

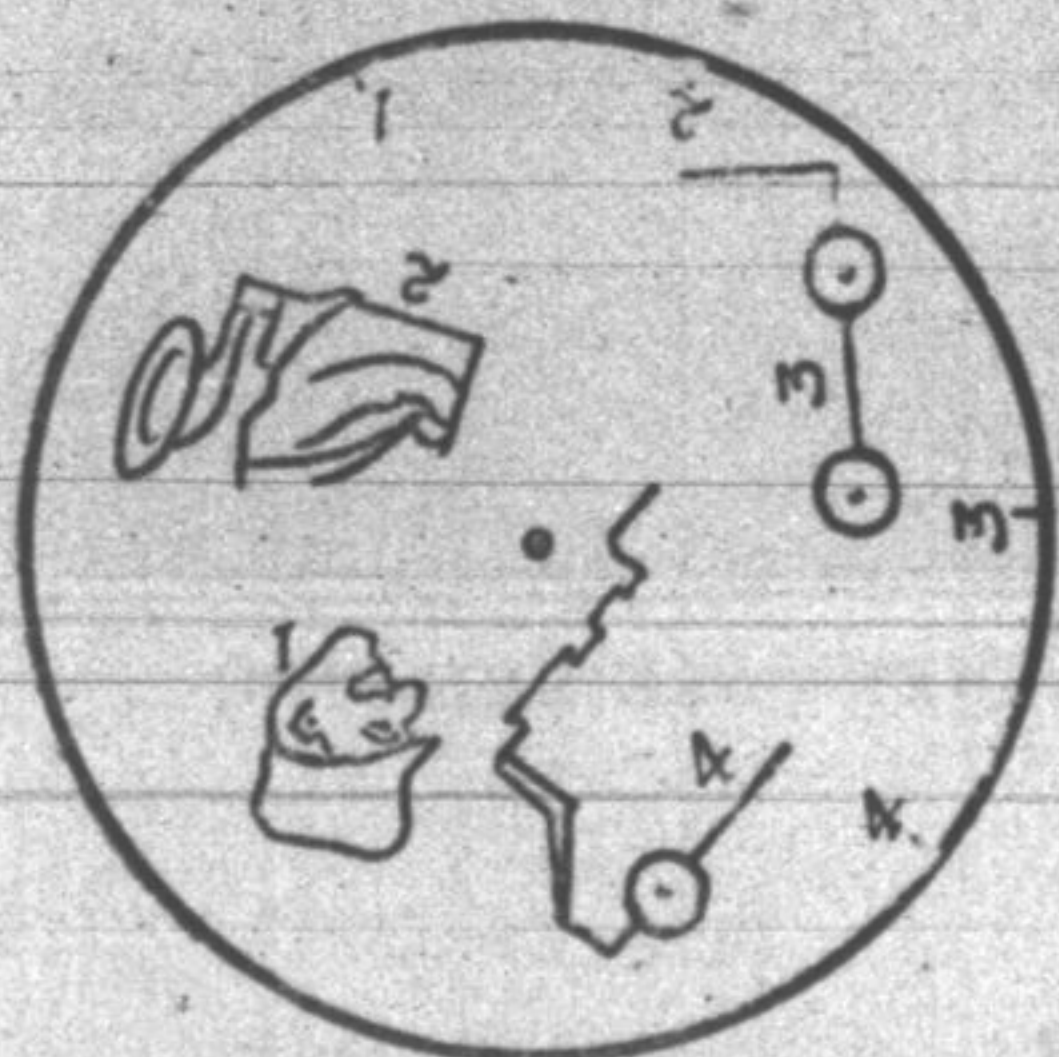
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INSTRUCTIONS FOR USING MAGIC CIRCLE. Cut out circle, lay on sheet of plain paper with carbon paper between, fasten to table with pin through center spot. Mark short perpendicular line on plain paper close to bottom edge of circle as starting point. Turn circle around until No. 1 is at starting point, then trace over line marked No. 1 inside the circle. Turn circle around to No. 2 at starting line No. 2 inside circle and so on.

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**5,000 Miles of Rail
 Equipment Is Retired
 During Seven Years**

A railroad train 5,740 miles long could be made of the equipment retired from service by the Class I railroads of the United States in the last seven years. The new locomotives, freight cars and passenger-train cars installed in service by these roads in the same period would make a train 7,342 miles in length. These calculations are made from figures of equipment retirements and installations appearing in "Railroad acts No. 7," the final 1929 edition of the annual railway yearbook issued by the western railways' committee on public relations.

Included in this 7,342-mile train of new equipment would be 237 miles of locomotives, 6,851 miles of freight cars, and 254 miles of passenger-train cars. This entire train would reach, in straight lines, from New York to Jacksonville, Fla., then to Los Angeles, to Seattle, to New Orleans, and back to Boston. When the first engine reached Boston, after covering the above route, the last car would be just leaving New York and, at an average speed of 30 miles an hour, it would take 10 days for this entire train to pass a given point.

That this new equipment installed is much larger and more powerful than the old and obsolete equipment retired is shown by the fact that from 1921 to 1928 the power of the average locomotive in service was increased almost 20 per cent, while the carrying capacity of the average freight car was raised almost 8 per cent.

In addition to the foregoing material, the yearbook contains sections on the railway plant, service, rates, earnings, employees, and on the increases in efficiency and economy of railway operation that have been made in recent years.

**North Shore Line Is
 Operating High-Speed
 Service; Few Changes**

Maintenance of present high speed service with only minor changes marks the new operating schedule of the North Shore line, following the return of standard time. Beside the half hour service on the Shore Line between Waukegan and Chicago, the railroad is now operating 50 limited trains between Chicago, Waukegan, Kenosha, Racine and Milwaukee, each day.

A new Chicago-Waukegan express, leaving the Loop at 4:53 p. m., daily except Sunday and operating over the Skokie Valley route to Edison Court station, is added to the extensive service already furnished between these cities. This new train makes stops enroute at regular Chicago stations, Niles Center, Briergate, Deerpath, Lake Bluff and North Chicago Junction.

The Chicago limited formerly leaving Milwaukee terminal at 6 a. m. daily departs at 6:05 a. m., under the new schedule. Another change is made in the northbound limited leaving the Loop at 2:08 a. m. which now operates to downtown Waukegan over the east line. The limiteds leaving Milwaukee and Chicago

at 3:45 p. m., daily are discontinued under the new schedule due to the fact that additional service was not required at this hour with the return to standard time.

The only thing we can think of that would add gaiety and color to the coming New York campaign would be for some organization to nominate Tex Guinan for mayor of the big town.

Dispatches from Wall Street are to the effect that money is "much easier," but we haven't noticed any difference.

The Russian Soviet government's budget for the next year has been increased a half billion dollars so that we ought to have a lot of new fancy propaganda from Moscow during the next twelve months.

fall planting

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