

High-resolution version

Railway Photography

No. 3

25 September 2006

The complimentary e-magazine for the quality Railway Photographer



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On the Cover

Preserved Class 50 No. D402 rounds the curve at Waterside between Goodrington and Churston on the Torbay & Dartmouth Railway on 20 June 1992 powering the 16.40 Paignton-Kingswear demonstration freight.

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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PO Box 45
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Since the first issue of *Railway Photography* was published, our distribution list has grown to over 3,000 people, with a further 4,500 downloading the e-magazine direct from the www.therailwaycentre.com website. This obviously shows that considerable interest exists in quality railway photography, where illustrations are reproduced at a good size, unlike most of the printed media products.

We hope to develop *Railway Photography* further, by adding extra pages and hopefully introducing small photo-related features. However, the content will be directed by the readers, and I encourage as many railway photographers to submit their work as possible. Of our 7,000 plus readers, only a small handful actually submit work, and it would be nice to see a

few more contributions.

With the increasing number of new and younger photographers coming on the scene, taking quality material, I would like to start to include a 'newcomers' spread in every other issue, allowing the person to introduce themselves, describe their photographic equipment and why they have taken up the railway photography hobby. So, it's an open invitation to anyone just entering this interesting hobby, drop the editorial office an e-mail with your words and illustrations and we will start to share your material with others.

Can I just remind contributors to include as much camera, lens and exposure detail with submissions, as we always try and include this information.

Colin J. Marsden
Editor



Above: Freightliner Intermodal Class 66/5 No. 66534 illuminated by beautiful evening sunlight, powers past the classic photographic location just north of Kings Sutton on the Northamptonshire/Oxfordshire border with the afternoon Southampton to Coatbridge container service on 9 September 2006. **Chris Nevard**
Photographic details: Camera: Nikon D200 Lens: Nikkor 80-200mm at 92mm ISO: 200, Exposure: 1/1000 @ f4. Taken in RAW and processed through Bibble and Photoshop CS2



Above: The snow season will (hopefully) soon be with those readers in the Northern Hemisphere, offering some excellent chances for snow pictures. In Canada the 'snow season' is usually quite long, often very cold, but frequently well lit with clear sun. This was the view recorded at Queen Street, Komoka, close to London, Ontario on 27 February 2006 with FP40-PH2 No. 6421 powering Train 71, the 06.45 Oshawa to Windsor, travelling at great speed. Often in such snow/sun scenes, even the complex metering of modern cameras cannot cope with the light reflection off the snow and would tell the camera to take an image at far too high a shutter speed or a high aperture setting than needed. When this image was taken the light meter recorded a value of 1/2000 at f8, when in fact the correct setting was 1/800 at f6.3. It is always worth remembering that in such conditions the meter is likely to under expose your image, if you are using automatic settings. **Colin J. Marsden**
Photographic details: Camera: Nikon D2X Lens: Nikkor 24-70mm at 35mm ISO: 100, Exposure: 1/800 @ f6.3

Below: Slightly out of its traditional operating area Southern 'King Arthur' class No. 30777 Sir Lamiel was used on 8 July 2006 to power the 'Ebor Express' from Tyseley to York and return. The train, formed of a mix of Mk1 and Mk2 stock is seen under full steam at Swinton. **Derek Porter**
Photographic details: Camera: Canon 350D, Lens: Canon 18-55 zoom at 38mm, ISO: 1600, Exposure: 1/800 @ f6.3





When photographers are faced with having to take a picture in a specific fixed location, the problem often occurs that distracting items protrude from the roof or other parts of the main subject. In order to try and show the main image to the best advantage, these extraneous items can be removed, without affecting the main subject. I would offer one important word of caution however, if a picture is recording a scene for historic reference, or showing an area rather than just a locomotive or train subject, the background should be left 'as taken' as in years to come researchers may well use such published works as important elements in their work.

In the example shown on this page, taken at the launch of the new Stobart Rail Class 66/4 at the Daventry International Rail Freight Terminal (DIRFT) on 19 September 2006, the loco was in one static location, perfectly positioned for light, but with a number of posts growing from the roof. Also in this case, by virtue of the bright sky, bright concrete apron and white panels on the loco bodyside, the automatic light metering of the Nikon D2X, tended to make the dark areas slightly under exposed. In most cases it is best to deal with all of these problems in the post taking computer handling process.

In this picture the entire scene was brightened using Photoshop CS with the Image>Adjustments>Levels control by moving the central slider to the left. After this was done, the Dodge Tool with a brush size of around 400 pixels with an exposure of 16% was wiped over the bogie area (highlighted by the blue rectangle) once. To improve the rendition of the wagons in the right background (orange rectangle) this was also brightened with the same tool with a single pass. The lamp posts protruding from the roof (circled in red) were removed with careful use of the Clone Stamp Tool. For the area away from the loco bodywork a soft edge tool with a size of 40 pixels was used, for the area close to the bodywork a 15 pixel tool with hard edges was used, so as not to infringe on the main subject. As is the case with many photographers the CCD inside their camera gets slightly dirty, and in this case a slight dark 'blob' in the sky (circled yellow) was removed by using a 40 pixel soft sided Clone Stamp.

Many people frown about editing images or even removing litter on the floor, but this is no new photographic activity. The vast number of wet paper photographer/printers frequently removed lineside clutter, the odd poles and 'spotted-out' litter in the foreground of an image, the only difference is today the work is done in the comfort of your office on a computer screen, while years ago it was carried out in the dark room, and usually only by the experienced photographer. Today anyone with digital photographic equipment, a computer and photo editing software can improve their images.

Cleaning up the image



On a WET day



How many times have we heard that photographers do not take pictures in bad weather, poor light or rain. Some photographers will travel hundreds of miles to capture an image, only to put the camera away and watch the train go past if the sun is not out or it starts to rain. These two illustrations show that rain and poor weather can frequently provide an outstanding image and one for which the photographer should be proud.

Above: In appalling weather conditions, with rain sheeting down and bouncing off the platform, Class 153 No. 153372 and Class 150/2 No. 150266 depart from Westbury on 24 June 2005, the photographer described the scene "taken during one of the worst rain storms I have ever seen, which could only mean one thing, Glastonbury weekend!". **Philip Hayward**

Photographic details: Camera: Fuji Finepix S5000, ISO: 2000, Exposure: 1/160 @ f2.8 (max)

Below: A truly amazing illustration, taken by a very intrepid and possibly wet photographer, shows an unidentified Pendolino set passing Carpenders Park on 16 August 2006 during a heavy thunderstorm and cloudburst. The speed of the train, around 110mph, is causing the falling rain to form almost a tube around the train. The force of the rain can be seen by the droplets in front of the train, very well caught and shows just what appalling conditions prevailed at the time. An outstanding image that clearly demonstrates that impressive and memorable pictures can be caught in poor conditions. **Chris Holt**

Photographic details: Camera: Canon EOS 30D, Lens: Canon zoom at 54mm ISO: 640, Exposure: 1/250 @ f5.6





Above: Placing a train in the landscape, especially in such a stunning location as this, always produces a nice result. The photographer does however have to be careful, to place his subject in just the right position, so as not to have an overhead power mast protruding from the cab, detracting from the overall image. Here the photographer has placed his train in a near perfect position. Taken on 24 August 2006, a Virgin Trains Pendolino is seen forming a Glasgow-Euston service at Greenholme in Cumbria. In the background is the M6 motorway. **Stewart Armstrong**

Photographic details: Camera: Canon EOS350D, Lens: Canon zoom 78mm, ISO: 320, Exposure: 1/500 @ f11

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: Adding a foreground subject to a train picture is not always in the forethought of every photographers mind, with most people preferring a view which shows the train in detail. Here a well laden Brenda Prior turns in the River Thames as a Connex-liveried Class 319 heads north over Cremorne Viaduct, Battersea on 14 August 2003. **Ken Brunt**

Photographic details: Camera: Canon EOS 10D, Lens: Sigmar 70-200mm zoom at 97mm, ISO: 200, Exposure: 1/1000 @ f5.6





Above: With the autumn leaf fall 'Sandite' season now with us, the ranks of the Class 60 fleet has increased in recent weeks to allow other traction to be used for rail cleaning services. Here No. 60010 passes through Paddock cutting, Huddersfield with the 6M22 11.20 Leeds Hunslet to Tunstead cement empties on 15 September 2006. **David Rogers**

Photographic details: Camera: Canon EOS 10D, Lens: Canon 24-85mm zoom at 30mm ISO: 200, Exposure: 1/320 @ f8

Below: The Mainline Freight 'Aircraft Blue' livery applied to a handful of Class 60s always looked very smart, however today with a full height EWS sticker on the side in yellow and red the appearance is somewhat spoilt. No. 60044 is captured passing through Huddersfield station at 12.43 on 8 September 2006 with an unusual mixed rake comprising a steel wagon, blue former National Power wagons and empty orange RMC hoppers. **David Rogers**

Photographic details: Camera: Canon EOS 10D, Lens: Canon 24-85mm zoom at 38mm ISO: 200, Exposure: 1/400 @ f7.1





Above: Now in use by Direct Rail Services (DRS) Class 47/4 No. 47839 passes Tyne Yard on the ECML on 8 September 2006 powering train 6Z61 a rake of eight Network Rail FEA rail cleaning tanks en route from York, where the vehicles have been maintained during the summer, to DRS Carlisle, from where they will be used on autumn rail cleaning duties. At first glance this could have been an illustration taken in the 1970s, except for the wagon design, loco headlight, jumper socket on the locos front end and of course overhead power equipment on the East Coast route. **Ken Short**

Photographic details: Camera: Nikon D200, Lens: Nikkor 18-70mm zoom at 35mm, ISO: 320, Exposure: 1000 @ f5.6

Below: With Weybourne shed behind, Class J15 0-6-0 No. 65462 departs from Weybourne station on 28 May 2006, hauling the 12.45 North Norfolk Railway service from Holt to Sheringham. On shed can be seen Class 25 No. D5207, Class 47/3 No. 47367 and Class 11 No. 12131. **Brian Morrison**

Photographic details: Camera: Nikon D200 Lens: Canon Nikkor 70-200mm f2.8VR zoom at 135mm, ISO: 250, Exposure: 1/200 @ f5.6





Above: The large collection of new multiple unit trains now in use in the UK, never seem to catch the interest of too many photographers, however, it is recommended that these deemed uninteresting trains are captured, as changes to livery, modifications and lines of use soon render early pictures interesting. Siemens 'Desiro' No. 185109 passes Dewsbury on 9 September 2006 forming the 15.39 Hull to Manchester service. **Mark Allatt**

Photographic details: Camera: Canon EOS30D Lens: Canon 28-105mm f3.5 zoom at 68mm, ISO: 100, Exposure: 1/640 @ f4

Below: Photographing green trains in a green landscape is always challenging, here the photographer of Central Trains 'Bubble' No. 153371 approaching Ruskington with the 16.02 Lincoln Central to Peterborough service on 31 May 2006 has placed the train with darker foliage in the foreground and let the rear of the train stand out against a shadow area. The balancing of the train with the telegraph pole on the left side and the electric post on the right has made this a charming railway view. **Ken Brunt**

Photographic details: Camera: Canon EOS10D Lens: Canon 28-70mm f2.8 zoom at 70mm, ISO: 400, Exposure: 1/350 @ f11





Above: The West Somerset Railway which operates the 21 miles between Bishops Lydeard and Minehead offers some excellent photographic viewpoints, these are either around the superbly restored stations, all of which are to award winning standards, or out in the countryside. During the Spring Gala event in 2005, National Collection GWR No. 3440 City of Truro was captured on film at Castle Hill, just to the south of Bishops Lydeard and one of the many locations where photographers can stand on the road side and capture a panoramic view. Obviously running up hill the loco is working hard, which adds to the impact of the photograph. **Chris Holt**

Photographic details: Camera: Nikon D100 Lens: Nikkor 24-85mm zoom at 26mm, ISO: 250, Exposure: 1/250 @ f11

Below: During the summer of 2006, National Collection-owned, Maunsell-designed Class LN No. E850 Lord Nelson, recently restored to main line condition at Eastleigh has been working on the West Somerset Railway as part of its running in. In superb condition it is seen passing Yarde Bridge between Stogumber and Crowcombe on 13 September 2006 working a Minehead to Bishops Lydeard service. **John Newberry**

Photographic details: Camera: Canon 350D Lens: Canon EF-S17-85mm zoom at 47mm, ISO: 400, Exposure: 1/800 @ f7.1



Right: Midland Mainline HST No. 43081 waits to head south at Leeds City on Saturday 5 August 2006 powering the Virgin Trains Newcastle to Newquay service. Network Rail has put a number of large colourful flower tubs on the platforms at Leeds and these can be included in illustrations to make a slightly different view. The photographer choose to use a slower shutter speed of 1/60 with a higher f stop thus improving depth of field.

Chris Taylor

Photographic details: Camera: Canon EOS300D Lens: Canon 18-55mm f3.5-5.6 zoom at 18mm, ISO: 200, Exposure: 1/60 @ f10



Below: For the freight industry FreightConnection event held in September 1992, four Class 90s were repainted into European operators colours, marking the bond of Pan-European freight operators before the opening of the Channel Tunnel. The liveries remained for a long time and were frequently recorded around the 25kV electrified network. In fact the locos became something of a celebrity pool, frequently being requested for open day visits and powering charter trains. On 23 October 1992, DB German Railway-liveried No. 90129 passes Colchester heading the Ditton to Ipswich tank service.

Colin J. Marsden
Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm f2.8, Kodak Extrachrome ASA: 400, Exposure: 1/1000 @ f8. Scanned on Nikon Coolscan9000





The Czech scene

**RP overseas
special by
Ian Cowley**



Above: 4-8-2 'Albatross' No. 498 022 and 4-8-4T No. 464 102 pass Brno Malomerice powering a Bratislava - Prague special operated in conjunction with the Bratislava Vychod depot open day, which was held on 2 September 2006.

Photographic details: Camera: Nikon E8700 Lens: Nikkor, ISO: 200, Exposure: 1/500 @ f4.9

Left: The use of advertising liveries has become very popular throughout the world, especially after the development of vinyl wrapping. Class 362 electric No. 362 121 advertising Postovni Sporitelna, the Czech post office savings bank, passes Brno Airport powering the 14.43 Brno - Bohumin on 4 September 2006.

Photographic details: Camera: Nikon E8700 Lens: Nikkor, ISO: 200, Exposure: 1/500 @ f5.9



Above: 2-8-2T No. 433 001 departs from Moravske Budjeovice on 27 May 2006, with a charter special for Jemnice celebrating the 120th anniversary of the opening of the branch.

Photographic details: Camera: Nikon E8700 Lens: Nikkor, ISO: 200, Exposure: 1/500 @ f7.1



Right: ZSR (Slovak Railways) Class 750 No. 750 148 approaching the junction at Horni Stubna Obec with the 17.16 Vrutky to Banska Bystrica on 2 April 2006.

Photographic details: Camera: Nikon E8700 Lens: Nikkor, ISO: 200, Exposure: 1/500 @ f6.7



Above: A very clever photograph which needs to be studied to gain the full impact. In addition to editing this work into black and white, the photographer has joined two images together, showing the progression of the train. The view shows a delayed train No. 521 Intercity service from Zagreb to Split in Preslo traversing the Perkovic to Split line. **Clemens Hanel**

Photographic details: Camera: Canon EOS 20D, Lens: Canon EF28-80mm USM zoom at 30mm, ISO: 100, Exposure: 1/500 @ f9

The World in Monochrome

Below: The North London Line, including the dc electrified route from Euston to Watford has seen a number of changes in recent years. Through the late 1950s to the mid 1980s the NLL route from Richmond to Broad Street and the Euston-Watford line were worked by Class 501 EMUs, for a short period ex-SR Class 416s were deployed and then Class 313s were introduced. In the future new Transport for London 'Overground' Class 376s will be deployed. On 6 June 1984, blue and grey Class 501 set No. 501135 approaches Willesden Junction Low Level with a Watford bound service. On the right is Willesden depot, while on the left is the connection with the North London Line. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 200mm, TriX at 400ASA, Exposure: 1/500 @ f5.6. Negative scanned on Nikon Coolscan9000 at 600dpi.





Above: The capturing of more than one train in the same frame is always welcome, to break up the usual single train views. This is a view of Portsmouth & Southsea High Level station on 9 June 1984. It shows Class 421 4CIG No. 7418 forming the 10.50 Portsmouth Harbour-Waterloo fast service on the right, with sister CIG No. 7420 on the left forming the rear vehicles of a down Waterloo-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: In the days of blue and yellow HSTs and all over rail blue Class 56s working Mendip stone trains, this was the view from the road bridge crossing Westbury station on 31 August 1984. On the left Class 56 No. 56047 waits in the yard with empty hoppers bound for Whatley, while Class 43 No. 43170 leads the down 16.45 Paddington-Plymouth into the station. On the far right No. 56034 stands at the head of a rake of Amey PGA hoppers. **Colin J. Marsden**

Photographic details: Camera: Pentax 6x7, Lens: Pentax 105mm, TriX at 400ASA, Exposure: 1/500 @ f6.3. Negative scanned on Nikon Coolscan9000 at 600dpi.



Right: This is certainly a 'different viewpoint' showing Maricopa Live Steamers Adobe Western Railroad (<http://maricopalivesteamers.com>). The club is located on 43rd Avenue across the street from WaterWorld just south of Pinnacle Peak Road in North Phoenix, Arizona, USA. This is 7.5" gauge line. Our photographer of this 'small' train described this as "a beautiful piece of workmanship". **Timothy A. Johnson**
Photographic details: Camera: Sony DSC-F828, ISO: 64, Exposure: 1/200 @ f4



From a different viewpoint.....



Left: Most photographers would have probably put their photographic equipment away when looking directly into the sun at Langley Station on the evening of 10 September 2006. The photographer noted "this was potentially a total waste of time, looking right into a bright setting sun" however an excellent 'artistic' illustration has been obtained, with some careful post-exposure work on a raw format file. The train is Class 47 No. 47812 powering the 15.30 Cardiff Canton to Old Oak yard empty coaching stock move.

Richard Stiles
Photographic details: Camera: Canon EOS30D, Lens: Canon, ISO: 100, Exposure: 1/1250 @ f7.1. Raw format



Above: The placing of trains in the landscape is always a personal favourite of the editor, using trees and other structures to provide a 'frame' for the main illustration. Here the photographer has taken great effort to place his subject in the centre of two interestingly shaped trees, while not impinging any of the train subject. This view was taken at Brock on the West Coast Main Line on 4 September 2006 and shows the Northern Belle running as 1Z67 the 11.06 Edinburgh to Chester, powered by Class 67 No. 67017. This image was converted from raw through Raw Shooters Premium then run through Photoshop. **Mark Bearton**
Photographic details: Camera: Canon EOS 20D, Lens: Canon zoom at 26mm, ISO: 200, Exposure: 1/1000 @ f7.1

Below: A classic glint picture, taken in the last minutes of photographic light and showing the train superbly well. South West Trains 'Desiro' Class 444 No. 444031 catches the light just south of Weybridge on 17 December 2004. In cases such as this the camera's light meter is likely to provide only a guide to the required exposure and the skill of the photographer comes into its own. However, some minor tweaks can be made in photo editing software to ensure the right strengths of light and shade are recorded. **Chris Nevard**
Photographic details: Camera: Nikon D70, Lens: Nikkor 70-210mm zoom at 210mm, ISO: 400, Exposure: 1/500 @ f6.3





It is always a challenge to try and find new photographic locations of often photographed scenes. The views around Dawlish, while plentiful, tend to be much of the same. However, in the late summer of 2006, some 'gardening' by the local authority by a footpath leading from the main road to the Coastguards bridge revealed this view of a train passing through Dawlish station, a scene which had not been possible for several years. Taken on 20 August 2006, 'King' No. 6024 hurries past Dawlish with the 17.15 Kingswear-Bristol 'Torbay Express' service. **Colin J. Marsden**
Photographic details: Camera: Nikon D2X, Lens: Nikkon 28-70 zoom at 35mm, ISO: 320, Exposure: 1/640 @ f6.3