title attempted to support progressive railway photography, while still appealing to the general railway reader. At the time this was a hard job, as few photographic contributors took pictures that were not front 3/4 views. However, it looks as if my Editor at the time John Vaughan and I did have some influence on some photographers. On a clear January 1984 day 'Crompton' No. 33034 passes Little Langford on the former GWR Wylve Valley Salisbury to Westbury line, superbly framed by the bridge, tree and fence. Taking a picture such as this the photographer would have little time when the train came into view to raise his camera.

Chris Nevard

Photographic details: Camera: Rolleicord Va, Lens: -, Film: Kodak TriX at 400ASA, developed in D76, Exposure: 1/500sec @ f9.5. Negative scanned on Epson 4870.

Below: Looking rather shabby and a far cry from its condition today, this is Brading station on the Isle of Wight on 13 June 1982 with 3TIS No. 032 arriving with a service from Ryde Pier Head to Shanklin. With the IOW line using ex-London Underground stock since 1966, some interesting pictures can be obtained.

Colin J. Marsden

Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 80mm f2.8, Film: Kodak Tri-X at 400ASA, Exposure: 1/500sec @ f5.6. Negative scanned on Nikon Coolscan9000 at 500dpi.



Changes for 'Oldham Loop'

Phase 3A of the Manchester Metrolink expansion received Government approval on 6 July 2006 after a prolonged on/off process and much argument over funding between the Greater Manchester Passenger Authority and the Department for Transport.

Phase 3A covers the conversion of the National Rail 'Oldham Loop' between Thorpes Bridge Junction at Newton Heath, Oldham and Rochdale. Further funding is being sought for phase 3B which will extend the tram network with street running via Oldham and Rochdale Town Centres. If this is achieved it will mean the complete closure of the section between Oldham Werneth and Oldham Mumps.

A map of the proposed route can be seen and downloaded at http://www.gmpte.com/pdfmaps/metrolink_phase3_roch.pdf.

It is likely that the conversion will mean the closure of the line from the December 2007 timetable change and so this year will probably be the last to photograph full-sized trains on the route.

A selection of illustrations of the diversity of the present route are shown.

Report and Illustrations by Mark Bearton

Left: Shaw and Crompton is the point where the line changes from double track to single track for the last 4.5 miles to Rochdale. There is a signal box and level crossing here with a handful of semaphore signals. The general service pattern is four trains per hour between Manchester and Shaw with two trains per hour continuing to Rochdale. Here Northern Railways-liveried Class 156 No. 156460 arrives off the single line with a Rochdale service heading for Manchester Victoria.

Photographic details: Camera: Canon 300D, Lens: Canon, ISO: 200, Exposure: 1/320@ f5



Right: There are two stations on the single track section between Shaw and Rochdale, New Hey and Milnrow. With the station just visible round the corner, Class 142 'Pacer' No. 142051 departs from New Hey with a train from Rochdale. In summer the trees grow up very close to the track along this section.

Photographic details: Camera: Canon 20D, Lens: Canon at 46mm, ISO: 400, Exposure: 1/400@ f5.6

Below: EWS Class 60 No. 60068 Charles Darwin passes Thorpes Bridge Junction with a train from Castleton. The Oldham Loop diverges off to the right in front of Newton Heath depot and after conversion for Metrolink, one running line will remain as far as Dean Lane for access to the depot and to the Greater Manchester waste refuse siding.

Photographic details: Camera: Canon 20D, Lens: Canon at 70mm, ISO: 400, Exposure: 1/640@ f5

Further illustrations by this photographer can be found at <http://www.railwaymedia.co.uk>







Left: A well seen reflection in the platform mirror at Didcot station on 31 October 1999. The mirror shows Trainload Freight coal sector Class 60 No. 60060 perfectly exposed in the reflection, while stabled in the engine line is grey liveried Class 37 No. 37689, EWS red-liveried Class 58 No. 58030, Mainline Freight Class 37 No. 37372 and recently repainted EWS-liveried Class 60 No. 60016.

Mark Few

Photographic details: Not supplied. Scanned slide.



Left Middle: A view not normally seen is that inside a carriage washing plant. This was the new facility opened at Bristol St Philips Marsh in the late 1990s and demonstrated to the rail press. Great Western powercar No. 43184 was positioned in the washer to show how the roof and bodyside brushes operated.

Colin J. Marsden

Photographic details: Nikon F4, Lens: Nikon 35mm f1.4 prime, Film: Fuji Provia 400, Exposure: 1/60 @ f4

Below: 'Wessex Electrics into the twilight'. When most photographers would have walked away, our cameraman here chose to make this very effective 'lights' exposure at Eastleigh, showing a pair of the soon to be off-lease Class 442 'Wessex Electric' units, designed and built specifically for the Waterloo-Weymouth line in the mid 1980s. It was taken from Eastleigh footbridge, and shows Nos. 2401 and 2424, the first and last members of the class heading west. On the left is Class 450 'Desiro' No. 450031.

John Slatter

Photographic details: Not supplied

From a different viewpoint.....





Above: Many photographers will, while out on the lineside for their main subject, look around and find a different type of railway picture, including lineside furniture, gates, trees or buildings to name but a few. On 21 January our photographer found this progressive view at a foot crossing east of Marden station in Kent, showing the lineside sign as the main subject, with a South Eastern Trains Class 375 disappearing in the distance with its red lights complementing the red sign.

Keith Fender

Photographic details: Canon EOS 300D, Lens: Canon 90-300mm zoom at 200mm, ISO: 400, Exposure: 1/1000 @ f5.6

Right: Titled by the photographer as "window" this is a very well seen illustration, taken from the footbridge at March station on 13 January 2007, looking towards a Class 170 operated by Central Trains. Excellent detail has been retained of the broken and splintered glass with the sun glinting on the edges, while the train is in slight relief.

Oli Smith

Photographic details: Fuji Finepix S5600, ISO: 400, Exposure: 1/750 @ f8

Back Page To place a caption over our back page illustration in this issue would take away the overall impact of this quite superb illustration of ex-GW 'Manor' No. 7821 Ditchheat Manor. Our photographer caught the train around 600 yards north of Cheddleton station on the Churnet Valley Railway while powering the 13.45 Froghall to Cheddleton service a 'Santa Special' on 17 December 2006. The volcanic exhaust is just quite amazing and one can almost hear the noise from this picture.

David Gibson

Photographic details: Camera: Canon EOS 1DS Mk2, Lens: Canon 70-200 L series, ISO: 400, Exposure: 1/200 @ f3.5



