

High-resolution version

Railway Photography

No. 17

21 May 2007

The complimentary e-magazine for the quality Railway Photographer



TheRailwayCentre.Com

Your primary source of railway information at a click

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On the Cover

Few locations exist in the world where the front and back of a mile plus long freight can be captured in the same view. One location is Bealville in California. On 27 April 2007 a northbound UP manifest has its front passing Bealville, while the back is entering Tunnel 5 at Cliff. **Colin Marsden**

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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.

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After spending a couple of excellent weeks in the United States looking at railways in California, Nevada and Arizona with two fellow UK enthusiasts, one gets a distinct feeling that the entire subject of following and photographing railways is viewed totally differently the 'other side of the pond'.

Not once during our stay were we viewed as something 'odd' or 'unusual', we met many US and overseas enthusiasts and all were willing to extend friendship and information. Many of the US railfans went out of their way to provide information, guidance and hospitality to visiting enthusiasts, I doubt whether the same would be experienced by overseas

fans visiting the UK, with more than likely abusive comments made when a photographer is seen standing on the lineside.

However, one thing is for sure, the use of the internet by railfans throughout the world had made the subject of following trains a lot more enjoyable with e-mail communication and the sharing of internet sites, allowing a global view of railways to be seen from your own armchair.

Due to the pressures of work commitments the next issue of *Railway Photography* will not be published until 11 June 2007.

Colin J. Marsden
Editor



Above: Restoration of 'old' railway equipment in the form of PCC Streetcars is a part of daily life in San Francisco USA, where a growing fleet of vehicles ply between Fishermans Wharf and Castro. In 2007 a fleet of 11 extra 1946-48 built cars are entering service, retired in 2001 by Newark Transit the vehicles have been restored by Brookville Equipment of Pennsylvania. The first of the extra vehicles to enter service No. 1078 painted in San Diego livery hit the streets of San Francisco in April 2007 and is seen in immaculate condition on 26 April. **Colin J. Marsden**
Photographic details: Camera: Nikon D200, Lens: Nikkor 35-70mm zoom at 65mm, ISO: 200, Exposure: 1/1000sec @ f5.6

Page 3: A number of locations, especially in Scotland, still use mechanical semaphore signalling, such as here at Blair Atholl on the main Perth to Inverness line. Bombardier 'Turbostar' No. 170422 departs the station under a clear signal on 14 April 2007 forming the 12.40 Inverness to Edinburgh Waverley. **Ken Brunt**
Photographic details: Not supplied





The placing of a train in the landscape with a colourful foreground usually works well in terms of photographic composition and often makes a change from the general train in the landscape picture. Supplied by Dutch photographer **Rob Van de Woude**, these three illustrations show this section of photographic 'art' at its best, with trains passing through the Dutch bulb fields in April 2007.

Left: SNCB Benelux train No. 28.111 with Class 11 Bo-Bo dual-voltage electric No. 1191 is seen working from Bruxelles to Amsterdam. The train is a push-pull-formation with No. 1191 coupled on the rear. The image was taken near the village of Warmond on 19 April 2007.

Photographic details: Canon EOS300D, Lens: Canon zoom at 47mm, ISO: 200, Exposure: 1/250sec @ f14

What a colourful Foreground



Left Middle: The pleasing foreground colour change from yellow through white, pink and blue, leads the eye to a very unusual train in Holland, formed of no less than four 'Plan V' Class 400 and 800 NS electric multiple units. Our photographer reports that it is very rare to find four of these sets operating together. The view was recorded in the bulb fields near Warmond on 11 April 2007.

Photographic details: Canon EOS300D, Lens: Canon zoom at 28mm, ISO: 200, Exposure: 1/400sec @ f13



Left Bottom: A 10-car formation of modern NS EMUs, introduced for 1,500V dc operation but also equipped for 25kV ac operation pass a wonderful display of red tulips at Warmond on 19 April 2007 forming train No. 2436 an Intercity express from Dodrecht to Amsterdam. The front unit is Class 8700 No. 8741 - a six car set, while the rear unit is Class 9500 No. 9520 painted in orange and white Olympic Games livery.

Photographic details: Canon EOS300D, Lens: Canon zoom at 65mm, ISO: 200, Exposure: 1/250sec @ f14

Sorting out White Balance

at least on a Canon by Brian Garrett

Many people have asked about the ability to take good quality night exposures using Canon Digital SLRs with the correct white balance which will filter-out any of the unwanted orange, green, and red casts which can be caused by florescent and other lighting types on station platforms or industrial areas.

Colour tone settings can be used within many high-end Digital SLRs to 'warm up' or 'cool down' an image, in the main these can be very effective, but you will probably end up with an image which appears still a little too green or red caused by the local lighting. This would then need to be removed in a photo editing programme such as Photoshop.

A far easier way exists to achieve the desired image colour range by setting the white balance for your picture shoot, the results are quite stunning, just follow the simple steps below. Sadly this only works on a Canon camera.

Step 1: Set up your camera on a tripod in the rough position of your intended shot. Set the control dial on the left of the cameras top plate to 'AV'.

Step 2: Working left to right on the display screen, press 'AF-WB' and make sure AWB (Automatic White Balance) is selected. Then select the 'Drive ISO' button, around ISO200 will suffice for this.

Step 3: Do not touch the next button, but instead use the wheel (above the shutter button) to select your desired aperture (f8). The camera will then decide how long it requires to correctly expose the picture.

Step 4: Take the picture in the normal way by pressing the shutter button either by hand or using a cable release.

Step 5: Once you have taken this first image and it is recorded on the cameras CF card, go to the back of the camera and press the 'Menu'

button.

Step 6: Scroll down to the 'Custom WB' setting and select the option. The screen will then display all of the images saved on your CF card. Scroll through these until you find the image you have just made and select this image.

Step 7: The camera will then show a message 'Set White Balance to (and display the custom white balance symbol)'

Step 8: Working left to right on the display screen, press 'AF-WB' and scroll through the symbols until the Custom White Balance Symbol is displayed (Refer to your manual if your unsure of the correct symbol).

Step 9: Take the same picture view again and you will notice a remarkable difference. All the casts should have gone and your picture colour will have returned to as the subject is seen by the eye.

The above process will generally only work if the settings are adjusted for each shot at a different location, therefore moving about within a station and indeed different stations will require this process to be done each time a set of images are to be recorded. It is very quick and very effective

The two example images show the differences between a normal exposure setting and one with adjusted white balance.



Right & Below: The amazing change to this view of two Class 37/4s Nos. 37411 and 37425 at Bristol Temple Meads, where the station lighting destroyed the proper colour of the image. Through careful use of white balance selection a near perfect image colour has been made possible. Both: **Brian Garrett**





Above: This is certainly an excellent case of placing a train in the landscape, taken in Spain at Iznalloz, the view shows the rear of the 14.50 Granada to Almeria service taken on 21 February 2001. **Philip Cotterill**

Photographic details: Camera: Pentax K1000, Lens: Pentax, Film: Jessops 100ASA, Exposure: 1/250 @ f8. Scanned on Epson 4870 at 800dpi

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: With the near completion of the major rebuilding of the West Coast Main Line, it is unlikely that trains such as the Burngullow-Irvine clay will be diverted by way of the Settle & Carlisle route after this year. The service which departed from Burngullow, Cornwall late on 13 April, is seen passing Selside the following day, running some four hours behind the booked schedule and allowing a near perfect spring lit illustration to be obtained. **Neil Harvey**

Photographic details: Canon EOS 10D, Lens: Canon zoom at 32mm, ISO: 200, Exposure: 1/500sec @ f8





Above: EWS animal-head branded Class 60 No. 60063 James Murray is seen with a rake of HAA 'merry-go-round' hoppers pulling onto the main line after a 10 minute recess in Elford Loop, allow a following Virgin CrossCountry service to pass. The coal train was working 4T23, a Toton to Daw Mill Colliery empty hopper duty on 5 April 2007. **Neville Lee**

Photographic details: Camera: Canon EOS30D, Lens: Canon 30mm f1.8 prime, ISO: 20, Exposure: 1/640 @ f10 (exposure comp -2/3)

Below: The area around Peak Forest still generates a lot of interest with railway photographers, providing some superb scenery and interesting aggregate trains, principally powered by Class 60 traction. Our photographer was very lucky on 28 April 2007 to record an EWS Class 60 No. 60015 Bow Fell powering a rake of Freightliner Heavy Haul hoppers on a Northwich to Tunstead working leaving Buxworth for Chinley. It is very rare to find EWS motive power operating FHH stock. **Tom Mcatee**

Photographic details: Camera: Canon EOS30D, Lens: Canon zoom at 30mm, ISO: 250, Exposure: 1/1000 @ f5.6





Above: A three day beer and diesel festival was held on the Swanage Railway in Dorset between 11-13 May 2007, when some visiting traction from the National Network and preservation sector visited the picturesque line. Viewed from Corfe Castle black-liveried Class 20 No. D8188 works 'top and tail' with Class 52 'Western' No. D1015 forming the 12.30 Norden to Swanage. The train passes Class 73/1 No. 73136 hauling rail-blue liveried 4VEP No. 3417 forming the 12.25 Harmans Cross to Norden at Corfe Castle on 12 May. **Ken Brunt**

Photographic details: Not supplied

Below: The amazing high quality of UK modern traction preservation and the sheer quantity of locomotives restored to a high-quality amazes many enthusiasts from overseas, where such quality is seldom seen. The work is a true tribute to the thousands of hours spent by volunteers on many railways and private sites. Here we see superbly restored 'Peak' No. 45135 working on the East Lancs Railway on 21 April 2007 forming the 13.10 Rawtenstall to Heywood service at Burrs cutting. It is perhaps a shame that a railwayman in a yellow vest appears to get pleasure from hanging out the front window spoiling the period image. **Mark Allatt**

Photographic details: Not supplied





Above: Swiss Railways SBB Class 460 Bo-Bo No. 460 010-2 passes Osogna with train No. 2169, the 10.04 from Basel SBB to Locarno 'Wilhelm Tell Express' on 30 May 2006. Note the SBB observation carriage behind the loco. A fleet of 119 Class Re460 locos are in operation with SBB, introduced from 1992, these 8,180hp locos are also known as 'Lok 2000'. **Brian Stephenson**

Photographic details: Camera: Nikon D200, Lens: Nikon zoom at 38mm, ISO: 200, Exposure: 1/640sec @ F6.3

Below: Now looking very tatty with obvious signs of graffiti on the bodysides, the joint Freightliner Heavy Haul/Shanks-liveried Class 66/5 No. 66522 is just a shadow of its condition when named in East London in November 2004. Working a complete rake of Freightliner Heavy Haul bogie coal hoppers, No. 66522 is seen on 26 April 2007 in charge of working 6C14 from North Blyth to Drax Power Station passing near Durham on the East Coast Main Line. **Ken Short**

Photographic details: Camera: Nikon D200, Lens: Nikon 18-70mm zoom at 24mm, ISO: 320, Exposure: 1/1000sec @ F7.1





Above: Ex LNER J15 class No 65462, the original LNER No. 7564 approaches Tenterden on the Kent & East Sussex Railway powering the 15.28 Bodiam to Tenterden on 6 May 2007. This rural setting is a near perfect location for the 0-6-0 tender loco and a rake of vintage stock. **Mark Pichowicz**
Photographic details: Camera: Nikon D80, Lens; Nikon 18-70mm zoom at 55mm, ISO: 200, Exposure: 1/250sec @ F5

Below: With more than just a resemblance of the Dawlish Sea Wall in the vicinity of Langstone Rock, the area in the Hercules-Pinole area in Northern California also has a 'sea wall' with regular Amtrak passenger and freight traffic passing by on the Martinez-Oakland corridor. On 9 May 2007 one of the only surviving Denver & Rio Grande Western (patched UP) liveried SD40-2s No. UP2882, leads sister loco No. UP3595 and GP38-2 No. UP576 along the US sea wall past Hercules Victoria Park powering a westbound manifest freight from Roseville to Oakland yard. Unlike the UK, advance information of such rare workings is hard to obtain in the USA and the photographer and two other 'Brits' only managed to catch this working by chance. **Colin J. Marsden**
Photographic details: Camera: Nikon D200, Lens; Nikkor 28-70 zoom at 38mm, ISO: 200, Exposure: 1/1000sec @ F5.6





Above: Night photography at London main line stations can be difficult for many reasons, unhelpful staff, the presence of passengers and difficult lighting. However, this view of Class 47 No. 47839 Pegasus at King's Cross suffers from none of these and is a very pleasing exposure. The Class 47 is on a rake of empty stock after arriving with a 'Blue Pullman' charter from Peak Forest and Buxton. On the right two GNER Class 91s await to depart with late evening services.

Richard Stiles

Photographic details: Camera: Canon EOS30D, Lens: Canon EF 18-55mm zoom at 18mm, ISO: 100ASA, Exposure: 8 secs @ F14. Processed through Neat Image to reduce noise and then Photoshop

Below: A pair of European Rail Shuttle (ERS) operated 'Euro Class 66s' No. 6601 Blue Arrow (which has recently gained a downward pointing blue arrow head on its front end) owned by CB Rail, and No. 6610 owned by HSBC Rail pass Kaub, in the Rhine Valley of Germany on 5 May 2007. The pair working in multiple are powering train No. 40109 from the Port of Rotterdam to Melzo. **Michael J. Collins**

Photographic details: Camera: Canon EOS20D, Lens: Cannon zoom at 45mm ISO: 200, Exposure: 1/500sec @ F7.1



'Metroland' freight traffic



Above: GBRf 'Metronet' Class 66/7 No. 66722 leads train 6A63, the 07.50 Neasden to Mantles Wood via Aylesbury loaded ballast train on 4 February 2007 past Little Missenden, north of Amersham. On the rear of the train is loco No. 66709. The photographer records "One of the main advantages of Metronet renewals on the Metropolitan Line are Class 66 worked engineers trains. This location in rural Buckinghamshire is normally the preserve of just Chiltern Class 165s or 168s."

Richard Stiles

Photographic details: Camera: Canon EOS30D, Lens: Canon 18-55mm zoom, ISO: 320, Exposure: 1/1000sec @ F5.6 Processed Raw to JPG and then Photoshop

Above: Freightliner Heavy Haul Class 66/5 No. 66523 powers train 6M80, the 13.11 Dagenham to Calvert loaded rubbish (bin) train on 1 March 2007. The train is seen soon after leaving Aylesbury, where the main line becomes single track, with depot facilities on the right for the Chiltern Class 165 and 168 stock. The photographer records "the former main line becomes single track after Aylesbury, and is sadly a shadow of its former self. But, there are several good locations for photography and trains run at regular times leaving Aylesbury at approximately 13.40 and 16.30".

Richard Stiles

Photographic details: Camera: Canon EOS30D, Lens: Canon 50mm, ISO: 320, Exposure: 1/1200sec @ F6.3 Processed Raw to JPG and then Neat Image



Above: The 'Metroland' through North London and Buckinghamshire still sees a sizeable amount of freight traffic, mainly involving Freightliner Heavy Haul-operated 'bin' traffic and GBRf-powered engineers trains for the Metronet/LUL engineering contracts. Freightliner Class 66/5 No. 66520 powers train 6M22 the 09.21 Cricklewood to Calvert loaded rubbish containers or 'bins' on 8 February 2007. The train is seen passing Aylesbury. The photographer records that "This Monday to Friday train is nearly always on time, due through Aylesbury at 13.40, and even in this snowfall, timekeeping was good" **Richard Stiles**
Photographic details: Camera: Canon EOS30D, Lens: Canon 18-55mm zoom, ISO: 320, Exposure: 1/800sec @ F5. Processed Raw to JPG and then Neat Image

Below: Freightliner Heavy Haul No. 66523 powers train 6M22, the 09.21 Cricklewood to Calvert loaded 'bins' past Quainton Road on 1 March 2007 seen at the location where Metropolitan trains once branched off for Grandborough Road, Winslow Road and Verney Junction. It is usual that Freightliner deploy the same loco on the 'bin' duties for several days at a time, which is rather convenient if an unusual or interesting loco is used. **Richard Stiles**
Photographic details: Camera: Canon EOS30D, Lens: Canon 50mm zoom, ISO: 160, Exposure: 1/1,250sec @ F7.1. Processed Raw to JPG and then Neat Image





By 'rail' above Las Vegas



The City of Las Vegas, Nevada, USA, apart from being the entertainment capital of the World, also hosts the first fully automated driverless Monorail in the World. The line, 3.9 miles long and serving seven stations was first opened in 1993 to link just two hotels, but by 2000 the system was under major development and in 2004 opened in its present form. Plans exist for major extensions as far as Las Vegas airport.

The line uses a fleet of nine Bombardier-built M VI straddle-type trains each formed of four vehicles able to accommodate 72 seated and 152 standing passengers.

The Monorail operates from 07.00 until 02.00 every day with trains departing around every seven minutes. The journey from end to end (MGM Grand - Sahara) serving all the main hotels on 'The Strip' takes just 14 minutes and can reach speeds of up to 50mph.

A number of diverse advertising liveries can be found ranging from white to black, yellow to red. For a \$5 single trip its well worth a ride.

All pictures: **Colin J. Marsden**

Above: Set No. 3, branded in yellow/black 'Sprint - Power through Vegas' livery, approaches the Bally's/Paris Las Vegas stop with a service from Sahara to the MGM Grand. The Las Vegas network operates from a 750V dc power system, with Bombardier Transportation providing all elements of the system.

Left: Branded in black 'Monster' energy drink colours and advertising livery, which extends to interior branding as well, set No. 005 arrives at the terminal station at Sahara and is about to pass over one of the moving concrete 'pointways' located at the end stations. Just beyond Sahara station is a small four-road depot and line control centre.



Above: In the main emergency 'escape' walkways are provided along the side of the track in case of system breakdown, but following initial teething troubles, system problems are few and far between. Ridership is very high and system cleanliness is outstanding. One of several sets branded in Vegas.Com livery, No. 8 arrives at Bally's/Paris with a service from MGM Grand on 3 May 2007.

Right: Due to present and proposed construction within Las Vegas, the Monorail system operates through a curvaceous route, running parallel with 'The Strip' for the first four stations from MGM Grand, before winding around the city golf course before heading for the final three stations at Sahara close to the ever popular Stratosphere entertainment tower. Set No. 8 approaches the Flamingo/Caesars Palace stop with a train bound for Sahara during the afternoon of 3 May 2007.





From a different viewpoint.....

Above: Very few people would have even considered taking this stunning view across the River Exe at Cofton, Devon, of an Exmouth to Paignton train traversing the Exmouth branch near Exmouth. The view of a Class 150 and 153 combination was taken from the footcrossing over the main Exeter-Newton Abbot line just west of Cockwood Harbour and with the low evening light shows up the River Exe, boats and train to advantage. **Kevin Wills**

Photographic details: Camera: Canon EOS10D, Lens: Canon zoom at 135mm, ISO: 200, Exposure: 1/350 @ F9.5

Below: A very clever and well executed night image is this view of London Road station, Guildford. Taken on 7 February 1984, it shows a Class 423 4VEP stopping at the station and then pulling away bound for Waterloo. Recorded on slide film, the 25sec exposure was started before the train came into view, soon after the train stopped the lens was 'covered' and then uncovered just prior to the train pulling away, this recording as a blur the route indicator light, with a 'frozen' section where the train actually stopped. **Philip Cotterill**

Photographic details: Camera: Pentax K1000, Lens: Pentax, Film: Boots 100ASA slide, Exposure: 25secs @ F16



Right: When most photographers would have returned home and shut the front door, our photographer was out in heavy rain to record this stunning illustration of an Australian XPT (a derivative of the UK HST) working train number WT28, enroute from Dubbo to Sydney, passing through what the photographer described as 'a large thunderstorm' at Sodwalls on 30 December 2006.

Paul Jones

Photographic details: Camera: Canon EOS30D, Lens: Canon 17-40mm f4L zoom at 40mm, ISO: 800, Exposure: 1/400sec @ F4

Below: "Is this the train for Paddington"? A view through the parcels gate at Paignton on 4 June 1981.

Colin J Marsden

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm, Film: Tri-X, Exposure: 1/250sec @ F5.6. Scanned on Nikon CS9000.



*The site of a 'large-logo' Class 50 powering a rake of Mk2 stock on a West of England express is long since a part of railway history, thankfully photographs of such workings do exist, such as this view taken of No. 50002 Superb approaching the Royal Albert Bridge on the Plymouth side of the River Tamar on 2 July 1984 forming the 13.40 Paddington-Penzance service. **Colin J. Marsden***

Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 85mm, Film: Kodak Extachrome 200, Exposure: 1/1000 @ F5.6

