

Low-resolution version

Railway Photography

No. 23

15 October 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: The big new name in UK train operations is Colas Rail, an infrastructure company who provide motive power and staff for works trains. Powering a RHTT through Aller, Colas Rail No. 47749 heads west on 7 October 2007.

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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Firstly I would like to apologise for not producing issue 23 of *RP* earlier as planned. The delay has been due to pressure of work, following a return from vacation. The extra workload surrounds my return to editing a national railway magazine from spring 2008 (more details will be announced soon). Obviously this entails a considerable amount of ground work and this has had to take preference over the production of this product.

However, welcome to issue 23 of *Railway Photography*, published at a time when the UK rail industry is about to see some of the most significant changes since its initial privatisation in the mid-1990s. Changes to many franchise operation and the re-mapping of some areas take effect in November, plus the opening of the new St

Pancras International to replace Waterloo International when HS1 opens to passenger traffic on 14 November.

All these changes will generate huge potential for railway photography, finding new liveries, different train types on some routes and new vantage points in the East London and North Kent area with the opening of HS1.

Recently on a visit to the USA I was surprised to see increased security, in some mountain and country locations, while in the big cities such as Los Angeles and San Francisco the railway photographer still seems to be more than welcome. In some locations some security staff assisting to access difficult photographic locations.

Colin J. Marsden
Editor



Above: One of the biggest days for UK traction and rolling stock depots in many years was on 2 October 2007, when multi-million pound facilities were opened at Temple Mills, East London and Ashford (Kent). The facility at Temple Mills is a new eight-road 20-vehicle length depot for Eurostar stock, opening to coincide with the transfer of facilities from London Waterloo to London St Pancras International from 14 November. In addition to maintenance the depot has full workshop, carriage washing and stabling facilities. In Ashford a new Hitachi/Southeastern depot was opened to facilitate maintenance of the new 'Bullet' Class 395 train sets now under test and to be used on domestic services of HS1 from late in 2009. In autumn 2007 main line testing of these complex trains started, and by spring 2008 four sets should be in the UK testing on both domestic and HS tracks in order to obtain the required safety case certification. In the view above, the old order of the Eurostar operation, electro-diesel No. 73118 is seen 'on shed' at Temple Mills. These locos together with the three remaining Eurostar Class 37s will be phased out of service by the year end. **Colin J. Marsden**

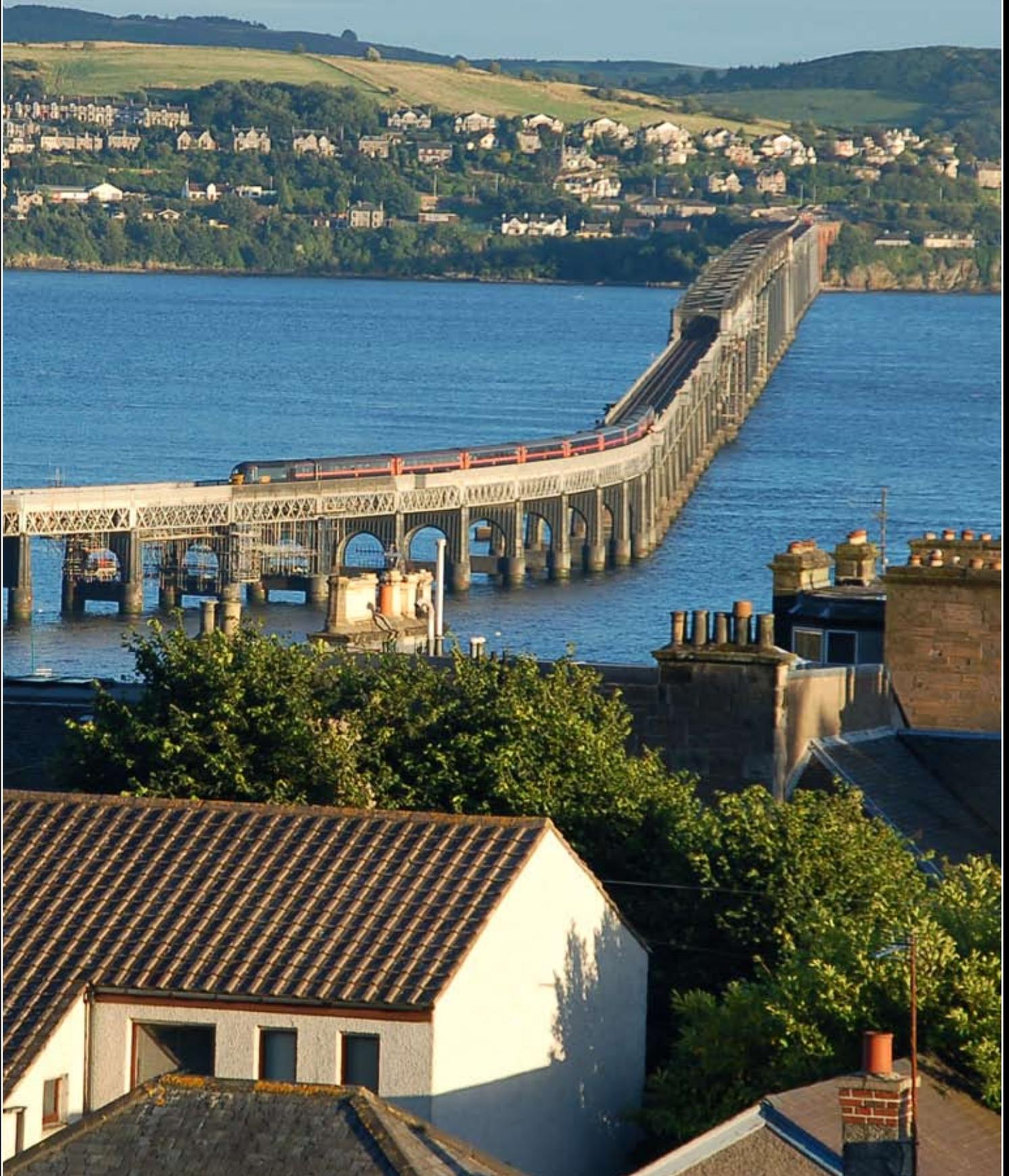
Photographic details: Camera: Nikon D200, Lens: Nikon 50mm prime, ISO: 400, Exposure: 1/500 at f5.6

*The Port of Los Angeles Waterfront 'Red Car Line' operates two replica Pacific Electric 500-class cars built at a Port of LA facility in Wilmington, California. The replica 500s are a compromise between the original design and requirements for a modern heritage trolley operating in an urban environment. The new cars feature a welded steel frame carrying a wooden superstructure that accurately replicates the appearance of a PE 500-class suburban car of 1920. Vintage running gear was obtained from the Seashore Trolley Museum and rebuilt with new wheels and refurbished motors. The cars seat 48 passengers, and are equipped for both high level and ground level boarding. As on the original cars, a traditional 'California Type' open-air section has been incorporated, complete with heavy canvas curtains that can be pulled down during inclement weather. Car No. 500 is seen at the mid-stop on the short LA Port line on 24 September 2007. Colin J. Marsden
Photographic details: Camera: Nikon D200, Lens: Nikon 24-70mm zoom @ 29mm, ISO: 200, Exposure: 1/1000 at f5.6*



The Tay Bridge at Dundee is one of the wonders of rail engineering in the UK. To show its full size is quite difficult in photography, but with a little thought and the use of a different perspective, some spectacular images can be obtained. Our photographer here has gone on a walkabout and found this view looking down on the structure. It shows a panoramic view of the 14.00 London King's Cross to Aberdeen dropping down into Dundee about five minutes before the sun set behind the hills on 20 August 2007. John Thompson

Photographic details: Camera: Nikon D50, Lens: Sigma zoom @ 95mm, ISO: 200, Exposure: 1/160sec at f5.6



STORING the image

One of the most frequently asked questions I receive about digital photography is how do I store my images and take as much precaution as possible against loss or damage.

These are two very important topics and a feature we should have looked at earlier. In terms of storage, as soon as I return to my office after a photo shoot, I download the images, using a FireWire card reader. I create a folder on my desktop identified by date (ie 25/09/07), all the images are placed here. As soon as possible I renumber each image file, the system I use is the date (ie 250907), followed by a dash (-) and the frame number, this will start 001 upwards. Thus I am left with image files numbered for example 250907-001, these are suffixed either .JPG or .NEF, to keep the files separate I move all the NEF (raw) files into a separate folder within the days picture file. This way it is easier to review the jpg files quickly via an automated slide show, then to select the NEF file if needed.

To avoid taking up huge amounts of space on my computers hard drive, I have a bank of stand alone Fire Wire connected hard drives onto which I write the image files, in addition I burn the days work onto a DVD and store it away from the main office.

As hard drives can crash at anytime, I renew the image file hard drives every couple of years or so. This might sound a little wasteful, but if considered alongside

the possible loss of a huge number of unrepeatable images, it is a small cost.

Different people have different approaches to editing images. I tend to only edit the material I need. This policy was adopted from an early time in the world of digital photography after I found that an image edited today and considered good and perhaps could not be bettered, could be vastly improved with the release of new software in just a few months. Editing every kept image as soon as it is taken to me wastes a lot of time and frankly a new edit for each use is the best option.

Captioning images using Photoshop or other image handling software and saving the data in 'File Data' is very useful, however, I keep a full database of every image taken, logged against the individual image number in an Excel database. I have fields for file number, loco/train number, exposure date, location and description. These can then be sorted by any or a multiple of parameters to provide a report of the images you are seeking.

The one thing I will always recommend is that you keep your original exposed file safe and well and only use and edit copies. We still hear of people who are so excited about seeing their new pictures that they open and edit original files without keeping any back ups.

Please do not do this, always work with a back up. ■

Telephone Photography

The days of publishing pictures taken on mobile telephones is now with us, especially in terms of web pages. Modern c-mos sensor cameras are now emerging with camera resolution of around 5mp and these are quite good enough for screen reproduction at say 800pix wide.

In terms of paper reproduction you still have to be very careful, even using a top end mobile telephone such as the Nokia N95 fitted with a 5 mp camera and a Carl Zeiss 2.8-5.6 autofocus lens the quality is only just good enough for printing. This is mainly due to the lens quality of the camera. However that said once or twice recently TRC have used telephone images and the results with careful digital darkroom work have been very successful.

The Nokia N95 produces an image of 2592 x 1944 pix with a size 21.95cm wide at 300dpi. The image reproduced below was edited in Photoshop CS3, with a little brightening all over, slight dodging of the front end area, the entire image was then given a very small amount of 'Shadow & Highlight' around 3% in Shadow and 0 in highlight, finally 6% of 'Smart Sharpening' was applied.

The resultant image was then used as a print trial and the image quality was sufficiently good for normal magazine reproduction.

When taking this image the camera was used at just a small amount off the base wide angle setting, with trimming performed on the computer. Tests undertaken by TRC found that as soon as any form of zoom was performed the quality dropped off drastically.

We would not suggest that any photographer throw away his prime Nikon or Canon in favour of a quality digital equipped telephone, but if you are out and about without your prime camera you might get away with that important news story.

The present phone results are on par with the low-end compact digitals of about five years ago - just look how far this technology has come and I have no doubt that in the long term phone camera will be used in every day picture taking and publication work. **CJM**





Above: Lets just hope Mother hasn't got the washing out! The dust blow down from aggregate trains, especially along the Berks and Hants main line is something of a major problem for the local inhabitants, however in terms of photography it adds another dimension to the picture. On 7 September 2007, EWS No. 66083 powers the 10.15 Whatley Quarry to St. Pancras formed of the original National Power hoppers near Aldermaston. **Ken Brunt**
Photographic details: Not supplied

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: We often hear and read comments about the growth of weeds and lineside vegetation in the UK, but by the look of this view at Ludwigsburg our friends in Germany may have an even more serious problem! The picture, taken on 17 August 2007 shows DB Regio Class 140 set No. 140 345-0, a 4-car articulated train set built by Siemens. **Maurits Vink**

Photographic details: Camera: Canon 350D, Len: Canon zoom at 34mm, ISO: 400, Exposure: 1/640 @ f10





Above: It is good to see that in 2007 the distinctive LoadHaul black and orange livery lives on, here seen on Class 60 No. 60059 which carries no EWS branding at all. On 29 August 2007, the loco is captured passing Melton Ross leading train 6T26, the 14.51 Immingham to Santon Ore train. This section of line near Barnetby in North Lincolnshire sees a considerable amount of freight traffic and is well worth a visit. **Tom Mcatee**
Photographic details: Camera: Canon 30D, Lens: Canon 50mm, ISO: 200, Exposure: 1/1000 @ 5.6

Below: For anyone interested in General Motors of EMCC motive power I would recommend a visit to the Tilburg region of Holland, where by personal observations a sizeable number of Euro 66s can be seen on one day. On 4 August 2007, European Rail Shuttle (ERS) No. 6609 passes Dordrecht Zuid with a container train. Note the rather interesting concrete overhead power line supports to be found in this area. **Leen Dortwegt**
Photographic details: Camera: Canon EOS300, Lens: Canon 24-105mm USM zoom, ISO: 200, Exposure: 1/630 @ f8





Above: Looking as superb as ever ex-LMS No 6233 Duchess of Sutherland rounds the curve towards Kirkham Signal Box on Wednesday 29 August 2007 powering the Evening Scarborough Spa Express which it only worked York to Scarborough and return after an earlier scrape of a bridge near Harrogate and working in place of No. 45231 which the previous day suffered cylinder damage at Church Fenton. This picture benefits from a brief moment of sunshine on the train in this very pleasing location with just a small amount of smoke, shows the beautiful North Yorkshire landscape at its best. **Robin Patrick**

Photographic details: Camera: Fuji S9500, 28-300mm zoom at 50mm, ISO: 200, Exposure: 1/500sec @ f4.5

Below: It is very rare to record Class 91s piloting HST sets, firstly due to the small number of Class 91s in service, and secondly the excellent availability of the East Coast HST fleet. However on 13 September 2007 No. 91109 was captured 'dragging' an HST formed with powercar Nos. 43110 and 43306 on a London King's Cross to Edinburgh service near Colton, south of York. Excellent shutter timing has caught the '91' clear of the overhead power masts. **Mike Sargent**

Photographic details: Camera: Canon 350D, Lens: Canon 28-135mm zoom at 33mm, ISO: 400, Exposure: 1/400sec @ f5





Above: Reports are that visitor numbers to the 'quality' preserved railways in the UK is up on previous years. On August Bank Holiday 27 August 2007, preserved West Country class 4-6-2 No. 34028 Eddystone is seen approaching Horsted Keynes leading the 15.00 Sheffield Park to Kingscote on the Bluebell Railway in Sussex. It is nice to see a train of correctly liveried stock behind the loco. With the sun slightly off the front, it is all too easy to have the entire front go black. Here the photographer has used exposure and editing tools to retain all the front detail. **Michael J. Collins**

Photographic details: Camera: Canon EOS 20D, Lens: Canon zoom at 40mm, ISO: 200, Exposure: 1/400sec @ f7.1

Below: They say we have some colourful trains in the UK, but our friends in California USA can not say this train is 'dull'. Photographed arriving empty at Los Angeles Union station on 24 September 2007, this is a Metrolink set led by driving trailer No. 6108. This set together with loco No. 901 were hired by Sound Transit (Sounder) of Seattle, Washington to Metrolink in September 2004 to cover a shortage of stock. The set is usually used on the St Bernardino/Oceanside services. Los Angeles Union station is quite railfan friendly, the photographer had no problem with security staff on three recent visits. On one occasion a member of a private security firm stopped for a chat and when he found out I was a railfan he could not have been more helpful, even offering to go and get me a cool drink on a hot day.

Colin J. Marsden

Photographic details: Camera: Nikon D200, Lens: 28-70mm zoom at 40mm, ISO: 200, Exposure: 1/1000sec @ f5.6





Above: A truly excellent piece of photographic work, showing West Coast Railway Co (WCRC) Class 57 No. 57601 with an inspection saloon passing Helwith Bridge on the Settle & Carlisle line during a Network Rail inspection of lines in the North West. Our photographer said "This is actually two exposures merged together in the digital darkroom, one exposure was focused on the sign and one on the train in order to maintain the maximum focus in both parts of the picture.

Mark Bearton

Photographic details: Camera: Canon EOS 20D, Lens: Canon 24-70 zoom at 30mm, ISO: 200, Exposure: 1/1000sec @ f7.1

Below: Short trains are often a major problem to photograph to make the finished image as impressive as the subject when originally seen. One answer is to frame the subject with a lineside structure, such as a station, signal or pleasing item of lineside furniture. Here the photographer has made excellent use of the semaphore home signal at Hall Dene. The train, formed of just one flask wagon is 6E44, the 07.44 (FO) Carlisle to Seaton, which on 14 September 2007 was powered by Class 20s Nos. 20308 and 20311. **Ken Short**

Photographic details: Camera: Nikon D200, Lens: Nikon 18-70mm zoom at 18mm ISO: 320, Exposure: 1/1000sec @ f8





Above: A Class 1116 banked by a Class 1144 climb away from Braz in Austria on 13 September 2007 forming the 12.46 Bregenz to Wien service. This excellent photographic viewpoint cannot have been easy to find, or indeed reach, however the view, composition and subject make for an excellent illustration. **Phil Cotterill**
Photographic details: Camera: Ricoh Caplio R4 Compact, ISO: 100, Exposure: not recorded @ f4.6.

Below: With the photographer starting to fight against the shadows at Seaham, one of the two pioneering five-door Class 66/9s No. 66952 powers train 6M25, the 14.19 Seaham to Earles powdered cement empties on 2 October 2007. In conditions of such contrast, if the photographer has the benefits of Adobe CS2 or Cs3, a little and careful use of the Shadow/Highlight tool can increase the detail in the shadow area and improve the image. **Ken Short**
Photographic details: Camera: Nikon D200, Lens: Nikon 18-70mm zoom at 62mm ISO: 400, Exposure: 1/1000sec @ f5.6





Above: Former Network South East 'Network Express Turbo', No. 166215 now painted in full First Great Western 'dynamic lines'-livery passes non stop through Hanwell & Elthorne station on 28 August 2007. This is a truly delightful Great Western Railway station dating from 1875-77 and has been given Grade II listed status. The sign to the right of the unit politely reads; "Passengers are requested to cross the line by the subway". Class 166's can be found on express services such as Paddington to Oxford.

Photographic details: Camera: Canon EOS30D, Lens: Canon EF50mm, ISO: 250, Exposure: 1/1250sec @ f7.1 Raw to Jpg then various adjustments in Photoshop

FIRST in Western Suburbia

Pictures by Richard Stiles

Below: The weather in June 2007 seemed to be setting the scene for the remainder of Summer dark cloud and little sun!. Under a stormy sky and a very lucky patch of sunshine, Class 165/1 No. 165122 rounds the curve at West Ealing shortly before joining the main line, forming the 13.53 Greenford to Paddington service. On the left is the Plasser 'On Track Plant' assembly and maintenance facility. West Ealing yard is a shadow of its former self and is now simply a loop for freight. These days this bridge is only suitable to capture trains on the Greenford branch, as electrification of the main lines has made photography very difficult.

Photographic details: Camera: Canon EOS30D, Lens: Canon EF24-70mm USM zoom at 24mm, ISO: 320, Exposure: 1/2500sec @ f5.6 Raw to Jpg then various adjustments in Photoshop





Above: Captioned by the photographer as 'Summer's here!' it looks like the mother of all storms is about to break. The photographer adds, "Other than sharpening no adjustments were made to the raw file during processing and the surreal effect shown is genuine". It was created by bright warm sunshine combined with a heavy storm cloud as a back drop. Local newspapers reported hail storms hit the Clapham area, and these clouds were probably heading that way. Two-car Class 165 No. 165131 is working train 2G52, the 17.55 Paddington to Greenford and is passing Acton Yard on 3 July 2007. Note the Class 66 and 59 in the yard.

Photographic details: Camera: Canon EOS30D, Lens: Canon EF50mm, ISO: 200, Exposure: 1/1600sec @ f5.6 Raw to Jpg



Right: The same Turbo as seen above, No. 165131 is illustrated again, this time working train 2G31, the 12.53 Greenford to Paddington service at Ealing Broadway on 7 August 2007. The tall office block has been a feature of the station for many years and photographers using a 50mm lens have a 'trade off' between including all of the building and giving the train less prominence, or concentrating on the train and cutting the building in half. Ealing Broadway was once the terminating point for the Greenford shuttles, but these now run through to London. Of note are the last few remaining silver D78 stock cars on London Underground metals, operating on the District Line which serve the station providing a West London link between the National Network and the LUL system.

Photographic details: Camera: Canon EOS30D, Lens: Canon EF50mm, ISO: 200, Exposure: 1/2500sec @ f5.6 Raw to Jpg



Above: The street cars or light rail vehicles which operate on San Francisco's 'F' line are a delight, used by thousands of people every day, tourists and commuters alike, the service is operated by vintage cars from various backgrounds. Here three cars stand at the Jones Street turn, Milan car 1856, and American PCC cars Nos. 1057 and 1058, painted in Cincinnati and Chicago liveries on 24 September 2007.

Photographic details: Camera: Nikon D200, Lens: Nikon 24-70 zoom at 30mm, ISO: 200, Exposure: 1/1000sec @ f5.6

Travelling LIGHT in California

By Colin J. Marsden

Below: In and around Los Angeles four 'Metro' lines operate, red, blue, gold and green. The high quality operation provides an important part of life in the city and is very well used. Gold line twin-car set No. 301 is seen approaching Los Angeles Union station on the line from Pasadena. These trains usually operate in pairs and work as a mix of street running and dedicated right of way. In the near future this line will be extended six miles on the eastern side of Los Angeles. The twin car-sets were built by Siemens and are of the P2000 type.

Photographic details: Camera: Nikon D200, Lens: Nikon 24-70 zoom at 55mm, ISO: 200, Exposure: 1/1000sec @ f6.3





Above: The San Francisco 'F' Line uses a number of historic cars for daytime fine weather operation. Here San Francisco car No. 130, built in 1914 and still in frequent use, rounds the very tight curve into Stuart Street. At this point on the vintage cars the conductor has to manually change the contact pole onto the correct wire. The vintage cars tend to operate between 10.00 and 18.00 and frequently only on the Fishermans Wharf to 8th Street section.
Photographic details: Camera: Nikon D200, Lens: Nikon 24-70 zoom at 60mm, ISO: 320, Exposure: 1/750sec @ f5.6

Below: Port of Los Angeles Waterfront 'Red Car Line' replica Pacific Electric 500-class car No. 500 is seen at the Ocean Liner station in the Port of Los Angeles. The line's two replica cars feature welded steel frames carrying a wooden superstructure and replicate the 1920s vehicles of the original line. Each car seats 48 passengers and provides an excellent ride along the harbour front, plans exist to extend the system, but the present operation is a delight to see and ride.

Photographic details: Camera: Nikon D200, Nikon 17-24 zoom at 22mm, ISO: 200, Exposure: 1/1000sec @ f5.6





Left: We just have to hope that these 'chaps' understand the red crossing lights and have attended one on Network Rails 'Crossing Safety' lectures, as the goatherd appears to be showing little interest as to whether his flock have crossed the line. This amazing picture was captured at Cieza in Spain on 2 March 2007. **Phil Cotterill**

Photographic details: Camera: Ricoh Caplio R4 Compact, ISO: 100, Exposure: not recorded @ f7.4

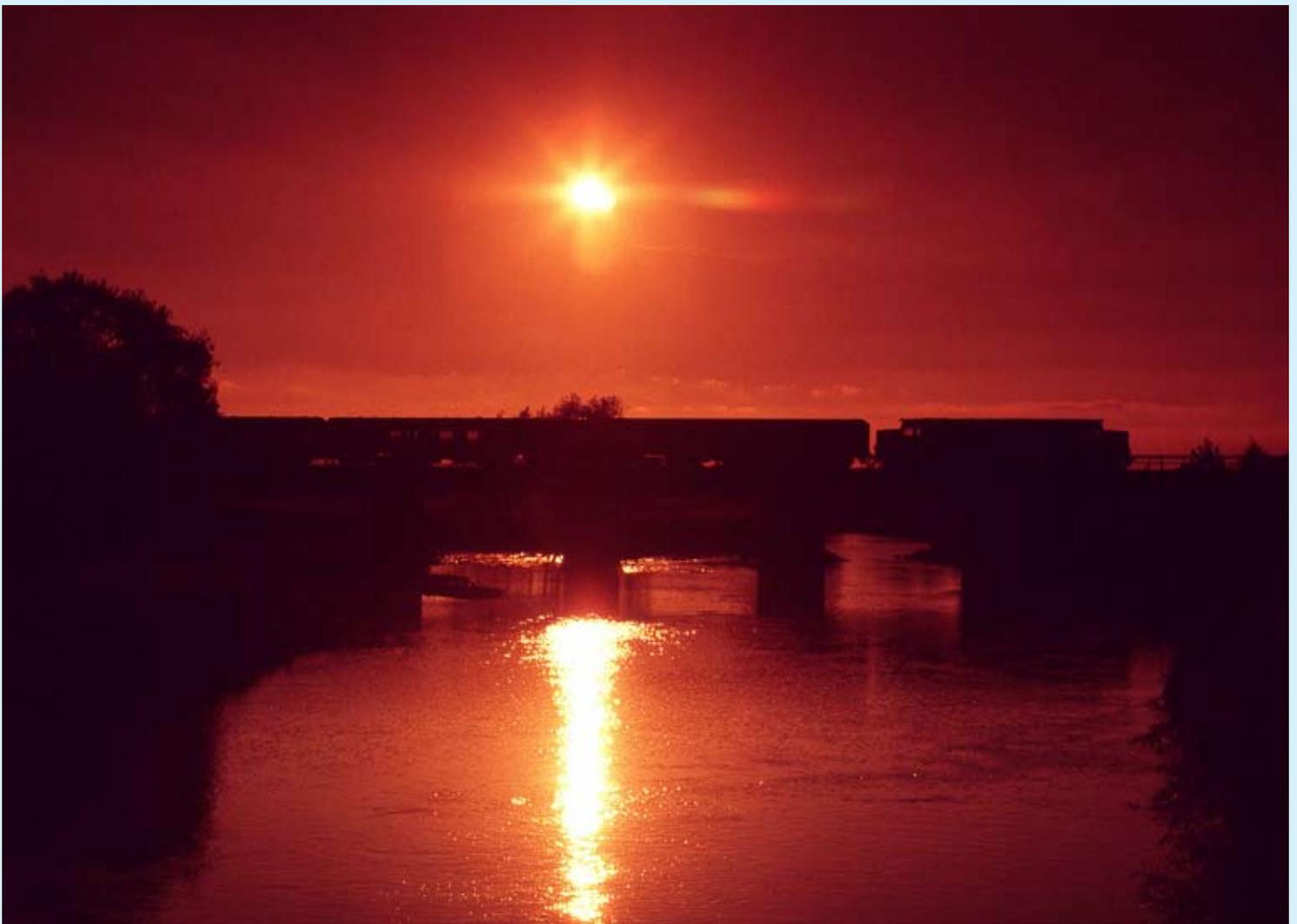
Below: This could be captioned 'What to do with a light loco' It is often hard to know how to place light locos especially in the landscape. Here our photographer has done an excellent job of placing the locos in a perfect position by the side of the moored yacht. The view was taken of DRS No. 47802 on Kent Viaduct in Cumbria on 4 September 2007.

Nathan Williamson

Photographic details: Camera: Canon 300D, Lens: Canon zoom at 55mm, ISO: 200, Exposure: 1/500sec @ f9

From a different viewpoint.....





Above: A real picture from a different viewpoint, described by the photographer as “A most rewarding working” it depicts DRS Class 37 No. 37069 heading train 1Z20 13.50 London Paddington to Derby RTC Serco test train passing over the split Rivers of the Tame and Trent at Wychmor viaduct, near to Alrevas between Burton-upon-Trent and Tamworth high level on Friday 7 September 2007. The image was filtered to provide this stunning effect. **Phil Grain**
Photographic details: Camera: Mamiya 645 pro TL, Lens: Mamiya 55-110 zoom at 90mm, Film: Fuji Provia 400X, Exposure: 1/1000sec @ f16. Filters: LEE Neutral density 0.9 hard grad (over sun/sky), mahogany, sunset Orange

Below: Good reaction time on the part of the photographer here to capture this First TransPennine Express Class 185 No. 185111 emerging from behind a tree and pressing the shutter button at just the correct moment as it passes Grange-over-Sands on 4 September 2007. **Nathan Williamson**
Photographic details: Camera: Canon 300D, Lens: Canon zoom at 22mm, ISO: 100, Exposure: 1/1250sec @ f3.5



This is the view from the station footbridge at Harrow and Wealdstone, looking north at 21.30 on the evening of 18 July 2007. The photographer said "It is not a place I would recommend hanging around too long at night though" however his effort has worked very well. Congratulations on seeing a different view. Richard Stiles

Photographic details: Camera: Canon EOS30D, Lens: Canon EF50mm, ISO: 500, Exposure: 1/500sec @ f3.2 Raw to Jpg then various adjustments in Photoshop (The photographer removed some lights, bright spots and darkened some areas lightly)

