

Low-resolution version

Railway Photography

No. 5

30 October 2006

The complimentary e-magazine for the quality Railway Photographer



TheRailwayCentre.Com

Your primary source of railway information at a click

Railway Photography

No. 5

30 October 2006

The complimentary e-magazine for the quality Railway Photographer

On the Cover



FM Rail '31s' No. 31454 and 31452 depart from Minehead on 7 October 2006 with an Intercity 'Merrymaker' charter for Barking. The low evening sun, a flat location and dark hillside, help to enhance this image.

Mark Few

Contents

Welcome and contents	2
Record, Pictorial or News	4
Railway Pictorial	6
The UP Mojave Sub - - A visit to Southern California	12
The World in Monochrome	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 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
PO Box 45
Dawlish, Devon
EX7 9XY
Tel: 01626 862320
E-Mail: rp@therailwaycentre.com

TheRailwayCentre.Com

Your primary source of railway information at a click

Welcome to issue No. 5 of *Railway Photography*. This edition has been slightly delayed by holidays, I have recently spent a couple of weeks on business and photography in Southern California. I think everybody has a favourite place to watch and photograph trains, and for me this is in the United States, especially on the Tehachapi route between Mojave and Bakersfield.

Against popular belief, very few problems exist in photographing the US railroads, unlike the UK our hobby is well accepted and in the main people are very helpful, courteous and willing to part with information on what trains are about.

The pleasure of seeing and photographing massive freight trains with up to 10 locos on the point can never be equalled in the UK.

Recently we have received information from a number of photographers that they are starting to encounter major problems while taking photographs of trains at UK stations, if you have experienced problems, please let us know, we will publish details and also try and establish a policy used on US Railroads where railfans are encouraged to watch and photograph trains and asked to report anything suspicious to the police.

Colin J. Marsden
Editor



Above: Exeter reflection - A Class 50 is seen reflected in the station windows and then printed in reverse so the loco number is readable. Colin J. Marsden

*Hopefully there was some form of fence between our photographer and these 'ladies', but it looks as if there is more interest in eating than pestering the photographer. This superbly placed image shows EWS-owned Class 58 No. 58050 working ballast train No. 132T with Class 56 No. 56115 on the rear at km 298 near Tragny, southeast of Metz, France on 19 June 2006. **Iain Scotchman***

Photographic details: Camera: Canon EOS 20D, Lens: Canon zoom at 80mm, ISO: 100, Exposure: 1/320 @ f8





Record, Pictorial or News

One of the things which digital photography has caused, is a huge increase in the number of submitted images to editors of railway magazines. With a digital camera and an e-mail connection it is very easy for anyone to send in their work. This is excellent in a number of ways as few events from all over the world are ever missed, but the quality and style of pictures is not always suitable for magazine reproduction, let alone the method in which the picture is sent in.

In the main I always categorise pictures in three groups, 'Record', 'Pictorial' and 'News'. The 'Record' image is ideal to record an event, livery or unusual happening, in the main few of these are ever that useful for publication, and many of us take a grab record shot of a subject to keep on file. Editors and Publishers are usually looking for the more 'Pictorial' image, a picture probably showing a train with space around it, including the locality, this frequently places the train and includes other items of interest. Pictorial pictures can be in rural, industrial or city scapes and are largely favoured for reproduction as they show the train in the context most of us usually observe trains.

The third group 'News' usually covers the reporting of special events, such as train namings, station openings or new liveries to name but a few. In these cases the photographer has to be ready for a 'one off' picture of an event, or ready to set up a specific image. The photography of railway news events is far from easy, as the correct lens has to be selected, the correct position found (often within an area of hundreds of people) and

frequently you might only get one chance for the picture, this is always the case for events including Royalty.

Another major turn off for editors and Publishers are subjects with items 'growing' out of them, ie lamp posts, part of people or extraneous items nothing to do with the railway scene. It is always best to try and position yourself with nothing poking out from the side or roof of a train, this is usually very distracting and most of the time will see submissions returned as 'unsuitable'.

It goes without saying that all images considered for publication in any product must be 100 per cent sharp, most modern cameras these days have an autofocus facility, so unless your depth of field is so shallow, the subject should be sharp.

The image above of a Midland Mainline powercar at Derby serves well as a 'Record' picture, apart from recording the livery it is taken platform side and would be unlikely to attract much interest by an editor. The view below, taken near Ingersoll in Ontario, Canada is a 'Pictorial' view, not only showing the Canadian Pacific GP7/GP9 combination, but the snowscape, short pick-up freight and some of the surrounding landscape. The position of the train relevant to the tree was a consideration before pressing the shutter, to avoid the tree trunk poking out from the roof, also the telegraph pole needed to be kept at a distance from the subject. In this case the photographer could not get far enough back to include the tops of all the trees, which would have been an advantage.





In the view above we see the classic 'News' picture, this time the naming of a First Great Western HST power car. The photographer covering this sort of event needs to be in the correct position and ready to call the attention of the subject to gain eye contact, as is the case here. It has to be remembered that anything up to 40 photographers could be vying for the 'right' position to capture an event, so the pre-selection of lens, and adjustment to camera controls is vital. Another thing to consider when recording news events such as namings, is that flash photography often needs to be used, it is always worth looking around to see if any 'bounce back' from the flash from nameplates or bodyside paint might occur, a quick test shot will usually reveal any problems in this area and a

change of viewpoint can easily be made.

In some cases it is possible to use a structure or building to form a frame or complementary item to the main railway subject, in terms of good general photography this is better done on 'third lines' (divide the image you see through the viewfinder into thirds and place the main and secondary subject on the third lines). This technique is demonstrated in the image below of CME3 No. 5339 departs from Golovanevsk with the 11.00 (odd days only) Golovanevsk to Pomichna local train in the Ukraine. The wonderful Co-Co loco and one coach stand towards the left and the magnificent temple adjacent to the right third.

Left and Above: Colin J. Marsden. Below: Shaun Wallace





Above: The inclusion of signal boxes or other interesting lineside features always lifts an otherwise standard illustration into one which people will take a second look. Here, FM Rail Class 47/0 No. 47145 Meryddin Emrys poses adjacent to Skegness Signal Box on 17 August 2006 on the inaugural FM Rail Intercity Merrymaker excursion from London King's Cross. **Wilf Smith**

Photographic details: Camera: Canon EOS5D, Lens: Sigma 28-300mm zoom, ISO: 800, Exposure: 1/2000 @f10

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: A very well thought out picture of a four coach 'top and tailed' Mk2 formation on the Mid Norfolk Railway is captured here. The photographer had to pre-judge that the entire train would fit in between the hedge and electric pole on the right and a road sign on the left. The photographer was also lucky not to have a distracting motor vehicle or worse a truck on the road in the foreground. The train shown is powered by Class 31 No. 31 538 and Class 50 No. 50 019 Ramillies with the 09.00 return Wymondham Abbey to Dereham at Crownthorpe (near Wymondham) on Saturday 23 September 2006. **Tim Horn**

Photographic details: Canon EOS 1D Mk2, Lens: Canon 35-350L zoom at 35mm, ISO: 500, Exposure: 1/500 @ f10





Above: With autumn now well and truly upon us, views such as this should be quite possible for the next few weeks. Here a Virgin Trains Pendolino set, passes the autumn leaved trees, lakes and River Anker from atop the former Pooley Hall colliery slag heap which is now Pooley Hall nature reserve located near Alvecote in Warwickshire. This image was taken on 18 November 2005 and the photographer used an 85C (orange) filter on his lens to 'warm up' the image, while still retaining most of the original colour. **Phil Grain**

Photographic details: Camera: Mamiya 645 Pro TL, Lens: Mamiya 80mm f2.8, Film: Fuji Provia 100 rated at 80ASA, Exposure: 1/500 @ f4.5, lens fitted with 85C (orange) filter. Scanned negative.

Below: In terms of photography, hopefully the 2006 winter will see some snow in which to capture trains here in the UK, as this issue of RP was being put together appreciable falls were recorded in parts of the United States. In a heavy snowstorm on 14 February 2000, NJ Transit GP40PH-2B No. 4213 awaits the call to duty in heavy snow at Hoboken terminal. **Nigel Curtis**

Photographic details: Camera: Minolta Dynax 500si, Scanned negative.





Above: One of the more pleasing views on a Cornish freight only branch line is that at Golant on the Lostwithiel to Fowey Harbour line. On 3 October 2006, Network Rail-liveried Class 150 outline track test train No. 950001 passes Golant during a tour of Devon and Cornish routes. With the water in, sun out and the right choice of lens this view can hardly be bettered. **Nathan Williamson**

Photographic details: Camera: Canon EOS300D, Lens: Canon zoom, ISO: 100, Exposure: 1/640 @ f5.6

Below: In a view on another Cornish branch line, this time the Liskeard-Looe line, FGW 'Bubble' No. 153373 forms the 10.15 Liskeard to Looe service near Trennant Park on 21 September 2006. The inclusion of the boat in the foreground and the branch of the tree makes this a rather pleasant rural branch line view.

Ken Brunt

Photographic details: Camera: Canon EOS 10D Lens: Canon 28-70mm zoom at 28mm, ISO: 400, Exposure: 1/350 @ f9.5





Above: The mid-blue of the GBRf/Metronet Class 66/7s always looks good in the sun, and carrying London Underground branding always makes for an interesting study when in non-London Underground areas! On 25 August 2006, No. 66720 passes Lady Gordon crossing on the picturesque Settle & Carlisle line with 4M52, the 06.15 West Burton to Newbiggin gypsum train.

Richard Armstrong
Photographic details: Camera: Fuji S3 Lens: Nikon 35-70mm f2.8 zoom at 58mm, ISO: 200, Exposure: 1/1000 @ f4.

Right: A view which cannot be repeated, unless you have a tall step ladder, is this at West Drayton on the Great Western Main Line. On 18 February 1987, rail-blue liveried No. 47369 takes the 'down' main line with the 13.46 Willesden Freightliner Terminal to Southampton Maritime Terminal container service. Growth in passenger services on the GW route over the last 20 years, compounded by the introduction of Heathrow Express services has meant all freight is now rostered to use the relief tracks in this area.

Colin J. Marsden
Photographic details: Camera: Nikon FM2: Nikkor 85mm f1.4, Film: Kodachrome 64, Exposure: 1/1000 @ f4. Scanned on Nikon Coolscan 9000 at 600DPI.



Former Danish DSB 'Nohab' Co-Co No. 1437 is one of a batch of the GM powered locos to transfer to Australia. The view here shows the loco making its first run in Australia under its own power at Berrima in the Southern Highlands of New South Wales, where a siding off the 'Short South' line between Sydney and Goulburn serves a grain silo and cement works. The loco had just completed brake tests and was about to return to Moss Vale to wait a path to Sydney to be weighed. This was its first run under its own power after being delivered from Denmark. This is the first of 16 locos which an Australian freight rail company purchased from Denmark. US locos are generally too large for the Australian loading gauge and second-hand locos are rarely imported, being more often built locally (or built overseas). The Danish locos were previously used to pull premium passenger services and are rated to 160km/hr, and include a EMD 645-20 prime mover. **Justin Butcher**

Photographic details: Camera: Canon EOS30D Lens: Canon zoom at 85mm, ISO: 100, Exposure: 1/1600 @ f5.6



Right: A very pleasant and tranquil study shows Somerset & Dorset 8F No. 88 near Newton Road Bridge on the West Somerset Railway on 5 August 2006. The use of the tree on the right with the train passing a heavily foliated section of line gives an impressive image.

Steve Edge

Photographic details: Camera:

Fuji Finepix 602, ISO: 200,

Exposure: 1/320 @ f4



Below: LMS red locos in good high power sun conditions passing green summer trees always make an impressive sight. Here LMS No. 5690 Leander takes part in the Keighley & Worth Valley Autumn Steam Gala on Friday, 13 October 2006, forming the 11.10 service from Keighley. **Neil Harvey**

Photographic details: Camera:

Canon EOS10D, Lens: Canon

ISO: 200, Exposure: 1/750 @ f5.6

(-1.00EV)





The UP Mojave Sub

*The Editor
looks at the line over the
Tehachapi Mountains
in Southern California*

The Union Pacific Mojave sub-division between Mojave and Bakersfield is single track for most of its 70 mile length. With frequent passing sidings and around 50 trains a day the line provides some excellent photographic potential.

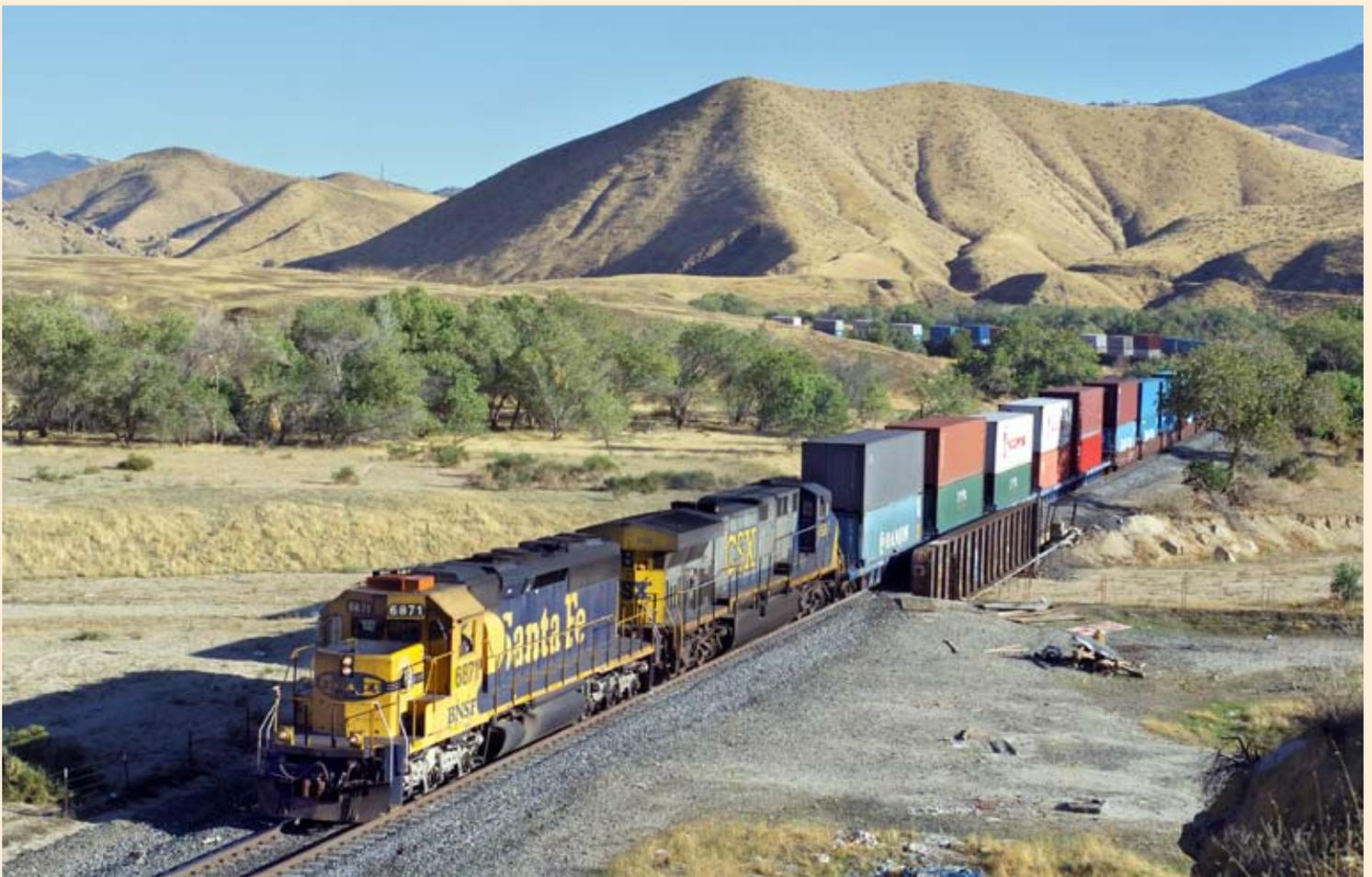


Above: Traversing Line 2 between Ilmon and Caliente on 21 October 2006 a southbound stack/intermodal train bound for Chicago slows to pass a northbound service. Motive power is provided by BNSF Dash9s Nos. 5505, 5517 and 4141 together with Transportacion Ferroviaria Mexicana (TFM) SD70Mac No. 1600.

Photographic details:
Camera: Nikon D2X, Lens: Nikon 24-70mm f2.8 zoom, ISO: 200, Exposure: 1/1000 f5.6

Left: A 'baretable' train bound for The Port of Long Beach, Los Angeles takes the main track through Woodford on 18 October 2006 led by Union Pacific SD40-2R No. 3355 and SD70 No. 4619. Today the use of 'smaller' locos over the mountain section is becoming quite rare.

Photographic details:
Camera: Nikon D2X, Lens: Nikon 24-70mm f2.8 zoom, ISO: 200, Exposure: 1/1000 f5.6



Above: The photographer could hardly believe his eyes when this pair turned the corner at Ilmon Caliente Creek on 22 October 2006. Santa Fe-liveried SD40-2 No. 6871 leads CSX AC6000CW No. 658 on a northbound stack train. It is suspected that this power had been substituted on route, and would likely be replaced by more usual main line power in the near future.

Photographic details: Camera: Nikon D2X, Lens: Nikon 24-70mm f2.8 zoom, ISO: 200, Exposure: 1/800 f5.6

Below: The area around Woodford, close to the world famous Tehachapi Loop, offers good photographic potential all day. Here on 22 October 2006, an early morning view shows a southbound Union Pacific Intermodal service bound for West Colton Yard, is led by ES44AC Nos. 5346 and 5465 and SD70M No. 5160.

Photographic details: Camera: Nikon D2X, Lens: Nikon 24-70mm f2.8 zoom, ISO: 200, Exposure: 1/1000 f5.6





Above: Workshop photography has always been an interesting subject and in the days when access was easier to such establishments some unusual illustrations could be recorded. On 10 December 1979, Class 50 No. 50027 Lion poses in the main erecting shop at BREL Doncaster Works during an intermediate overhaul. This was the period in which Class 50 overhauls were being transferred from Crewe to Doncaster Works. **Colin J. Marsden**
Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 80mm, TriX at 400ASA, Exposure: 10sec @ f56. Negative scanned on Nikon Coolscan9000 at 600dpi.

The World in Monochrome

Below: The amazing Woodhead route with its 1,500V dc overhead electrified network always roused some interest with photographers. During a blizzard on 31 January 1980, Class 76s Nos. 76026 and 76010 pass through Penistone station with a Merry-go-Round (MGR) coal service. Soon after this picture was taken much of the surrounding area was impassable to both road and rail traffic. **Colin J. Marsden**
Photographic details: Camera: Mamiya 645 1000S, Lens: Mamiya 80mm, TriX at 400ASA, Exposure: 1/500 @ f5.6. Negative scanned on Nikon Coolscan9000 at 600dpi.





Above: Trains in swirling snow always provide an impressive image, even though the photographer at the time was probably frozen to the core! On 24 January 1989, Amtrak AEM7 No. 928 approaches Bowie, Maryland with a Washington to New York express working. The blowing light powdery snow makes a very interesting study. **Kim Fullbrook**

Photographic details: Camera: Canon AE1, Lens: 135mm f2.8, Film: Ilford XP1 @ 400ASA, Exposure: 1/1000 @ f8. Scan on Nikon 8000 scanner

Below: English Electric Class 50 No. 50025 Invincible departs from Salisbury and under the 'Skew Bridge' between Salisbury and Wilton Junction in February 1984. At this time the train was formed of eight Mk1 vehicles, compared with today's service usually formed of just three carriages. In the background the spire of Salisbury Cathedral can be seen. **Chris Nevard**

Photographic details: Camera: Rolleicord Va, Lens: Rollei, Film: Kodak Tri-X, Exposure: 1/1000 @ f8. Scan on Epson 4870 scanner





From a different viewpoint.....



Above: Just to prove you do not need to have a train visible in a picture, this amazing atmospheric picture shows the 16.10 departure from Wernigerode in the Harz Mountains in Germany, climbing towards Brocken on 8 October 2006. **Philip Cotterill**
Photographic details: Camera: Ricoh Capilo R4, ISO: 100, Exposure: 1/410 @ f4.5

Middle: A glint from 'down under', showing an Australian XPT (Xpress Passenger Train) service creating a silhouette of the crossing stop-sign on the drying plains north of Goulburn, New South Wales. **Justin Butcher**
Photographic details: Camera: Canon EOS20D Lens: Canon zoom, ISO: 200, Exposure: 1/1000 @ f7.1



Left: This is a real 'double look' image, taken at Newport on 6 October, the photographer captured a westbound train. After looking at his work on screen, he found as he pressed the shutter a departing 'up' train lined up exactly to give the impression of two powercars on the rear of the train. Also, note all three cars are in different liveries.
Phil Hayward
Photographic details: Camera: Fuji Finepix S5000, ISO: 200, Exposure: 1/550 @ f5



Above: The photographer of this work titled his picture 'Conversation Piece', perhaps it should be the subject of a caption competition, as numerous possibilities of what the fireman is saying come to mind!. The photo shows LMS 8F No. 48151 at York with the St James' Daytripper charter from Preston via Copy Pit to York and return on 23 September 2006. The photographer made a note saying "that as well as taking more conventional shots I like to take shots of people particularly crews and support crews as any railway is not run by locos and coaches but by people who drive, service, and man signal boxes. How very true. **Tim Elsworth**
Photographic details: Camera: Canon EOS 350D, Lens: Canon zoom at 21mm, ISO: 400, Exposure: 1/125 @ f3.5

Below: A beautifully caught early winter morning view of a mundane Class 313 EMU at work on the GN main line, it shows Class 313 No. 313024 passing Welham Green, Hertfordshire bound for Stevenage on 28 January 2006. The positioning of the train between the signals and the morning light through a slight fog gives an outstanding effect. **Richard Stiles**
Photographic details: Camera: Canon EOS 300D, Lens: Canon 75-300zoom at 270mm, ISO: 400, Exposure: 1/1000 @ f5.6. Taken in Raw/Neat Image





Above: This is the time of year for some excellent 'glint' pictures, here a pair of DRS Class 20/3s, with No. 20303 nearest the camera and No. 20302 at the far end pass Lupset, near Wakefield with train 3S11, the 15.00 York Works to Chesterfield water cannon RHTT train on 9 October 2006. The image was captured at 17.43. **Neil Harvey**

Photographic details: Camera: Canon EOS10D, Lens: Canon, ISO: 200, Exposure: 1/300 @ f6.7 (-1.5EV)

Below: Another wonderful 'glint' picture is this of an HST at dawn in West Wales, powercar No. 43195 at the rear and 43022 at the front, travel east towards Swansea at Llandeilo Junction amongst the early morning dew and mist with the 07.30 Carmarthen-Paddington on 4 October 2006. Our photographer comments "on this day (4 October 2006), it marked 30 years since the introduction of the 'Intercity 125s' onto Britain's Railway's in 1976". **Mark Thomas**

Photographic details: Camera: Fuji Finepix S7000, ISO: 200, Exposure: 1/1400 @ f8

