High-resolution version

Railway Photography

No. 16

23 April 2007

The complimentary e-magazine for the quality Railway Photographer

TheRailwayCentre.Com
Your primary source of railway information at a click

Railway Photography

No. 16

23 April 2007

The complimentary e-magazine for the quality Railway Photographer

On the Cover

Freightliner Heavy Haul Class 66/5 No. 66582 pulls off the Looe branch at Liskeard in Cornwall with the return Moorswater - Earles cement train on 17 April 2007. At the time this loco was just three weeks old. **Colin J. Marsden**

Contents

Trains in a Mountain Scape	4
Reducing unwanted Colour	5
Railway Pictorial	6
ETR 460/470 Pendolino sets	12
Traversing the Wylye Valley	14
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 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

Editor: Colin J. Marsden
Design: TRC Publishing
Railway Photography is published by
TheRailwayCentre.Com Ltd
PO Box 45
Dawlish, Devon
EX7 9XY
Tel: 01626 862320
E.Mail: rp@therailwaycentre.com
©therailwaycentre.com Ltd 2007

TheRailwayCentre.Com
Your primary source of railway information at a click

Welcome to issue 16 of Railway Photography, again we have been able to bring together a wide and varied selection of illustrations from the UK and throughout the world. We always welcome contributions from new and established photographers. Recently we have received a number of pictures that we are unable to use, due to being slightly unsharp, this is mainly due to a too low shutter speed when taking the picture. With the good summer weather now with us (well at least in the UK!) good exposures should be possible. To freeze a fast moving train it is always best to select a fast shutter speed higher than 1/800 sec if possible.

By using an ISO setting of 200 or 400 you should easily be able to opt for a high shutter speed and still retain a good 'f' stop to ensure edge to edge definition.

It is such a great shame when very interesting pictures are received which are unpublished for such a minor reason and one which is so easily rectified. We frequently look at the 'exif' data of images received and it is quite amazing the number of people who use a 1/500 at f11 rather than 1/1000 at f8, the latter is virtually guaranteed to freeze a moving train, whereby the former might have a job.

Due to holidays, the next issue of *RP* will be published on 21 May 2007.

Colin J. Marsden
Editor

Above: *Although many people are sure not to agree, 2007 should be the year of the Voyager, well at least in terms of taking pictures of them. With impending franchise changes it is unlikely the fleet will remain in their present guise for much longer. If a new operator is awarded the CrossCountry franchise then a new livery will be applied, and if Virgin were to retain the franchise, some form of formation changes to provide longer trains will be on the cards. Passing through the wonderful Devon countryside at South Brent at the foothills of Dartmoor, set No. 221118 forms the 14.25 Plymouth to Edinburgh on 20 April 2007.* **Colin J. Marsden**
Photographic details: Camera: Nikon D200, Lens: Nikkor 35-70mm zoom at 45mm, ISO: 200, Exposure: 1/1000sec @ f5

Page 3: *The semaphore signals at Norton Junction provide a wonderful frame for this view of a First Great Western Class 180 forming a London service in a snowstorm on 9 February 2007. The dull conditions would normally have ruled out any publishable photographic material, but the artistic eye of the photographer saw the signal as an excellent 'prop'.* **Kevin Wills**
Photographic details: Camera: Canon EOS10D, Lens: Canon zoom at 75mm, ISO: 100, Exposure: 1/250sec @ f6.7

Above: *Trains in mountain scenes are always attractive, especially when snow capped. This view of Amtrak train No. 14 'The Coast Starlight' running 2½ hours late powered by General Electric P42s Nos. 122 and 112 pass Cougar in California at 08.48 PDT on 16 March 2007. In the background is Mount Shasta and Shastina. This image, one of the best we have seen of an Amtrak passenger train for a long time, should grace the pages of the Amtrak calendar.* **Chris M. Taylor**
Photographic details: Canon EOS400D, Lens: Canon zoom at 41mm, ISO: 100, Exposure: 1/640sec @ f5.6

Trains in a **Mountain** scape

Below: *With Big Bear mountain in the background still with a good covering of snow which would last well into the summer, a double stack container train from Long Beach to the East Coast of the USA climbs through the Cajon pass in Southern California on 8 March 2006 headed by recently delivered GE ES44DC No. 7797. On the elevated track in the background a westbound Union Pacific ballast trains heads for Colton.* **Colin J. Marsden**
Photographic details: Nikon D2X, Lens: Nikon 24-70mm zoom at 60mm, ISO: 200, Exposure: 1/1000sec @ f5.6

Reducing unwanted **Colour**

Frequently when taking railway pictures, an item of outside interest detracts from your overall image by being of a bright colour, such as a person in a bright yellow or red jacket. When looking at the picture the eye goes to this rather than the main subject and reduces the overall impact of your picture.

With very careful use of Photoshop this problem can be reduced by varying degrees. In the Illustration above taken at Ryde St Johns Road, a member of staff standing on the platform in a high-visability jacket detracted from the image of the train. Without altering the context of the picture the orange can be 'reduced' to a more pleasing level.

With the image enlarged and using the 'Polygonal Lasso Tool' trace around the area you wish to change the colour, go careful in making this selection and use a series of small 'clicks' to closely follow the outline of the image making sure you do not exclude any of the colour to be changed. Once you have done this and returned to your starting position, select the Image>Adjustment>Hue/Saturation menu. For our image shown, I selected the red channel and reduced lightness by -6 and saturation by -69, before going to the master selection and changing hue to +8, saturation to -39 and lightness to -11. This has provided a tan coloured coat which has stopped the overall distraction of the train.

This editing method can also be used to reduce colour or buildings, sign posts or the like. *CJM*

Above: *For the second steam leg of the 2007 'The Great Britain' tour from Penzance to Bristol on 7 April 2007, the train was powered by Ex-GWR 'King' No. 6024 and 'Castle' No. 5051. After the train arrived in Penzance diesel hauled late morning, the steam departed early afternoon, which allowed at tea-time crossing of Cockwood Harbour, Starcross. Although devoid of water, over 150 photographers were on hand to record the event, many of which arrived at the last minute and quickly departed as they were chasing the train on towards Exeter, Taunton and Bristol.* **Colin J. Marsden**
Photographic details: Nikon D200, Lens: Nikon 28-70 zoom at 65mm, ISO: 200, Exposure: 1/1250 @ f5

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: *One of the biggest problems with photographing steam, either on a preserved line or on the main line is the unpredictable effect the wind will have on the steam. Here the photographer was especially lucky, with the 'blow down' leaving a nice little opening in which to view the train. Many steam pictures have been totally ruined by steam blowing down over the coaches. Ex LNER A4 No. 60009* Union of South Africa *is seen powering the Glasgow-Perth leg of 'The Great Britain' railtour, approaching Gleneagles on 10 April 2007.* **Andrew Caskie**
Photographic details: Canon EOS 350D, Lens: Canon zoom at 150mm, ISO: 400, Exposure: 1/320sec @ f8

Above: *Seen from about a mile away, Ex-LMS 'Duchess' No. 6233* Duchess of Sutherland *pounds towards Scout Green on Shap incline on 9 April 2007 with the Preston to Glasgow leg of the Railway Touring Co 'The Great Britain' charter. The use of a big lens, looking across the landscape brings home the barren surroundings of the Cumbrian countryside, especially with a rather dark sky above looking very much as if rain was approaching.* **Andrew Naylor**
Photographic details: Nikon D70, Lens: Nikon zoom at 200mm, ISO: 250, Exposure: 1/1000 @ f4

Above & Inset Right: *This quite superb close-up or broadside view of Ex-LMS 'Duchess' No. 6233* Duchess of Sutherland *approaching Shap Wells on 9 April 2007 powering 'The Great Britain' tour, was noted by the photographer "as taken 3 minutes after the above view using the same lens but a shutter speed of 1/640". In a case such as this a row of parked cars on the adjacent road slightly spoilt the finished result (right), but with careful editing these have been removed (by RP) leaving just the train and a dear little lamb in the field. In cases such as this digital photography is the winner, as such editing in film would have been very difficult.* **Andrew Naylor**
Photographic details: Nikon D70, Lens: Nikon zoom at 200mm, ISO: 250, Exposure: 1/1000 @ f4

Above: *The ever popular Class 60s still feature largely in contributions, and thankfully in recent months no major reduction in fleet size has been seen. Nameless No. 60009 is seen at Jarrow on 12 April 2007 powering new EWS bogie tank wagons (which are quite photogenic) on a service from Tyne Yard.* **Ken Short**
Photographic details: Camera: Nikon D200, Lens: Nikkor zoom at 150mm, ISO: 320, Exposure: 1/800 @ f7.1

Below: *A view which illustrates some of the history of the Victorian Railways in Australia. Taken inside the train shed of Ballarat's 1862 railway station, which now sees 17 return services per week day between Melbourne and Ballarat. The station is gradually being restored, and apart from some items like the digital clocks and passenger displays, could be taken to be similar to at least 80 years ago. Taken on 10 September 2005, 0-6-0 Y 112 with water gin attached waits on the through road to take over an excursion trip from Melbourne to Maryborough. The Y double headed the 130 km round trip with a 1903 D3 4-6-0. Y 112 was built in Ballarat by the Phoenix Foundry as their No 238 of 1889. It is the oldest loco running in Victoria. It was for many years a static display in Ballarat then restored to running order about 11 years ago, and gets one or two trips out a year. If it looks very English, that is because of the very heavy English influence on Victoria Railways until nearly the end of steam, along with an extremely conservative attitude to its motive power. In a lot of respects, one could say that VR was very Victorian!* **Bruce Bellingham**
Photographic details: Camera: Kodak DX6490, ISO: 100, Exposure: 1/45 @ f3.2

Above: *The recent re-allocation on-loan of ex-South West Trains Class 158 No. 158789 to First ScotRail has permitted some rather colourful combinations to operate. On 14 April 2007, the set was captured in multiple with Class 170 'Turbostar' No. 170421 painted in Commonwealth Games bid-livery crossing the River Tay in Perth while working the 14.42 Aberdeen to Glasgow Queen Street service.* **Jim Ramsay**
Photographic details: Camera: Canon EOS300D, Lens: Canon 28-135mm zoom at 28mm, ISO: 400, Exposure: 1/800sec @ F9

Below: *The presence of overhead power collection wires and national grid pylons are always a problem in photography, but with careful positioning of both cables and trains some excellent pictures can be obtained. Taken on 2 April 2007, GBRf First-liveried Class 66/7 No. 66726 crosses the River Stour at Manningtree while powering the Felixstowe to Hams Hall container service. The higher body profile of the Class 66 allows the loco to ride well above the fence on the bridge.*
Charlie Robbins
Photographic details: Camera: Nikon D200, Lens: Nikon 17-55mm zoom at 45mm, ISO: 200, Exposure: 1/250sec @ F9

Above: *Naked Freightliner Class 66/6 No. 66612* Forth Raider *(no bodyside Freightliner emblem) is shown in a real industrial setting of Meldon Quarry. Taken on 3 April 2007, the loco has its train below the quarry loader filling up vehicles of the Network Rail autoballaster train bound when loaded for Taunton. Frequently we see illustrations of such trains on the main line, but views actually working in their industrial settings are harder to obtain. The slightly lower position chosen for this exposure gives greater prominence to the over track loading equipment.* **Kevin Wills**
Photographic details: Camera: Canon EOS10D, Lens; Canon zoom at 35mm, ISO: 100, Exposure: 1/125sec @ F8

Below: *Diversions of West Coast services over the Settle & Carlisle route due to engineering work on the main line are certainly very colourful these days, with red and silver '57s' piloting Pendolino stock. Here No. 57311* Parker *heads South at Birkett with a Glasgow Central to Euston service on 31 March 2007, the first day of the 'drags' for 2007.* **Warren Armstrong**
Photographic details: Camera: Fuji S3 Pro, Lens; Nikkor 35-70 zoom at 35mm, ISO: 200, Exposure: 1/750sec @ F4.8

Above: *Recently I was asked to take a specific picture for an official report which showed as much as possible of the Torbay & Dartmouth Railway, showing all elements of the railways work. After some thought I decided to use the view from the Paignton-Brixham road which crosses the line at Churston. Here would not normally be a favoured choice of photographic viewpoint as it is very cluttered and the train would not be the dominant part of the view. However, for this assignment this was the ideal view. By including the scenery on both sides of the line, including two erect cranes a busy general view has been obtained. Careful positioning to make sure the verticals were vertical was important and the lens was set to rather wide 17mm. The picture shows GW 45xx No. 4555 departing from Churston on 6 April 2007 forming the 13.00 Kingswear-Paignton.* **Colin J. Marsden**
Photographic details: Camera: Nikon D200, Lens: Nikkor 17-35mm zoom at 17mm, ISO: 200ASA, Exposure: 1/800sec @ F6.3

Below: *While we receive a number of illustrations taken in non-UK countries we seldom see pictures taken in Malaysia, however a local rail photographer based in Singapore has sent in this image taken on 30 January 2006 at Sentul Station. In the main platform, the EMU on the left is a Class 82 No. EMU61, while the train on the right is Class 81 No. EMU02. All Electric Multiple Units belong to Keretapi Tanah Melayu (KTM). On the far left, two Malaysian diesel locos can be seen.*
Loo Zhi En
Photographic details: Camera: Canon Digital Ixus 500, ISO: 100, Exposure: 1/320secs @ F7.1

Above: *Owned by Cisalpino AG, a joint business of Italian operator FS and Swiss operator SBB, are nine Class ETR 470 units painted in while and blue. Set No. 7 passes Hattingen (Baden) in Germany, the junction of the single line from Stuttgart and double track Black Forest line from Offenburg. The service is No. CIS157, the 16.04 Stuttgart-Milano on 26 May 2006.* **Brian Stephenson**
Photographic details: Camera: Nikon D200, Lens: Nikon 17-55mm zoom at 31mm, ISO: 320, Exposure: 1/640sec @ F5

ETR 460/470 Pendolino sets

Below: *From 1996 to 2001, three Class ETR463 sets operated by Trenitalia, Nos. 21, 27 and 28 operated the twice daily service between Milano in Italy and Lyon in France, now the service is operated by conventional stock. Set No. 27 is seen passing Cave de Cruet near Chambery working train No. EC142/3, the 06.51 Lyon Perrache-Torrino on 7 May 1999.* **Colin J. Marsden**
Photographic details: Camera: Nikon F4, Lens: Nikon 85mm f1.4 prime, Film: Fuji 200ASA, Exposure: 1/1000sec @ F5.6. Scanned print.

Above: *Cisalpino AG set ETR 470 No. 9 forms train CIS154, the 11.10 from Milano to Stuttgart in Germany, it is seen approaching Hattingen (Baden) in Germany on Friday 26 May 2006.* **Brian Stephenson**
Photographic details: Camera: Nikon D200, Lens: Nikon 17-55mm zoom at 34mm, ISO: 250, Exposure: 1/640sec @ F5.6

Below: *The line between Chambery and the Italian border offers some spectacular photographic locations. A drive on the local, often unmarked roads in the area finds some wonderful spots, such as this one at St Jean de la Porte on a farm track linking two main roads. Taken on 6 May 1999, set No. 21 forms service EC136, the 07.00 Milano-Lyon Perrache.* **Colin J. Marsden**
Photographic details: Camera: Nikon F4, Lens: Nikon 85mm f1.4 prime, Film: Fuji 200ASA, Exposure: 1/1000sec @ F5.6. Scanned print.

Traversing the Wylye Valley

Above: *The inclusion of a nice 'frame' always enhances an illustration and this view of a basic ex-Wessex Trains Class 158 on the Wylye Valley is no exception. Set No. 158865 passes near the village of Little Langford on Thursday, 12 April 2007 forming a service from Portsmouth to Bristol.* **Chris Nevard Photographic details: Camera: Nikon D200, Lens: Nikkor 18-35 IFED zoom at 18mm, ISO: 200, Exposure: 1/640sec @ F7.1**

Left: *With signs of a recent visit to an aggregate loader on the cab roof, Class 56 No. 56046 struggles to climb Upton Scudamore bank on 13 July 1983 while leading the 10.05 Merehead Quarry to Eastleigh. The train is formed of 26 4-wheel PGA wagons, and even with relatively light load the '56' was unable to cope with the grade. On the rear are two Class 37s which were attached at Westbury to push 'up the hill' and dropped-off just to the rear of where this picture was taken.* **Colin J. Marsden Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 85mm, Film: Kodak Extrchrome 400ASA, Exposure: 1/1000sec @ F5.6**

Above: *On 12 April 2007, EWS Class 66/0 No. 66152 powers train 6M23, the 14.04 Fawley to Bromford Bridge bitumen tank train past a field of colourful rapeseed near Great Wishford. With the fields of rapeseed flowering early this year and some excellent photographic light just after the Easter period, allowed some pleasing pictures to be captured. The route through the Wylye Valley (between Salisbury and Westbury) was busy in the immediate post-Easter period this year due to major engineering work at Basingstoke which closed the line.* **Chris Nevard**
Photographic details: Camera: Nikon D200, Lens: Nikkor 80-200mm ED zoom at 80mm, ISO: 200, Exposure: 1/800 @ f6.3

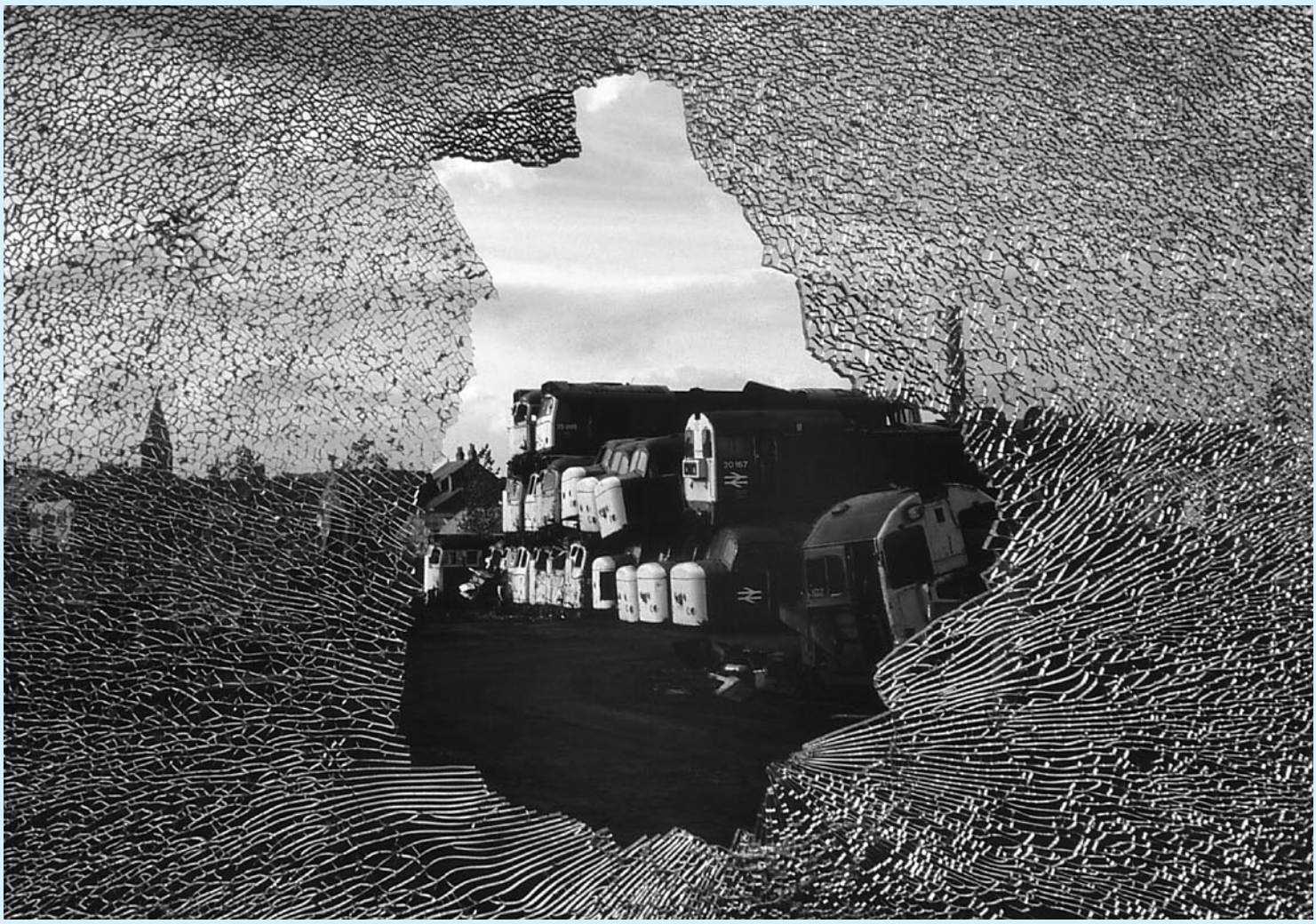
Below: *One of the EWS Class 66/0s which cannot be fitted with combination couplers, No. 66002 due to frame design differences, powers past Norton Bavant on 12 April 2007 with train 7O26, the 10.24 Oxford Hinksey Yard to Eastleigh departmental, formed of five wagons of sleepers and one open wagon. The inclusion of some of the splendid scenery from the Wylye Valley enhances this view.* **Chris Nevard**
Photographic details: Camera: Nikon D200, Lens: Nikkor 18-35mm IFED zoom at 35mm, ISO: 200, Exposure: 1/800 @ f6.3

Left: *They say a good picture is one that makes you look twice, well this certainly does that. Take on 2 April 2007 at Warrington Arpley, Class 08 No. 08389 is in the yard attached to continental wagons, while EWS-branded Class 92 No. 92011 passes above. A very well seen picture.* **Mike Sargent**
Photographic details: Camera: Canon EOS350D, Lens: 28-135mm zoom at 60mm, ISO: 100, Exposure: 1/800sec @ F5.6

From a different viewpoint.....

Back Page: Swiss Railways *SBB Class Re 6/6 No. 620 055-4* Cossony *and a Class Re 4/4 II approach Rodi-Fiesso with a southbound intermodal train on the St.Gotthard line, on 2 June 2006.* **Brian Stephenson**
Photographic details: Camera: Nikon D200, Lens: Nikkor 17-55 f2.8 zoom at 30mm, ISO: 200, Exposure: 1/640 @ F5.6

Below: *Photography in railway or private scrapyards often offers some more unusual views of railway equipment, often rather sad when one thinks how these locos or carriages were once the mainstay of our rail network. Our photographer here comments "after spending all day in Vic Berry's scrapyard (near Leicester) in October 1988, I was about to leave and saw this opportunity through an already smashed compartment window of a Mk1 passenger coach. The exposure was a little bit of a guess at the time, but I knew underexposure would highlight the fractured glass, at slight expense of detail on the loco stack itself. At the time I had run out of black & white film and had to make the exposure in colour. Use of modern technology has now allowed me to scan the slide in monochrome as I originally intended"!* A very well seen view and just wonderful detail of that shattered glass-ED. **Craig Shurmer**
Photographic details: Camera: Canon T90, Lens: Canon 50mm prime, Film: Fujichrome 100, Exposure: 1/90 @ F22 (underexposed by two stops).



Above: *The placing of trains on bridges is usually quite effective in terms of making a 'different' picture. Here an unidentified Wessex Trains-liveried Class 150 crosses over the River Teme outside Worcester while forming a service on the Hereford line on 23 March 2007.* **Charlie Robbins**
Photographic details: Camera: Nikon D200, Lens: Nikon zoom at 70mm, ISO: 100, Exposure: 1/250 @ F6.3

Below: *While some photoraphers tend to keep to the main lines for their photography, several try and explore some of the more diverse areas and lines, many of which, such as the Marks Tey - Sudbury shown here, hardly ever see a photographer. Crown Point in Norwich has recently received three Class 153s from store, one is No. 153326 still painted in Regional Railways livery. On this very neglected piece of railway No. 153326 is seen forming the 12.33 Marks Tey-Sudbury crossing Chappel Viaduct on 14 April 2007.* **Michael J. Collins**
Photographic details: Camera: Canon EOS20D, Lens: Canon zoom at 18mm, ISO: 100, Exposure: 1/250 @ F6.3

cargo
620 055-4