S. E. R. CAR TRAINS.

A CORRESPONDENT calls attention to a supposed descrepancy in the lengths given of the S. E. R. vestibuled cars, illustrated in our April issue. The length of the body was given as 50-ft.; this is quite correct, whilst the figures mentioned in No. 22 were for the total length over the vestibules. As regards the running of these cars we acknowledge his correction with thanks. The actual car shown in the photograph is one of those running in the Folkestone express. The running and make up of the different car trains on the S. E. R. he gives as under:—

I. THE AMERICAN CAR TRAIN.—London-Hastings Service.

No. 286.	Six-wheeled brake, ordinary S.E.R. build, but painted to match the cars.	
35.	Second-class car.	These cars vestibuled throughout.
33.	Third-class car.	
34.	Third-class car.	
32.	Third-class car.	
36.	First-class car.	
47.	First-class car.	
283.	Six-wheeled brake same as No. 286.	

This train leaves Charing Cross at 3.35 p.m., Cannon Street at 3.45 p.m., each week day but Saturdays, when it leaves Charing Cross at 4.50 p.m., returning from Hastings 8.40 a.m., except on Mondays when it starts at 7.00 a.m.

N.B.—This is the train in the St. John's collision last March.

II. THE VESTIBULED CAR TRAIN.—London-Folkstone and Dover Service.

No. 208.	Third-class car & luggage.	Vestibuled throughout.
207.	Third-class car.	
206.	Third-class car.	
203.	Second-class car.	
202.	First-class car.	
205.	First-class car and buffet.	
204.	Third-class car.	
201.	Third-class car & luggage.	

This train leaves Charing Cross daily at 4.28 p.m., Cannon Street 4.36 p.m., and London Bridge 4.39 p.m., running fast to Ashford. On the up journey it leaves Dover at 8.32 a.m., and Folkestone (Central) at 8.55 a.m.

III. THE TUNBRIDGE WELLS PULLMAN.

No. 171. First-class car only.

Down leaves Charing Cross at 3.44 p.m., up leaves Tunbridge Wells at 9.03 a.m.

N. L. R. ENGINE.—A new tank engine of the standard four coupled type has just been completed at Bow, and numbered 88.

REVIEWS.

LOCOMOTIVE ENGINEERING *London:* F. Moore.

No. 769, Caledonian Ry., figures on the front page of the May number, whilst an interesting reproduction of a Russian scene, representing a locomotive stuck in the ice, backs it. Other engines illustrated and described in this issue are a ten wheeler for the B. & P. R., a heavy six coupled for the Wabash Ry, and Petiet's 12 wheeler of 1863 for the Northern of France, the latter being No. 5 of the "Fads and Fancies" series. No. 6 of this unique collection comes with the June number, and shows the Fontaine friction geared single wheeler built in 1880. An interesting supplement accompanies this number, showing the progress in passenger cars in the U.S.A. from 1825 to 1898. Several views of the elevated railways of New York are included in the many pages of this special issue, as also are some exceedingly interesting pictures from the Queensland Rys.

THE MODEL ENGINEER AND AMATEUR ELECTRICIAN. *London:* Dawbarn & Ward, 6, Farringdon Avenue, E.C. Monthly, 2d.

To those of our readers interested in models and model making, and we believe we have many, it will be gratifying to learn that a monthly magazine is now published entirely devoted to their hobby. A lot of valuable matter has already appeared in the first six numbers issued appertaining to the construction of model locomotives, and we have little doubt the editor means more to come yet, for there are no models more appreciated than those of our fine modern iron horses. The journal can be obtained through any newsagent.

THE L. & N. W. R. AND ITS LOCOMOTIVES. Part 3. *Birmingham:* The Holland Book Co. *London:* F. Moore. 6d.

An advance proof of No. 3 has reached us. The records and particulars of the compounds are continued in it, and more engines are illustrated. The authors give the times of some excellent runs made by individual engines of the Teutonic class, and append a complete list of numbers and names.

THE G. W. R.—This month the G. W. R. will run the 9.30 a.m. train from Paddington through to Birmingham without stopping. performing the 129¼ miles in 147 minutes. Five of the new four coupled bogie engines (3292 class) are now out, numbered and named as follows: 3292 "Badminton," 3293 "Barrington," 3294 "Blenheim," 3295 "Bessborough," and 3296 "Cambria." All have Serve tubes except 3293, and all have cabs like 3293, that on 3292 having been altered like the rest. The coats of arms have been removed from 3293, and none put on the others. Another 7-ft. 8-in. single bogie is out, No. 3071 "Emily." Some of the Metropolitan class are being fitted with larger tanks and bunkers, and instead of the usual laminated springs for the leading wheels, a cluster of four spiral springs has been provided.

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