

High-resolution version

# *Railway Photography*

No. 13

26 February 2007

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*The complimentary e-magazine for the quality Railway Photographer*

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# Railway Photography

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## On the Cover

*Ex-Great Western Railway Pannier Tank No. 9682 powers a Russ Hillier organised goods charter along the Chinnor & Princes Risborough Railway on 12 April 2006.*

**Chris Nevard**

## Contents

Reducing 'Burn Out'	4
Railway Pictorial	6
GT46-Mac power in India	13
Under Semaphore Arms	14
Letters	15
Major flooding on the railway	15
From a Different Viewpoint	16

## 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](mailto: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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Recently we have seen more attempts to stop people from taking photographs in public in the UK, with apparent Government policy being steered towards proposed restrictions regarding photography in public places. Through the No. 10 Downing Street website, a 'web petition' has been set up by Simon Taylor of Photo.co.uk which reads "we the undersigned petition the Prime Minister to stop proposed restrictions regarding photography in public places". Railway Photography urge all readers (sadly only those in the UK are allowed to sign) to quickly sign this petition.

The 'web petition' can be found at <http://petitions.pm.gov.uk/Photography/> and by 21 February over 16,500 people had signed, the closing date for the petition is 14 August 2007.

It is a fundamental right of a UK citizen to use a camera in a public place, indeed there is no right to privacy when in a public

place and these moves have developed from paranoia and only promote suspicion towards genuine people following their hobby or profession.

The last couple of weeks in the UK has seen more changes with the announcement of five Class 92s being sold to EuroTunnel, these will soon be overhauled at the ET facility and emerge in new liveries to power hopefully additional Anglo-European freight services, however recently through EWS services between the UK and France have been cut to just four per day, with several mainstream operators reverting to road transport.

Due to holidays the next issue of *Railway Photography* will not be published until 26 March 2007. Please continue to send in your material.

**Colin J. Marsden**  
Editor



**Above:** One of the main exhibits at Railtex 2007 was Hunslet-built 0-4-0ST Jack Lane, a new narrow-gauge industrial loco. **Colin J. Marsden**

**Photographic details:** Camera: Nikon D2X, Lens: Nikon 17-35mm zoom at 22mm, ISO: 400, Exposure: 1/60sec @ f4 with flash

**Page 3:** It does not seem possible that it was 30 years ago that hundreds of railway enthusiasts went to Paddington station on the night of 27 February 1977 to witness the arrival of the very last BR-operated Class 52 'Western' on the main line. Thankfully several members of the fleet were saved in preservation and today No. D1015 Western Champion is certified for main line use. No. D1013 Western Ranger owned by the WLA, is seen on the Mid Hants Railway on 13 May 2005 powering the 10.55 Alton to Alresford at Solbridge. **Chris Nevard**

**Photographic details:** Camera: Nikon D70, Lens: Nikon 28-70mm f2.8 IF-ED zoom at 28mm, ISO: 200, Exposure: 1/500sec @ f8



# Reducing Burn-Out

A major problem facing photographers all the time is 'sectional burn-out' of digital pictures, this is a part of the picture which is far brighter than it should be or has lost colour due to the average metering in use. In the main it is far better for a camera to record the larger part of the image at the correct exposure and then in your digital darkroom you can sort out the problem areas.

Frequently this problem occurs when very bright sunlight burns out the light colour of a train, perhaps changing the colour completely. Other times when this problem is prevalent is during the use of flash photography, where a part of perhaps a train interior changes colour due to the intensity of the flash light.

Using our good friend Photoshop a number of ways exist to try and return this colour. The most popular would be the 'Burn Tool' from the main pallet menu, this would need to have its brush size set to slightly smaller than the item to be burnt in and then with the hard sided tool selected and a density of around 15 per cent wipe over the area. Only do this a few times as otherwise the colour will not return, it will just go dark and look a mess. Sometimes this technique works, sometimes not.

Another and usually more successful way is to select the bright area by using the 'Magic Wand Tool' from the main tool pallet, setting a tolerance of around 40 per cent and clicking in the burnt out area. If this selects only part of the area required, you can either make extra 'clicks' in the surrounding area to add to your selection, or make the tolerance level higher.

Once this area is selected, you can then use the >Image> Adjustments>Levels to alter the colour balance of the selected area. Providing you are working in the RGB (Red, Green, Blue) colour

spectrum you have to remember your complementary colours, using the red slider will add red or cyan, the green slider either green or purple or the blue slider either blue or yellow, depending on which way you move the central control of the three slide buttons, fine control of the colour being added can be made by using the two sliders on the left or right side. Further adjustment can also be made by using the 'Output' slider at the base of the levels adjustment window.

If you cannot adjust the selected area to the required colour you may need to clone colour from another part of your image, this needs to be done with great care and using a very small clone tool side, the main area could be cloned using the hard sided tool and the edges with a weak blending selection, thus matching in with the surrounding area and colours.

If you have even colour in a section of your image which is just slightly the wrong tone, too bright or too dark, then a simple selection of that area and an adjustment might be the answer. This could be done through the levels control panel or if the colour is slightly wrong, a good tool is >Image> Adjustments>Selective Colour. This provides a control panel with a colour selection picker at the top in a drop down menu, by selecting one colour you are able to add or reduce the levels of the cyan, yellow, magenta and black within that colour group of the image by sliding the value bar from left to right. For example, if you had a yellow front end of a train that was too light in its yellow value, go to the yellow colour selection and then slide the yellow colour slider to the right to add yellow to the yellow area of the image. If you only want to change the value in one section of your picture then this would have to be selected first.



The two illustrations left show the Arriva Trains 'Bubble' car at Cardiff Queen Street, the upper picture shows the image as taken, using totally the correct exposure, the light cream/yellow arc over the top corner of the cab tended to burn out, appearing as almost white on the seen image. The lower image shows the same picture after the area was selected and then by using the >Image> Adjustments>Levels selection and slightly sliding the 'blue' slider of the RGB selection to the right, extra yellow has been added. The 'output' slide bar was then very slightly moved in from the right side by about 10 to darken the yellow tone. Image taken by Nathan Williamson



*One of the highlights of visiting San Francisco is to travel on streetcars on Line 'F' between Fishermans's Wharf and Castro via The Embarcadero and Market Street. A total of 44 cars are available for use, mostly these are PCC vehicles, but a number of 'vintage' cars are also used either from the US or other locations throughout the world, including Blackpool in the UK. Here car No. 1061, a PCC vehicle painted in Los Angeles 'Pacific Electric' livery is seen at the Ferry Building stop, on the corner of The Embarcadero and Market Street on 11 October 2006. **Colin J. Marsden***

**Photographic details: Nikon D2X, Lens: Nikon 28-70 f2.8 IFED zoom, ISO: 200, Exposure: 1/500 @ f8**



**Above:** The use of a medium or long length telephoto lens often produces some interesting views when looking down a long straight section of track, deliberately 'bunching' together the train. This long tele picture is further enhanced by two trains of different classes passing at speed. The view shows First TransPennine Express Class 185 No. 185148 forming the 14.20 Barrow to Manchester Airport service passing an unidentified Virgin Voyager working VIs Cross Country 13.58 Manchester Piccadilly to Edinburgh Waverley. The illustration was taken on the West Coast Main Line south of Carnforth on 13 February 2007.

**Andrew Naylor**

Photographic details: Nikon D70, Lens: Nikon 80-200 zoom at 200mm, ISO: 200, Exposure: 1/800 @ f6.3

# Railway Pictorial

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

**Below:** Although frequently frowned upon by London Underground, photography is now quite possible on the well-illuminated deep tube lines, using high-performance 'fast' standard lenses and a high ISO speed. The obvious colour noise being able to be controlled to some extent by using various filters either in Photoshop or a noise reduction software such as Bibble Pro. Here, a Northern Line train for High Barnet bursts out of the tunnel into Bank station on 18 September 2006, with Driving Motor No 51503 leading. **Brian Morrison**

Photographic details: Nikon D200, Lens: Nikon 50mm f1.4 prime, ISO: 1250, Exposure: 1/320 @ f2





**Above:** Our photographer called this excellent image "Shades of summer in New Zealand". In a near almost perfect photographic location, are a couple of DC locos, Nos. 4064 and 4156 still painted in 'international orange' livery at the head of the 'Overlander' from Wellington to Auckland. The picture was taken on 8 February 2007 a perfectly calm morning and shows the train crossing the Paremata Bridge, just 22km into its long journey. **Alan Wickens**  
**Photographic details:** Sony F828, ISO: 200, Exposure: 1/500 @ f5

**Below:** The Class 92 fleet hit the news headlines in February when it was announced that five locos had been sold to Eurotunnel for cross-channel and domestic freight operations. Here the 09.48 EWS 'Enterprise' service from Wembley to Lille via Dollands Moor passes Westenhanger, Kent on 22 March 2006, powered by Class 92s Nos. 92018 Stendhal and 92019 Wagner. The station platform here is still open for traffic by South Eastern Trains services, but the station building has long been abandoned. **Brian Morrison**

**Photographic details:** Nikon D200, Lens: Nikon 28-70mm zoom at 28mm, ISO: 400, Exposure: 1/500 @ f8





**Above:** Burning up the miles travelling at 300km/h (186mph) through Kent, Eurostar sets Nos. 373018/017 pass kilometer post '81' at Charing with train No. 9124, the 10.43 Waterloo International to Brussels Midi running about 15 minutes late on 8 February 2007, after a slight covering of snow. The high speed line through Kent will hit new levels of interest in November this year when the new section opens between mid Kent and London St Pancras and the entire UK high speed section is renamed 'High Speed 1' or HS1. **Brian Stephenson**

**Photographic details:** Nikon D200, Lens: Nikon 17-55mm zoom at 52mm, ISO: 250, Exposure: 1/1600 @ f4.5

**Below:** At first view it looks as if the Southern Region of BR had a major operating problem on 27 September 1977 when Waterloo & City DMB No. S58 was captured on the main line approaching Farnham. The vehicle was involved in DM&EE test running to establish a speedometer system for these 1940-built vehicles which usually plied between Waterloo and Bank station in the City of London. As this vehicle had no windscreen wiper, if it started to rain during the test running between Farnham and Alton, the car was quickly returned to the car shed! **Colin J. Marsden**

**Photographic details:** Camera: Pentax Spotmatic, Lens: Pentax 50mm f1.8, Film: Kodachrome 64, Exposure: 1/500 @ f4.5





**Above:** From the northern New South Wales town of Casino to the Queensland capital of Brisbane in Australia, is a lengthy section of single line track marked by attractive scenery. It is also the scene of an emerging competitive battle between the dominant and privately owned Pacific National, and the state government owned Queensland Rail National. QRN is keeping local fans happy by fielding an array of older locomotive types, and 13 January 2007 was no exception. The Brisbane bound train is headed up by CLF3, one of a number of locomotives rebuilt from machines originally built for the long and lonely run across the Nullarbor Plain. The brightly painted locomotive, still in the livery of former owner Australian Railroad Group makes a fine sight crossing a minor rural road near Kyogle, nicely framed by green vegetation, with the road leading the eye to the subject. **Alan Shaw**

**Photographic details:** Camera: Minolta Dynax 3, Lens: Minolta 70-210mm zoom at 150mm, Film: Ektachrome 100G, Exposure: 1/1000 @ f4

**Below:** A true masterpiece in preservation. Taken at Quorn on the Great Central Railway on 30 April 2006, restored ex-BR Class 101 Metro-Cammell set formed of vehicles Nos. E53321 and 51427 arrives at the station with a stopping service. Apart from a couple of modern motorcars in the background there is very little in this picture that would tell the viewer it was not taken in the late 1950s. **Chris Holt**

**Photographic details:** Camera: Nikon D100, Lens: Nikon 24-70 zoom at 24mm, ISO: 200, Exposure: 1/200 @ 8





**Above:** Hanson Rail-liveried, Mendip Rail-operated Class 59/1 No. 59101 Village of Whatley passes Addlestone Moor, Chertsey on the SWT branch between Virginia Water and Byfleet with the Monday/Thursday only Acton Yard to Woking down yard aggregate working on 28 February 2006. The Mendip-operated '59s' show the smallest yellow end permitted under UK Railway Group Standards, with just the upper section of the buffer beam painted in warning yellow. **Chris Nevard**  
**Photographic details:** Camera: Nikon D70, Lens; Nikon 28-70mm f2.8 IF-ED zoom at 45mm, ISO: 200, Exposure: 1/1000sec @ F5

**Below:** In the days when HSTs were HSTs, an original-liveried set led by Western Region powercar No. 43037 approaches Twerton Tunnel, Bath, with a Paddington bound express in August 1984. **Chris Nevard.**

**Photographic details:** Camera: Minolta XGM, Lens: Rokkor 50mm standard, Film: Kodachrome K64, Exposure: 1/1000sec @ F3.5. Scanned on Epson Perfection 4870.





**Above:** Each year the Chemin de fer de la Baie de Somme railway operates a number of tourist attractions including visits of locomotives from other countries. On 23 April 2006, CFBS 2-6-0T No. 2 leaves Noyelles with a train bound for St-Valery. Chemin de fer de la Baie de Somme railway is located on the Picardy coast around two hours from Paris and one hour from Calais not far from the City of Abbeville. **Brian Stephenson**  
**Photographic details:** Camera: Nikon D200, Lens: Nikon 17-55 zoom at 50mm, ISO: 200, Exposure: 1/500sec @ F5

**Below:** In the UK, considerable interest exists among Class 66 followers on the subject of the growing fleet of JT42s operating in mainland Europe. One of the Dutch '66s' operated by European Rail Shuttle (ERS Railways), No. 6605, passes near Gouda on its way to Rotterdam on 18 November 2006. The photographer records "The weather was like summer that day, with a fantastic blue sky". **Rogier Immers**  
**Photographic details:** Camera: Kodak DX6440, Lens: Schneider-Kreuznach 33-132mm zoom at 60mm, ISO: 200, Exposure: 1/750sec @ F5.6





**Above:** Renumbered Class 60 No. 60500 (renumbered from 60100 to mark the 500th issue of Rail Magazine) passes Golcar on the climb towards Standedge Tunnel with train 6M17, the Leeds to RMC Peak Forest empty aggregate hoppers on 29 July 2006. **David Rodgers**  
**Photographic details:** Camera: Canon EOS 10D, Lens: Canon 24-85mm zoom at 44mm, ISO: 100, Exposure: 1/400sec @ F5.6



**Left:** GNER-operated Class 43/0 No. 43105 City of Inverness leads No. 43111 Scone Palace over the Tay Bridge in Scotland on 26 June 2006. The train is the 07.55 from Aberdeen to London King's Cross. The photographer records "I deliberately moved to the shadow side of the bridge as I wanted to get the change of gradient in the high girders into the shot without the foreground distractions on the sunward side." **Jules Hathaway**  
**Photographic details:** Camera: Canon EOS 300D, Lens: Sigma 70-300mm zoom at 300mm, ISO: 200, Exposure: 1/400sec @ F8



**Above:** The Indian Railways WDG4 class or General Motors GT46MAC fleet were first imported into India in 1993, 13 fully-built and eight in kit form, since then around 100 have been built by DLW. The locos are 4,000hp using a GM 710 series power unit and have three-phase ac traction drive. The locos are numbered in the 12xxx series. Nos. 12036 and 12079 arrive at Hospet Junction powering an iron ore train from the west on 10 January 2007.

**Photographic details:** Camera: Canon Powershot A530, ISO: 100, Exposure: 1/400 @ f5.5

# GT46-MAC power in India

By Adrian Roberts

**Below:** The WDG4 fleet have high tractive effort and are able to start a 58 wagon formation of BOXN wagons on a 1:150 grade and produce a balancing speed of 85km/h on level track for the same load. Up to four locos can operate in multiple, and the total length of each loco is 19.96m. No. 12061 is viewed from its cab end at Hospet Junction powering a westbound freight on 10 January 2007.

**Photographic details:** Camera: Canon Powershot A530, ISO: 100, Exposure: 1/320 @ f6.3



# Under semaphore arms



**Above:** One of the delights to many railway photographers for years has been the inclusion of wonderful semaphore signals in pictures of trains. Making sure that the signal structures in no way clash with the train and compliment the pictures composition. Here at Ystrad Mynach in South Wales, green-liveried Class 37/4 No. 37411 approaches the station and passes two splendid ex-GWR lower quadrant manual signals while powering the 09.13 Rhymney to Cardiff on 10 December 2005. **Chris Nevard**

**Photographic details:** Camera: Nikon D70, Lens: Nikkor 28-70mm f2.8 IF-ED at 38mm, ISO: 400, Exposure: 1/500 @ 5.6

**Below:** Sutton Bridge Junction, Shrewsbury has always been a 'hotspot' for photography of trains under semaphore signals. A bridge crossing near the actual junction close to the mechanical signal box offered this view until vegetation and housing developments spoilt the panorama. Pulling out of Shrewsbury and taking the main line towards Hereford and South Wales, 'large-logo' Class 37/4 No. 37427 heads the 09.15 Liverpool Lime Street to Cardiff on 26 March 1990. **Colin J. Marsden**

**Photographic details:** Camera: Nikon FM2, Lens: Nikkor 85mm f1.4, Film: Fujichrome 100, Exposure: 1/500 @ 5.6. Scanned on Nikon Coolscan9000.



# Letters

If you have a letter or comment you would like to share with others through the pages of *Railway Photography*, please send as an e-mail to [editor@therailwaycentre.com](mailto:editor@therailwaycentre.com)

## A little help needed?

Firstly thank you for producing *Railway Photography*, I am amazed that you are able to provide this product with such high-quality images free of charge. I for one who lives far away from the UK in Cape Town, South Africa, where I have worked for 25 years, find it most interesting to see just how much of the UK railway scene from the 1970s has changed.

The help I need is about cameras, I recently visited the United States and in a minute of madness purchased a new Nikon D200 from a non too main stream supplier in the Fishermans Wharf area of San Francisco. After a week or so the camera failed, the shutter ceased to operate and I returned it to my Nikon dealer here in Cape Town.

After three weeks without my camera, it was returned as 'un-repaired', as the dealership in South Africa would not undertake repairs on cameras purchased in the USA. I also tried to register my purchase on the Nikon website only to be told the serial number did not match

the country in which I reside.

I telephoned Nikon back in the UK to be told that if you purchase camera in other countries you will be unable to have them repaired under their warranty in any other country. Where do I go from here?, I have a new camera which does not work, its clearly a Nikon problem, but unless I return to the US I will have to fund the repair myself.

**Neil Issac,  
Cape Town SA**

*Sadly this is quite correct, Nikon will only honour repair warranties in the country of purchase and you can only register your equipment if you live and purchase the equipment in the same country. Another problem also exists, if you purchase an item of equipment in say the US, load the software on your computer, if you then take the computer to another country and try and do an upgrade of the software, the system will lock you out and you will be unable to upgrade.*

*You can of course have any repairs carried out by a Nikon dealer providing you pay! ED*

++NEWS+++NEWS+++NEWS+++NEWS++

## STIRRING THE EMOTIONS

A new web site LocoEmotion is being developed dedicated to all the emotions that railways can stir from nostalgia to exhilaration and romance. The site uses extensive black and white imagery and graphics to create a feeling and sense of atmosphere to portray both the steam railway and modern rail transportation.

The site is the creation of a father and son team Robin and Taliesin Coombes. Robin Coombes commented, "My childhood heroes were the great railway photographers like Eric Tracy, George Heron, and my favourite Colin Gifford. None of these photographers had access to modern digital cameras and the electronic media which only underlines their skill and creativity in having produced such evocative images. Our aim is to try to capture this spirit in our own photographs and share the atmosphere that can still be found today with a new generation through the web".

Almost 40 years after the end of steam it is still possible to take photographs that capture the steam engine in all its glory, with pacific locomotives and Pullman trains thundering down the mainline at 78mph or branch line tank engines simmering at quiet country stations.

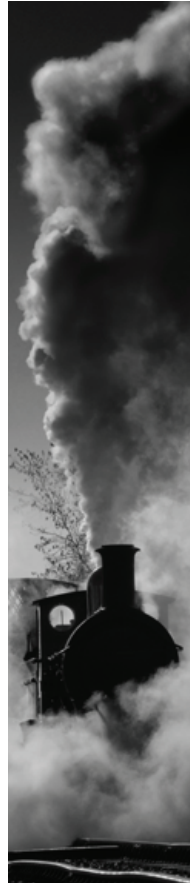
However, it is not just about nostalgia, part of the appeal of the great photographs was they captured a way of life at the time so it is just as important today to capture commuters boarding a metro with mobile phone in hand and laptops in shoulder bags as it was to capture the bowlers and rolled broilies of the past as who knows what the railway scene of 2050 will be like.

.....END.....10 Feb 2007

### CONTACT

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# Major flooding on the railway!

**Below:** An image that is definitely not what it seems, no we did not have flood levels up to this height at Reddish Depot! A number of the high-street available photo editing software packages offer a number of pre-loaded and purchasable 'filters' which can add special effects to images. One which is available as a 'plug-in' to Photoshop is 'Flood'. With an image file open the filter is selected and offers a number of choices of how 'bad' your flood is to be. By selecting a line horizontally across the image, the 'flood' will appear below and the normal picture above. The software generates the ripple effect. The level of 'ripple' can be controlled and the result very authentic. Sometimes the division line between the 'real' picture and the 'ripple' can be blended to reduce a 'line' effect. This image was taken when the dc Class 76s were still working on the Woodhead route between Manchester and Sheffield at Reddish. **Wayne Walsh**





**Above:** The near perfect frame found by our photographer on the Churnet Valley Railway on 3 February 2007. It shows black-liveried K4 No. 61994 powering a mixed passenger van formation in excellent low winter lighting. The very careful positioning of the train and its smoke has seen no major branches cutting into the smoke close to the locomotive, while the arc of branches towards the rear gives a pleasing effect. **David Gibson**

**Photographic details:** Canon EOS 1D Mk2, Lens: Canon 24-70 zoom at 48mm, ISO: 200, Exposure: 1/200 @ f5.6

## *From a different viewpoint.....*

**Below:** Golden 'glint' photography is always popular with contributors and we have to be selective on which items to include in RP. However at times an image lifts its head above the rest and this is certainly the case with this stunning rear three-quarter glint view at Wrawby Junction, Barnetby of a southbound Freightliner Heavy Haul coal service on 8 December 2006 powered by Class 66/5 No. 66524. The inclusion of the semaphore signals is a pleasing addition to this view. **Peter Foster**

**Photographic details:** Nikon D200, Lens: Nikkor zoom at 62mm, ISO: 250, Exposure: 1/200 @ f20





**Above:** These days we do not see many broad side views of locomotives or trains, perhaps its due to the huge amount of lineside growth preventing this type of interesting picture. On 23 January 2007, brand new GBRf Class 66/7 No. 66727 is viewed at Selside on the famous Settle & Carlisle 'Long Drag' passing Penyghent, as it heads north with the 4M52 06.13 Cottam Power Station to Newbiggin gypsum service. The glint of the paintwork of the brand new loco and the dusting of snow on the mountain make this a very pleasing picture. **Andrew Naylor**

**Photographic details:** Nikon D70, Lens: Nikon 27-70 zoom at 65mm, ISO: 250, Exposure: 1/1000 @ f6.3

**Below:** During the third week of February a week long engineering possession took place on the Newton Abbot to Paignton branch line in Devon, with several Class 66 powered engineering trains 'held' on the branch all week. This quite superb night recording was made at Hollicombe between Torquay and Paignton and uses just ambient light from the headlights and cablights of Class 66 No. 66228 and the street lighting in the rear to illuminate this otherwise black scene. The slightly bright sky is illuminated from the lights of Torquay reflecting through a slightly misty sky. Note the reflection of the red signal on the two up line tracks, adding a little colour to this scene. **Nathan Williamson**

**Photographic details:** Canon EOS 400D, Lens: Canon zoom at 55mm, ISO: 200, Exposure: 15secs @ f5.6





Class 'A1X' 0-6-0T No. 662 Martello climbs Tenterden bank with the 14.06 Wittersham Road to Tenterden Town mixed train during a visit to the K&ESR on Sunday 7 May 2006. This is just an idyllic country picture of a train in the countryside perfectly framed by a tree. **Brian Stephenson**  
Photographic details: Nikon D200, Lens: Nikon 17-55mm f2.8 zoom at 30mm, ISO: 200, Exposure: 1/500 @ f7.1