

# SKOKIE SWIFT



DEMPSTER TERMINAL



## A MASS TRANSPORTATION DEMONSTRATION GRANT PROJECT

PROGRESS REPORT NO. 2

JULY, 1964

# FOREWORD

Herewith Progress Report No. 2 is submitted, covering operations May 1 through June 30, and the financial report April 19 through June 30.

"Skokie Swift," the high-speed, two-station commuter shuttle, began service April 20, 1964. Patronage was excellent at the beginning and has increased steadily, attracting nation-wide interest in this locally-sponsored, federally-aided Mass Transportation Demonstration project.

The purposes of this project are:

1. To determine the effectiveness and economic feasibility of linking a fast-growing, medium-density suburban area with the central city by means of a high-speed rail rapid transit extension coordinated with suburban buses and with the central city's extensive transit network;
2. To develop through surveys and studies criteria and guidelines useful nationally to public officials, planners, transit operators and others in determining whether service of this type should and can be provided in large metropolitan areas.

The project is rehabilitating the former North Shore Line right-of-way between Dempster Street in Skokie and the CTA main line rapid transit at Howard station on the Chicago-Evanston city limits and operating high speed rapid transit service over it.

Data is being collected and analyzed under the general supervision of CTA, by CTA, the Village of Skokie, the Chicago Area Transportation Study and the Northeastern Illinois Metropolitan Area Planning Commission.

Progress Report No. 1 covered the rehabilitation and construction work done before the project could begin operations. It also summarized the results of the first 10 days of service ended April 30, 1964. Finally, it contained a financial report detailing costs incurred through April 18.

Report issued by Chicago Transit Authority, Merchandise Mart Plaza,  
P. O. Box 3555, Chicago, Illinois 60654.

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# OPERATIONS

## CONSTRUCTION AND REHABILITATION

Most of the construction and rehabilitation work for Skokie Swift was necessarily completed before operation began on April 20, 1964, and was described in detail in Progress Report No. 1. However, certain work continues into the second quarter and beyond. One reason was that it was practical to place the project in service much sooner by utilizing temporarily certain components, such as old crossing gates, than it would have been to wait out the normally long lead time required for engineering and purchasing of replacements. Another factor, one whose end point is not yet clearly determinable, is the requisite expansion of capacity to accommodate loading of the service well beyond anticipated levels.

## TRACK

One facing point turnout into an unused side-track at Oakton southbound and another at Searle northbound were removed as a safety precaution. Removal of the unused tracks associated with these switches was also completed, although not charged to the project. Otherwise, track work during the period was confined to normal in-

spection and maintenance, except as mentioned below. Certain remaining unused switches, which are in the less hazardous trailing alignment, will be removed in a subsequent period.

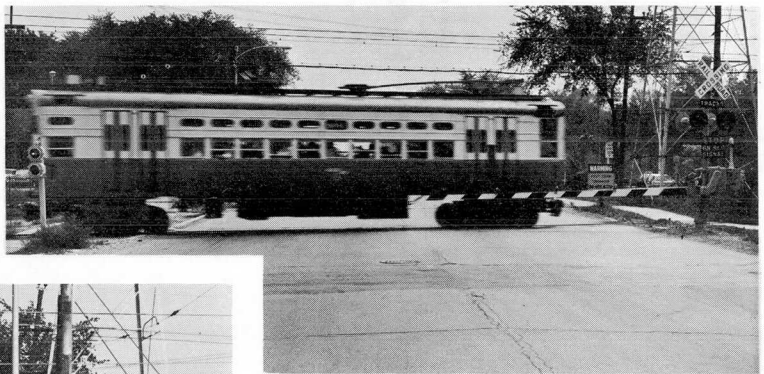
## GRADE CROSSINGS

Complaints of rough street and track conditions required the opening of the grade crossing deck at Oakton southbound to determine the internal condition and make a temporary repair. This "inside" look confirmed the need for the thorough rehabilitation which will be carried out on all the other grade crossings beginning in the third report period.

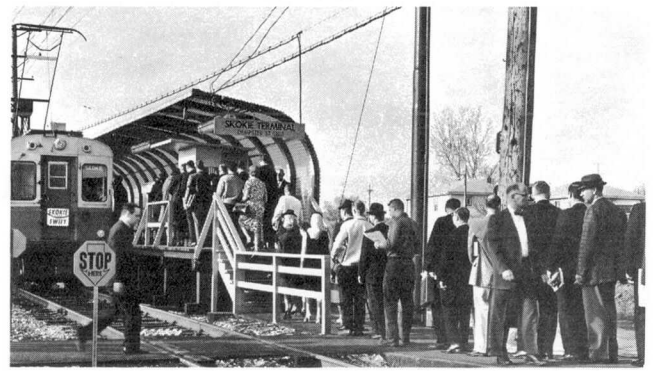
## SIGNALS AND CROSSING GATES

To meet the April 20 starting date the original crossing gates at six of the grade crossings were restored to service. These gates are of an obsolete design which, especially in windy weather, function undependably. Some locations can be improved. They have been the source of delay and are a major concern to safe operation. Acquisition and installation of modern replacement gates will now be carried forward.

Looking east on Oakton showing old swivel-type crossing gate with typical situation of vehicles between gate and southbound operating track. Men working on new gate installation can be seen at right.



With installation of modern gate completed, the minimum of street roadway length is blocked when trains pass. Several other objectionable features of the old crossing gate are also eliminated. Similar replacements are in progress at the other crossings on the project.



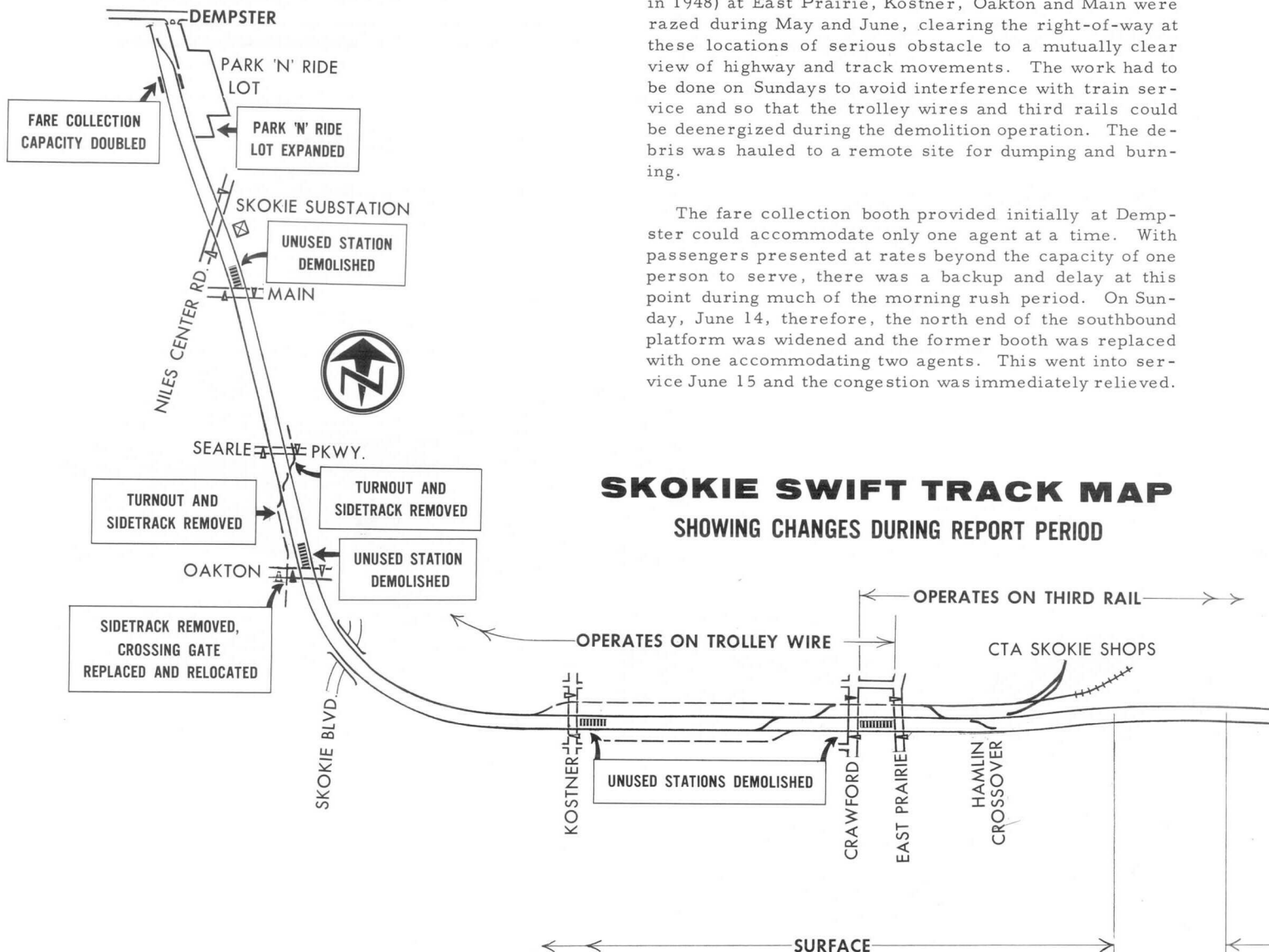
Rush period fare collection bottle-neck at Dempster station (above) was broken by replacing the original one-agent booth with a two-position facility and enlarging the platform area around it. Photo at left was taken in middle of day, when fares are collected on trains.

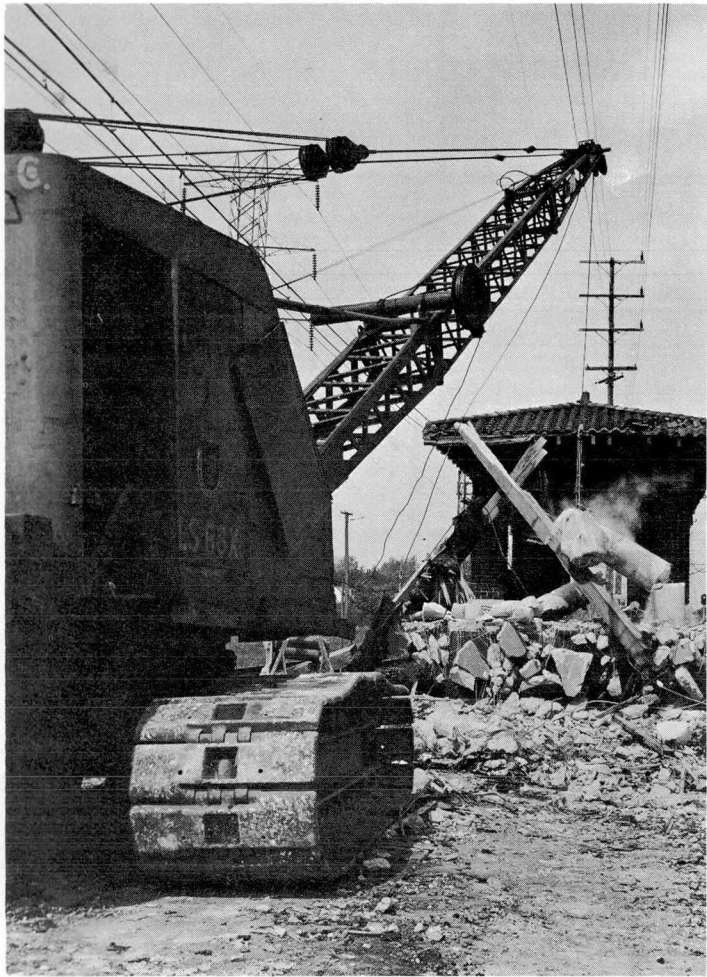
## BUILDINGS AND STATIONS

The unused station buildings (built in 1925, last used in 1948) at East Prairie, Kostner, Oakton and Main were razed during May and June, clearing the right-of-way at these locations of serious obstacle to a mutually clear view of highway and track movements. The work had to be done on Sundays to avoid interference with train service and so that the trolley wires and third rails could be deenergized during the demolition operation. The debris was hauled to a remote site for dumping and burning.

The fare collection booth provided initially at Dempster could accommodate only one agent at a time. With passengers presented at rates beyond the capacity of one person to serve, there was a backup and delay at this point during much of the morning rush period. On Sunday, June 14, therefore, the north end of the southbound platform was widened and the former booth was replaced with one accommodating two agents. This went into service June 15 and the congestion was immediately relieved.

## SKOKIE SWIFT TRACK MAP SHOWING CHANGES DURING REPORT PERIOD



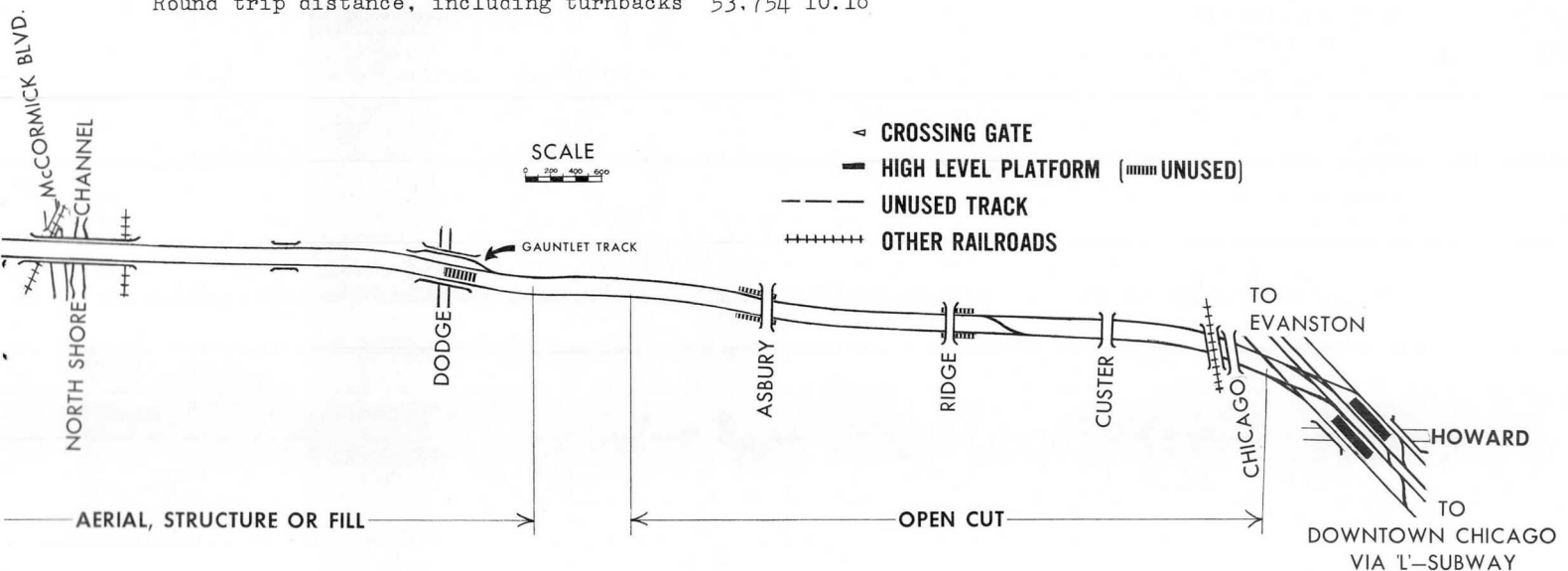


Demolition of four unused stations and high-level platforms, which impaired motormen's view at grade crossings, was accomplished on Sundays during May and June. Pictured here are two stations in the process of being razed on Sunday, May 10; at the left, the wrecker's ball is being used to break up the concrete platform between Crawford avenue and East Prairie road; above, a dragline is working on the station building at Kostner avenue.

Good community relations and safe operation, important objectives of Skokie Swift, were both improved by the demolition during this report period, of four long-unused local stations. These shabby buildings with their crumbling platforms were out-of-tune with the fine suburban atmosphere of Skokie. The view of trains, vehicles and pedestrians at the grade crossings had been greatly impaired by the old structures, as shown in the series of before-and-after photos on the following pages.

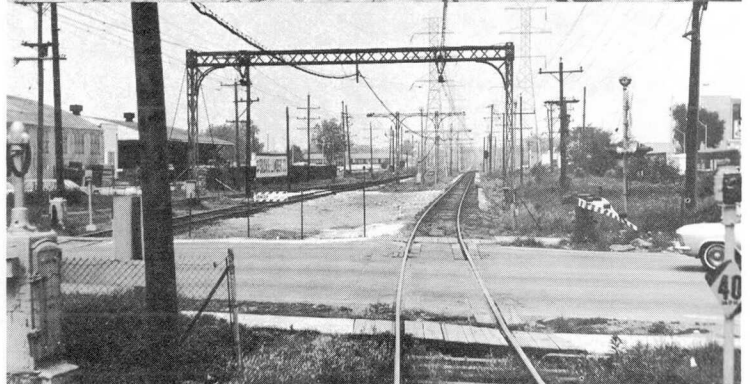
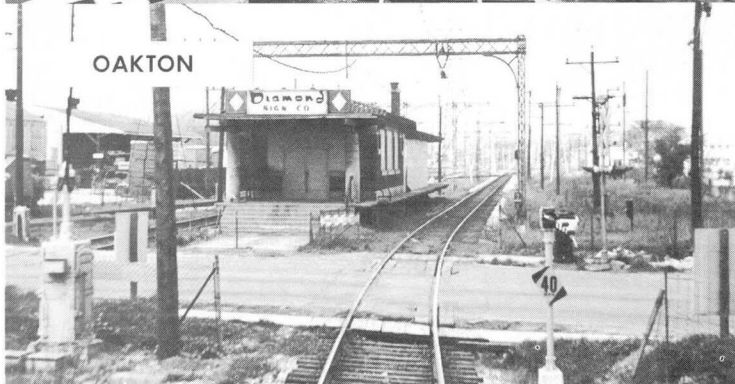
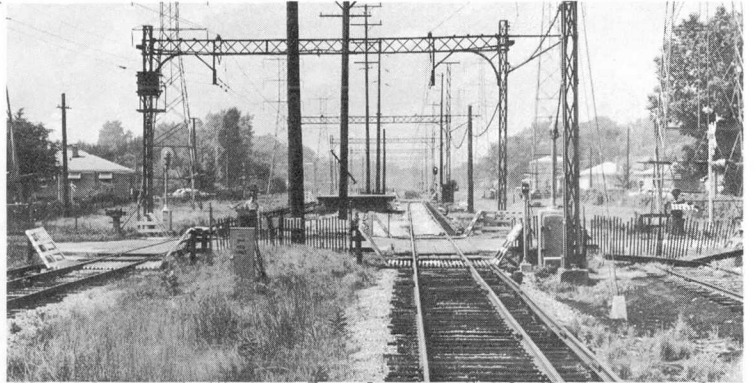
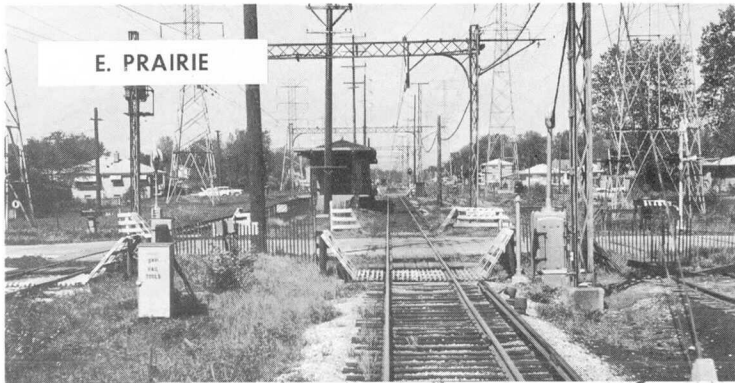
## MILEAGE TABLE

	<u>Direction</u>	<u>Feet</u>	<u>Miles</u>
Station-to-Station Spacing, Northbound		25,998	4.92
Station-to-Station Spacing, Southbound		26,245	4.97
Round trip distance, including turnbacks		53,754	10.18



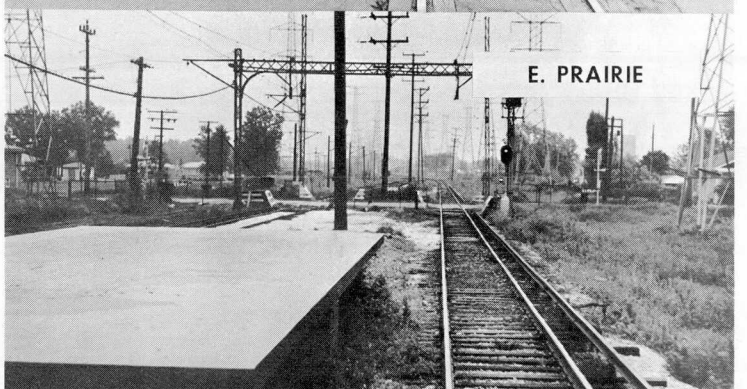
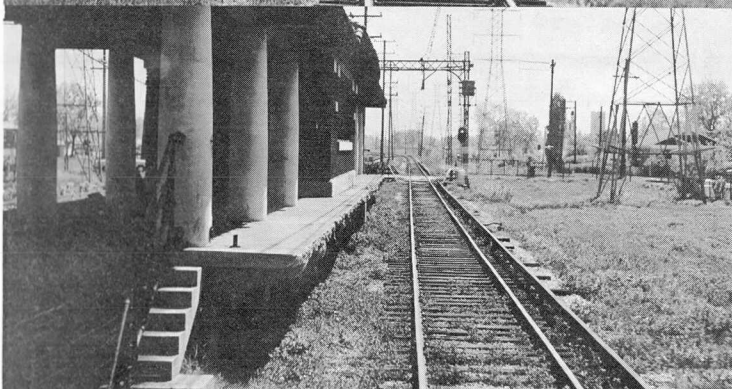
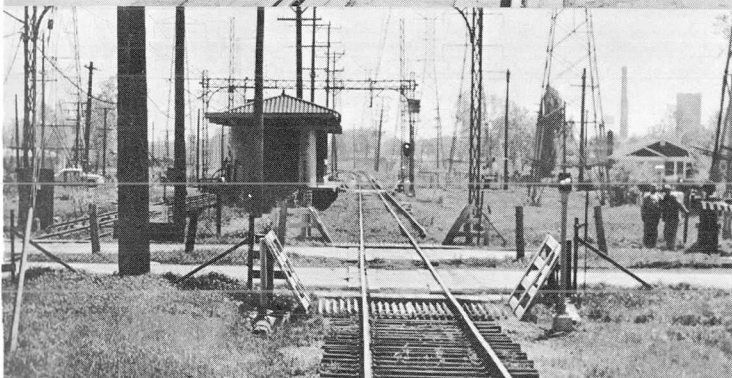
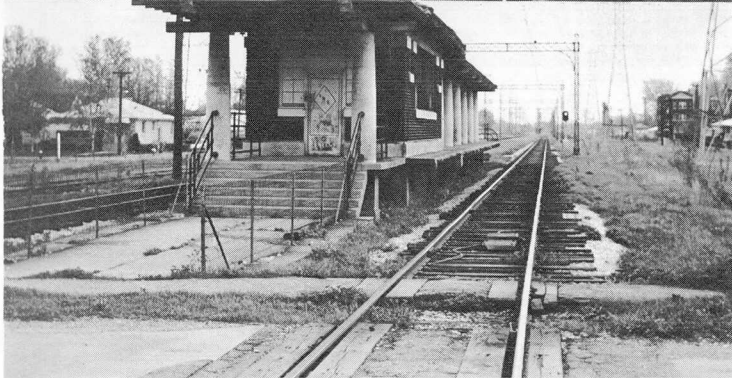
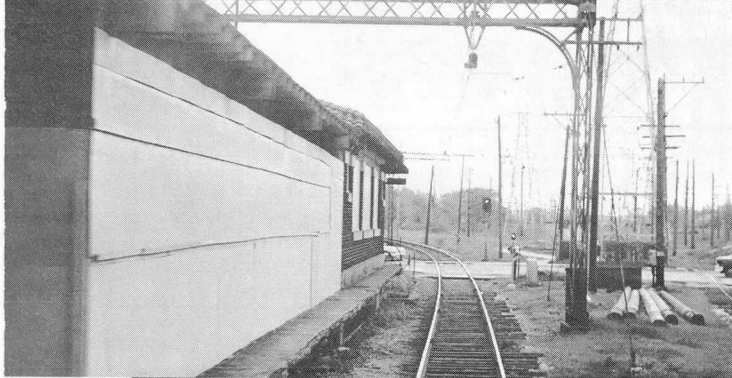
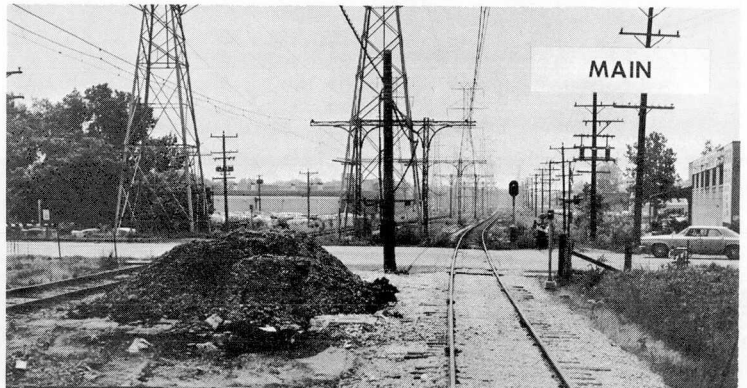
# NORTHBOUND

*Before . . . . . After*



*Before . . . . . After*

**SOUTHBOUND**





Autos occupied 64-car addition at south end of Dempster Park 'N' Ride lot even before finishing touches were completed in mid-May.

### PARKING LOT AND BUS TERMINAL

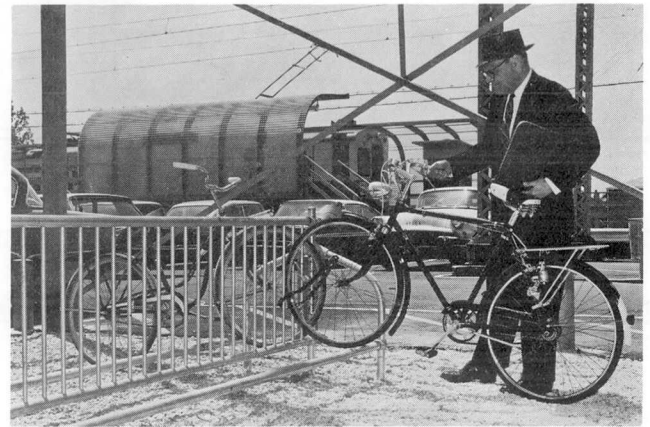
Additional park'n'ride spaces were finished at the south end of Dempster terminal in early May, providing capacities as follows:

Park'n'Ride (25¢ per day)	448 car spaces
Kiss'n'Ride (Free, 15-min. limit)	29 " "
Taxi Stand	4 " "
Bus Stand	2 bus spaces
Total	481 cars and 2 buses

A bicycle rack for 31 wheels was installed.

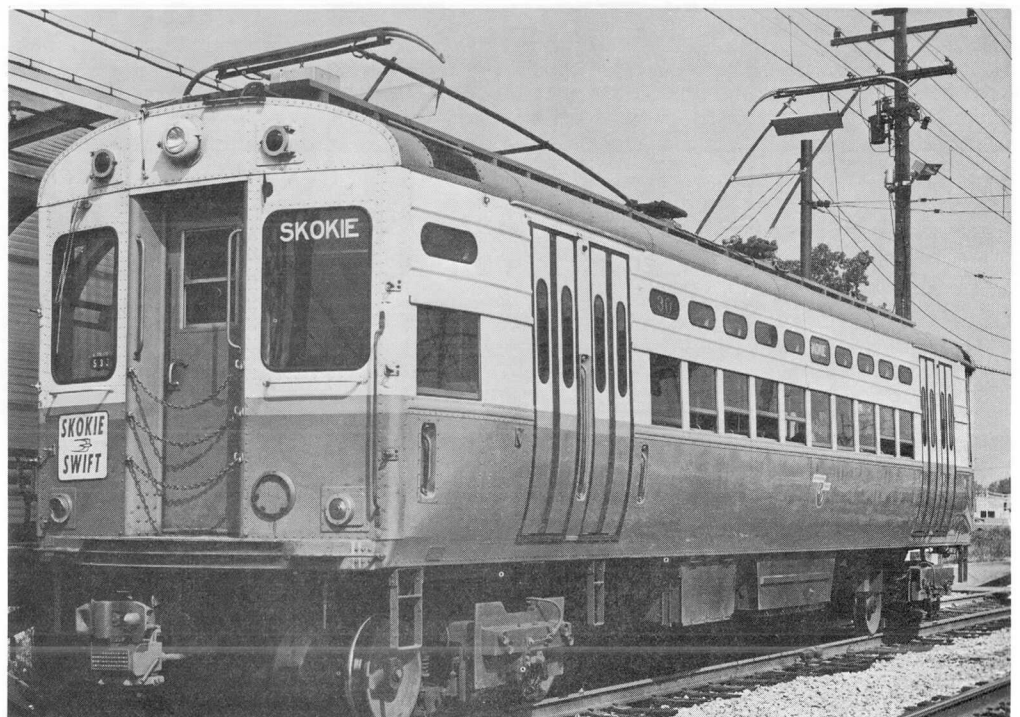
Further Park'N'Ride spaces are required for continuation of project growth. The relative merits and costs of various possibilities for expansion of parking are now under study.

Agreements between CTA, Skokie and Commonwealth Edison concerning the parking area were under negotia-



Arthur D. Dubin, Chicago architect, tries out bicycle rack in Park 'N' Ride lot at Dempster terminal.

Car 30, pictured here, is one of four standard cars diverted from other routes during second quarter to meet traffic increases on Skokie Swift. Special features include pan trolleys and extra speed.



tion during the period. The land involved is in so-called "layer-cake" ownership, with alternate longitudinal ribbons owned by CTA and Edison, adding to the complexity of this agreement.

## HIGH SPEED RAPID TRANSIT CARS

Progress Report No. 1 described the immediate need for additional rolling stock beyond the originally planned allotment of four high-performance cars (numbers 1-4) and explained that this was met by diversion of spare cars (numbers 25 and 26) from the Evanston route which were hurriedly equipped with the remote control pan trolleys distinctive to Skokie Swift. The fleet was further strengthened to meet actual operating needs by diversion of two more spare cars (numbers 29 and 30) from the West-Northwest route which were then equipped with pan trolleys.

To overcome partially the speed differential between these 20-series cars and cars numbered 1-4, field shunting and motor changes were made which yield a top speed of about 60 mph. These cars are now able to make the 5-mile run within the 6 1/2 minute scheduled time. Cars numbered 1-4 can make the run in as little as 5 1/4 minutes under favorable conditions.

Cars assigned to Skokie Swift service were equipped with windshield washers during the period.

It appears certain that the car requirements of the Skokie Swift will continue to increase in the periods ahead. Ultimately, the diversion of spare cars must be repaid by acquisitions to the total CTA car fleet. Temporarily, this problem has been avoided by deferring the scheduled

retirement of an equivalent quantity of 40-50 year old low-performance cars to fill a few peak period trips on other CTA routes.

## RIDERSHIP PROMOTION

The initial 13-week advertising campaign continued to utilize newspaper and radio to bring the Skokie Swift message to people in the communities contiguous to the route. CTA donated some of its own radio time to promotion of Skokie Swift riding. Our advertising agency has stated that the Skokie Swift is now known to 90% of the population of the area. This will be checked by a future telephone survey.

Additional publicity accrued to the project through the surprising growth it enjoyed. Press recognition of the eight new one-day traffic highs which occurred in the period stimulated favorable editorials and feature articles.

The fall ridership promotion campaign will stress the theme "Let Skokie Swift be Your Second Car," and will also attempt to develop non-rush direction riding, off-peak and Saturday riding. "Park'N'Ride" will not be promoted at this time because of the exhaustion of capacity of the terminal parking lot.

## TRAFFIC AND SERVICE

Riders have increased steadily during the period. The growth in rush period patronage appears to be greater in the non-rush direction than in the rush direction where the carrying capacity of the available rolling stock is largely exhausted.

<b>Skokie Swift</b> Monday thru Friday Schedule TIMETABLE NO. 6 EFFECTIVE MAY 18, 1964		<b>SKOKIE SWIFT</b> SATURDAY SERVICE EFFECTIVE MAY 16, 1964	
NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
Leave HOWARD	Leave DEMPSTER	Leave HOWARD	Leave DEMPSTER
AM 5:50 6:10 Every 6 to 10 minutes until 8:55 10, 25, 40, 55 minutes after the hour until PM 3:55 Every 6 to 10 minutes until 6:40 6:55 10, 25, 40, 55 minutes after the hour until 9:25 9:45 10:15 10:45	AM 6:00 6:20 Every 6 to 10 minutes until 9:00 On the hour and 15, 30, 45 minutes after the hour until PM 4:00 Every 6 to 10 minutes until 6:45 On the hour and 15, 30, 45 minutes after the hour until 9:45 10:00 10:30 11:00	AM 6:40 6:55 7:10 7:25 Every 15 Minutes Until PM 6:25 6:45 7:15 Every 30 Minutes Until 10:45	AM 7:00 7:15 7:30 7:45 Every 15 Minutes Until PM 7:00 7:30 Every 30 Minutes Until 11:00
<b>RUNNING TIME IS 6 1/2 MINUTES</b> Schedule subject to change without notice. AM Time in Light Figures. PM Time in Dark Figures.		<b>RUNNING TIME IS 6 1/2 MINUTES</b> Schedule subject to change without notice. AM Time in Light Figures. PM Time in Dark Figures.	
CHICAGO TRANSIT AUTHORITY		CHICAGO TRANSIT AUTHORITY	

Timetable used during report period.

## Letters to the Editor

# CTA Answers Skokians

DEAR MRS. OSHERMAN:

Thank you for your letter of June 25 enclosing signatures of people interested in a Skokie Swift stop at Kostner.

Intermediate stops are beyond the scope of the present cooperative project, which has exhausted its capacity just serving the station at Dempster.

However, because of your interest and support of Skokie Swift, we would like you to know the principal problems that would have to be solved before a Kostner station could be added.

Generally, a minimum new traffic of 2,000 passengers each way per day would be needed to justify the costs associated with a new station. To develop this much new business at Kostner seems most improbable. Lesser volumes have twice before resulted in abandonment of service in this area. The former station here would not have been suitable for the present service and a new one with a parking lot and additional high performance rapid transit cars to carry the new traffic would cost

upwards of half-a-million dollars.

The parking area, cab stand, etc., required for such a station might well cause disadvantages to you folks that could outweigh the benefits. Might not the pedestrian and auto traffic to and from a Kostner Station from early morn to late night be a nuisance to you? Such activities are more welcome in business or commercial zones than in handsome residential areas like yours. The crossing gates being down (and the bells ringing) longer due to trains stopping there might be another annoyance to you.

Perhaps you should not be too concerned about the inconveniences and delays such an intermediate stop would cause to riders from Dempster, except insofar as any loss of traffic from Dempster would make the project less likely of permanent success.

Similarly, there would be inconveniences to others if 97-Skokie bus service had to be reduced for loss of patronage due to the competition of another station.

All things considered, you

may prefer to use Dempster station, just a few minutes from your area by auto or bus, rather than have a similar station close to your properties.

Since we do not have the financial resources to provide the station and more "L" cars at this time anyway, may we respectfully suggest that the idea be reconsidered, if the people in your area still wish it to be, after the permanent success of Skokie Swift can be assured. By that time the local transit study arranged by Mayor Greisdorf, (sponsored by your village with financial assistance from CTA and the federal Housing and Home Finance Agency) may show other solutions of greater value and lesser cost.

—George Krambles  
Project Manager, CTA  
(Ed. Note—This letter from Krambles to Mrs. Norman J. Osherman, 7747 N. Tripp, Skokie, was reprinted by LIFE Newspapers on her request to let all interested parties know the current situation. She wrote on behalf of the neighborhood people in the Kostner and Mulford area, Skokie.)

Attractiveness of Skokie Swift service has led to inquiries about extensions and additional intermediate stations. The SKOKIE LIFE under date of August 13 printed the project's reply of late June to a petition submitted by Mrs. Norman J. Osherman for a local stop at Kostner.



The total number of passengers carried in the period April 20 through April 30 was 40,545\* and the total of parking lot receipts in the same period was \$965.00\*. Following are traffic and parking lot data for the period in review:

## MAY 1964

Day of		Passengers			Parking Receipts
Week	Date	North	South	Both	
F	1	2274	2447	4721	117.55
S	2	988	1057	2045	27.25
M	4	2214	2320	4534	114.00
T	5	2357	2333	4690	105.05
W	6	2293	2348	4641	105.25
T	7	2339	2479	4818	106.75
F	8	2309	2470	4779	102.00
S	9	1026	1059	2085	27.50
M	11	2302	2439	4741	114.55
T	12	2400	2415	4815	108.75
W	13	2288	2459	4747	116.25
T	14	2350	2494	4844	106.45
F	15	2422	2546	4968	110.50
S	16	1135	1266	2401	32.50
M	18	2400	2541	4941	122.25
T	19	2439	2521	4960	118.75
W	20	2347	2498	4845	111.01
T	21	2380	2518	4898	103.00
F	22	2423	2549	4972	103.50
S	23	1124	1147	2271	22.50
M	25	2377	2481	4858	111.50
T	26	2416	2504	4920	112.05
W	27	2391	2667	5058	109.00
T	28	2373	2542	4915	104.35
F	29	2005	2049	4054	72.60
S	30	MEMORIAL DAY-NO OPERATION			
TOTAL FOR MAY		109,521			\$2,384.86

## JUNE 1964

M	1	2437	2514	4951	\$123.25
T	2	2415	2534	4949	111.50
W	3	2533	2642	5175	112.15
T	4	2527	2584	5111	109.25
F	5	2498	2719	5217	104.50
S	6	1132	1199	2331	27.50
M	8	2570	2592	5162	124.10
T	9	2505	2711	5216	114.75
W	10	2495	2669	5164	112.25
T	11	2758	2871	5629	121.00
F	12	2377	2456	4833	109.75
S	13	1116	1164	2280	26.00
M	15	2639	2719	5358	125.40
T	16	2736	2781	5517	112.25
W	17	2681	2792	5473	125.00
T	18	2751	2792	5543	102.00
F	19	2569	2757	5326	107.55
S	20	967	1019	1986	19.35
M	22	2611	2725	5336	122.55
T	23	2689	2729	5418	107.25
W	24	2622	2811	5433	109.50
T	25	2775	2829	5604	92.10
F	26	2742	2957	5699	103.30
S	27	1006	1078	2084	22.50
M	29	2715	2838	5553	121.50
T	30	2810	2818	5628	117.25
TOTAL FOR JUNE		125,976			\$2,583.50
TOTAL-APRIL 20 to JUNE					
30 Inclusive		276,042			\$5,933.36

\* Reflects correction increasing previously reported numbers of passengers by 6 and parking receipts by \$6.80.

The average level of weekday traffic, which in April was 4300, increased to 4800 in May, and 5330 in June. Parking receipts, which averaged \$104 per weekday in April, have stabilized at about \$114, reflecting the saturation of parking capacity of the 450-car lot.

On April 20 there were 75 round trips operated. Thereafter service was adjusted almost daily until the middle of May. Thereafter service was fixed at 96 round trips on weekdays and 57 on Saturdays. No Sunday service was operated. The weekday schedule required five cars in the peak and two in the base periods. Saturday service required two cars.

In addition to headway adjustments, the period of service was lengthened at the middle of May, with trains running an additional hour at night, Monday through Friday, and an additional four hours on Saturday. Headways of 30-minutes are provided in these extended periods.

Current popularity of big league football has led to consideration of operation of Skokie Swift on certain Sundays in the fall when the Chicago Bears are playing home games. Street traffic congestion and shortage of parking space near Wrigley Field, where the games are played, suggests a substantial advantage in using Park'N' Ride or Kiss'N'Ride via Skokie Swift. Service would be confined to about a two-hour period before and after the games. Skokie Swift makes direct across-the-platform connections at Howard station with "L"-subway trains which stop at Wrigley Field (Addison Station).

Further growth of train traffic is anticipated in the coming quarter and will be met with additional equipment as quickly as possible.

Expansion of Park'N'Ride traffic is contingent on finding a practical way in which to add parking spaces.

## DEPENDABILITY

More than 95% of all Skokie Swift trips arrive at destination within 60 seconds of scheduled time. Ability of the trains to maintain dependable service has been an important factor in building patronage. The number of scheduled trips not operated for all reasons during the months of May and June was 22 out of a total of 4546.

The principal causes of missed trips were associated with the overhead trolley system with which the portion of route west and north of East Prairie Road is equipped. Improper operation of the remote control pan trolleys, causing them to be up while not under trolley, resulting in broken trolley poles, yielded the loss of about one trip per week. On Friday, June 12, thirteen trips in the morning rush were lost due to the pan on a northbound car being raised too soon, causing considerable trolley damage. Changes in both the operating instructions and the control circuitry were made which appear to have brought this problem under control.

## STUDY PROGRAM

The comprehensive study program is endeavoring to establish criteria and guidelines useful nationally to public officials, planners, transit operators and others in determining whether service of this type should and can be provided in large metropolitan areas.

Studies of land use and community development are in progress, with much data collected and now being analyzed.

Information yielded by bus and train passenger studies completed up to June 30 summarized briefly follows:

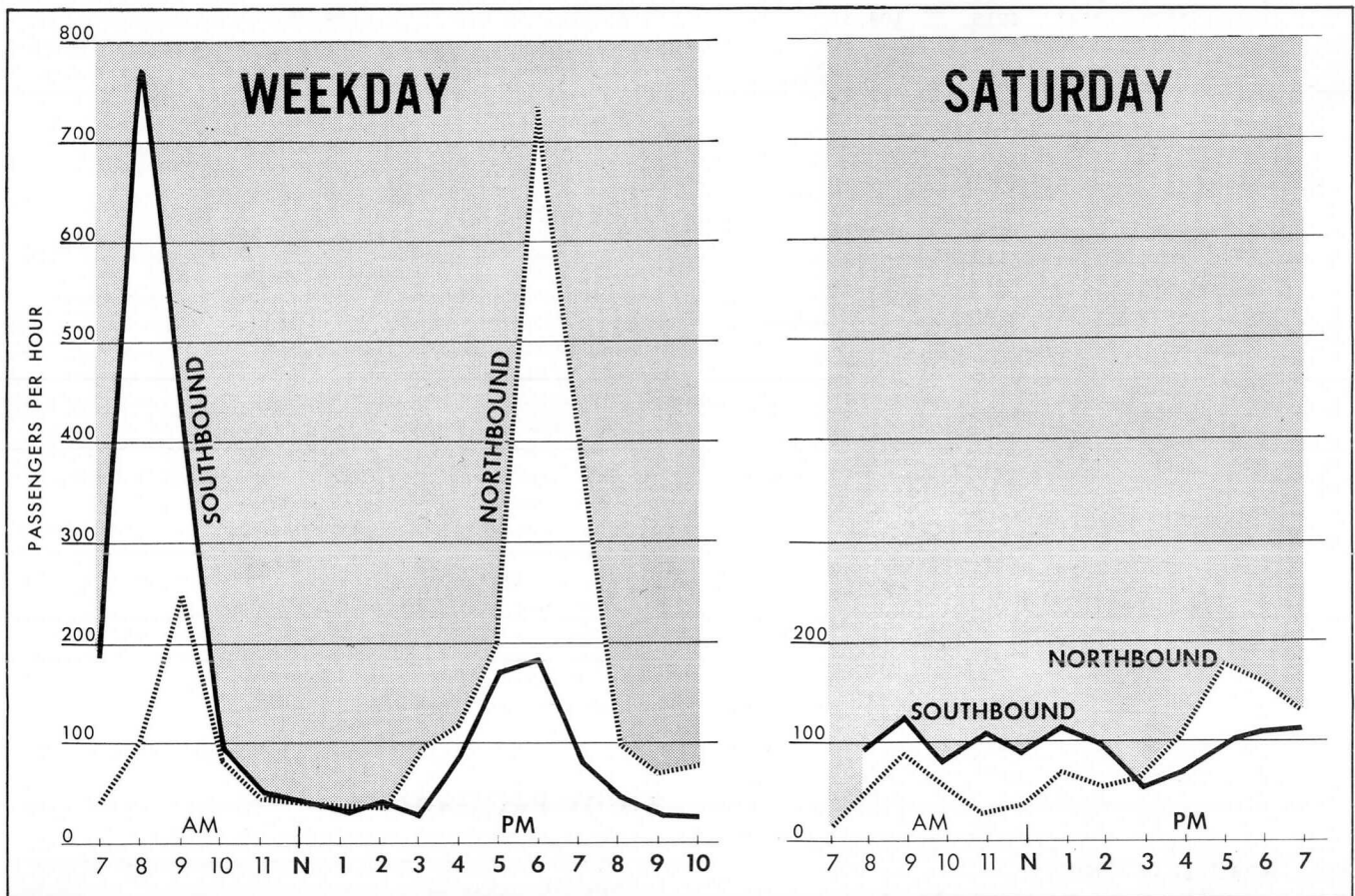
1. Passengers interchanged with Skokie #97 bus at Dempster total about 450 per day, approximately equally divided between northbound and southbound buses.
2. Passengers carried in and out of the Old Orchard shopping center by the Skokie #97 bus (which was extended from Dempster to this center coincident with the opening of Skokie Swift service) total about 310 per day, of which about 60% were northbound. Significant volumes were carried at this point only for about two hours of the morning and again of the afternoon.
3. Passengers diverted from the Skokie #97 bus route to the Skokie Swift number about 600 (300 each way) per weekday.
4. Passengers diverted from the Evanston rapid transit route (in Evanston) number about 400 per weekday (200 each way).

5. Preliminary origin and destination information derived from analysis of transfers lifted on northbound Skokie Swift indicates that these rides originate throughout 3/4 of the City of Chicago. The dominant origin location in Chicago appears to be the Central Business District, and the next greatest is from zones adjacent to the full length of the North-South rapid transit route.

Information yielded from street traffic studies up to June 30, indicating possible effects of auto traffic to and from the Skokie Swift terminal, follows:

1. Traffic volumes on Dempster Street between the Edens Expressway and Niles Center Road increased from 6% to 15% in peak weekday periods.
2. Average travel speed for traffic on Dempster Street between Central Avenue and McCormick Boulevard has been reduced about 10% during weekday rush periods.

Additional studies of passenger origin and destination, of mode of travel change, of street traffic and of parking lot activity are in progress and will be reported when conclusive results can be ascertained. The most important of these are the return reply postcard studies run on bus lines in the area on March 16 (to be rerun in July) and on the Skokie Swift on June 11.



Initial impact of Skokie Swift has been greatest in serving commuters working in Chicago, as shown by the sharp peaks in the weekday traffic (shown at left), plotted from a check of Tuesday, May 5. Saturday traffic flows at a more constant rate as shown by the chart (shown at right) for May 9. Service has since been continued until 11 p.m., Monday through Saturday.

# FINANCIAL REPORT

## BUDGET AND COSTS TO DATE

Operations during the second period (April 19 to June 30, 1964, inclusive) covered the transition from major rehabilitation carried over from the first period to commencement of passenger service operations. The original budget had contemplated that rehabilitation would have been substantially completed by commencement of passenger carrying operations. Riding results from the very beginning were substantially greater than anticipated, however, and required the immediate scheduling of additional manpower and equipment; also, from continued operation of the system it became apparent that some fixed equipment acquired from the North Shore, which had not been operated since January, 1963, was not in as good condition as had been expected and was not performing as well as had been anticipated under the very heavy schedules required to meet the actual riding

experienced; it also became immediately apparent that the parking lot was inadequate and should be expanded to its immediate maximum capabilities. Furthermore, an experiment in the first week of operation disclosed a substantial demand for Saturday service, which was promptly made available on a regularly scheduled basis.

Accordingly, a new budget was developed to give effect to both the expanded operations and the additional rehabilitation required to bring the system to the degree of safety and efficiency desired. This new budget will be submitted for HHFA approval at the beginning of the next report period.

A comparison of the revised budget with that originally submitted and the expenditures made to date on all phases of the project are summarized below:

	BUDGET		C O S T S		
	Original	Revised	First Period Ended 4/18/64	Second Period Ended 6/30/64	Total
SERVICE IMPROVEMENT COSTS-					
Operation of Skokie shuttle service and parking lot	\$ 42,253	\$(135,722)	\$ -	\$(12,645.77)	\$(12,645.77)
CONSTRUCTION OR RENTAL CONTRACTS-					
Rehabilitation of Skokie line	190,800	281,700	109,709.50	{ 40,128.06 41,983.85*	191,821.41
Construction of parking lot	67,875	140,100	-	123,894.99	123,894.99
Interest in lieu of rental of right-of-way and equipment	80,132	97,297	-	9,536.52	9,536.52
	338,807	519,097	109,709.50	215,543.42	325,252.92
OTHER PROJECT COSTS-					
Data collection, analysis and reporting -					
Skokie	17,075	17,075	-	818.16	818.16
NIMAPC	29,010	29,010	2,112.85	2,421.12	4,533.97
Promotional activities -					
Skokie and CTA	41,880	72,515	1,614.28	21,899.71	23,513.99
	87,965	118,600	3,727.13	25,138.99	28,866.12
CONTINGENCIES	54,800	21,850	50,296.33	{ 2,768.66 (41,983.85)*	11,081.14
Total	\$523,825	523,825	163,732.96	188,821.45	352,554.41

( ) Denotes Red Figures.

\* Represents cost previously charged to Contingencies, transferred to costs of rehabilitating Skokie line upon adoption of revised budget.

## OPERATING RESULTS

The service improvement net credit of \$12,645.77 for the second period represents the net results of the initial operation of both the train service and the parking lot, consisting of the following:

	Train Service	Parking Lot	Total
Revenues -			
Operating	\$55,210.00	\$3,172.91	\$58,382.91
Rental of easement	4,200.00	-	4,200.00
Terminal privileges	34.44	-	34.44
Total	59,444.44	3,172.91	62,617.35
Expenses -			
Operating	44,193.93	1,672.29	45,866.22
Depreciation - cars	4,105.36	-	4,105.36
	48,299.29	1,672.29	49,971.58
Net operating revenues	\$11,145.15	\$1,500.62	\$12,645.77

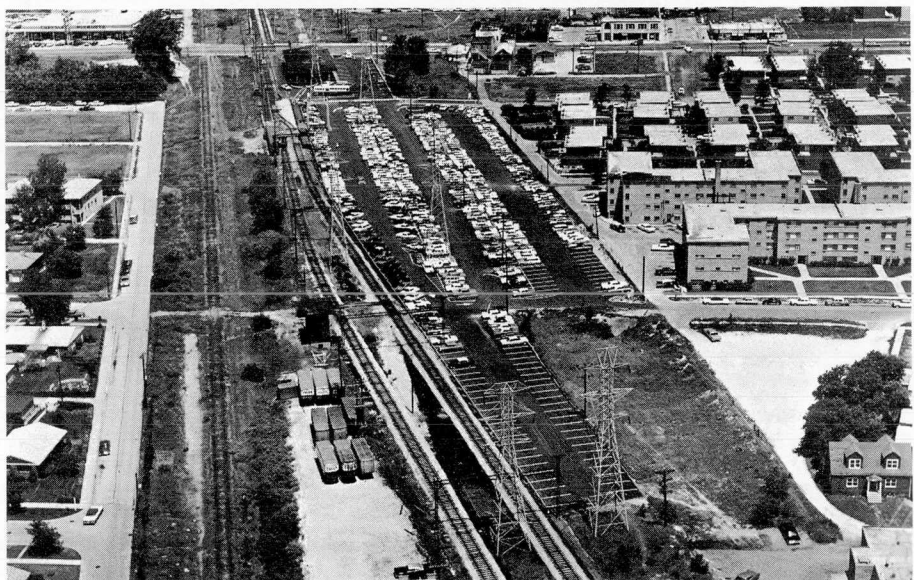
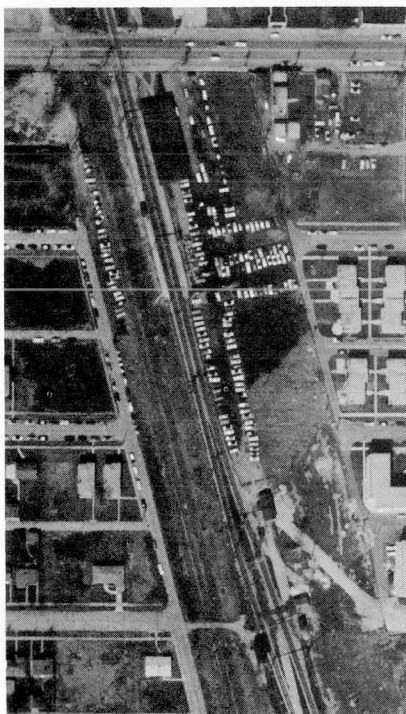
Revenues and expenses are running substantially in accord with the revised budget. Train service operations include costs attributable to weekday operations expanded in excess of 100% over originally estimated requirements, the supplying of Saturday service not previously contemplated and depreciation on 8 rapid transit cars, twice the number originally planned for service. Train operating revenues of \$55,210 are approximately 330% of original estimates.

## REHABILITATION

Rehabilitation costs incurred during this period represented primarily a continuation of functions commenced during the previous period and payments of in-

voices and other costs incurred during the first period. The originally scheduled rehabilitation projects are substantially completed but some costs, generally invoices for services performed but not yet billed, are expected to carry over into the third period. However, operating experience has established the need for additional rehabilitation and other work, including replacement of old crossing gates, resurfacing of all grade crossings, installation of snow melters at switches, expanding capacity of platforms at Dempster and purchase of more train phones. This work is under way.

Upon completion of rehabilitation activities, the continued maintenance of these facilities will become the responsibility of CTA.



A comparison of aerial views of the Skokie Swift Dempster terminal area taken recently and during the latter years of operation of the former North Shore Line. The view at the left was taken March 26, 1958, while the above view was taken June 25, 1964.

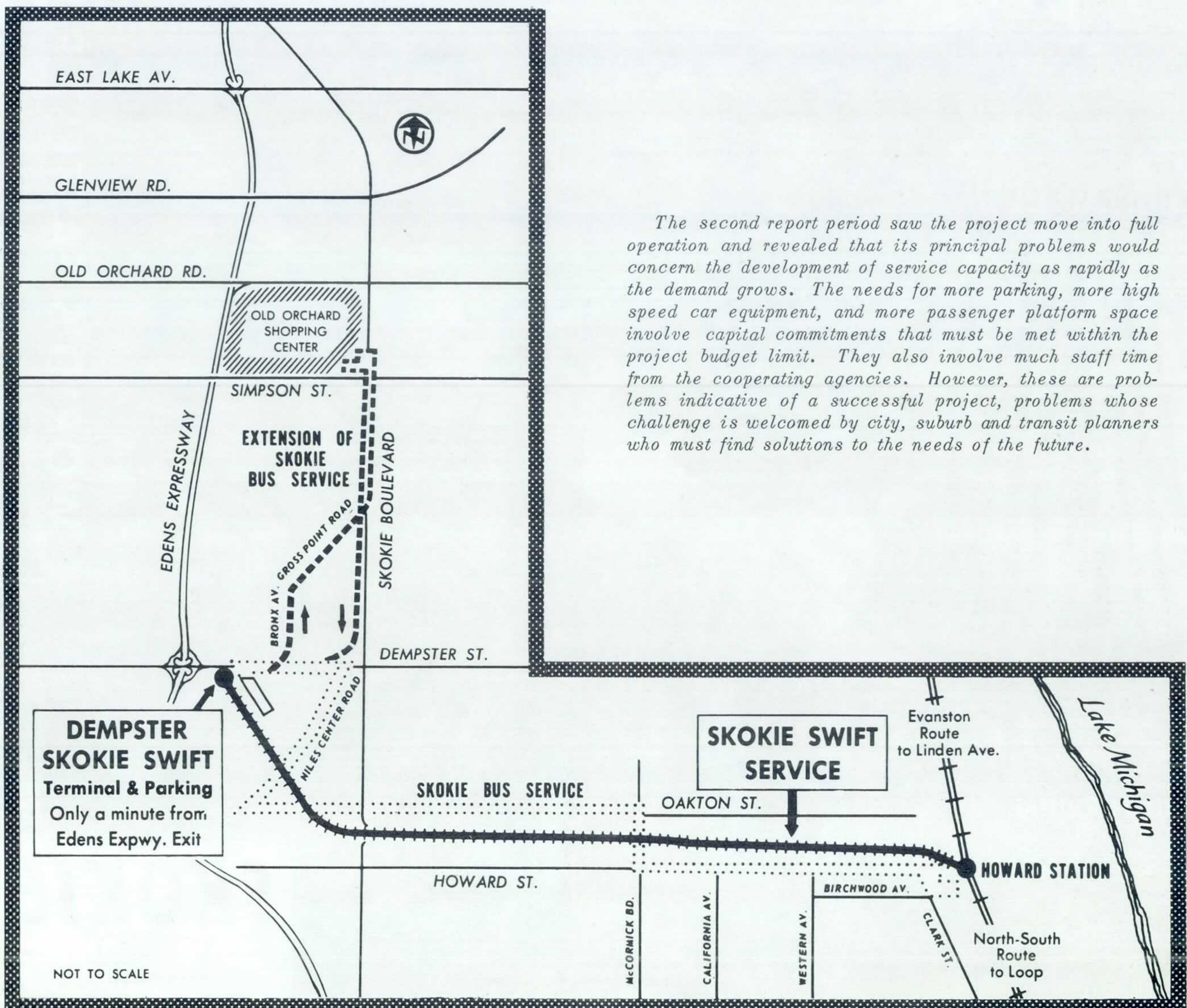
# ORGANIZATION

Skokie Swift is a cooperative venture with Chicago Transit Authority as grantee and manager. Rehabilitation, maintenance and operation of the rail line is the responsibility of CTA, which also furnishes the rolling stock. Construction, maintenance and operation of the Dempster parking lot is the responsibility of Skokie. The ridership promotion campaign is being carried out jointly by CTA and Skokie. The study program is divided between CTA, Skokie and the two other cooperating agencies: Northeastern Illinois Metropolitan Area Planning Commission and Chicago Area Transportation Study.

Participation in the net project cost is divided as follows:

Chicago Transit Authority	26.23%
Village of Skokie	7.10%
Housing & Home Finance Agency	66.67%

Included in the project costs are study services of the Northeastern Illinois Metropolitan Area Planning Commission. Study and data analysis services of the Chicago Area Transportation Study are contributed to the project.



The second report period saw the project move into full operation and revealed that its principal problems would concern the development of service capacity as rapidly as the demand grows. The needs for more parking, more high speed car equipment, and more passenger platform space involve capital commitments that must be met within the project budget limit. They also involve much staff time from the cooperating agencies. However, these are problems indicative of a successful project, problems whose challenge is welcomed by city, suburb and transit planners who must find solutions to the needs of the future.



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