

High-resolution version

Railway Photography

No. 18

11 June 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

Taken at Peterborough on 30 May 2007, this view of a northbound GNER service led by Class 91 No. 91107 Newark on Trent can best be described as under 'heavy sky'. However, our photographer reports he managed to keep dry.

Oli Smith

Contents

The changing face of 43197	3
A colour cast of Thousands	5
Railway Pictorial	6
Those nice little Class 37s	12
French passenger interlude	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

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The early summer of 2007 seems to be providing photographers with a lot of variety in terms of train types, unusual power and charter trains here in the UK. The recent kind weather has allowed a number of excellent images to be recorded, just when many considered the subject was getting a little boring, diverse workings and unusual power has come to the rescue.

More problems seem to be emerging of railway photographers being harassed by over zealous railway staff. Recently a photographer who produced a camera at the FCC operated Moorgate station serving Great Northern destinations was told "railway photography is banned on the railway" when the photographer asked "who said" the answer came back "them". On further questioning the staff member did not understand anything about the official position of taking pictures and said she had been briefed by her line manager that all

photography must not be allowed.

In another incident a member of the public challenged a photographer who was standing on a bridge over-looking a beach and said he was going to call the police as the photographer was taking pictures of children sunbathing! The police actually arrived but did nothing apart from walk along, seeing that nothing was wrong and that three photographers were indeed photographing trains. In my mind the caller here should have been charged with wasting police time!

We still welcome good quality colour and monochrome illustrations for use in *Railway Photography*, so please make your contributions in the format and to the address shown left.

The next edition of *Railway Photography* - No. 19 will be distributed about 2 July 2007.

Colin J. Marsden
Editor



Above: Recently a railway media event was held to officially launch the c2c 'green train' marking the full introduction of regenerative braking on the Class 357 'Electrostar' fleet. The single four-car set was parked in Fenchurch Street station and its lead driving car end was situated under a building bridge which spans the station. Photography was therefore difficult, as a direct exposure would have rendered a very dark front end. In cases such as this the use of 'fill-in' flash is the best option, but before you discharge a flash on a station please consider train drivers who might be looking at the camera as you do not want to cause 'arc-eye' or a safety related problem. In this exposure the outside light was metered at 320ISO at 1/250 f6.3. A balance flash was then set up using a dedicated Nikon flash unit which lifted the front end and made all areas well illuminated. The raw image was then processed in Nikon Capture and Photoshop CS2. **Colin J. Marsden**
Photographic details: Camera: Nikon D200, Lens: Nikkor 17-35mm zoom at 23mm, ISO: 320, Exposure: 1/250sec @ f6.3 with fill-in flash



The changing face of 43197

A Class 43 powercar which has significant meaning to the Editor of Railway Photography is No. 43197. In its InterCity days being used by the CrossCountry business the vehicle was named by him *Railway Magazine Centenary 1897-1997* in a high-profile ceremony at Plymouth North Road station. This was the first time a railway magazine had ever had a train named in its honour. After a long period working with Virgin and then GNER, No. 43197 has now been included in the FGW refurbishment plan and fitted with a MTU power units. It therefore now operates frequently past the editorial town of RP in Dawlish, Devon.

Above: On 3 May 2007, No. 43197 made its first trip over the Dawlish Sea Wall in FGW colours with its new MTU power unit. It was leading the 07.35 service from Paddington to Penzance. **Nathan Williamson**

Photographic details: Camera: Canon EOS400D, Lens: Canon zoom at 55mm, ISO: 200, Exposure: 1/500 @ f8

Below: Carrying Virgin Trains red livery, No. 43197 by now carrying The Railway Magazine name departs from Derby on 16 May 2002 forming the 06.20 Edinburgh Waverley to Bournemouth service. It is quite amazing what a change of livery and a few front end modifications can do to a power car!

Colin J. Marsden

Photographic details: Camera: Nikon D1X, Lens: Nikon 35-70mm zoom at 35mm, ISO: 400, Exposure: 1/750 @ f6.3





Some of the most under-photographed trains in the UK are the Siemens-built Class 332 Heathrow Express sets, allocated to Old Oak Common and used on the BAA dedicated service between London Paddington and Heathrow Airport. The sets operate some 20 hours every day on the 15minute interval service and are some of the most reliable trains in the UK. Photography of the sets is not easy, with few lineside views of the route and frequent problems for photographers at stations on the line. On 1 June 2007, set No. 332008 approaches journeys end at Paddington while set No. 332005 departs for the airport. **Colin J. Marsden**
Photographic details: Nikon D200, Lens: Nikon 28-70mm zoom at 70mm, ISO: 200, Exposure: 1/1000sec @ f5.6

A colour **CAST** of thousands

A major problem which many photographers face with digital photography is unwanted colour cast, in the last issue of RP Brian Garrett looked at one way of dealing with colour cast or white balance when performing night photography. Although not to the same level, colour cast problems can affect daylight photography as well.

For what appears to be no reason, a photograph taken in good even sunlight sometimes has a red or even yellow colour cast when viewed on the computer screen, this cast will almost certainly have been introduced by the cameras auto white balance feature.

To have as good as possible image for printing or screen display this cast needs to be removed. If you are using Adobe Photoshop one of the options is to select Image>Adjustments>Auto Levels, Image>Adjustments>Auto Colour or Image>Adjustments>Auto Levels try each of these in turn, do not forget that if the correction you desire does not immediately appear on the screen, select Edit>Step Backward to undo your action, then try another of the three options. Quite often one of these selections will put the colours correct to the viewers eye, but sometimes this is not the case.

If your image looks too red, you can select the Image>Adjustments>Levels menu, you are then faced with three slide bars and a drop down window at the top which allows you to work on all three channels - RGB together or you can select each of the colour channels individually R-red, G-green and B-blue and work on these. These adjustments are quite fine and a little movement of the slide bars will drastically change the colour of your picture. You have to remember the schoolday physics of the colour spectrum, in terms of colour adjustment, that by reducing red you will add green, reducing green you will add red, by reducing blue you will add yellow and by reducing yellow you will add blue. However, by fine adjustments of these sliders and using a combination of all three you should be able to remove or drastically reduce the colour cast. It must be remembered

that by having all three channels selected RGB, the entire image can be lightened and darkened by using the sliders, the middle and right sliders are best moved to the left to 'brighten' your image, after this has been done it is often a good move to slightly move the left slider inwards to darken the black tones and thus improving the overall image.

Once you have made all your adjustments and reached the final colour choice, do not forget to save a master file of your image.

If these adjustments still leave a colour cast, you may choose to go to Image>Adjustments>Colour Balance, this again works on the standard colour spectrum by adding and removing colour, sometimes this adjustment works better than using the levels sliders.

As a final adjustment, if you consider the colour to be generally slightly 'wrong' from the view you remember taking, you can use the Image>Adjustments>Hue/Saturation this choice will give three sliders which can have DRASTIC effects on the colour of an image and only minor 1 deg at a time adjustments are recommended before you review your work. Frequently in a very contrasty situation these adjustments allow a more natural colour to be restored to the image.

Right/Below: The image on the right is 'as taken' using the jpg file, this image is obviously far too red and perhaps a little dark. The image below, also using the jpg file was brightened by 4 deg and then colour corrected by removing 10 deg of red and introducing a little blue. This has reduced the overpowering red cliffs, removed the 'pink' hue in the sky and returned the sea to a more realistic colour. Never be afraid to experiment with colour settings, but always remember to work on a copy of the original file. Both: **Colin J. Marsden**





Above: Quite how long Freightliner Intermodal will be using Class 86/6s to power front line container trains is uncertain, with several spare Class 90s available. On 23 May 2007, Nos. 86613 leads a pair of '86s' on the approaches to Ingestone Hall Crossing powering the Coatbridge to Felixstowe container service. When working such trains these locos operate in full multiple with both pantographs raised. **Charlie Robbins**
Photographic details: Camera: Nikon D200, Lens: Nikon zoom at 48mm, ISO: 200, Exposure: 1/320 @ f8

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 a moderately rough sea, but nothing to cause concern to the operators, Freightliner Heavy Haul No. 66622 passes Dawlish on 31 May 2007 with empty sand hoppers en route from Neasden to Burngullow for loading with aggregate bound for Angerstein Wharf in North Kent. This view is taken at Dawlish in South Devon from the side of a footbridge which crosses the line at the portal of Kennaway Tunnel. **Colin J. Marsden**
Photographic details: Camera: Nikon D200, Lens: Nikon 28-70mm zoom at 60mm, ISO: 200, Exposure: 1/1000 @ f5.6





Above: Freightliner Heavy Haul Class 66/5 No. 66511 crosses Docker Viaduct on the West Coast Main Line, powering an imported coal 6M11, the 06.06 Hunterston to Fiddlers Ferry Power Station on 22 May 2007. The composition of this picture is quite excellent, and a view which many people would ignore at first glance. **Mark Bearton**

Photographic details: Camera: Canon EOS 20D, Lens: Canon 24-70mm zoom at 28mm, ISO: 200, Exposure: 1/1250 @ f5.6.

Below: With the Freightliner Class 57/0 fleet in terms of Freightliner Heavy Hauls use almost over, with most of the locos returned to Porterbrook for re-lease to other operators such as DRS, areas such as Southampton, Ipswich and Crewe will see an increase in Freightliner Intermodal Class 66/5 activity. Many of the most recent Class 66 deliveries went direct to intermodal and further reallocations are likely in the future. Almost straight out the box, sparkling No. 66591 passes Eastleigh on 3 May 2007 powering the 08.44 Birmingham Lawley Street to Southampton Millbrook. **Mark Pike**

Photographic details: Camera: Nikon D100, Lens: Nikkor zoom at 80mm, ISO: 200, Exposure: 1/320sec @ F10





Left: Lineside 'furniture' is a major problem for photographers these days, as shown here is this 'going away' view of the 15.55 Invergordon to Inverness, formed of ScotRail-liveried Class 158 No. 158703 on 22 May 2007. The train is seen about to cross the swing bridge over the Caledonian Canal at Clachnaharry. If desired the 'W' whistle board could be carefully removed in Photoshop, but this would have changed part of the fundamental accuracy of the image.

Steve Edge

Photographic details: Camera: Fuji FinePix S602Z, ISO: 200, Exposure: 1/320sec @ fF8



Left Middle: Taken on the Metre gauge network in India at Hubli on 13 December 1989. This amazing picture was captioned by the photographer as "which is the steam loco!" Very true - and a scene which can be replicated in many countries in the world. Even some of the most modern 'clean' locos built in the US are known to eject copious quantities of black smoke. **Phil Cotterill**

Photographic details: Not supplied



Below: A quite amazing view taken from Baobab Hotel at Hwange in Zimbabwe, Africa on 12 May 1990 shows one of the remaining 'Garrett' locos powering a freight service in near 'glint' conditions. **Phil Cotterill**

Photographic details: Not supplied



Above: After colliding with a landslip and being involved in a subsequent minor derailment at Pewsey on the Berks & Hants line on 28 November 2006, the Network Rail operated Rail Head Treatment Train (RHTT), 'top and tailed' by EWS Class 67s Nos. 67013 and 67011 pass Woodborough some six hours later than normal returning to Bristol Barton Hill for inspection. No. 67013 did receive serious damage and was out of service for repairs to its underframe and front end valance until May 2007. **Mark Few**
Photographic details: Camera: Pentax 6x7, Lens: Pentax 165mm, Film: Fuji Provia 400F, Exposure: 1/500sec @ f9.5, slide scanned on Epson Perfection 3170 scanner at 300dpi.

Right: Painted in the original GBRF livery, but now sporting a First name and logo on the front, No 66711 passes Fellgate powering train 6H90 from Tyne Dock to Drax Power Station formed of new GBRf bogie coal hoppers on 5 April 2007. **Ken Short**
Photographic details: Camera: Nikon D200, Lens: Nikon zoom at 38mm, ISO: 320, Exposure: 1/800sec @ f7.1



Below: First/GBRf Metronet-liveried Class 66/7 No. 66718 approaches Heck on the East Coast Main Line north of Doncaster with the Selby Potter Group to Felixstowe container service on 14 February 2007. **Mark Allatt**
Photographic details: Not supplied





Above: A quite wonderful rural branch line railway scene of ex-GWR 14xx No. 1450 piloting 94xx 'Pannier' No. 9466 past Glyndyfrdwy with the 14.00 Llangollen to Carrog at the Llangollen Railways 'Steam, Steel & Stars' Gala event held on 20 April 2007. Everything hangs together well for this picture, the weather, train position, trace of steam and suitable rolling stock. Little in this view could tell the casual observer which decade this view was recorded. **Neil Harvey**
Photographic details: Camera: Canon EOS 10D, Lens: Canon 50mm, ISO: 100, Exposure: 1/500sec @ f5.6

Below: Surrounded by Hawthorn blossom, Foster Yeoman Class 59/0 No. 59004 powers train 7C77 from Acton Yard to Merehead Quarry over the Westbury avoiding line on 3 May 2007. In the background the famous Westbury White Horse can be seen, while above the rear of the train is the Westbury-Salisbury line. Although in many locations the growth of lineside foliage has spoilt many of the traditional photographic views, locations such as this have benefited from lineside growth with colourful bushes now present. **Mark Few**
Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm prime, Film: Fuji Provia 400X, Exposure: 1/1000 @ f8, slide scanned on Epson Perfection 3170 scanner.





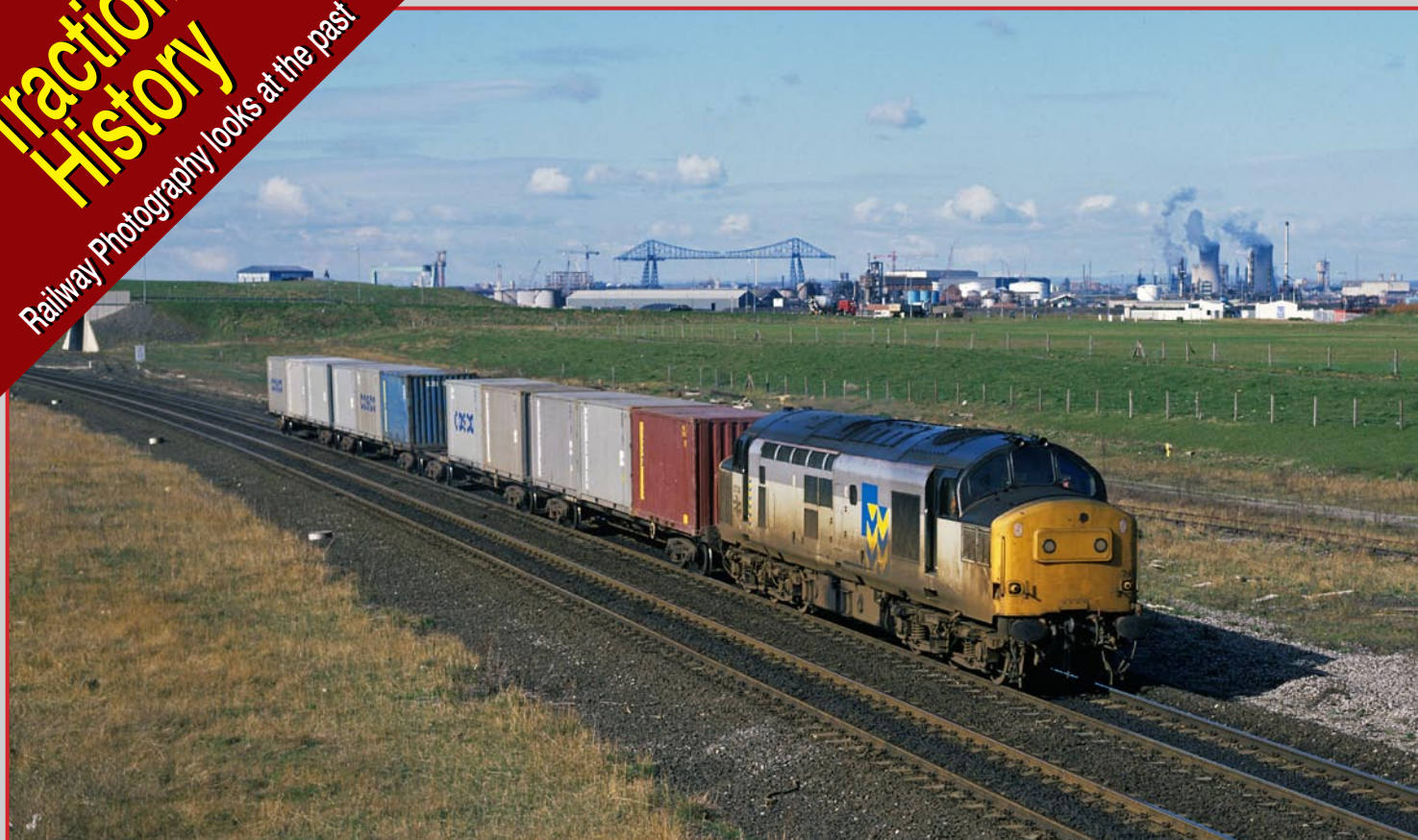
Above: At London Transport Rayners Lane station on the West London Uxbridge branch, a mix of surface Class A60/62 units operating on the Metropolitan Line and 1973 tube vehicles working on the Piccadilly line share track space. Platform heights are a problem with the same platforms being served by both train types, and it is a wonder that the 'nanny state' in the UK has not stepped in and stopped the tube vehicles serving 'high' platforms. Here three sets of 1973 stock pose at Rayners Lane on 11 November 2006. **Richard Stiles**

Photographic details: Camera: Canon EOS30D, Lens: Canon EF 50mm prime, ISO: 400ASA, Exposure: 1/1600 @ f14. Processed to jpg

Below: Labelled by the photographer as "The next Generation" fathers and sons look on as Class 40 No. D306 backs onto the stock to form the 11.25 Peterborough to Wansford on 19 May 2007. The inclusion of human interest in an otherwise basic railway scene works well. **John Thompson**

Photographic details: Camera: Nikon D50, Lens: Sigma 18-200mm zoom at 18mm ISO: 200, Exposure: 1/250sec @ f8





Those nice little Class 37s

Above: Class 37/0 No. 37241 painted in Trainload Metals livery passes between Cargo Fleet and South Bank on 22 March 1991 with a loaded liner service bound for ICI Wilton. This short 'trip' working was formed of just four wagons loaded with three containers. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm prime, Film: Fujichrome 200, Exposure: 1/1000sec @ f5.6, Slide scanned on Nikon Coolscan9000

Below: For a short time in the late 1980s and early 1990s the regular iron-ore service between Hunterston and Ravenscraig in Scotland was operated by triple-headed Class 37s, with all locos under the control of the driver in the leading cab using the blue-star multiple control system. On 2 August 1990, No. 37370 in red stripe large-loco livery leads Trainload Metals-liveried Nos. 37203 and 37241 through Holytown bound for Ravenscraig. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm prime, Film: Fujichrome 400, Exposure: 1/1000sec @ f6.3 Slide scanned on Nikon Coolscan9000





Above: In the period before electric train heat fitted locos were used on the Glasgow-Oban services which were formed of Mk2 and Mk3 stock, a fleet of ex-Class 25 locos were modified as ETHEL (Electric Train Heat Ex-Locomotive) and coupled between train locos and stock to provide a train supply. The vehicles were painted without yellow ends in blue-grey livery. Class 37/0 No. 37081 Loch Long with ETHEL 97250, modified from No. 25310 stands at Oban on 3 July 1983 after arrival of the 09.05 service from Edinburgh Waverley. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm prime, Film: Fujichrome 400, Exposure: 1/125sec @ f4, Slide scanned on Nikon Coolscan9000

Below: Displaying red stripe large logo livery, Class 37/5 No. 37516 poses at Middlesbrough on 5 May 1987. This loco was built as No. D6786 and later renumbered to 37086 before conversion at Doncaster Works to No. 37516 a month before this picture was taken. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm prime, Film: Fujichrome 200, Exposure: 1/500sec @ f11, Slide scanned on Nikon Coolscan9000





French passenger interlude

Above: The railways in France, principally operated by SNCF have offered some rather interesting passenger services over recent years of the modern traction era. In addition to the world famous TGV trainsets a number of rural and city lines operate all offering some interesting photographic opportunities. Looking more like a diesel shunter than a main line passenger loco, the 106-strong BB66401 class built between 1968-71 operate a number of passenger services. No. 66505 is seen at Tergnier on 14 August 1997 forming the 14.40 Amiens to Laon service. **Colin J. Marsden**

Photographic details: Camera: Nikon F4, Lens: Nikon 50mm f1.4 prime, Film: Fujichrome 100, Exposure: 1/500sec @ f5, Slide scanned on Nikon Coolscan9000

Below: The big and powerful CC72001 class built between 1967-74 are some of the most handsome French locos and are found powering both passenger and freight services throughout the country. On 13 July 1996, No. 72036 passes Caffiers-Guines at speed with the 14.14 Calais-Paris via the classic route. **Colin J. Marsden**

Photographic details: Camera: Nikon F4, Lens: Nikon 35mm f1.4 prime, Film: Fujichrome 100, Exposure: 1/1000sec @ f5, Slide scanned on Nikon Coolscan9000





Above: With four superbly restored Venice Simplon Orient Express passenger carriages behind, BB16501 class No. 16678 passes through the vineyards near Avenay on 10 September 1997 powering the 10.45 Reims to Paris Est VIP charter service. **Colin J. Marsden**

Photographic details: Camera: Nikon F4, Lens: Nikon 50mm f1.4 prime, Film: Fujichrome 100, Exposure: 1/500sec @ f5, Slide scanned on Nikon Coolscan9000

Right Middle: One of the most interesting high-speed TGV lines in France is the TGV Nord route from Paris to Lille and Calais with lines radiating to Brussels and the German border and to the UK via the Channel Tunnel. A wide selection of different TGV type trains can be seen and the frequency is intense. Thalys set No. 4302 travels at a full 300km/h past Roieux on 12 August 1997 forming the 16.07 Brussels to Paris Nord service. Photography of these trains can be difficult, and a shutter speed in excess of 1/1000 of a second is recommended.

Colin J. Marsden

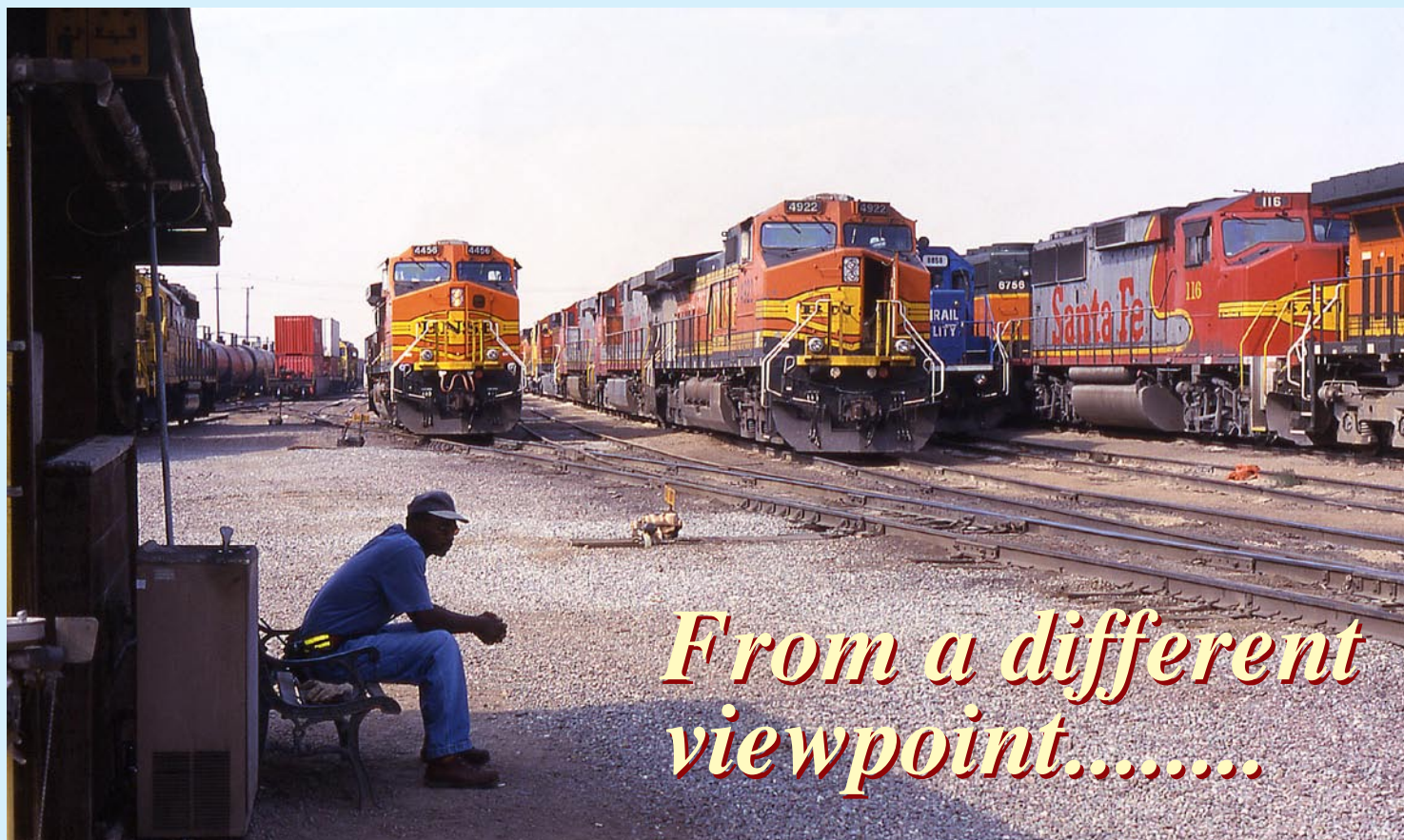
Photographic details: Camera: Nikon F4, Lens: Nikon 50mm f1.4 prime, Film: Fujichrome 200, Exposure: 1/2000sec @ f5.6, Slide scanned on Nikon Coolscan9000

Right Bottom: TGV-Reseau set No. 536 hurries through the Northern French countryside at Picardie on 14 July 1997 forming the 09.31 Lille to Paris Nord service. At some times of the day sections of line between Lille and Paris see a high speed service every six minutes, making this the most intensely used high speed passenger line in the world.

Colin J. Marsden

Photographic details: Camera: Nikon F4, Lens: Nikon 50mm f1.4 prime, Film: Fujichrome 200, Exposure: 1/2000sec @ f5.6, Slide scanned on Nikon Coolscan9000





Above: A scene often found in the BNSF yard in Bakersfield, California, is a line up of trains waiting to head south over the Tehachapi mountains. Long delays are often encountered due to 'work windows' on the arduous route towards Mojave or problems with broken down trains blocking the route. A member of train staff patiently waits for a line up on 18 October 2000 while sitting in the shade, with a row of trains in the background. On this day engineering work was to blame. The inclusion of human interest in the picture has considerably improved the composition of the image. **Philip Cotterill**

Photographic details: Camera: Pentax K1000, Lens: Pentax, Film: Fuji Sensia 100ASA, Exposure: 1/250 @ F11, slide scanned on Epson 4870.

Below: The concentration and precise pressing of the shutter button by this photographer is excellent, to manage to capture the fast moving Class 57/3 precisely between the overhead power stanchions. To have had one of these cutting through the train would have spoilt the subject. The photographer chose, very correctly, as this was a light loco and therefore short, to include some of the lineside foliage as a frame. The exposure was made of No. 57305 running light engine as the 15.30 Carlisle to Preston on 22 May 2007 near Docker on the West Coast Main Line. **Mark Bearton**

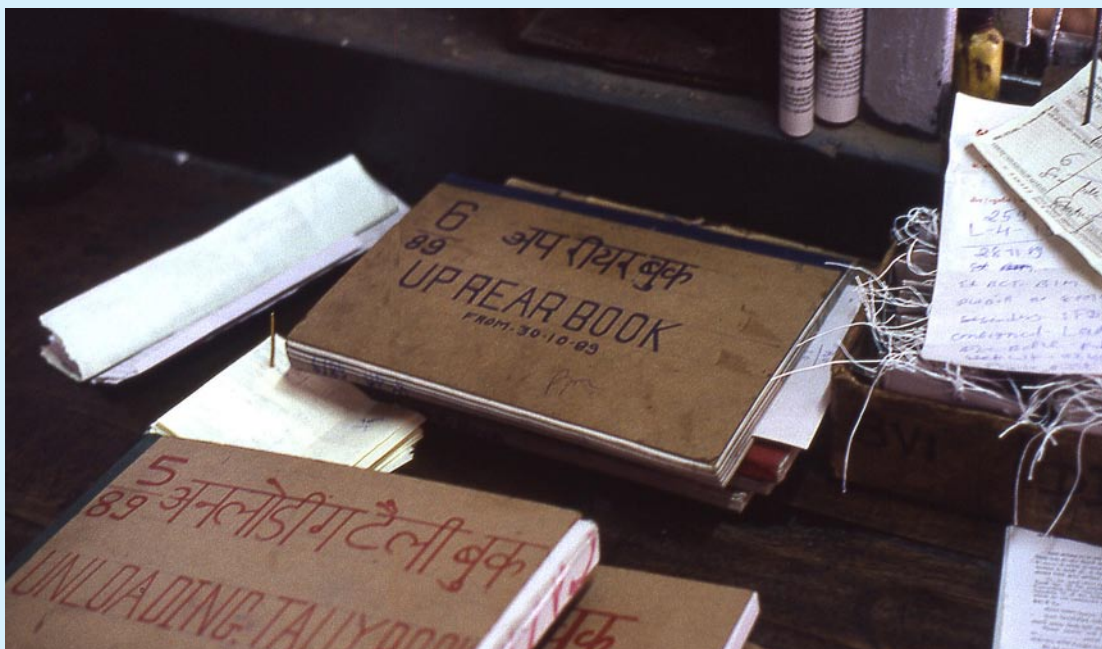
Photographic details: Camera: Canon EOS 20D, Lens: Canon 85mm, ISO: 200, Exposure: 1/640 @ f8



Right: I offer no caption for this illustration, apart from saying it was taken in the Station Master's office at Bilimora, India on 29 November 1989. One can only wonder what information is recorded in such a journal!

Phil Cotterill

Photographic details: Not supplied



Left: Taken by the control operator of the DRS-operated Network rail track cleaning train, this is the cab view from Class 66 No. 66404 of an approaching charter top and tailed by Class 47/7s Nos. 47709 and 47712 on 21 December 2006 forming train 1Z47 from Stevenage to Norwich near Diss.

Michael J. Collins

Camera: Olympus OM1, Lens: Olympus, Film: Kodachrome 64, Exposure: 1/250sec @ F2.8 Scanned slide.

Right: The use of a 'frame' to place round an illustration often lifts a 'mundane' image into one which is attractive and draws the eye. Here the photographer has used a traditional view from the farm bridge at Aller, west of Newton Abbot, but selected to make the exposure through a hole in the bridge. The image shows a Virgin Voyager taking the down Paignton line on 18 April 2007.

Liam Yates

Photographic details: Camera: Fuji FinePix S6500, ISO: 100, Exposure: 1/385 @ f4.9





With the signal clear to take the 'up' train into the platform at Taunton, the 07.25 Plymouth to Paddington led by powercar No. 43125 slows for the Taunton stop on 28 March 1985. This picture is taken from what is known locally as '40 steps' a bridge which offers a good view of the operations at the west end of Taunton, which today includes the busy Freightliner-operated Taunton Fairwater Yard.

Colin J. Marsden

Photographic details: Camera: Nikon FM2, Lens: Nikon 35mm f1.4 prime, Film: Fujichrome 200, Exposure: 1/500 @ f6.3