

High-resolution version

Railway Photography

No. 2

11 September 2006

The complimentary e-magazine for the quality Railway Photographer



TheRailwayCentre.Com

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On the Cover



The Class 58s in use in Spain are seldom filmed. On 11 July 2006 No. L46 (58030) is seen at Bobadilla being loaded for a road move to the construction base at Los Prados (Malaga). No. L36 (58041) is in the background.

Enrique Dopico

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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

Editor: Colin J. Marsden
Design: TRC Publishing
Railway Photography is published by
TheRailwayCentre.Com Ltd
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Dawlish, Devon
EX7 9XY
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Firstly I would like to thank everyone who has made contact and said they liked the first edition of *Railway Photography*. The original idea behind this venture was to encourage the sharing of good high-quality pictorial images, and by the response it seems that a lot of people are willing to take part.

The first issue of *Railway Photography* went out to just over 1,500 people who had previously 'subscribed' and during the first week of availability on the website a further 2,200 people downloaded the product. A very pleasing figure and I would encourage as many people as possible to submit material, as in all such cases we have a nucleus of people who submit, but I would like to see more.

The production of PDF products is quite a complex affair using the very latest Adobe

software. To enable the document to be sent by e-mail the e-magazine is obviously compressed and that is why we transmit a low-resolution version, thus keeping the files to a manageable size. However, a much higher-quality high-resolution version is available on the website and can be downloaded at will. However at a size of around 8mb, unless you have Broadband it might take a long time to download.

Railway Photography welcomes comment and dialogue about railway photography and you are welcome to send in your views or experiences while taking pictures. Have many people had trouble recently from railway officials while taking pictures here in the UK? Let us know.

Colin J. Marsden
Editor



Above: Light or Dark side? Czech Railways Class 498 No. 498022 is seen near the small Czech village of Maly Beranov in low-level fog on 15 October 2002. In place of using a prime camera with film, the photographer chose to use a Fuji Finepix 4700 set at 100ASA, showing that even some of the early lower specification digital cameras can produce excellent results. **John Chalcraft/Rail Photoprints**



Above: The selection of a good vantage point from which to take your railway photograph is one of the most important ingredients of obtaining a satisfying result. Views looking over roof tops or high above town often produce some dramatic results, frequently seen as one drives or walks around, but seldom caught on film. Obviously another important factor is the light, views such as this are usually much improved by the sun being out. Here the photographer has caught a wonderful scene of EWS Class 66/0 No. 66071 in dramatic low-sun evening lighting as it heads across Longwood viaduct shortly before sunset at 19.57 with train 6E72 the 18.25 Stalybridge to Immingham tanks on 10 August 2006. **David Rogers**

Photographic details: Camera: Canon 10D, Lens: Canon EF 24-85 at 38mm, ISO: 100 (.jpg fine), Exposure: 1/320 @ f4.5

Below: The choice of a low prospective for this record view of General Motors/EMD power at Westbury is very important, as it has removed all poles, buildings and other obstructions from poking out the roof of the train. One of the biggest problems with photographers today is that they allow the prime subject of a picture to be encroached by distractions, which generally impair a good photograph, it is seldom that quality publications allow such illustrations to be used and it is the most frequent reason for editors rejecting photographic submissions. This 'GM Fest' at Westbury shows Freightliner Class 66/5 No. 66518 on the left, DRS-owned, Freightliner-operated No. 66409 as the main subject and EWS Class 59/2 No. 59202 on the right. The DRS loco was on hire to Freightliner and being used to power the diverted Culvert-Bath 'Binliner' service on 1 September 2006. **Kevin Wills**

Photographic details: Camera: Canon EOS 10D Lens: Canon 28-135mm at 38mm ISO: 100, Exposure: 1/250 @ f8





Above: GWR 'King' Class 4-6-0 No. 6024 King Edward I powers the 10.50 Paddington to Bristol Temple Meads 'The Brunel Bicentenary Special' formed of the VSOE Pullman stock past Shrivenham on 5 July 2006. This period illustration is considerably enhanced by the removal of the colour, and at first glance could well have been an illustration taken some 40 years ago. **Ken Brunt**

Remove *that* colour

Railway Photography takes a look at the modern black and white digital images and the modern 'art' of mixing colour with monochrome

Today, a number of digital photographers who usually take pictures in the colour medium, choose to convert their images into black and white, this is frequently the case with steam or early diesel illustrations, where photographers are trying to recreate the scenes recorded several decades ago. At other times, especially on main line steam charters, the conversion of illustrations to black & white removed the motley collection of different coloured rolling stock found on charter workings and blends the image into an era past. In most cases conversion of images from colour to black and white is easily done in the post taking editing, by using the mode control and saving the image as 'black and white' rather than RGB or CMYK colour. A tip for those planning on using this process and then having their work published, is that reproduction will be better if the image is then re saved as RGB or CMYK.



Left: Looking every bit an image of the 1950s (except for the headboard), is this view of Great Western 0-6-0 'Pannier' tank No. 6412 hauling a Great Western auto-coach along the West Somerset Railway near Doniford Beach. Apart from a few of the more well known early colour photographers such as Peter Gray and the late Dick Riley, scenes such as this were virtually all recorded in black and white and frequently colour pictures of such workings look wrong. This image originally taken on a Nikon D2X in RAW was converted to monochrome in Adobe CS2 (Photoshop) and then saved as a .jpg file. Often when converting colour to black and white some attention to contrast is needed or the sky area will need adjustment, as the blue often converts into a too dark grey. The train illustrated was a 'Birthday Bash' for railway photographer Terry Harper or 'Linesider', who sadly passed away a few months later. **Colin J. Marsden**



Above: In what was a very heavy green landscape, of like coloured loco and landscape, this colour/monochrome 'selection' has lifted the green loco and yellow wagons out of the scene. It is frequently quite amazing how many people look at this type of illustration and at first do not see that the landscape is not the usual colour. This view was taken at Gunstone Mill on the Crediton-Meldon Quarry line on 8 June 2005 and shows Freightliner Heavy Haul No. 66526 powering the 10.30 Meldon Quarry-Oxford Hinksey Network Rail ballast service. **Colin J. Marsden**

Another form of black & white or monochrome photography which has caught on in recent months is the mix of black and white and colour within the same illustration. This was possible in wet film days, but with the onset of the digital era, it has become easier to achieve. For those who wish to apply this art to their illustrations, this is the method adopted to produce these two pictures. Firstly open the original colour illustration and do any editing in terms of colour, spot removal and trimming, then (if you are using Photoshop) go to Image>Adjustments>Desaturate, this will convert the entire image into black and white. To return the colour to the section of the image you require, go to the main pallet menu and select the History Brush Tool, then using a very small brush size and with the picture enlarged so you can see what you are doing, rub over the area in which you wish colour to return, this is best done in small strokes as if you make a slight error, you can easily 'step back' and try again.

When you have returned the colour to the area you wish, you may then need to do some final adjustments in terms of contrast and colour to make the image as you require. Have fun, perhaps not recommended for general railway photography, but it is another form of a 'picture with a difference' and usually one or two of these in a photo gallery generates some comments and interest.

Below: The time honoured view of a train crossing Cockwood Harbour between Dawlish Warren and Starcross in Devon is such an established view that some form of adventurous photography can help produce a different view. Here, this view of an FGV Class 47 powering an 'up' Mk2 formed passenger rake, has just had the loco returned to colour, leaving the rest of the scene and train in monochrome. Originally when this picture was converted, the editor looked twice at the underframe colour of the Class 47, which looks very orange, rather than the expected black. It was surprising to note that this was the colour on the original colour illustration, but the eye was distracted from it by the presence of the other colours. **Colin J. Marsden**





Above: The popularity of the BR/Brush Class 60 fleet has never been so high, with enthusiasts following every duty, withdrawal from service and re-instatement to traffic. No. 60026 sporting original EW&S livery has recently been returned to traffic after a period in store. On 25 August 2006 it is seen powering train 6E06, the 10.00 Bredbury-Roxby 'bin' service away from Healey Mills. **Mark Allatt**

Photographic details: Camera: Canon EOS 30D, Lens: Canon 50mm f1.4 EF, ISO: 100, Exposure: 1/500 @ f5.6

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: On a very frosty and cold 3 March 2006 morning, EWS-liveried Class 60 No. 60069 Slioch passes Water Orton, powering a covered steel coil train from the Wolverhampton steel terminal. Of the 100 Class 60s built for Trainload Freight under the BR banner around 30 remain in traffic in September 2006, however this figure is set to rise in the autumn/winter months when more resources are needed to power seasonal trains, especially adhesion improvement services.

Phil Hayward

Photographic details: Camera: Fuji Finepix S5000, ISO: 200, Exposure: 1/590 @ f4.5





Above: Although the UK operators have getting on for 400 Class 66s spread between EWS, GBRf, Freightliner and DRS, and the fleet are seen powering the majority of freight services, the class are still quite popular with photographers, especially the handful of celebrity locos, including black-liveried GBRf/Medite Class 66/7 No. 66709. On 3 May 2006 the loco is seen powering 4M91 13.16 Cottam Power Station to Newbiggin Gypsum service at Ais Gill on the picturesque Settle & Carlisle route. **Warren Armstrong**

Photographic details: Camera: Fuji FinePix S2 Pro, Lens: Fuji at 70mm, ISO: 200, Exposure: 1/500 @ f5.6

Below: One of the big problems of transporting loose aggregate in open wagons is 'blow down' with clouds of dust following trains, often making the countryside white, one method of reducing this problem is to wet loads before departure, a practise used in many non-UK countries. With its load gradually being deposited in the countryside, train 6E52 the 10.08 Peak Forest-Peterborough powered by EWS No. 66070 on 9 August 2006 passes Clay Cross Junction, south of Chesterfield.

Mick Tindall

Photographic details: Camera: Canon EOS 5D, Lens: Canon at 70mm ISO: 250, Exposure: 1/800 @ f8





Above: During Dartmouth Royal Regatta week (20-26 August 2006), the Paignton & Dartmouth Steam Railway operated additional services to cater for the large crowds attending the event, with extra trains operating during the evening. On Saturday 26 August following a late evening firework display, the PDSR used Class 25 No. D7535 (25185) to operate an additional 21.45 Kingswear to Paignton Queens Park. The train was full and standing, and is seen here calling at Churston. The photographer had little time to prepare for a night exposure, with the slight movement on the left side of people departing the station adding a little atmosphere to the illustration. **Nathan Williamson**

Photographic details: Camera: Canon EOS300D, Lens: Canon at 33mm, ISO: 100, Exposure: 13sec @ f4.5 (max app)

Below: A number of the over the counter photo editing software packages now allow shadow and highlight adjustments, which can if not used very carefully produce colours which look very over saturated, especially when pictures are taken on very bright days of highly reflective subjects. Here the photographer has enhanced this image of refurbished MTU fitted first Great Western Class 43 powercar No. 43093, seen departing from Swindon on 24 August 2006 with the 11.30 Bristol Temple Meads-Paddington service. The building of the new down main line platform at Swindon in recent years has provided a new vantage point to take pictures of 'up' trains during the late morning/early afternoon period. **Mark Pike**

Photographic details: Camera: Nikon D100 Lens: Canon Nikkor





Above: In common with many of the light railways in the UK, the Spa Valley Railway held special gala events where visiting traction attracts extra visitors. On 5 August 2006, this amazing triple-headed train was recorded on the line forming the 13.00 Tunbridge Wells West to Birchden at Pokehill powered by Class 33 'Cromptons' Nos. 33063 and 33065 and Class 20 No. 20118 hired-in from the South Devon Railway. **Shaun Bamford**

Photographic details: Camera: Canon EOS30D Lens: Canon 28-70mm f2.8 zoom at 32mm, ISO: 200, Exposure: 1/500 @ f8

Below: Placing trains in the landscape is the art of a number of photographers, using the surrounding countryside to 'make' the overall picture, rather than just taking a 'buffer to buffer' record shot. This Central Trains Class 153 No. 153385 is seen near New Barnetby on 2 June 2006, forming the 13.52 from Grimsby Town to Newark North Gate and has been carefully 'placed' in the image. **Brian Morrison**

Photographic details: Camera: Nikon D200 Lens: Nikkor 28-70mm f2.8 zoom at 48mm, ISO: 250, Exposure: 1/640 @ f5.6





Above: Preserved LMS 4-6-2 Princess Elizabeth strolls along the West Coast Main Line near Great Strickland on 3 June 2006 running as just engine and support coach from Carlisle to Carnforth to take up its next working of 'The Dalesman' the following day. Still displaying The Thames Clyde Express headboard that it had carried earlier in the day while working north over Ais Gill, it would make one wonder if the station announcer might have made the following announcement? "Passengers are advised that the buffet and restaurant car service is not available on today's southbound Thames Clyde Express to London St. Pancras, only passengers holding reserved seat accommodation in coach A are advised to travel". **Peter Kellett**

Photographic details: Camera: Canon 5D Lens: Sigma 70-200EF zoom at 88mm, ISO: 200, Exposure: 1/1600 @ f4.5

Below: The operation of preserved steam over the National Network still creates a considerable interest, from those who like to ride behind steam traction, those who like to film or photograph the events or just those who like to stand and watch yesteryears transport system and remember the days of such elegant travel. Working over the Chiltern Railways route, LMS 8F No. 48151 operated 'top and tail' with Black Five No. 45690 on 2 April 2006 forming the 16.25 High Wycombe to Marylebone charter near Beaconsfield. **Ken Brunt**

Photographic details: Camera: Canon EOS30D Lens: Canon, ISO: 200, Exposure: 1/500 @ f5.6





Above: Placing trains in mountain scenery in Southern California is a personal favourite of this photographer. The curved and undulating route between Mojave and Bakersfield via Tehachapi offers such a setting. On 3 June 2006, a northbound BNSF manifest train passes Woodford, just north of the Tehachapi Loops led by four BNSF Dash9s (BNSF4118, BNSF4332, BNSF4056, BNSF5480) and an SD70Mac No. 1630 from Mexico-operator TFM. **Colin J. Marsden**
Photographic details: Camera: Nikon D2X Lens: Nikkor 28-70mm f2.8 zoom at 65mm, ISO: 200, Exposure: 1/800 @ f5.6

Below: The new order of the day on the 'one' Anglia main line, Class 90/0s powering rakes of Mk3 stock. Although new to the Norwich-Liverpool Street route, these locos are far from new, being used by InterCity and then Virgin Trains on the West Coast route until displaced by Pendolino stock. On 29 June 2006, No. 90013 is seen at Brantham, south of Ipswich powering the 11.00 Norwich-Liverpool Street. **Shaun Bamford**
Photographic details: Camera: Canon EOS30D, Lens: Canon 28-70mm f2 zoom at 50mm, ISO: 400, Exposure: 1/1000 @ f8





A visit to the

White Pass & Yukon

Photo special by Philip Wormald

Above: 1947-built 'Mikado' Baldwin 2-8-2 No. 73 passes the small halt at Glacier on the return train WX73 from Fraser Loop to Skagway on 11 June 2005. The steam locomotive was custom built for White Pass & Yukon Route Railroad.

Photographic details: Camera: Canon EOS 350D, Lens: Canon EF 28-200 at 28mm, ISO: 400, Exposure: 1/400 @ f8



Above: GE 'Shovel Nose' diesels Nos. 98, 93 and 100 are seen exiting Fraser Loop with train No. 31/38 on 16 June 2005. Up to three 'Fraser Loop' trains run on busy days, as they do not stop within Canada there are no customs checks on these trains. Train 31 is the uphill train, which on this occasion returned as train 38 to Skagway. Normally this train would traverse the loop anti clockwise; however the photographer made a request for an anti clockwise move to allow this photograph to be taken.

Photographic details: Camera: Canon EOS 350D, Lens: Canon EF 28-200 at 28mm, ISO: 200, Exposure: 1/500 @ f8



Above: GE 'Shovel Nose' Nos. 99, 96 and 94 head the return train from Bennett to Skagway at White Pass on 12 June 2005. Normally weekend train No. 64 is only two carriages, but on this occasion a large party booking meant extra carriages (and motive power) were attached for the Fraser - Skagway section of the journey.

Photographic details: Camera: Canon EOS 350D, Lens: Canon EF 28-200 at 32mm, ISO: 400, Exposure: 1/1000 @ f8

Below: 'Shovel Nose' Nos. 90, 97 and 91 arrive at White Pass on train No. 33 from Skagway to Fraser on 17 June 2005. Train 33 was the second 'Fraser Loop' train of the day and the photographer had to contend with many mosquitoes to take this photo!

Photographic details: Camera: Canon EOS 350D, Lens: Canon EF 28-200 at 80mm, ISO: 200, Exposure: 1/320 @ f7.1





Above: An image taken in digital colour and then converted to monochrome, shows EWS-branded grey-liveried Class 60 No. 60079 powering train 6D43, the 13.51 Jarrow to Lindsey empty bogie tanks passing Raskelf north of York on the East Coast Main Line on 3 August 2006. The photographer noted that the photographic conditions included slightly awkward light, firing slightly towards the setting evening sun. **Richard Stiles**
Photographic details: Camera: Canon EOS 30D, Lens: Canon, ISO: 400, Exposure: 1/800 @ f7.1 taken in RAW format and processed through 'Neat Image and 'Photoshop'

The World in Monochrome

Below: On 5 April 1984, rail blue-liveried Class 47/0 No. 47124 passes Winterbourne Stoke near Bristol Parkway powering an 'up' oil tank train. This loco was built by Brush in February 1964 and withdrawn from Old Oak Common in June 1989, being broken up at MC Processors, Glasgow the following year. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm, TriX at 400ASA, Exposure: 1/1000 @ f7.1. Negative scanned on Nikon Coolscan9000 at 600dpi.





Above: Photographed just south of St Denys, heading for Northam Junction and passing Beovis Park Yard, rail blue Class 56 No. 56034 hauls three Class 405 4SUB units Nos. 4670, 4680 and 4742 as a 'load' during a Class 56 driver training run from Eastleigh to Eastleigh via Southampton, Laverstock, Andover and Basingstoke on 12 April 1984. On the 'up' line Class 33 No. 33002 passes by with the 08.05 Cardiff-Portsmouth Harbour service. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm, TriX at 400ASA, Exposure: 1/1000 @ f8. Negative scanned on Nikon Coolscan9000 at 600dpi.

Below: Passing Hawkeridge Junction, Westbury at the time of the West of England Resignalling, Class 33/0 No. 33050 leads five Mk1 blue and grey-liveried coaches forming the 16.10 Bristol Temple Meads-Portsmouth Harbour service on 3 April 1984. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm, TriX at 400ASA, Exposure: 1/1000 @ f8. Negative scanned on Nikon Coolscan9000 at 600dpi.

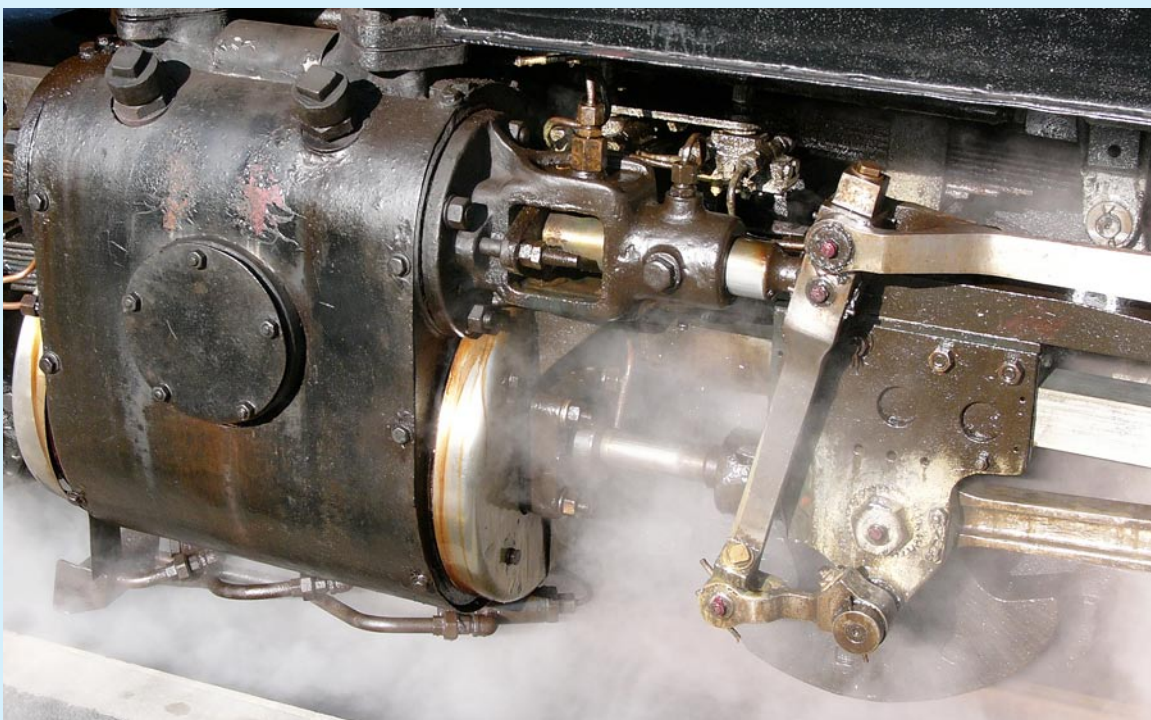




Left: For those of us in the northern hemisphere it seems hard to consider that 22 June is the shortest day of the year, but for those down under in Australia and New Zealand this is the case. This was the view taken from Petone Box in New Zealand on a cold and wet shortest-day evening of 22 June 2006, and shows a Ganz-Mavag train calling at Petone with homeward bound commuters from Wellington. Taken by a 'Brit' who now lives in New Zealand, he describes this picture as 'this epitomises the worst of Wellington's wet and dismal winter weather!' **Alan Wickens**

Photographic details: Camera: Sony DSC-F828, ISO: 400, Exposure: 1/125 @ f2

From a different viewpoint.....



Left: Captioned by the photographer as 'The Gubbins' this superbly lit detail illustration shows the valve gear and cylinder on one of the Welsh Highland Railway's NGG16 Garratt locomotives.

John L. Dobson

Photographic details: Camera: Leica Digilux-2, Lens: Leica, ISO: 100, Exposure: 1/250 @ f4.8.



Above: Most photographers would have probably taken this view of a vintage Pakistan diesel multiple unit at Malakwal with a service for Bhera on 6 March 1988 as a close up front three-quarter view showing more detail of the train and surrounding station. However, the photographer here has managed with careful thought of position to include some of the local 'transport' in the picture. It is very doubtful that this method of transporting building materials would be allowed in many countries of the world. **Phil Cotterill**

Below: Evening sunsets can often provide some excellent illustrations, either with glints from the train's bodywork, or from red/golden sky. Here a southbound Virgin Trains 'Voyager' passes Prestonpans south of Edinburgh as the evening sun sets over the Pentland Hills on 8 November 2005. A feature which lifts this picture is the high-power headlight of the 'Voyager' which provides a break from the illustrations dark lower portion. **Chris Perkins**

Photographic details: Camera: Canon EOS 20D, Lens: Canon, ISO: 1600, Exposure: 1/320 @ f4.5





A stunning reflection image using the polished railhead as a reflective surface, shows the Australian AK track recording train, stopped at the New South Wales, Hunter Valley location of Kerrabee, for safeworking purposes. The picture was taken just prior to sunset, with locos KL81/S317 powering train No. 5M83 on 29 September 2005. The photographer was part of the team working on the train, so safety issues of being in such a location were taken into account. Robert Parnell
Camera details: Kodak LS743, 1/180second, 13.5mm focal length.