

Low-resolution version

Railway Photography

No. 1

28 August 2006

The complementary 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

One of the most photographed railway locations in the UK is that of the Sea Wall in Devon. On 22 July 2006, 'Voyager' sets Nos. 220021 and 221133 pass Dawlish forming the 10.26 Newcastle-Penzance.

Colin J. 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.

Editorial details

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Welcome to the first issue of *Railway Photography* - the e-magazine dedicated to quality railway illustrations.

Changes in the printed magazine market has left a void for the publication of high-quality railway pictures, where quality illustrations can be viewed at a good size and readers can be encouraged to submit their own work for sharing with others.

Railway Photography, will include as many good quality traditional illustrations as space allows, but also encourages the more progressive photographer, who goes one step further than the standard front three quarter view with sun over the shoulder, and tries some 'new approach' photographic art. Many people take more progressive illustrations these days and we welcome the chance to share these with other photographic enthusiasts.

We will also be extending our coverage from just the boundaries of the UK, and featuring in each issue the views of overseas railways. Our early subscription list reflects a global readership and we encourage people to let us share with readers those overseas illustrations.

As we are providing *Railway Photography* free of charge we are unable to offer reproduction fees. However, if our distribution list increases to such a level that we are able to obtain sponsorship from one or more of the leading camera producers or photographic suppliers then we might in the long term be able to operate on a commercial basis.

I look forward to receiving your contributions.

Colin J. Marsden
Editor



Above: With only four of the National Network Class 37s still in service with EWS, plus a number in private ownership with DRS, HNRC and WCRC, the following of the fleet is considerable, with virtually every working well recorded. In happier days when the fleet were in charge of Scottish services, No. 37408 Loch Rannoch is seen at Mallaig in 1987 with a rake of Mk1 stock. Note the busy yard on the left with Interfrigo chill wagons awaiting collection for the journey south. **Chris Nevard**



Above: The picturesque Settle & Carlisle line still offers some of the most spectacular scenery in the UK, especially in weather conditions such as this, with a storm brewing in the hills, while the train (and photographer) were still in sun conditions. This excellent exposure, taken on 9 August 2006, shows FM Rail Class 31s Nos. 31601 (in Wessex Trains Purple) and 31190 (in West Coast maroon) working a late running 4Z10 Network Rail test train from Carlisle to Skipton. It is seen at Birkett Common, framed by a dry-stone wall a feature of this part of the country. The photographer described the illustration as “taken at 18.28 hours under glorious threatening S&C skies”. **Richard Armstrong**

Photographic details: Camera: Fuji S3Pro, Lens: Fuji @ 52mm, ISO: 200, Exposure: 1/1000 @ 4

Below: While Railway Photography will concentrate in the main on the UK scene, we also plan to include illustrations and comments on railway photography all over the world. Even at an early stage in setting up this product we have over 250 non-uk subscribers. In perfect photographic light and in a near perfect scenic location in the French Alps, SNCF BB electrics Nos. 7359 and 7340 pilot ‘Astride’ BB36000 class No. 36335 along the banks of the lake at Aix les Bains with a southbound freight during the early evening of 1 September 2003. **Colin J. Marsden**

Photographic details: Nikon D1X, Lens: Nikon 35-70 at 60mm, ISO: 200, Exposure: 1/1000 @ 5.6





Noise reduction

Above: One of the problems with digital photography in poor light conditions or when using a high ISO (recording speed) is that noise (the equivalent of digital grain) becomes obtrusive on the finished image, frequently giving the appearance of speckled colours. Most of the usual image handling software that people use such as Photoshop offers some form of 'noise reduction' filter, in the main these work to reduce the overall image by smoothing the surrounding pixels of like colour, this can in some cases take the sharpness off the overall image. However, some of the more complex post taking handling software offers an excellent end result, such as Bibble Pro, a downloadable programme from a US company which can produce outstanding results. This software is used on the original raw image file and through a number of selections the operator can introduce many different levels of noise reduction, colour correction, sharpening processes to name but a few. The image above was taken on a Nikon D200 with a prime f1.4 standard 50mm lens with an ISO of 1600. Un-edited the image would be difficult to reproduce, but placed through Bibble software and given just medium attention of the noise reduction tool, the result is quite publishable. The train is the 13.36 Birch Coppice-Isle of Grain powered by FastLine Freight Class 56 No. 56302 on 23 August 2006 passing New Eltham in near dark conditions and in pouring rain. **Brian Morrison**

What are readers own experiences with noise reduction software and what methods of working do you follow, share these with other readers and submit some of your work to show the results. **Ed**

Below: An image taken with virtually no light at all, with the camera ISO set at 6400ISO (or Hi2 on the Nikon system). The light was so poor that the exposure was just 1/250 f3.5, the original file would not have been usable, originally the image was put through noise reduction within Photoshop V7 which gave a file that was just publishable. Now, using Bibble Pro, much more of the noise has been reduced and the overall image quality improved. **Colin J. Marsden**





Above: The remaining Class 60s generate considerable interest with enthusiasts and photographers, with the Peak Forest area still being a stronghold of operations. No. 60500 is seen on 21 July 2006 passing Wash, while powering 6M87 11.07 Ely-Peak Forest, formed of RMC bogie aggregate hoppers.

Below: On 19 July 2006, No. 60075 is recorded passing Chapel Milton in charge of 6H60 07.29 Hope Street-Peak Forest RMC train. **Both:** Mick Tindall
Photographic details: Camera: Canon EOS5D, Canon 50m@f8. 200ISO

Class 60 ACTION





Above: It is not all that many years ago that the vast majority of railway pictures were taken in black & white (or monochrome), frequently using medium format cameras such as the Pentax 6x7 or Mamiya 645. These wonderful machines are still frequently used by photographers, but the digital world has now largely taken over. Many of the older negatives can now be scanned on high-quality scanners, such as the Nikon Coolscan9000 which can produce studio quality results. On 27 June 1981, Class 50 No. 50027 Lion rounds the curve at Teignmouth powering the 07.50 Plymouth-Paddington.

Photographic details: Camera: Mamiya 645/1000S, Lens: Mamiya 85mm, TriX at 400ASA, Exposure: 1/1000 @ f7.1. Negative scanned on Nikon Coolscan9000 at 600dpi.

Below: In the days of using film, especially in cameras such as the Pentax 6x7 the photographer only had a charge of 10 exposures possible without changing film, a lengthy affair! Today, some photographers might take 15 or 20 frames of the same approaching train using continuous shooting mode in the digital format. In many respects the days of film produced a far more careful and selective photographer. During the evening of 14 July 1983, rail-blue Class 47 No. 47116 awaits departure from the then centre road at Exeter St Davids with a Meldon Quarry-Salisbury via Yeovil ballast train.

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm, TriX at 400ASA, Exposure: 10Sec @ f5.6. Negative scanned on Nikon Coolscan9000 at 600dpi.



The World in Monochrome



Above: Taken at the very start of the Class 50 refurbishment project, when a handful of locos were released to traffic from BREL Doncaster with a blanking plate where the headlight was to be fitted, No. 50006 Neptune passes Southcote Junction, Reading on 4 March 1980 powering a Mk2 air-con passenger rake forming the 12.30 Paddington-Paignton service.

Photographic details: Camera: Mamiya 645/1000S, Lens: Mamiya 85mm, TriX at 400ASA, Exposure: 1/1000 @ f8. Negative scanned on Nikon Coolscan9000 at 600dpi.

Below: One of the former Western Region 'Inter-City' Class 123 DMU sets, led by driving car No. 52092 passes the now closed Rotherham station on 9 July 1983 forming the 10.14 Hull-Manchester service. At the time the Class 123 and 124 'TransPennine' sets shared work on this route.

All Photos: Colin J. Marsden

Photographic details: Camera: Mamiya 645/1000S, Lens: Mamiya 85mm, TriX at 400ASA, Exposure: 1/500 @ f6.3. Negative scanned on Nikon Coolscan9000 at 600dpi.





Above: With Gloucester-based Cotswold Rail now holding the contract to provide traction and drivers for FGW stock transfer moves, the Cotswold fleet of Class 47s are frequent visitors to the main FGW depots at Plymouth - Laira, Bristol - St Philips Marsh, Swansea - Landore and London - Old Oak Common. Frequently the locos operate in pairs and provide some interesting trains photographically. On 30 May 2006, Anglia-liveried No. 47714 leads Cotswold Rail-liveried No. 47813 John Peel over Cockwood Harbour with a Laira-Gloucester move formed of just one Mk3 coach. The locos had previously operated a transit move to Laira. This view taken slightly wide angle offers a different view of the Devon harbour scene. What a pity it was not high-tide at the time, but then, if it had been, the boat's mast would have cut into the side of the train! **Kevin Wills**

Photographic details: Camera: Canon EOS10D, Lens: Canon 28-135mm zoom@ 38mm, ISO: 100, Exposure: 1/500 @ 6.7

Railway Pictorial

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

Below: The thought that all good railway photography is done in sunny and bright weather conditions is blown out the window with this well-exposed historic illustration of the first ever GBRf/Metronet engineering work train operating over LUL metals at Amersham on 19 August 2006. This new 10-year contract between Metronet and GBRf sees 'heavy rail' locos and equipment operate over LUL tracks for the first time. It also sees far longer trains than ever before working on LUL tracks which means trains will have to operate under engineering occupations, as signal sections are not designed for trains of such a size. The photographer here has used a slightly lower shutter speed thus emphasising the falling rain, a faster shutter would have just given the impression of a lot of spots on the image. **John Stretton**

Photographic details: Camera: Canon EOS10D, Lens: Canon EF24-105mm@ 65mm, ISO: 200, Exposure: 1/180 @ f5.6





Above: The summer of 2006 has seen EWS Class 67s deployed on the nightly Edinburgh-Fort William First ScotRail sleeper service, which operates as a portion off the London Euston overnight train, serving Fort William, Aberdeen and Inverness. Introduction of the 125mph locos on this route has not been without trouble, with on several nights a Class 37 having to be used. One problem seems to surround the Radio Electronic Token Block (RETB) equipment, which is only carried by a handful of the class. Photographed on the morning of 14 August 2006, the previous evenings Euston-Fort William service crosses Achallader Viaduct just north of Bridge of Orchy powered by No. 67007. **Jonathan Lewis**

Photographic details: Camera: Canon EOS10D, Lens: Canon @ 35mm, ISO: 100, Exposure: 1/750 @ 4

Below: The Alstom-built Class 180 'Adelante' five-car DMU sets operated by First Great Western are to be phased out of traffic at the end of this year and will likely go into store. On 25 August 2005, set No. 180102 forms the 11.56 Exeter St Davids-Paddington and passes Freightliner Class 66/5 No. 66524 recessed in Hungerford Loop powering the Meldon Quarry-Oxford Hinksey ballast service. **Kevin Wills**

Photographic details: Camera: Canon EOS10D, Lens: Canon 28-135mm zoom@ 56mm, ISO: 100, Exposure: 1/500 @ 5.6





Above: The era of Class 50s working on the Waterloo-Salisbury-Exeter route, hauling trains of between 8-10 coaches provided some excellent opportunities to capture the class working on a mainly single line railway west of Salisbury. On 4 July 1984, No. 50018 Resolution storms through Talaton with the 11.10 Waterloo-Exeter St Davids service. **Colin J. Marsden**

Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 80mm f2.8, Film: Ektachrome 200, Exposure: 1/1000 @ 5.6. Scanned on a Nikon Coolscan90000 at 600dpi

Below: Tunnel portals often provide an interesting photographic viewpoint, as is the case here at the western end of Twerton Tunnel near Bath. On 15 July 2006, former Wessex Trains, now FGW-operated Class 150 No. 150251 emerges from the dark forming the 06.00 Salisbury-Cardiff service. **Chris Nevard**

Photographic details: Camera: Nikon D200, Lens: Nikkor 80-200mm f2.8zoom at 155mm, ISO: 200, Exposure: 1/800 @ 4





Above: Preserved steam in the UK on both the main line and light railways, always generates a huge amount of interest with spectators and photographers. On 5 August 2004, Ex-SR 'Bulleid' No. 34067 Tangmere passes Buckland on the Guildford-Redhill line with a 'Downsman' charter from London. **Chris Nevard**
Photographic details: Camera: Nikon D70, Lens: Nikkor 28-70mm f2.8zoom at 45mm, ISO: 200, Exposure: 1/1000 @ 5

Below: Sponsored steam charters on light railways are always very popular, where controlled photographic conditions can be arranged - for a price. Here on the Bluebell Railway in Sussex, LBSCR E4 class 0-6-2T No. 32475 poses during a Russ Hillier charter on 15 November 2005. **Chris Nevard**
Photographic details: Camera: Nikon D70, Lens: Nikkor 28-70mm f2.8zoom, ISO: 400, Exposure: 1/400 @ 4





Above: North East Norfolk Travellers Association (NENTA) operated the 'Whitby Explorer' charter from Norwich to Whitby on 19 August 2006 formed of FMRails 'Blue Pullman' stock and 'top and tailed' by Class 47s Nos. 47703 and 47709. No. 47709 Dionysos is shown shunting the stock at Whitby prior to the train's return working. This location high above Whitby always makes for an impressive picture, with Whitby Abbey on the right. **John Day**
Photographic details: Camera: Pentax *ist DS, Lens: Pentax @53mm, ISO: 400, Exposure: 1/250 @ f16



Left: In difficult lighting conditions, with strong contrasts between sun and shadow, GBRf Class 66/7 No. 66716 Willesden Traincare Centre passes through Bletchley at 08.30 on 20 August 2006 powering the 03.05 Felixstowe-Hams Hall container service. **Alastair Wood**
Photographic details: Camera: Kodak DX6490, Exposure: 1/250 @ f3.5



Above: It is often very difficult to balance the light of a station platform area with that of a train or the surrounding scenery. The most effective way is to use balanced flash, but this must only be used with the prior knowledge of train crew to avoid driver's from looking into the flash and detracting from their eyesight when in control of a train. In this view of Class 185 'Desiro' No. 185104 at Sheffield taken on 14 August 2006 forming the 13.57 TransPennine Express service from Manchester Airport to Cleethorpes, the effect has worked well. Not only are all areas correctly illuminated, but the slower shutter speed has recorded the dot-matrix station display and on train display which frequently appear as a line of dots on photographs. **Brian Morrison**

Photographic details: Camera: Nikon D200, Lens: Nikkor f2.8 28-70mm @ 35mm, ISO: 320, Exposure: 1/250 @ f8 with balanced flash

Below: The last of the former BR Southern Region 'slam-door' stock in regular service are two Class 421 3CIG units Nos. 1497 and 1498 which operate on the Community Railway between Brockenhurst and Lymington Pier. Normally one of the two sets works the service, while the other is spare at Bournemouth depot. The line is quite difficult to photograph, but this rather interesting perspective of a train actually at Lymington Pier station has been received. It shows set No. 1497 departing from the terminal with the 18.14 'shuttle' to Brockenhurst on 17 August 2006, after connecting with the Wightlink Ferry Cenwulf in the background. Cenwulf was built in Dundee in 1973 for Sealink, especially for use on the Lymington-Yarmouth service, where it has remained ever since. **Chris Perkins**

Photographic details: Camera: Canon EOS 20D, Lens: Canon f4 70-224 @98mm, ISO: 200, Exposure: 1/250 @ f11





The ITALIAN JOB

Special Photo Feature
by
Lorenzo Pallotta





Above: An Italian Railways - Ferrovie dello Stato (FS) E656 class Bo-Bo electric loco is seen at the head of an 'Interregional' express near Riano, some 20km from Rome while working a service from Firenze. This excellent viewpoint provides an uninterrupted view of the train emerging from the tunnel. Thankfully the positioning of the 3,000V overhead power line supports in this location allows the illustration to be taken without obtrusive poles clashing with the locomotive.

Previous Page Top: Taken on 25 June 2006 an ETR500 high speed train set passes Castelnuovo di Porto with a service bound for Firenze. It is always something of a challenge for a photographer to place his railway subject, especially when travelling at high speed, in the landscape. Here the photographer uses a bale of straw as the dominant feature.

Previous Page Bottom: Another piece of photographic art, not often explored these days is 'panning', having a sharp main subject with the scenery around blurred, giving the feel of great speed, something which ETR500 No. 23 is doing on 2 May 2003 near Capena on the high speed line between Rome and Firenze.

Right: Traversing a very scenic single line section of the route from Rome to Ancona at Giuncano near the City of Terni on 27 March 2003 is one of the ETR450 Mk1 'Pendolino' train sets formed of nine carriages and introduced in 1987. These trains were the prototype for many other designs of tilting Pendolino train sets, including the UK-operated Virgin Pendolino Class 390s.





Above: Just to the west of Brisbane, Queensland, Australia, the railway from Ipswich to Grandchester was Queensland's first railway, completed in 1865. Now part of the Western line between Brisbane and Toowoomba, the line is electrified as far as Rosewood and sees a steady diet of commuter trains, interspersed by coal, grain and general freight trains from the Darling Downs. On the pleasant spring evening of 15 September 2005, this was the view using natural light from the banks of the Bremer River, with a suburban EMU about to enter the small station at Thomas Street, not far from its Ipswich destination. **Alan Shaw**

From a different viewpoint.....

Below: Catching an excellent evening 'glint' and making a totally different railway scene, Freightliner Class 66/5 No. 66569 passes Oakenshaw Junction near Wakefield on 4 August 2006 powering the 19.58 Leeds -Tilbury container service. Frequently to capture such views as this, photographers have to use their knowledge of light rather than rely on the built-in light meters of modern cameras, which in cases such as this might well have over-exposed the scene. **Chris Davis**





Above: Early morning on the Columbia River at Revelstoke, British Columbia, Canada, as a Canadian Pacific General Electric-built AC4400 crosses the River with an eastbound train of coal empties. The low winter sun enabled a silhouette to be made against the flanks of the mountain backdrop which, at the time of morning, were still in shadow. **John Chalcraft/ Rail Photoprints**

Below: Although not welcomed by many enthusiasts, passengers and photographers, the Virgin Trains 'Voyager' fleet are very photogenic. The body side silver offset by red, yellow and black stands out well in sunlight, brightens up even dull light photography and frequently offers excellent 'glint' photography possibilities. This view taken at Taunton on 14 August 2005, shows a southbound evening departure catching the last rays of light. **Brian Garrett**





Main Picture: One of the shortest lived liveries and rail operators was National Power. The company purchased six GM Class 59/2s in 1994-95 and built loco facilities at Ferrybridge, after just five years the fleet was sold to EWS. No. 59201 is seen passing Sharnbrook on 14 March 1994 hauling four test cars as the 08.00 Derby RTC-Cricklewood 'Type Test Approval' run. **Inset:** The National Power shed at Ferrybridge with Nos. 59204 and 59206 taking a rest between training duties on 18 August 1995. **Both: Colin J. Marsden**

