

High-resolution version

# *Railway Photography* =====

No. 22

3 September 2007

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*The complimentary e-magazine for the quality Railway Photographer*

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[TheRailwayCentre.Com](http://TheRailwayCentre.Com)

Your primary source of railway information at a click



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## On the Cover

**Left:** Class 423 No. 423 009 heads a Nedvedice special from Brno station on 8 July 2007. Known as 'Big Bulls', the Class 423s were built between 1922-46 and the forerunner of Class 433, a number of which are also still active in the Czech Republic. **Ian Cowley**

## Contents

The new EMU era arrives	3
It could be many years ago	4
Its all a question of speed	5
Railway Pictorial	6
Never again in the West	12
Czech celebrations at Nedvedice	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](mailto: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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This issue of *Railway Photography* marks one year of publication and I would like to thank all those who have supported this venture. When the publication was started its intention was to give a window for some of the excellent photographic material from all corners of the world that would not normally be seen in the printed media.

By looking at the e-mails and comments we appear to have achieved our aims quite well. We have 'published' over 800 railway illustrations and tried to help many people with their photographic art, by offering simple easy to follow 'guides' to the complex subject of digital railway photography.

It is our intention to produce an all

encompassing railway digital photography guide in the future, giving tips on photography, presentation, submissions of material and ways in which you can digitise your long held colour and black and white negatives and slides.

Watch out for a full announcement on this and other special TRC publishing products we have lined up for release in early 2008.

In the meantime keep on sending in your material, either digital exposures or high-quality scans of older material, we have a constant request for the 'older' subjects!

**Colin J. Marsden**  
Editor

**Below:** 2007 is likely to go down in railway history as the year of the hauled HST, as most weeks from February at least two moves have taken place between First Great Western's depot at Laira, Plymouth to either the Ilford or Derby plant of Bombardier Transportation who are undertaking the fleet refurbishment. In the main these trains have been hauled by First/GBRf Class 66/7s, with a few 'hired' Class 47s for good measure. It has certainly provided some excellent chances for photography of interesting loco-hauled trains. On 28 August 2007, 'Barbie'-liveried No. 66726 passes the decrepit remains of Dawlish signal box as it formed the 07.00 Laira - Derby formed of two barrier cars and four Mk3s for refurbishment. **Colin J. Marsden**

**Photographic details:** Camera: Nikon D200, Lens: Nikon 50mm prime, ISO: 400, Exposure: 1/750 at f5.6



**Right:** In a clockwork operation undertaken at Southampton Docks on 23 August 2007, the first of 29 six-car Class 395 'Bullet' trains was offloaded for domestic HS1 services between Kent and London St Pancras International. The train, built by Hitachi in Japan was transported to the UK on board the 67,140 tonne Wallenius Wilhelmsen ship MV Tarago, which had taken six weeks to steam from the port of Kobe in Japan. After all six vehicles were off-loaded the train was formed up and hauled by EWS to the new depot at Ashford one week later. Four Class 395s will be in the UK by the end of the year, with the balance due to arrive in early 2009 in readiness for service introduction in December 2009. In 2012, these sets will operate the special Olympic 'Javelin' service between St Pancras and Stratford taking athletes and spectators to the London Olympics. One of the driving cars for set No. 395001 is seen on the quayside after being railed.

**Colin J. Marsden**

**Photographic details:** Camera: Nikon D200, Lens: Nikon 17-35mm zoom @ 30mm, ISO: 200, Exposure: 1/750 at f5.6





The new EMU era **Arrives**





# It could be many **Years Ago**

*These are two true 'period recreation' images, not specifically set up on a light railway, but images taken during the summer 2007 running of the Railway Touring Company's 'Scarborough Spa Express'. Our photographer said "It's a wet day in August 1958 and LMS 5MT 45231 waits in Scarborough to haul its special back to Lancashire". However, it's actually 2007 and taken on 14 August. The saving of the digital files in black and white and the fact that nothing of the 'modern era' is in the frame, plus slam doors of the Mk1s left randomly open really creates an image that looks like almost 50 years ago. The poor weather also helps! **Tim Elsworth***

**Photographic details: Camera: Canon EOS350D, Lens: Canon zoom @ 55mm, ISO: 1600, Exposure: 1/800sec at f5.6**



# Its all a question of **SPEED**



The impression of speed in railway photography is often important to a photographer. A number of ways exist in which this can be produced, even with a static subject. In the traditional way, the photographer would 'pan' his body and camera, use a slightly slower shutter speed, freezing the subject while having an out of focus landscape.

Today, the special effects available in the more recent releases of Photoshop CS allow different methods to induce 'blur' to an image or part of an image.

The most successful way to produce the speed image as shown above of Great Western 'King' No 6024 at Cockwood, is to first open your image file and perform editing such as colour correcting, and cropping and then save the file. Then in Photoshop go to and select Filter>Blur>Motion Blur, you will then be given a dialogue box, leave (or set) and 'Angle' to '0', at the bottom you will find a 'Distance Pixels' slide, this controls the amount of blur you will have. For the image above I used 56, this seems to generate the pan effect. As you work, your image will show the blue, do not be concerned that your subject is blurred as well, we will get this sorted out in the next stage.

Once you have the desired amount of blur, press OK and your entire image will be blurred on the screen.

The next stage is to return the train part of the image to the original sharp condition, this is achieved by using the 'History Brush' from the main tool menu (usually 5th down in the right hand column), then select a small size, say around 50 pixel brush. You then have to carefully wipe over the section of the image you wish to have sharp, make sure you do not stray onto the area you wish to have blurred, and try and keep your selection in straight lines, especially at the base and roof line of the train. If you do a small section and then take your finger off the mouse and then continue on, if you do make a mistake you can 'step back' using the history window to avoid having to start all over again.

Save your image and you will have a digital induced pan effect. Another way to produce a speed effect, especially with a static subject such as the image of the Class 395 below, is to open your image and then with the Polygonal Lasso Tool select the train, I would suggest you make frequent anchor points to follow the outline closely. After you have returned to your start point, go to Select>Inverse, this changes the selected area from the subject to the background, then go to the Filter>Blur>Motion Blur and select a very high 'Distance Pixels' setting, this will give a total speed blur to the background, while retaining a perfectly sharp main subject. ■

JCM





# Railway Pictorial

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



**Above:** With one of the Virgin Trains Class 57/3s now on loan to Amec to power log trains to Chirk, the fleet are seeing different duties from those originally intended. No. 57308 Tin Tin is viewed on 16 August 2007, working train 6J37 13.29 Carlisle-Chirk passing Dunham on the Hill near Chester. The photographer recorded "Thankfully in the sun and just seconds before the skies opened up! I like the dramatic sky, even though I got soaked before I could get back to the car! **Mike Platt**

**Photographic details:** Camera: Fuji Finepix S5600, ISO: 64, Exposure: 1/640 @ f4

**Below:** Following a coupling failure involving a Dellner unit a few weeks ago at Holyhead, some '57s' have been running minus Dellner couplers, and were sidelined to the timber trains or other duties, while unable to couple to Virgin units. No. 57313 Tracy Island thunders past Rossett along the single track section between Saltney Junction and Wrexham with the 13.29 Carlisle to Chirk on the lovely evening of 8 August 2007. **Mark Riley**

**Photographic details:** Camera: Nikon D50, Len: Nikon, ISO: 400, Exposure: 1/1000 @ f5







**Above:** A photographer looking for a slightly more adventurous view of the ever-photographed Dawlish Sea Wall, found this remarkable image on 4 August 2007, when an eight car Virgin Voyager was captured between Dawlish Station and Kennaway Tunnel, using the fishing boats moored up at Boat Cove as a frame. The fascinating point is the name of the near boat 'Voyager'. A very well seen picture. **Steve Thompson**  
**Photographic details:** Camera: Nikon D80, Lens: Nikkor zoom at 31mm, ISO: 400, Exposure: 1/1000 @ 9

**Below:** EWS 66003 heads a late running (50 min late) 6L40 10.18 Mountsorrel Quarry to Kennett Lafarge aggregate train past the church and village of Hoby, on the 'Rutland line' (The Melton Mowbray/Oakham route). This wonderful 'train in the landscape' view, is taken near the village of Rotherby, Leicestershire, the image was exposed on Tuesday, 31 July 2007. **Phil Grain**  
**Photographic details:** Camera: Mamiya 645 Pro TL, Lens: Mamiya 150mm f2.8, Film: Fuji Provia 100F, Exposure: 1/500 @ f5.6







**Above:** It is not often we see railway images taken in Bulgaria. On 2 August 2007 this view was recorded of Class 43.5 25kV overhead electric No. 43541 departing from Varna, the third largest city in Bulgaria. Our photographer records "I was amazed at what a poor state the infrastructure was in". Information about train services was hard to obtain and the photographer records the above train arrived at 13.36. **Steve Madden**

**Photographic details:** Camera: Fuji S9500, zoom at 75mm, ISO: 200, Exposure: 1/800sec @ f4.5

**Below:** Taken on 22 July 2007, a green-liveried DMU No. 3222 from Veolia Transport Nederland passes the bridge over the Maas near Cuijk in Holland. Veolia took over in December 2006, and now operates the line between Nijmegen and Roermond and uses second-hand trains. The green colour was already supplied to these trains in 1999, when this DMU was running for another operator NoordNed. **Rogier Immers**

**Photographic details:** Camera: Kodak DX6440, Lens: Schneider Kreuznach Variogon 33-132mm at 40mm, ISO: 200, Exposure: 1/1000sec @ f4.8







**Above:** A very different perspective of Leeds City station, taken from one of the adjacent office buildings and showing the northern end of the platforms, with the new Leeds roof in the background. A Class 185 from First Trans Pennine departs on the far left, while ex-LMS Black 5 No. 45231 waits at Platform 9 to take the 11.30 'Scarborough Spar Express' on its journey to the coast. In the summer of 2007, The Scarborough Spar Express operated Tuesdays, Wednesdays and Thursdays between 31 July to 30 August 2007. **Richard Burrows**

**Photographic details:** Camera: Canon EOS 400D, Lens: Canon zoom at 39mm, ISO: 400, Exposure: 1/500sec @ f10

**Right:** A popular daytime freight service over the northern section of the West Coast Main Line is the 'Tesco' train, running from Daventry, departing at 06.31 and running to Grangemouth. On 8 August 2007, DRS-delivered No. 66411 approaches Beattock summit at 13.44 with a full rake of Tesco branded intermodal vehicles.

**Keith McGovern**

**Photographic details:** Camera: Canon EOS 350D, Lens: Canon zoom at 80mm, ISO: 400, Exposure: 1/500sec @ f6.3







**Above:** Love them or hate them, the Class 142s which are basically a bus on rail wheels have provided a simple service on many rural and outer suburban routes since their introduction which would otherwise have not operated. No. 142033, painted in Northern blue livery, crosses the A570 near Rainford with a Kirkby to Rochdale train on 23 August 2007. The photographer notes "This is quite a distinctive bridge on this main road. I decided to include both the flowers and the 'arch bridge' sign but wasn't sure of the type or length of the train. Being a '142' it fitted exactly between the end of the fence and the sign". **Mark Bearton**  
**Photographic details:** Camera: Canon EOS 20D, Lens: Canon 24-70 zoom at 28mm, ISO: 200, Exposure: 1/1000sec @ f7.1

**Below:** Double headed Class 60s are always good to record, especially when one carries EW&S and one EWS livery. Nos. 60049 and 60043 power the delayed 6E32 08.47 Monday, Wednesday and Friday only Preston Docks to Lindsey oil refinery empty bogie fuel tank service past Healey Mills on 6 August 2007. The Class 60 fleet when built were fitted with a unique multiple control system, the jumper for which was kept in the engine room, with the end sockets behind a little door in the centre of the nose end. **Mark Allatt**

**Photographic details:** Camera: Canon EOS 5D, Lens: Canon 24-105 zoom at 105mm, ISO: 50, Exposure: 1/400sec @ f4







**Above:** Formed of a two-car Class 105 DMMU, the 11.25 Cambridge to Ipswich service is seen in the landscape near Elmswell on 29 November 1985. The little powder snow in the fields makes this look a 'cold' picture, even though the low winter sun brightens up the period picture. The framing between the trees sets off this image to perfection. **Phil Cotterill**

**Photographic details:** Camera: Pentax K1000, Lens: Pentax prime, Film: Perutz 100asa slide, Exposure: 1/500 @ f5.6. Slide scanned on Epson 4870 at 800dpi.

**Below:** One Railway, who operate the London Liverpool Street to Norwich route still sometimes deploy Class 170 DMUs on the core services. Here we see sets Nos. 170203 and 170270 forming the 11.00 London Liverpool Street to Norwich, passing Great Domsey near Kelvedon on 11 August 2007. Positioning of such trains between the lineside furniture is all so important in these illustrations, and the framing between the signals improves the composition. **Michael J. Collins**

**Photographic details:** Camera: Canon EOS20D, Lens: Canon zoom at 70mm ISO: 200, Exposure: 1/1000sec @ f5.6







# Never again in the West

Pictures by Colin J. Marsden

**Above:** After the demise of the Class 22 D6300s and D7000 'Hymeks' in the West Country, Class 25s were drafted in for passenger and freight work. No. 25080 is seen pulling away from Dawlish on 28 May 1976 forming the 17.06 Exeter St Davids to Paignton local service.

**Photographic details:** Camera: Pentax K1000, Lens: Pentax 50mm, Film: Kodachrome 64, Exposure: 1/500sec @ f4

**Below:** Transrail-liveried Nos. 56044 and 60097 pass Langstone Rock on 10 September 1994 powering a demonstration freight from St Blazey to Newport. The train had been used as a part of the Transrail take over of BR freight operations in Cornwall.

**Photographic details:** Camera: Pentax 6x7, Lens: Pentax 105mm, Film: Fuji 100.







**Above:** One of the most popular locations to photograph trains in the West Country is at Cockwood Harbour, especially if the water is in. Large logo red stripe Class 37/5 No. 37674 leads Railfreight Distribution-liveried No. 37670 over Cockwood Harbour on 5 May 1989 forming the 14.55 St Blazey to Gloucester freight.

**Photographic details:** Camera: Nikon FM2, Lens: Nikkor 50mm prime, Film: Fuji 100ASA, Exposure: 1/1000sec @ f5

**Below:** Just west of Newton Abbot is the junction of the Paignton and Plymouth lines. On 5 May 1989, Class 37/0 No. 37280 leads Class 37/5 No. 37672 around Aller Junction off the Plymouth line in charge of the 14.55 St Blazey to Gloucester freight.

**Photographic details:** Camera: Nikon FM2, Lens: Nikkor 50mm prime, Film: Fuji 200ASA, Exposure: 1/1000sec @ f5.6







**Above:** In conjunction with local celebrations at Nedvedice over the weekend of 7/8 July 2007, steam specials were operated from Jihlava and Brno. Here, 2-8-2T No. 433 001 heads the returning Jihlava train at Bystrice nad Pernštejn on 7 July 2007.

**Photographic details:** Camera: Nikon D80, Lens: Nikon zoom at 18mm, ISO: 500, Exposure: 1/1250sec @ f6.3

# Czech Celebrations in Nedvedice

By Ian Cowley

**Below:** As part of the celebration events on 7/8 July 2007, most of the service trains over the route were hauled by heritage diesels. Class 735 No. T466 0007 heads the 14.40 Zdar to Tisnov out of Bystrice nad Perštejn on 7 July 2007.

**Photographic details:** Camera: Nikon D80, Lens: Nikon zoom at 90mm, ISO: 500, Exposure: 1/1250sec @ f7.1







**Above:** Czech Railways restored Class 754 No. T478 4023 brings the 08.19 Brno to Zdar 'Pernstejn' into Bystrice nad Pernštejn on 7 July 2007.

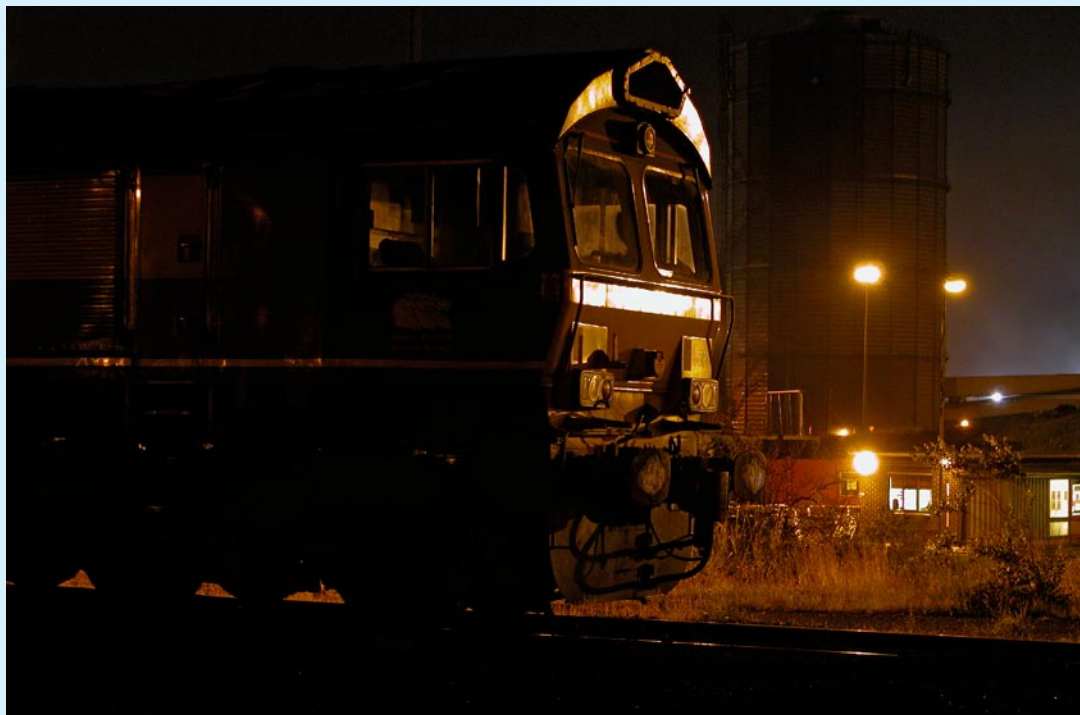
**Photographic details:** Camera: Nikon D80, Lens: Nikon zoom at 90mm, ISO: 500, Exposure: 1/1250sec @ f8

**Below:** Another of the service trains on the Tisnov to Zdar line to be hauled by heritage diesels, saw Class 751 T748 1001 passes Rozna with the 13.41 Tisnov to Zdar on the 7 July. Our photographer said "This picture is remarkable, in that one small cloud moved clear just in time!"

**Photographic details:** Camera: Nikon D80, Lens: Nikon zoom at 70mm, ISO: 500, Exposure: 1/1250sec @ f5.6







**Left:** The use of ambient light to record night illustrations is far from easy. Our photographer here has chosen the dark side of an EWS Class 66 on depot and used yard and structure lighting to provide the only illumination, giving just an 'outline' to the main subject. Frequently when taking this type of image, the result will have an orange colour cast, this is usually a true as seen result, but could be reduced by careful use of Photoshop. **Steve Thompson**  
**Photographic details:** Camera: Nikon E5700, ISO: 200, Exposure: not recorded

**Below:** The use of the long gone semaphore signals at Westbury acting as a frame to this Class 101 arriving during a heavy downpour provides some 'depth' to an otherwise very flat image. In very poor light conditions this can often be a method of saving the day. **Chris Nevard**  
**Photographic details:** Camera: Rolleicord Va, Lens: Rollei, Film: Kodak TriX, Exposure: 1/125sec @ f3.5. Scanned on Epson 4870

## *From a different viewpoint.....*







**Above:** Photographers should always be on the look out for the interesting reflection, especially where two eras of rail traction can be 'seen' together. At Weymouth on 26 August 2007, after arrival of a Hertfordshire Rail Tour featuring Class 31s from Minehead via Frome, our photographer saw this reflection in the clean windows of a South West Trains Class 444 No. 444027. The mainline liveried Type 2 No. 31454 is clearly reflected. **Brian Garrett**

**Photographic details:** Camera: Canon EOS5D, Lens: Canon zoom at 33mm, ISO: 320, Exposure: 1/350sec @ f6.3

**Below:** Proving that a railway picture does not have to include a train, this captivating view of a welder at work repairing a point frog was captured at Alliance, Ohio on the Norfolk Southern Cleveland to Pittsburgh line in the USA. It would have been very easy for the photographer to have just concentrated on the human aspect of this picture, but to include the entire view adds depth to the image. The track in the immediate foreground looks a little 'wonky'. **Dave Hyman**

**Photographic details:** Camera: Nikon D2H, Lens: Nikon 80-200 zoom at 200mm, ISO: 200, Exposure: 1/500sec @ f3 Taken in Raw and processed through Nikon Capture 4.4.0





Originally owned by ARC Southern, then Hanson and now officially Lehigh UK Ltd a subsidiary of Heidelberg Cement, No. 59104 powers train 6A21 the 13.24 Whatley Quarry to Acton Yard 'Jumbo' train through Sonning Cutting on 9 August 2007. The train travelling at a good speed on the 'up' fast line is leaving a trail of aggregate dust, blowing out of the open wagons. **Ken Brunt**

**Photographic details: Camera: Canon EOS 10D, Lens: Canon 28-70 zoom at 70mm, ISO: 400, Exposure: 1/500sec @ f6.7**

