

Low-resolution version

Railway Photography

No. 20

23 July 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

Left: Double Class 153 'bubble' cars are still frequently seen operating First Great Western Local services in the West Country. Two 'cars' are seen departing from Teignmouth on 7 July 2007 bound for Exmouth via Exeter.
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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The announcement in early July that the new CrossCountry franchise has been awarded to Arriva Trains rather than a continuation of the Virgin Trains deal has come as a shock to a number of rail watchers, as well as Virgin Trains who recently had performed well against targets with rises in performance on all routes.

The operator change will see some immediate alterations, the Voyager fleet will start to be overhauled, modernised internally and repainted in a grey and white livery scheme. In addition a handful of HSTs will return for use on the operators longest services linking Penzance with Scotland.

Those photographers who have not photographed the colourful Voyager sets are strongly advised to start without delay, as from November, the distinctive red and silver livery will disappear, firstly the Virgin name will go, the Virgin nose end shields and names will quickly follow.

In terms of making sure you capture the railway scene as of today, photographers do not have long to capture the Eurostar sets

operating on dc power from Waterloo, as from mid-November services are transferred to the new terminal at St Pancras and we are told the expensive to maintain dc third rail power collection equipment will be removed.

During the production of this issue of *Railway Photography*, yet more change to our railway was announced, with the ordering by Fastline Freight of five Class 66s from Electro Motive in Canada. These locos together with a fleet of new high capacity coal hoppers will commence operation in the second quarter of 2008 on coal trains from Hunterston, Immingham and Portbury to the Midlands.

Railway Photography is as ever keen to see your pictorial railway pictures from the summer, we look forward to receiving these and try and include as many as possible in forthcoming issues of *RP*. For now, happy photography during what is supposed to be the UK summer!

Colin J. Marsden
Editor



Above: Empty stock moves of First Great Western Mk3 stock between Laira depot in Plymouth and Bombardier plants in Ilford (East London) and Derby are now weekly duties for FirstGBRf. Usually one train per week operates on a round basis from Laira to Ilford, then onto Derby and back to Laira, unless vehicle completion dates are delayed then special out of course moves are worked. On the evening of 17 July, No. 66724 is seen rounding the curve off the Dawlish Sea Wall at Dawlish Warren with two barrier cars and one unrefurbished buffet en route to Bombardier Ilford. By running in the early evening in summer this more unusual view of Langstone Rock can be obtained.

Colin J. Marsden

Photographic details: Camera: Nikon D200, Lens: Nikkor 28-70mm zoom, ISO: 320, Exposure: 1/1250 sec at f5



Living history in **West London**

Hanwell station on First Great Western's main line from Paddington is almost an operational museum piece, with much of the original wooden station buildings on the local lines still intact and restored and superb mock Victorian lights. The setting is ideal for a quick photographic shoot and a good array of trains can usually be seen. *Both pictures Chris Nevard using a Nikon D200*

Above: Branded in the latest First Great Western 'neon' livery, Thames Express unit No. 166214 passes the expertly restored wooden structures on the island platform at Hanwell on 18 June 2007. Traversing the 'up local' line, the train is about to pass one of the original wooden Hanwell and Elthorne station name boards dating from the Great Western era.

Below: Five-car FGW/BAA Class 360 No. 360201 passes Hanwell on 18 June 2007 forming a stopping service from Heathrow Central to London Paddington. The mock-Great Western gas lights, now lit by electric make a wonderful prop for illustrations.





The impression of great speed.....

A number of ways exist to produce the impression of speed in railway photography, some can be achieved at the taking stage, while others can be 'produced' in the electronic darkroom. The image above of a NS two-car electric multiple unit near Tilburg in Holland was produced at the taking stage. At just before 20.00 when the normal light for photography had virtually gone, by using a low ISO (100) a high aperture (f16) and a very slow shutter speed (one quarter of a second) and with the camera firmly held against a solid structure to avoid camera shake, the shutter button was pressed when the train approached the overhead power line support, the long exposure recorded the total blur of the train, but the front end lights being brighter recorded as a streak. This type of image while no good for general railway photography is sometimes needed by graphic artists for effect work and often provides a good 'title slide' for an electronic photo show. **Colin J. Marsden**

Photographic details: Camera: Nikon D200, Lens: Nikkor 50mm f1.5 prime, ISO: 100, Exposure: .25 sec at f16

Wrecking images with PS

One of the most destructive tools in the portfolio of editing facilities within Photoshop CS 2 and CS3 is 'Shadow & Highlight'. This is accessed through the Image>Adjust>Shadow and Highlight menu.

Many photographers, even quite experienced camera users in the world of digital, have wrecked images submitted for publication by over use of this tool. Its effects in terms of picture editing can destroy an entire image by just slightly over adjustment and if the user is not using a colour corrected screen they might not see the changes clearly.

I have spent many hours looking into the best use of this tool in terms of railway photography and with the aid of Adobe developers (who are the people who actually know what this tool can do) I can offer the following guidance.

As with most pass filters in Photoshop all normal editing should be done first, such as basic brightening, colour balance, curve adjustment, straightening and re-sizing for eventual use. When all this has been done and a copy of the so far corrected picture saved in a new name, it is time to select Image>Adjust>Shadow and Highlight.

Depending on if you have used the tool before, this will dictate the position of the control sliders, as these are remembered by the system and appear at the last adjustment levels you used. When the tool is first selected you have a simple dialogue box showing two sliders 'Shadows' and 'Highlights' at the bottom of this window is a check box called 'Show More Options' this is best to be checked, and will provide a much larger window with eight slider options. In default settings (or at least the new versions of PS I have seen) usually finds these controls all set towards the centre when first used. My advice is to move all 'shadow' and 'highlight' sliders to the left side, leave the adjustments sliders where they are.

Every image will require different levels of attention with this tool, some, well exposed pictures in perfect light will need no use of the tool at all, do not forget its use is to correct too bright highlights and blocked shadow areas.

In the 'Shadows' box, the three option slides are 'Amount' 'Tonal Width' and 'Radius'. If you have an image with slightly dark or clogged dark areas, such as underframes, front ends out of sun, or dark foliage, I would suggest you set the 'Amount' to 9 the 'Tonal Width' to 9 and 'Radius' to 14. This will have some effect on the dark areas, by brightening and providing an 'edge' to different colour values and in the main still looks like the natural picture. If you increase the 'Amount' or 'Tonal Width' settings you will soon see how un-natural colours, often grey or near white appear around the dark details, this is where the



Above: The original un-edited image of the 'Western' crossing Cockwood Harbour. Taken in dull flat light the image is a good candidate for Photoshop CS Shadow & Highlight attention.

internal Photoshop settings are trying to find colour or balance changes. Initially this might look OK on the computer screen, but by having a further look with a clear mind you will find the results are not indicative of the taken image or desired quality.

The filter also has effects on other non shadow colours and can frequently change the vibrancy of colours, so be careful.

Once you are basically happy with the Shadow adjustment, its time to look at 'Highlight'. At the start we moved this slider to the far left at '0', if your picture has any very bright or burnt out areas, this slide can be slightly moved to 1 or 2, any more will affect the overall image tone range and make the picture look unreal. Its use also brings up noise (colour grain), this affects the remaining darker areas within the highlight area and degrades the overall image quality. In my experience the 'Highlight' 'Tonal Width' I set to 50 and the 'Radius' to 30, depending on the image you are editing it might be better to reduce these figures.

The final box at the bottom 'Adjustments' has two sliders 'Colour Correction' and 'Midtone Contrast'. In the main the 'Colour Correction' is best set at +20 for general use. If your editing has changed the overall colour some minor adjustments in this area might be desirable. The 'Midtone Contrast' slider can put back some of the lost contrast in very small amounts caused by shadow and highlight editing. Go very careful with its use as just a one degree change can affect the overall image.

CJM



Left: O dear, how not to do your photo editing. This picture is sadly how this magazine and a number of printed products receive images from some photographers, with a total colour shift. This image was adjusted to Shadow 'Amount' 46, 'Tonal Width' 58 'Radius' 17. Highlight 'Amount' 29, 'Tonal Width' 65, 'Radius' 30. While the sky looks 'OK' the entire colour of the train is now wrong and looks more like a painting than a picture.

Right: A correctly edited image, retaining proper colour while allowing all the underframe (shadow) details to be visible. No apparent colour shift has taken place and the image reflects the scene as seen at the time of taking. Do not forget that your sky would be best 'darkened' if that is what is desired by slightly burning in, rather than using 'highlight' to restore the image. The settings used for this image were. Shadow: 'Amount' 10, 'Tonal Width' 12, 'Radius' 15'. Highlight: all set to 0.





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.

Above: The use of advertising or promotional liveries has now spread from the UK to Mainland Europe where a number of trains in most countries carry non-standard colour schemes, mainly applied in high-quality vinyl. These are relatively easy to remove and the original livery can often be retained below. Here we see Dutch (NS) 9500 class No. 9525 in orange Olympic Games livery. The four-car set will operate in this livery for two years to show the sponsorship between NS and the Dutch Olympic Organisation Nederlands Olympisch Comité/Nederlandse Sport Federatie (NOC*NSF). On 1 July 2007, the set is seen passing Nuth, in the south of The Netherlands. **Rogier Immers**

Photographic details: Camera: Kodak DX6440, Lens: Schneider Kreuznach Variogon 33-132mm at 49mm, ISO: 200, Exposure: 1/750 @ f4.8

Below: A section of 'railway' which is not often photographed is the Croydon Tramlink. Tram No. 2541 takes the curve off the Beckenham Junction Branch into Arena on Monday 18 June 2007. **Chris Nevard**

Photographic details: Camera: Nikon D200, Lens: Nikkor 18-35mm IEFD zoom at 18mm, ISO: 200, Exposure: 1/750 @ f6.3. Taken RAW and processed through CS3





Above: It is often very difficult to produce a good image when photographing trains under overhead power lines, with so many distractions and shadows, it is frequently very hard to press the shutter just at the correct moment when the shadows are at their less obtrusive. Here the photographer has coped well with an image of Freightliner-operated Class 86/6s Nos. 86614 and 86622 working in multiple powering the 16.07 Felixstowe to Coatbridge intermodal train. The train is booked for two class 86s, but rarely sees a double grey combination. The train is seen passing Manningtree on 9 July 2007. **Oli Smith**

Photographic details: Camera: Nikon D80, Lens: Nikon 18-135mm zoom at 66mm, ISO: 320, Exposure: 1/1250 @ f9

Below: A picture designed not to show great detail of the steam locomotive, but to record a spectacular scene (which has worked extremely well). The low winter sun light, catches the side of the train and smoke and provides for an excellent piece of pictorial photography. Ex-Great Western Railway 'Hall' class steam locomotive No. 4953 Pitchford Hall hauls Vintage trains, 1Z53 07.00 Tyseley to York excursion past the foot crossing at Cossington, Leicestershire on 9 December 2006.

Phil Grain

Photographic details: Camera: Mamiya 645 Pro TL, Lens: Mamiya 110mm f2.8, Film: Kodak E100VS, Exposure: 1/1000 @ f5.6





Left: On 7 July 2007, Mercia Charters operated their 10th Anniversary Tour in The Netherlands. The train was operated by three ACTS-locomotives. ACTS No. 1251, one of five electric locomotives of the class based on American design, built in Holland in 1951 as part of the post-war 'Marshall' plan, they were used by the national railways in the Netherlands, until becoming redundant in the late 1990s. ACTS 5814 (former EWS No. 58038) now painted in black and orange livery and ATCS 6703 (ex-SNCB/NMBS 62 class) 'Bo-Bo' of Belgian manufacture. This amazing triple-header picture hauling a rake of vintage stock was captured leaving Utrecht in the direction of Arnhem. **Rob van der Woude**
Photographic details: Camera: Canon 300D, Lens: Canon zoom @ 40mm, ISO: 200, Exposure: 1/500sec @ f8

Right: This year marks the Diamond Jubilee of the Saltburn Miniature Railway, operated in Saltburn Valley Gardens. The 15in gauge line boasts two locomotives Prince Charles and George Outhwaite, four passenger carriages and various trucks. The locomotive Prince Charles, although to an 'A4' outline is a Diesel - Electric, 4-6-2, built around 1950 by the late H. Barlow. This locomotive was one of eight similar locomotives, built by Barlow, during the 1950s, six still remain. The loco is seen 'on shed' coupled to its passenger train on 8 July 2007.

James Stoker

Photographic details: Camera: Fuji Finepix S5600, ISO: 200, Exposure: 1/320sec @ f4.5



Left: Many regional lines in Southwest Germany are now served by the 'train-tram' units of the Duewag GT8-100 class owned by the regional carrier Albtal Verkehrs-Gesellschaft (AVG). These units allow for street running on tramway tracks under 750V dc wires in downtown areas and use conventional railway track and 15kV 16.7Hz ac voltage elsewhere. Four of the 103 units owned by AVG have a 'RegioBistro' section installed in the middle part, where refreshments and light meals can be served, in everyday service, however, this feature is not used. The 'RegioBistro' units are used mainly on the recently electrified lines in the Middle Black Forest, where two-unit consists are frequently seen. However, it is rare to capture a train consisting of two 'RegioBistro' cars, as this one on its long 113km run from Karlsruhe to Eutingen via Freudenstadt is seen between Klosterreichenbach and Baiersbronn on April 21, 2007. **Claus D. Pusch**
Photographic details: Camera: Canon EOS300D, Lens: Canon EF 35mm, Film: Fuji Velvia 100, Exposure: 1/750sec @ f5.6. Slide scanned on Nikon Coolscan.



Above: A true 'Train in the Landscape' image, showing EWS Class 66/0 No. 66145 working train 6T20, the 10.56 Toton to Daw Mill colliery empty MGR coal train on 4 November 2006. The loco and train have been carefully positioned in the view to avoid any clashes with lineside vegetation or structures, with the tree on the left acting as the perfect natural frame. The little duck on the bank of the Trent & Mersey canal at Weston-upon-Trent, Derbyshire, just adds to this image. The picture is taken from canal towpath by nearby locks and the line is the Sheet Stores Junction to Stenson Junction (Castle Donnington branch). **Phil Grain**
Photographic details: Camera: Mamiya 645 Pro TL, Lens: Mamiya 55-10mm zoom at 65mm, Film: Fuji Provia 100f, Exposure: 1/500sec @ f4.5

Below: Direct Rail Services (DRS) owned/operated Class 20/3 No. 20313 and Class 37/0 No. 37038 pass over the Durham Coast Line at Hawthorne on 16 July 2007 powering train 6E44, the Carlisle Kingmoor to Seaton flask train. **Ken Short**
Photographic details: Camera: Nikon D200, Lens: Nikon zoom at 55mm, ISO: 200, Exposure: 1/1000sec @ f8





Above: Owned by Mitsui Rail Capital Europe and operated by Dillen & Le Jeune Cargo Railway (DLC) Euro Class 66 No. DE6304 hauls a container train along the Rhine Valley near Kaub on 5 May 2007. This loco was built as works No. 20038561-04 in November 2005. After arrival in Europe it was sold to Mitsui Rail Capital and hired to DLC from 7 June 2005. For a short period the loco was sub-leased to Rail4Chem. **Michael J. Collins**

Photographic details: Camera: Canon EOS20D, Lens: Canon zoom at 44mm, ISO: 200, Exposure: 1/800sec @ f5

Below: In a far cry from its original stamping ground of the Southern Region Western Section, Class 33/1 No. 33103 hauling ex-Southern Region General Managers Saloon No. 975025 now named Caroline and painted in SR green forms inspection train 2Z01 from Carlisle to Middlesbrough at Hawthorne on the Durham Coast line on 11 July 2007. **Ken Short**

Photographic details: Camera: Nikon D200, Lens: Nikon 18-70 zoom at 24mm, ISO: 400, Exposure: 1/1000sec @ f3.8





Above: Perhaps a suitable caption here would be “get out of my way, i’m bigger than you”. However, the editor is assured that the FirstGBRf 66 did not just come around the corner and find this obstruction ahead. The scene was taken on the Sudbury Branch on 10 July 2007, when the line was closed for a week for major engineering works. No. 66704 approaches Chappel and Wakes Colne station with a rail train, while the line ahead is blocked by a road/rail machine. It looks as if frantic calls are being made to sort out the shunting required. **Michael J. Collins**

Photographic details: Camera: Canon EOS20D, Lens: Canon zoom @ 90mm, ISO: 200ASA, Exposure: 1/640 @ f5

Below: The Sudbury Branch in Suffolk, which was closed for an entire week for engineering work in mid-July was operated by buses providing a passenger service. Photographers were pleased with the closure as it saw loco-hauled trains work the branch forming engineers services. FirstGBRf No. 66707 is seen with a rake of ‘autoballasters’ parked on Chappel viaduct. Our photographer commented that Chappel Viaduct contains in excess of seven million bricks, what he has not reported is if he actually counted them! **Michael J. Collins**

Photographic details: Camera: Nikon D50, Lens: Sigma 17-70mm zoom at 52mm ISO: 400, Exposure: 1/200sec @ f11



Multiple Travels in 1982

Above: In the days before embankment vegetation took over and little clearing work was done, this was the view from the south end of Wood Green Tunnel on the East Coast Main Line, showing a then recently introduced blue and gray-liveried Class 312 No. 312723 forming the 11.45 Royston to King's Cross semi-fast service on 27 March 1982. These were the last slam-door fitted sets built for BR and have now all been withdrawn. **Colin J. Marsden**
Photographic details: Camera: Pentax 6 x 7, Lens: Pentaz 105mm standard, Film: Ektachrome 400, Exposure: 1/1000sec @ f8. Scanned on Nikon Coolscan 9000

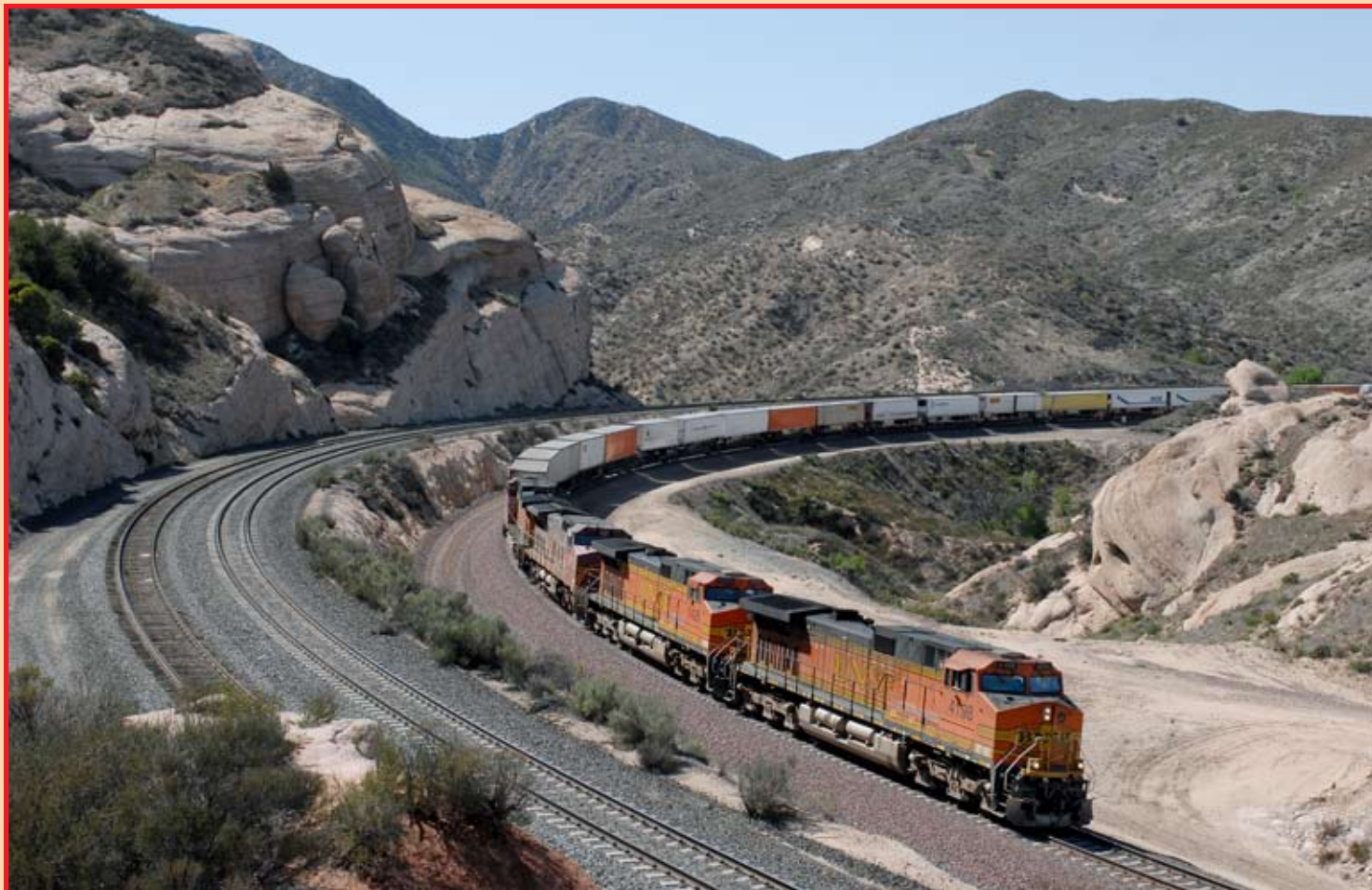
Below: The BR Eastern Region electric multiple units were seldom followed by the enthusiasts and photographers and views of the sets in action are becoming quite hard to find. On 7 April 1982, Class 305/1 set No. 422 approaches Ware in Hertfordshire forming an afternoon London Liverpool Street to Hertford East working. **Colin J. Marsden**
Photographic details: Camera: Pentax 6 x 7, Lens: Pentaz 105mm standard, Film: Ektachrome 400, Exposure: 1/1000sec @ f8. Scanned on Nikon Coolscan 9000



*It seems hard to believe that domestic or local travel in and around the principle cities of the UK used to offer a mix of first and standard class travel even on local services such as this Taunton to Bristol service, viewed near the village of Puriton on 22 July 1982. These Class 117 three-car diesel-mechanical sets together with other like types, were the backbone of the local services operated by the Western Region in and around Cardiff, Bristol and Exeter following the replacement of steam local services by 'modern traction'. As these sets were replaced as 'worn out' the new order of the day - second generation 'Sprinter' or 'Pacer' units did not offer the same levels of passenger comfort. **Colin J. Marsden***

Photographic details: Camera: Pentax 6 x 7, Lens: Pentaz 105mm standard, Film: Ektachrome 200, Exposure: 1/1000sec @ f5.6. Scanned on Nikon Coolscan 9000





The world famous Cajon Pass in Southern California, where the BNSF Railroad climbs away from Los Angeles and San Bernardino and heads over the mountains towards Cajon Summit and Victorville is set to change for ever from this summer as a third main track is built, to ease traffic congestion. The new line will principally follow Track One with huge changes in the area of Sullivan's Curve, the daylighting of the two tunnels at Alray and huge land changes through the pass towards Summit. The work commenced in July and is expected to take around a year to complete. All illustrations by Colin J. Marsden

Above: Unusually travelling west on Track 1, an intermodal train powered by locos BNSF4198, BNSF5425, BNSF900, BNSF4320 pass around Sullivan's Curve on 7 May 2007 bound for San Bernardino. A new track will be laid adjacent to this train following the course right around the tight Sullivan's Curve, in some areas major rock cuts will have to be trimmed. In the foreground is the Union Pacific line and Canyon Siding.

Below: The area around the Silverwood connector (BNSF-UP) at the top of the pass will see some significant changes, with the new line requiring the connector track to follow a new alignment. It is in this area that much of the work commenced in July with new bridges being built and embankments created. On 7 May 2007, an eastbound Union Pacific freight passes 'Mid-Summit Island' headed by Nos. UP4717, UP5117, UP4640, UP2001. The fourth unit is painted in the 2002 Olympic Games livery.

All-change in the Cajon Pass





Above: Probably one of the most impressive pictures of the Cajon Pass can be obtained in the morning from a location known as 'The Garden Spot' or 'Hill 582', this is a true oasis in the middle of the desert for railfans. The view offers a perfectly well lit view of Track 1 in the morning and Track 2 in the afternoon. After the huge rebuilding work now underway two tracks will pass this point and one wonders how long it will be before a picture of parallel running is captured. With snow still on the top of Big Bear Mountain in the background, BNSF7632, BNSF4932, BNSF4466, BNSF4414 slowly pass Hill 582 with an eastbound stack train at 09.48 on 25 May 2006. In the background at a slightly higher elevation is the Union Pacific Palmdale Line.

Right: The entire area of the Cajon Pass is riddled with Forestry Roads, these are dirt tracks which with a suitable vehicle can be driven without problem from the authorities, but many are poorly maintained and often full of track ballast so driving can be difficult. This view taken from adjacent to the Union Pacific line at milepost 475 provides an amazing view of the BNSF tracks in the area of Blue Cut, looking west towards Keenbrook. Here the BNSF Track 1 and Track 2 already run parallel and will soon be joined by a third track on the nearside. On 7 May 2007, an eastbound BNSF baretable train slowly traverses Track 1 led by just two units Nos. BNSF7787, BNSF4393. Photography at this location is best in the afternoon.

Photographic details for all images: Camera: Nikon D2X or D200, Lens: Nikkor 28-70mm zoom, ISO: 200, Exposure: 1/1000sec @ f5.6





Left: The inclusion of the human element in some photographic scenes 'makes the picture' while in others people can detract from the overall appearance of the image. Here the presence of two gentlemen having a chat at the top of the platform stairs at Barnetby, while 'Bubble' No. 153379 heads out of the station forming a Grimsby to Newark North Gate Central Trains service on 11 July 2007 certainly enhances the scene. A very well seen picture and perfect positioning of people and train.

Phil Grain

Photographic details:

Camera: Mamiya 645

Pro TL, Lens: Mamiya

150mm f2.8, Film: Ilford

FP4 at 125ASA, Exposure:

1/500sec @ f4

From a different viewpoint.....

Below: Our photographer reports "this was the fourth attempt to get the front of a train and the dark sky in the background as trains were usually travelling in excess of 80mph". Very precise pressing of the shutter was needed to capture this direct broadside image and the inclusion of the lineside furniture adds to the composition. The location of the Class 185 is at a foot-crossing on the ECML north of The Sidings Hotel, near York. **Keith McGovern**

Photographic details: Camera: Canon EOS350D, Lens: Canon zoom at 80mm, ISO: 400, Exposure: 1/1250sec @ f7.1





Above: The careful use of lens filters in film photography can produce some stunning effects, especially in the fading evening light. Here we see a Central trains two-car Class 170, crossing the River Tame, at Wychnor Viaduct, near to Alrewas on 9 September 2004. The photographer set out to deliberately produce this evening glow effect and used a Lee 85c warm up filter (Orange) (requiring a 3/4 f stop exposure increase) and a Lee Mahogany filter (requiring a two f stop exposure increase). **Phil Grain**
Camera: Mamiya 645 Pro TL, Lens: Mamiya 80mm f2.8, Film: Fuji Provia 100f, Exposure: 1/500sec @ f2.8

Below: Some of the best evening glint pictures can be obtained in and around Tehachapi in Southern California in either spring or autumn, when the angle of the sun and line of track lends itself well. With just a few seconds of sun before it drops behind the mountain this 'glint' was recorded of a southbound train in the City of Tehachapi on 5 May 2007. It shows BNSF4414 and BNSF1014 approaching Denminson Road, Tehachapi, with the southbound Modesto - Selkirk 'Mod-Sel' wine train and was taken at 19.23. **Colin J. Marsden**

Photographic details: Camera: Nikon D200, Lens: Nikon 70-200mm zoom at 80mm, ISO: 200, Exposure: 1/1000sec @ f6.3



With the November 2007 change of the CrossCountry franchise to be operated by Arriva Trains, I urge as many photographers as possible to go out this summer and capture the red and silver-coloured Voyager sets, as their image will drastically change when painted in gray and white. On 7 July 2007, sets Nos. 221108 and 221127 traverse the Dawlish sea wall forming the 10.10 Glasgow to Paignton. Colin J. Marsden

Photographic details: Camera: Nikon D200, Lens: Nikon 70-200mm zoom at 105mm ISO: 200 , Exposure: 1/1000 @ f5.6

