

# SKOKIE SWIFT

*"The Commuter's Friend"*

METROPOLITAN



TRANSIT

JANUARY, 1965



PROGRESS REPORT NO. 4



# FOREWORD

"Skokie Swift," the high-speed, two-station commuter shuttle, began service April 20, 1964, as a locally-sponsored Mass Transportation Demonstration project, federally aided by the Housing and Home Finance Agency. Rider support exceeding expectations has now generated world-wide interest in the 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. A Park'N'Ride lot at Dempster terminal was built and is being operated by the project.

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

Three previous Progress Reports have covered the rehabilitation and construction work done before the project could begin operations, and the problems and results of operations through September 30, 1964.

Herewith Progress Report No. 4 is submitted, covering operation and finance October 1 through December 31, 1964.

Report issued March, 1965, by Chicago Transit Authority, Merchandise Mart Plaza,  
P. O. Box 3555, Chicago, Illinois 60654.

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## COOPERATING AGENCIES AND THEIR PROJECT REPRESENTATIVES

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Planning Commission

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# OPERATIONS

## PASSENGER TRAFFIC

New highs in levels of patronage were established during the quarter, as might be expected with the advent of the seasonal shopping peak and winter weather making Skokie Swift's advantages still more apparent.

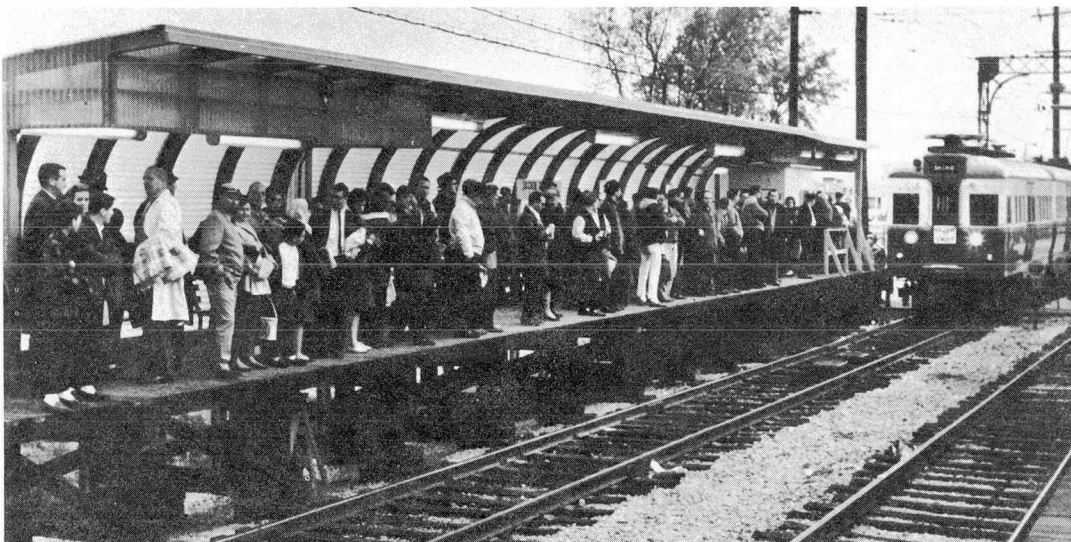
The average number of weekday (Monday-Friday) riders, which had averaged about 5,500 in the previous quarter, rose to about 6,100 in this period. The average level of Saturday traffic rose from about 2,150 to 2,700.

The record weekday level of 7,537 passengers was set on Friday, December 4, when a heavy snowfall made freedom from auto driving conditions especially attractive. The record 4,914 passengers carried on Saturday, December 5, was undoubtedly caused by the combination of the previous day's heavy snow, Christmas shopping and the Bears-Packers football game. These records, which obviously saturated existing train and parking lot capacity, will be difficult to exceed or even match until Skokie Swift can again be expanded.

Although there is no regularly scheduled Skokie Swift service on Sundays, to accommodate fans of the Chicago Bears professional football team, trains were operated

on a trial basis on six Sundays during the period. The Bears play at Wrigley Field, which is adjacent to Addison station of the North-South rapid transit route. Frequent high-capacity train service given on this route is accessible by across-the-platform transfer with Skokie Swift at Howard station. Three Skokie trains were run simultaneously, giving about 26 trips per Sunday on a headway of about 7 1/2 minutes for a period of about 2 hours before the game and 1 1/2 hours after it. An average of more than 1,300 rides were taken on each of these Sundays, with around 225 autos in Dempster parking lot instead of in the tightly-congested streets near the playing field. To serve football traffic for the Saturday game on December 5, regular service was increased by adding two extra cars to give headways of about 6 minutes. The 522-car parking lot filled completely on this occasion.

Special service was also run on Sunday, October 25, when two train round trips were chartered by the Central Electric Railfans' Association. This group of railroad buffs, some of whom came several hundred miles for the occasion, saw the line once from car 51 and then again from a pair of 40-year-old heavy steel cars normally assigned to the neighboring Evanston line.



Football fans ready to board special Swift train at noon, Sunday, October 18, for fast ride to Howard on their way to Bears-Lions game.

From April 20 through September 30, the total number of passengers carried was 656,819 with total parking lot receipts of \$13,726.41. Following are the traffic and parking lot data for the period in review:

## OCTOBER, 1964

Day of Week	Date	Passengers			Parking Receipts
		North	South	Both	
T	1	2755	2913	5668	\$124.75
F	2	2777	3051	5828	121.65
S	3	1168	1197	2365	26.75
M	5	2738	2847	5585	123.50
T	6	2745	2915	5660	120.25
W	7	2704	2911	5615	120.00
T	8	2775	3019	5794	124.25
F	9	2805	2965	5770	115.75
S	10	1071	1271	2342	30.00
S	11	508	567	1075	46.60
M	12	2716	2851	5567	126.50
T	13	2878	2980	5858	124.75
W	14	2791	2998	5789	125.00
T	15	2771	3071	5842	131.25
F	16	3041	3345	6386	116.45
S	17	1170	1300	2470	30.00
S	18	606	680	1286	53.60
M	19	2732	2877	5609	122.50
T	20	2825	2995	5820	128.50
W	21	2755	2937	5692	125.00
T	22	2726	3021	5747	127.00
F	23	2800	3055	5855	120.50
S	24	1365	1209	2574	37.75
M	26	2825	2984	5809	127.00
T	27	2833	3026	5859	120.50
W	28	2743	3019	5762	124.10
T	29	2767	3065	5832	124.25
F	30	2835	3048	5883	124.25
S	31	1118	1241	2359	30.55
TOTAL FOR OCTOBER		141,701			\$2,972.95

## NOVEMBER, 1964

S	1	637	754	1391	\$ 50.00
M	2	2838	3107	5945	126.30
T	3	2618	2819	5437	131.80
W	4	2793	3043	5836	123.25
T	5	2863	3131	5994	132.50
F	6	2877	3158	6035	136.60
S	7	1194	1330	2524	35.00
S	8	671	739	1410	59.05
M	9	2911	3074	5985	142.55
T	10	2907	3095	6002	145.05
W	11	3211	3593	6804	144.05
T	12	2896	3168	6064	146.10
F	13	2881	3258	6139	131.75
S	14	1205	1284	2489	41.75
M	16	2925	3167	6092	149.15
T	17	2884	3039	5923	143.60
W	18	2765	3007	5772	138.75
T	19	2743	3177	5920	151.10
F	20	2873	3318	6191	141.05
S	21	1131	1306	2437	35.00
S	22	596	634	1230	41.95
M	23	2938	3125	6063	141.75
T	24	2901	3147	6048	139.50
W	25	2858	3131	5989	128.75
T	26	THANKSGIVING - NO OPERATION			
F	27	3013	3432	6445	132.50
S	28	1299	1591	2890	52.25
M	30	2798	3058	5856	144.55
TOTAL FOR NOVEMBER		134,911			\$3,085.65

## DECEMBER, 1964

Day of Week	Date	Passengers			Parking Receipts
		North	South	Both	
T	1	3057	3212	6269	\$142.75
W	2	3331	3953	7284	154.55
T	3	3214	3619	6833	136.35*
F	4	3471	4066	7537	79.00*
S	5	2295	2619	4914	142.95
M	7	2991	3377	6368	145.25
T	8	3199	3556	6755	144.10
W	9	3029	3441	6470	143.50
T	10	3135	3454	6589	147.00
F	11	3152	3543	6695	138.25
S	12	1449	1684	3133	66.00
S	13	700	811	1511	60.85
M	14	3095	3294	6389	143.25
T	15	2958	3287	6245	143.00
W	16	2946	3387	6333	143.00
T	17	2777	3251	6028	140.50
F	18	2733	3236	5969	123.30
S	19	1201	1483	2684	40.25
M	21	3078	3462	6540	149.00
T	22	3085	3402	6487	147.75
W	23	3048	3574	6622	150.25
T	24	2472	2866	5338	123.50
F	25	CHRISTMAS - NO OPERATION			
S	26	1041	1150	2191	30.00
M	28	3156	3443	6599	143.15
T	29	3160	3606	6766	136.00
W	30	3232	3749	6981	154.25
T	31	2689	2956	5645	125.55
TOTAL FOR DECEMBER		157,175			\$3,393.30

TOTAL-APRIL 20 to

DECEMBER 31 Inclusive 1,090,606 \$23,178.31

\* Low receipts due to trouble with parking gate mechanisms.

## SERVICE

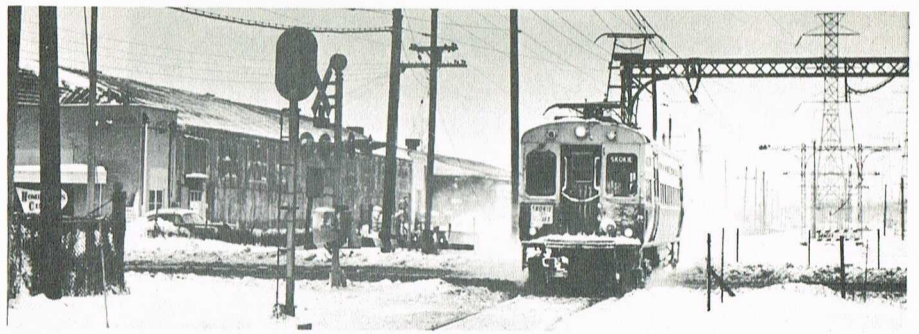
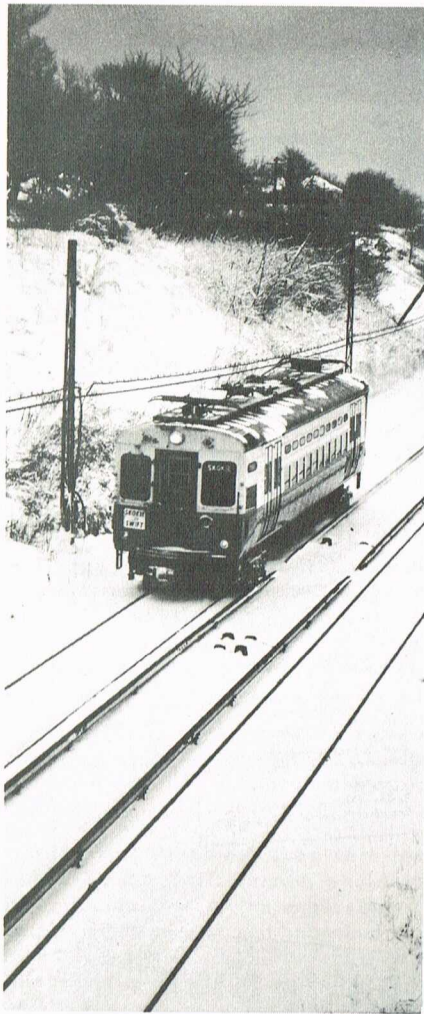
There were 98 round trips scheduled per weekday and 57 per Saturday during the period. However, two high-capacity articulated cars, which began making certain trips in place of the previous standard cars effective October 15, have effectively increased rush period service by about 1/3. After a shakedown period, headways were adjusted so as to distribute passenger loading equitably between car types in proportion to their capacity.

Supplementary service was provided on a temporary basis during the first three weeks of December, when stormy weather increased traffic by 200-700 rides each rush period, by a tripper car making several extra trips as directed by the local supervisor.

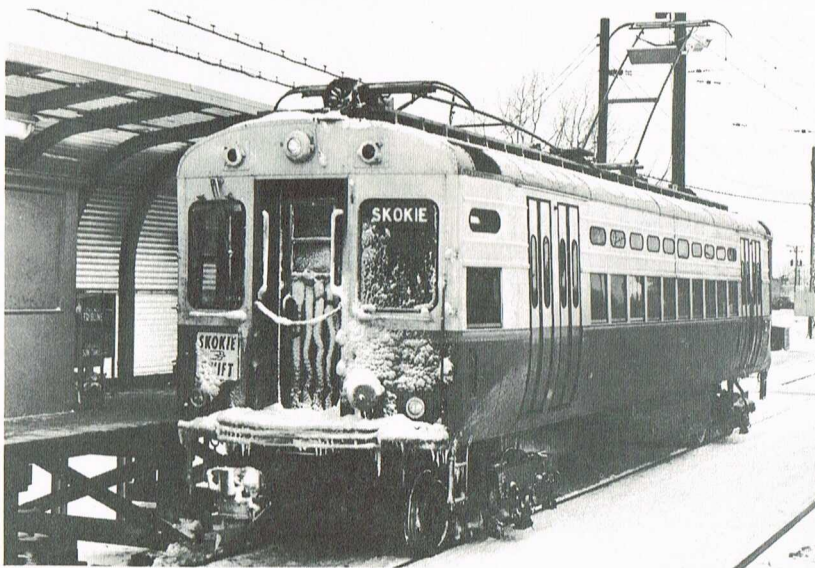
On December 24 and December 31 extra trips were operated to give 7 1/2-minute headway all afternoon to accommodate early office and factory breaks.

The departure time of the first northbound weekday trip was moved ahead from 5:50 AM to 5:40 AM. The agent who opens Dempster station now rides this train (instead of a much earlier bus) and yet has time to complete the fare collection from the 20-or-so passengers who ride the first southbound train. One of the articulated cars is now used on this first trip as an effective means of wearing off the night's accumulation of rust from the rails to insure dependable signal and crossing gate operation.





Moderately heavy snowfalls in early December offered Skokie Swift cars little serious resistance, and the surge of passengers proved the trains' ability to rise to sudden demands for standby service.



Car miles for all Skokie Swift cars are charged to the project by CTA on the same unit cost basis, using 10.18 car miles per round trip irrespective of car type. The project reimburses CTA for all of its operating and maintenance costs on the basis of car miles run multiplied by CTA system wide average comparable costs (roughly, 80¢ per car mile).

Although regular Sunday service is not provided by the project, special trains provided 24 to 29 trips over about 3 1/2 hours of operation on six Sundays when major professional football games were played in Chicago. See "PASSENGER TRAFFIC" for further detail of this operation.



# JOINTLY FINANCED DEMONSTRATION PROJECT

# Skokie Swift

The operation of this five-mile rail rapid transit route is of historical significance in Chicago metropolitan area transportation. It marks the first time that the Federal government, a suburban community, and the area's major transit operator have joined forces to finance the establishment and operation of a rapid transit extension. Conceivably this demonstration project could set a pattern for future extensions of rapid transit in the Chicago metropolitan area.

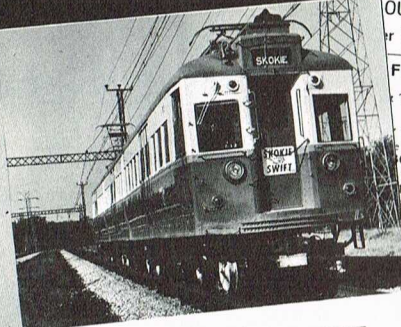
To defray the \$523,825 net cost, the Housing and Home Finance Agency is contributing \$349,217. CTA's contribution is \$137,415 in cash and services; Skokie's is \$37,193, also in cash and services.

Not included in CTA's contribution are the \$1,700,000 net cost of the right-of-way and related operating fixtures and the \$898,000 cost of cars currently assigned to the service.

Studies are already underway to evaluate the benefits derived from the project. These include effect of the new service on land use, rents, employment, building construction and street traffic in the project's sphere of influence; on rider usage, the number of persons diverted from automobiles, or other mass transportation facilities in the area.

Participating with CTA and Skokie in these studies are the Chicago Area Transportation Study, and the Northeastern Illinois Metropolitan Area Planning Commission.

10-12-64



## WORLD'S FASTEST RAPID TRANSIT

### 5 MILES IN 6½ MINUTES

BETWEEN

## DEMPSTER STATION, SKOKIE and HOWARD STATION, CHICAGO

TIMETABLE NO. 8

## CHICAGO TRANSIT AUTHORITY

OUND  
r St., Skokie

FRIDAY

Train  
4 to 7½ minutes  
hour and every  
40, 45 minutes  
the hour  
10 minutes  
to 8 minutes  
hour and every  
45 minutes  
e hour

and every  
minutes  
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and half-

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ding Evan-  
to trainman  
okie. Ar-  
train cus-  
okie Swift  
orm. Only  
transfer is  
trainman or

Howard,  
operator,  
continuing

SOUTHBOUND (Adult): Customer originating in Skokie pays 45¢ and obtains transfer, if needed, for continuation ride in the Middle Zone or Evanston.

NORTHBOUND  
Leaves Howard Station

MONDAY thru FRIDAY

5:50 AM	First Train
6:10 AM - 8:45 AM	Every 4 to 7½ minutes
8:55 AM - 3:55 PM	10, 25, 40, 55 minutes after the hour
3:55 PM - 4:45 PM	Every 10 minutes
4:54 PM - 6:30 PM	Every 4 to 7½ minutes
6:40 PM - 9:25 PM	10, 25, 40, 55 minutes after the hour
9:45 PM	
10:15 PM	
10:45 PM	Last Train

SATURDAY ONLY

6:40 AM	First Train
6:40 AM - 6:25 PM	10, 25, 40, 55 minutes after the hour
6:45 PM - 10:45 PM	15, 45 minutes after the hour
10:45 PM	Last Train

## CONNECTING SERVICES

Across-the-Platform Rapid Transit Connections at Howard:

NORTH-SOUTH ROUTE to Loop, Englewood and Jackson Park via subway.

EVANSTON EXPRESS ROUTE to Loop via "L" (Monday-Friday rush periods).

EVANSTON to downtown Evanston and Wilmette via "L."

Bus Connections at Dempster with #97 Skokie route south to downtown Skokie and north to Old Orchard.

Bus Connections at Howard with CTA and Evanston and United bus companies.

Skokie #97 bus operates between Howard Station and Dempster Terminal 24 hours daily, 7 days a week.

SOUTHBOUND

Leaves Dempster St., Skokie

MONDAY thru FRIDAY

6:00 AM	First Train
6:20 AM	
6:30 AM - 8:50 AM	Every 4 to 7½ minutes
9:00 AM - 4:00 PM	10, 15, 30, 45 minutes after the hour
4:00 PM - 4:40 PM	Every 10 minutes
4:46 PM - 6:36 PM	Every 4 to 8 minutes
6:45 PM - 10:00 PM	10, 15, 30, 45 minutes after the hour
10:30 PM	
11:00 PM	Last Train

SATURDAY ONLY

7:00 AM	First Train
7:00 AM - 7:00 PM	10, 15, 30, 45 minutes after the hour
7:00 PM - 11:00 PM	On the hour and half-hour
11:00 PM	Last Train

Skokie #97 bus operates between Howard Station and Dempster Terminal 24 hours daily, 7 days a week.

## PROCEDURE FOR PAYING FARE

NORTHBOUND (Adult): Customer riding Evanston Express to Howard pays 20¢ to trainman and receives transfer for ride to Skokie. Arriving at Howard on an "L"-subway train customer pays 20¢ to agent at the Skokie Swift boarding area on the northbound platform. Only 15¢ is paid, however, when a valid transfer is presented to the Evanston Express trainman or to the platform agent at Howard.

Boarding the Skokie Swift train at Howard, customer surrenders transfer to the operator, and receives another transfer if continuing trip on Skokie bus.

SOUTHBOUND (Adult): Customer originating in Skokie pays 45¢ and obtains transfer, if needed, for continuation ride in the Middle Zone or Evanston.

## CONNECTING SERVICES

Across-the-Platform Rapid Transit Connections at Howard:

NORTH-SOUTH ROUTE to Loop, Englewood and Jackson Park via subway.

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these studies are the Chicago Area Transportation Study, and the Northeastern Illinois Planning Commission.

12-8-64

Timetables issued during report period.

# Skokie Swift

NORTHBOUND

Leaves Howard Station

MONDAY thru FRIDAY

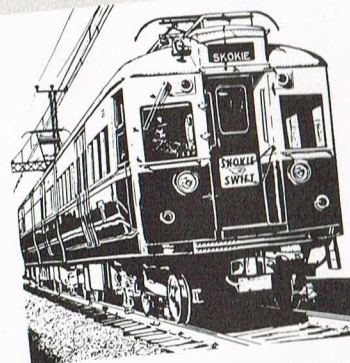
5:40 AM	First Train
6:10 AM - 8:45 AM	Every 4 to 7½ minutes
8:55 AM - 3:55 PM	10, 25, 40, 55 minutes after the hour
3:55 PM - 4:45 PM	Every 10 minutes
4:54 PM - 6:30 PM	Every 4 to 7½ minutes
6:40 PM - 9:25 PM	10, 25, 40, 55 minutes after the hour
9:45 PM	
10:15 PM	
10:46 PM	Last Train

SATURDAY ONLY

6:40 AM	First Train
6:40 AM - 6:25 PM	10, 25, 40, 55 minutes after the hour
6:45 PM - 10:45 PM	15, 45 minutes after the hour
10:45 PM	Last Train

# Skokie Swift

"The Commuter's Friend"



## WORLD'S FASTEST RAPID TRANSIT

### 5 MILES IN 6½ MINUTES

BETWEEN

## DEMPSTER STATION, SKOKIE and HOWARD STATION, CHICAGO

TIMETABLE NO. 9

## CHICAGO TRANSIT AUTHORITY



Don C. Shafer, Skokie's Director of Community Development (at extreme left), and group of municipal planners from the Chicago Metropolitan Area Planning Association alighting from Skokie Swift after a fast ride over the line December 29th.



## RIDERSHIP PROMOTION

The press and radio advertising campaign begun during September ended in the middle of October. After a lull of five weeks with no activity, the campaign was resumed November 23 with a second five-week wave. A three-week lull at year's end will be followed by a final five-week wave beginning January 18.

Each promotional wave consists of 350-line ads in four weekly newspapers serving the project area and 100 radio spot commercials per week spread over three radio stations.

Additional press releases were issued to cover newsworthy Skokie Swift events, such as the introduction of the articulated cars, the expansion of the parking lot and traffic growth. City and suburban news media have continued to provide good coverage to Skokie Swift events. Reference to the project occurred in speeches of national significance to attorneys, city planners, highway and railway officials. Radio station editorials and a feature article in November FORTUNE focussed additional attention to the service.

On December 14th the carrying of the 1,000,000th rider was celebrated. A card conveying thanks for rider support and season's greetings was distributed to passengers at Dempster terminal.

A special telephone survey was conducted by the project office to determine the effectiveness of the promotion campaign. The data obtained was processed and evaluated by Chicago Area Transportation Study. John Orzeske, CATS analyst, reports "The impact of the project on the community is evident when almost 96% of the persons interviewed were able to identify the alliterative label, 'SKOKIE SWIFT'." Furthermore, 82% of them consider it to be very important to suburban residents.

The information was obtained from a sample of approximately 3% (520 households) selected from a street address listing of Skokie, which provides over 70% of all Swift riders. The sample was designed to give geographic distribution throughout the Village and avoid bias based on proximity to the Dempster station. The telephone interviewers introduced themselves to the respondent, stated that they were calling from the "Skokie transportation study group," and immediately asked, "Have you ever heard of the SKOKIE SWIFT?"

If the respondent answered affirmatively he was asked these additional questions:

"How did you first learn of the SKOKIE SWIFT service?"

"Do you or any member of your family ever ride SKOKIE SWIFT?"

If affirmative, "How frequently?"

"How important would you say SKOKIE SWIFT is to suburban residents?"

The survey indicates that the strong promotional effort undoubtedly contributed greatly to the immediacy of the success of the Swift. An early and intensive promotional campaign should not be overlooked in the introduction of new transit operations.

The soft sell advertising approach was continued in the fourth period's promotion campaign.

If you live in the northern suburbs, you can ride the Skokie Swift daily and...

forget about the weather

read a book

snooze a bit

get to work on time

relax

read the whole paper

be chauffeured by a pro

meet an old friend

have an extra cup of coffee

think

argue pro football

with a stranger

Ride the new Skokie Swift between Dempster Street, Skokie, and the Howard "L"-subway station, Chicago. Takes just 6½ minutes! Nonstop every 4 to 6 minutes during weekday rush periods—15 minute intervals most other times. Operates between 6 a.m. and 11 p.m. Monday through Friday; 7 a.m. to 11 p.m. on Saturdays. Full transfer privileges. "Free Kiss 'n ride" area for drop-off and pick-up at station. Let the CTA be your second car!

**Skokie Swift**







## TRANSIT USER SURVEYS

Net total patronage on the four mass transportation lines studied in the Skokie Swift project increased a whopping 67% with the introduction of the train service, according to additional analyses just completed by Chicago Area Transportation Study.

A reorientation of transit riding habits also occurred, with diversion of some passengers from the bus lines to Skokie Swift, while other people began using the bus lines

in conjunction with the trains in combination two-system rides.

The most substantial switch of patronage away from buses affected the CTA Skokie #97 bus route, as expected, where 870 weekday riders reported that they had changed to the Swift. This service drop was partially offset by new riders on this bus line, mainly on its extension to Old Orchard or back-riding to the Dempster terminal. The net reduction of riders amounts to practically one-half the former through traffic between the northwest

GROUP	DESCRIPTION	TOTALS
1.	All Surveyed	
	Passengers - After	6080
2.	All Surveyed	
	Bus Passengers - Before	3770
3.	Surveyed Bus	
	Passengers - After	2930
4.	Skokie Swift	
	Passengers - After	3150
5.	Newly Surveyed	
	Passengers - Bus	210
6.	Before Bus Passengers	
	Staying on Bus	2720
7.	Before Bus Passengers	
	Changing to Swift	1050
8.	Newly Surveyed	
	Passengers - Swift	2100
9.	All Newly Surveyed	
	Transit Passengers	2310
10.	Newly Surveyed	
	Passengers - Swift	2100
11.	Former Mode -	
	Auto Driver to El	510
12.	Former Mode -	
	Auto Driver Only	460
13.	Former Mode -	
	Auto Passenger to El	270
14.	Former Mode -	
	Auto Passenger Only	90
15.	Former Mode -	
	Bus Only	220
16.	Former Mode -	
	Suburban Railroad	320
17.	Trips Not Made	
	Before the Swift	230
18.	New Mass	
	Transit Trips	780
19.	New CTA Trips	
		1320
20.	Vehicle Trips	
	No Longer Made	970

Chart prepared by Chicago Area Transportation Study summarizing certain results of transit user postcard surveys of four bus lines before Skokie Swift trains began operating (March, 1964) and after (June, 1964) and on the trains themselves (June, 1964).





portion of the route and Chicago. Since the bus line roughly parallels the rail route to the Howard terminal, consideration of any future intermediate rail stops must be tempered by the extremely unfavorable probable consequences to this bus route.

Losses of riders to Skokie Swift appear to have been experienced by Evanston Bus Company routes 10 and 11, but on a much smaller scale, while United Motor Coach route 50 seems to have enjoyed a net gain by feeding Dempster terminal.

### AUTO AVAILABILITY

The return postcard user survey indicates that about 83% of Skokie Swift passengers are members of households which do own automobiles. More than half are from homes with one-auto and one-quarter are from two-auto households. A few own three or more autos.

### CHARACTERISTICS OF NEW MASS TRANSIT USERS

According to the new CATS study, a Skokie Swift passenger tends to travel farther to reach mass transit (usually by automobile) and is more likely to be going to work in the Chicago Loop on the 'L'-Subway system than the passenger who rode mass transit before Skokie Swift service began. He is more likely to be a member of a multi-car family and to have an auto available for his trip.

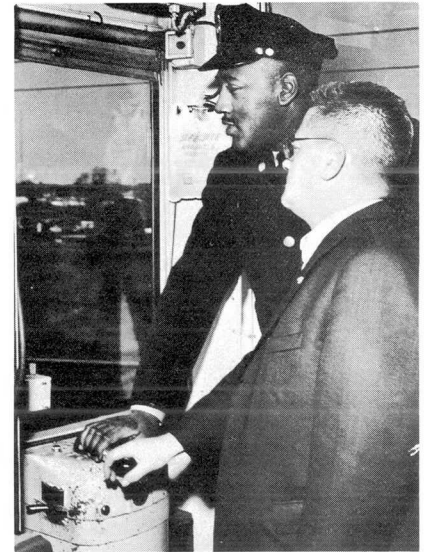
These characteristics of the new passengers indicate that Skokie Swift is attracting people who have a choice of their mode of travel, and formerly chose private transportation.

### HOME INTERVIEW STUDY

CATS reports that the home interview survey of households in the Skokie Swift's major area of influence was completed on November 25th. Completed interviews were obtained at 2,207 sample households in Skokie and the eastern part of Morton Grove.

The procedure of the survey involved an interviewer calling at the sample household and collecting information on the characteristics of the housing unit and the members of the household, i.e., auto ownership, income level, occupation, etc. The origin and destination, pur-

Skokie Swift has been proud to receive visitors from many cities. During the period, Mayor Brauchle of Munich, Germany, and a delegation of French rail executives set the distance record. Two groups of city planners also came to Skokie to study the project at first hand, as did engineers from a number of other transit properties.. Left: Mayor Brauchle with his party and Skokie officials at Dempster. Right: The Mayor takes a hand at driving the Swift, under the watchful eye of a CTA supervisor.



pose, travel times and modes of travel of all trips taken by members of the household on a typical weekday were also recorded.

Additionally, a special sample of Skokie Swift riders was selected. The regular home interview was conducted with Swift riders and supplemental questions were asked on the manner in which they made similar trips before the Swift service began, including the travel times involved, whether there were automobile parking costs, etc.

Interviews were completed at over 97% of the households in the sample and data on 21,727 person-trips were collected. Coding, checking and keypunching of the information has been completed and machine analysis has begun.

Detailed analysis of the data will begin early in 1965 with the objective of determining the effect of the Skokie Swift service on travel times and transportation costs in the study area. Travel patterns by automobile and transit will be related to the characteristics of the household. The results of the home interview survey will also be made available for study to the Intra-Skokie Mass Transportation Project (HHFA project ILL-MTD-2).

### PARKING LOT SURVEYS

Special surveys on behalf of the project were carried out in November at the CTA parking lots at Howard station (south terminal of Skokie Swift) and at Linden station (north terminal of the Evanston-Wilmette rapid transit line). Comparisons of these checks were made with similar observations made in March, before the opening of Skokie Swift service.

The surveys show that the number of autos from Skokie parked at Howard has dropped about 20%, this decline being more than made up by new parkers from Chicago and Evanston. The number and community of origin of autos parked at Linden has shown no appreciable change.

### LAND USE STUDY

The project includes a series of planning studies aimed at measuring the impact of the service on development trends in the village of Skokie. An inventory of



vacancies in buildings within 1 to 1 1/2 miles of Dempster terminal, made in February, 1964, has now been mapped. A similar inventory of vacant land, which has also now been mapped, revealed that about 29 acres or 4% of the total land within 1/2 mile radius of Dempster terminal was vacant at the start of the project.

Comparable surveys will be made at the end of the demonstration period.

## CONSTRUCTION AND REHABILITATION

For a second time growth of traffic compelled a request for concurrence of HHFA with plans to increase train service and parking lot capacity. The immediate saturation of additions to both indicates that the end of construction cannot yet be firmly dated.

Work projected for the fourth period was, however, largely completed. Currently authorized construction remains unfinished only in the car category. Currently authorized rehabilitation is unfinished only in grade crossing and signal cable categories.

## PARKING LOT AND BUS TERMINAL

An addition was made at the southeast corner of the park'N'ride area on land leased by the Village of Skokie from Temple Judea. The project reimburses Skokie for the rental. This area was graded and improved to match the remainder of the lot under a plan designed and contracted for by the project. The project is to make parking space available to the Temple at no charge on high holiday occasions when doing so would not interfere with Skokie Swift parking. It had already done this anyway, as a matter of community relations during September's high holidays.



This shelter has now been provided at the bus stop in the Dempster terminal.

With this addition, completed on November 9, the capacity of Dempster park'N'ride lot is revised as follows:

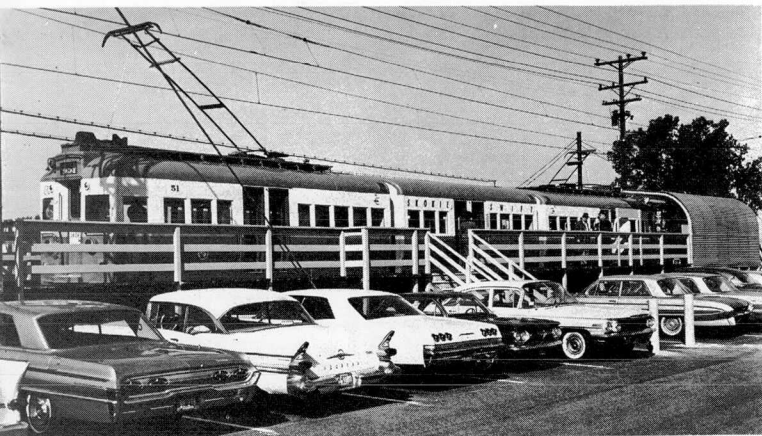
	Spaces				
	All-day 25¢	15-min. free	Taxi free	Bus free	Bicycles free
Capacity 9/22/64	447	29	4	2	31
Net added	75	-	-	-	-
Present capacity	522	29	4	2	31
Total cars	555				

The entire lot was completely occupied within three days of its opening and fills practically every weekday currently.

Second extension to Park'N'Ride area, completed in early November, is indicated by dashed line in this view. Entire lot fills to capacity every morning, leaving project unable to accommodate more parkers until early afternoon.







View shows the northbound (arriving) platform at Dempster, which had been extended during the previous quarter, and one of the newly assigned 88-foot cars at the unloading berth adjacent to the Park 'N' Ride lot.

Consideration is being given to further additions to the parking capacity at the terminal, but prospects are hampered by inability of the project to find an acceptable way in which to finance the capital outlay that would be involved.

Parking shortage remains a limiting factor in project growth.

## HIGH PERFORMANCE RAPID TRANSIT CARS

Two 3-compartment, 88-foot, 96-seat cars which went through the shops in September for adaptation for Skokie Swift service were placed in service on October 15. These cars (numbers 51, 52) augment the previous fleet of eight 48-foot, 46-seat cars, four of which (numbers 1-4) have sample high-performance motor, control and truck equipments, while the remainder (numbers 25, 26, 29, 30) have the standard CTA P.C.C. power and chassis package except for 67% field shunting to provide 60-mph top speed. Peak scheduled service requires six cars simultaneously (seven were needed on certain heavy days).

Cars 51 and 52 now normally are used instead of two of the other cars, on a trip-for-trip basis, in making the rush period car requirement. Headway adjustments are made to distribute passenger loading over the six

cars in proportion to their individual capacity. With this additional car equipment it has become possible to avoid borrowing 50-mph trolley pole-equipped cars from the CTA Evanston line to fill in when Skokie cars must be withdrawn for maintenance.

As soon as cars 51 and 52 became available, and before heavy loading conditions of winter, car 1 was withdrawn from service to be fitted and tested with experimental devices by one of the suppliers. This car was not available to the project between October 18 and November 9.

After concurrence with HHFA, car 53, a third 96-seat unit, has been taken into the shop to be prepared for Skokie Swift service. This car should go into service during the next period. If traffic and operating conditions permit, car 3, one of the developmental high-performance cars will then be withdrawn to permit replacement of its trucks, a change that will require shopping it for several weeks. Following this, a similar change will be made on car 4.

As was the case when car 1 was out of Skokie Swift service in the fall, the project, will be relieved of the corresponding interest and depreciation charges during the time any of its assigned fleet is not available for use by reason of such tests or changes. Similarly, the work done on these cars is not a project cost, although on a long range basis the project stands to benefit from any improvement in performance or comfort which results.

## SIGNALS AND CROSSING GATES

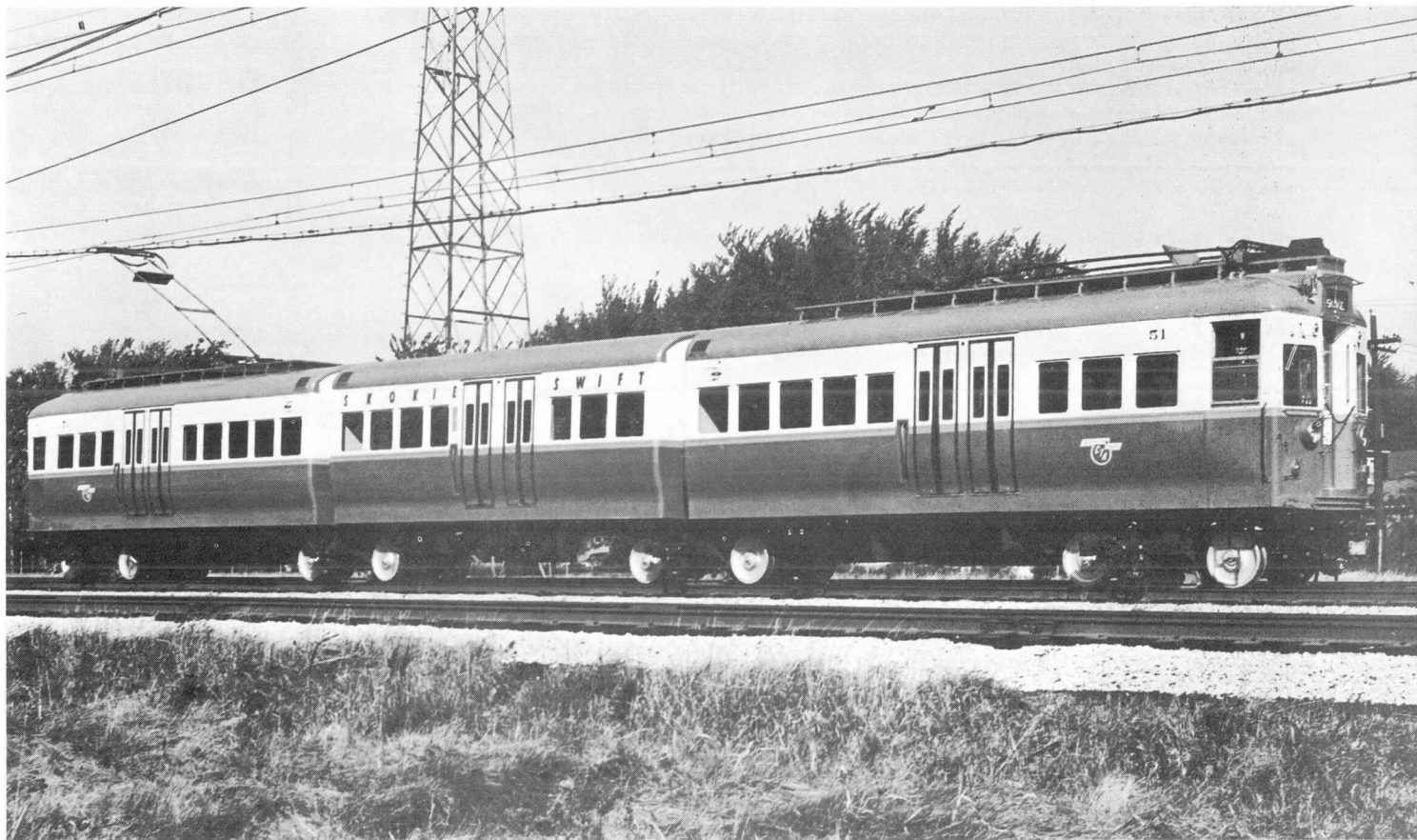
At considerable benefit to the project, all remaining street crossing gates of old, obsolete design were replaced during the quarter. The new gates operate more quickly and positively. Unlike the former ones, they are not easily disturbed by wind and cannot be swiveled into the path of trains. The change has greatly reduced the frequency of delay to train service by gate trouble. The use of the recently added 93,000 lb. 51-type car with its 16 wheels (instead of one of the lighter 8-wheeled short cars) on the first trips each morning has also reduced delays due to erratic gate action. Further improvement is expected when replacement of certain degenerated signal cable is completed in the next period.

Additional tests are planned to determine whether wheel scrubber brushes can be used economically to improve track circuit shunting.

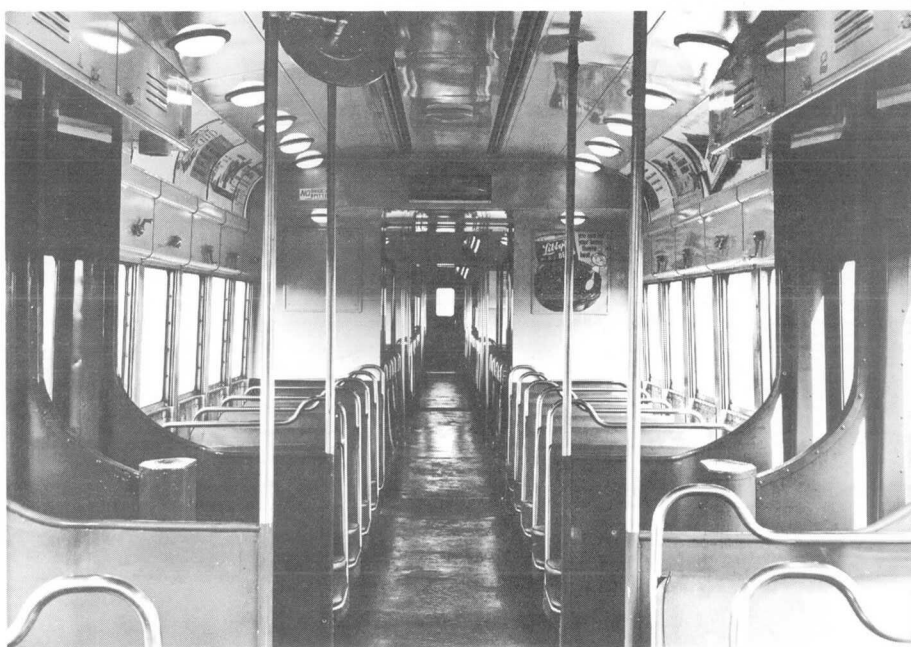


About 29% of Skokie Swift users ride to the Dempster terminal by auto. Most of these are dropped off in the Kiss 'N' Ride area adjacent to the parking lot. Mrs. Mary Boski, administrative clerk in the project office, bids au revoir to her husband, John, who then has the use of their car to get to his place of work.





Car 51, one of two high-capacity cars assigned to Skokie Swift during the report period, is shown here after being refurbished and equipped for the high-speed service. The view at the left shows the operator's cab; note windshield washer and train telephone. Passengers may walk to any part of the car by passing through the diaphragm-enclosed archways which connect the three compartments (below). Each car has seats for 96 passengers.



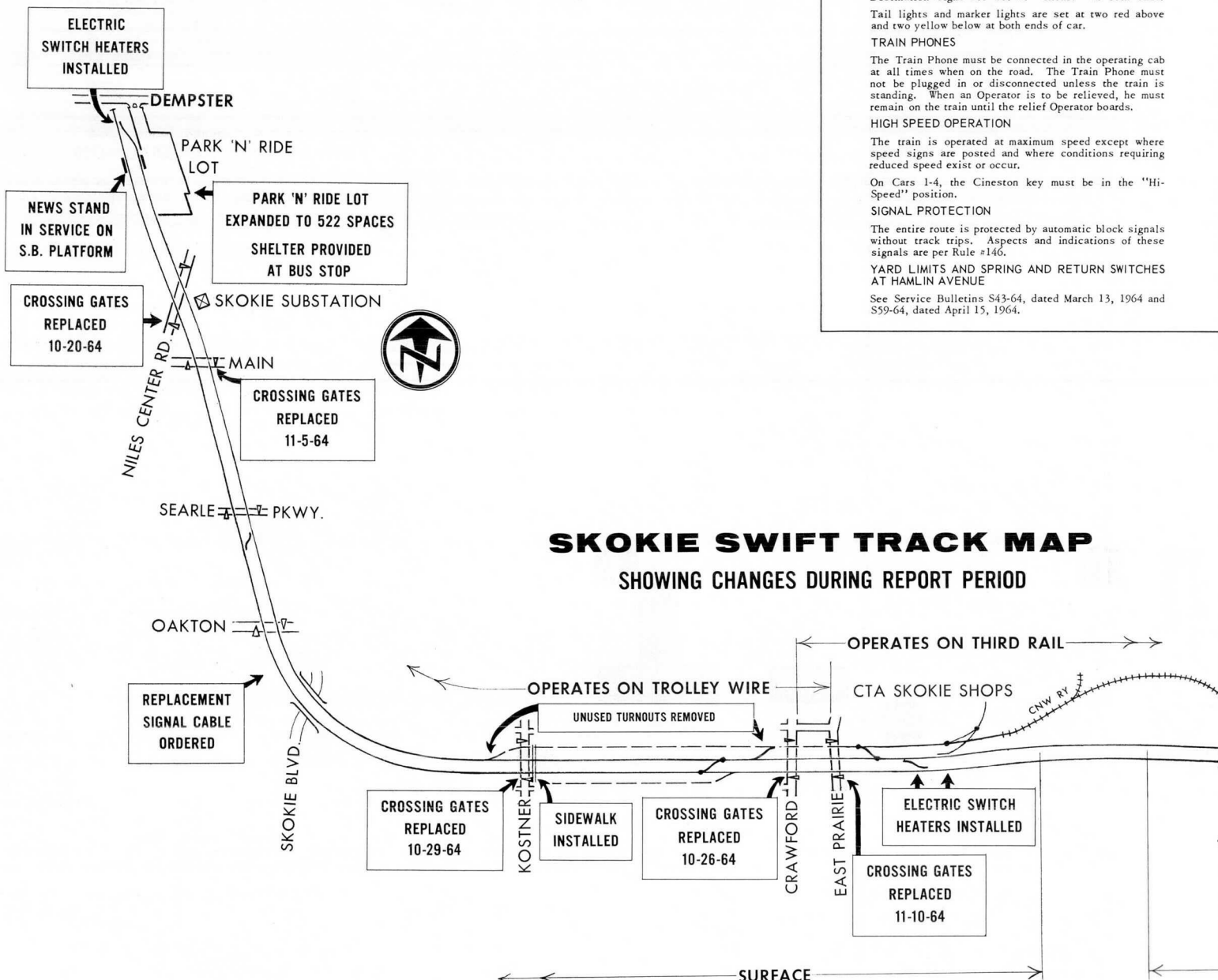


## TRACK AND STRUCTURES

# EMPLOYEES' GUIDE TO SKOKIE SWIFT SERVICE

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%.

See Service Bulletins S43-64, dated March 13, 1964 and S59-64, dated April 15, 1964.





## OPERATION AT STREET CROSSINGS

Approaching all street crossings, the Operator must sound a horn signal per Rule #130. All street crossings have automatic crossing gates and automatic gate crossing signals. The aspects and indications of these signals are per Rule #148.

If crossing gates are up and will not lower, operate through the crossing per Rule #219(c) and report the defective gate to the Line Supervisor.

## PAN TROLLEYS

The pan trolleys can be raised and lowered electrically by push-button controls in each cab.

To raise the rear trolley, depress and hold the "Rear Pan Up" button until the trolley contacts the wire.

If the trolley will not raise, go to the rear of the train and operate the manual release latch.

If the trolley still fails to raise, raise the front trolley, call the Line Supervisor, plug the Power Control Relay "in", and proceed at not more than 15 MPH.

To lower the rear trolley, depress and hold the "Rear Pan Down" button until the "Rear Pan Down" light illuminates, indicating that the trolley is down and locked. The light remains on only when the button is depressed.

To lower the front trolley, depress and hold the "Front Pan Down" button until the trolley is down and locked.

Raise trolleys at point of change from trolley rail to trolley wire marked by "Pan Up" sign.

Lower trolleys at point of change from trolley wire to trolley rail marked by "Pan Down" sign.

Check to make sure rear pan is down and locked by pressing "Rear Pan Down" button at point marked by "Check Pan" sign. (CAUTION: Make sure not to touch "Pan Up" button east of East Prairie Road.)

Portable "Pan Up" and "Pan Down" signs may also be used in emergency to indicate places where trains must coast with trolley down.

Before leaving Dempster southbound, make the following check to determine if the "Rear Pan Down" indicating light is operating properly.

While the train is standing and the rear trolley is up, press the "Rear Pan Down" button momentarily. The "Rear Pan Down" indicating light should not come "on."

If the indicating light comes "on" while the trolley is not down and locked, report the car defect and make visual check to be sure the trolley is down when east of East Prairie Road.

A train must never be operated east of East Prairie Road with a trolley raised. If in doubt make a visual check.

## FLAGGING EQUIPMENT AND TROLLEY WIRE PICK-UPS

Two red flags and two fuses are kept in the cab on the #2 end of each car for emergency flagging.

## PROCEDURE AT HOWARD STREET NORTHBOUND PLATFORM

1. Stop at Skokie Swift car stop marker.
2. Open front door only. (If Collector is on duty, passengers may also board at second door. See Fare Collection Procedures.)
3. At leaving time, close door and proceed. (If Collector is on duty, look out cab window and get hand signal from Collector before proceeding.)

## PROCEDURE AT DEMPSTER STREET

At the northbound platform

1. Stop with all doors abreast of platform and open all doors for alighting passengers.
2. Wait south of pedestrian crosswalk until leader has pulled up to southbound platform.
3. Proceed at not more than 10 MPH past the crosswalk to "Clear 2" sign and stop.
4. Change ends. (Raise and lower trolleys from southbound cab. See "Pan Trolleys.")
5. Proceed at not more than 10 MPH to "Stop" sign at pedestrian crossing, stop, then proceed cautiously across crosswalk to southbound platform.

At the southbound platform - stop with all the doors abreast of platform.

## FARE COLLECTION

### AT DEMPSTER STREET

Cash fares are collected and registered by the Ticket Agent or deposited in the fare box on the train when the Ticket Agent is not on duty. The fares, which include transfer privileges, are as follows:

- Adult - 45¢ (Green Skokie Swift transfer issued on request)
- Child/Student - 29¢ (Green Skokie Swift transfer issued on request)
- CTA Employee - 20¢ (Green Skokie Swift transfer issued on request)

The only passengers permitted to ride free of charge are children under 7 years of age accompanied by a passenger paying an adult fare, CTA employees in full uniform with badge, and Dempster Street Ticket Agents coming on duty or going off duty.

When a passenger presents a green Skokie bus transfer (only transfer acceptable) the transfer is lifted and placed in the "Lifted Transfers" envelope. If a passenger requests the return of his transfer, a green Skokie Swift transfer is issued in exchange.

## AT HOWARD STREET NORTHBOUND PLATFORM

Passengers (except those permitted to ride free of charge) must have a transfer when boarding the Skokie train. To be sure that each passenger has a transfer, Ticket Agents issue a transfer or return the passenger's transfer when collecting the fare differential. Fare differentials are as follows:

- Passenger with Middle Zone Surface or Rapid Transit transfer or Westchester transfer
  - Adult - 15¢ (transfer is checked and returned)
  - Child/Student - 12¢ (transfer is checked and returned)
- Passenger without a transfer
  - Adult - 20¢ (North-South transfer is issued)
  - Child/Student - 17¢ (North-South transfer is issued)
  - CTA Employee - 20¢ (North-South transfer is issued)
- Passenger with Evanston transfer - No charge (transfer is checked and returned)

NOTE: Southbound Skokie Swift transfers are not acceptable for a ride on northbound Skokie Swift.

As passengers board, the Operator lifts a transfer from each passenger (except those permitted to ride free of charge) and places them in the "Lifted Transfers" envelope. If a passenger requests the return of his transfer, a green Skokie Swift transfer is issued in exchange.

Passengers who attempt to board the Skokie train without a transfer are referred back to the Ticket Agent.

## IMPORTANT

Proper accounting to the demonstration project depends upon careful collection of transfers from every passenger except those paying a cash fare at Dempster station.

Therefore, Operators and Agents must make certain that a transfer is collected and remitted for every passenger transferring from the Skokie bus at Dempster station.

Similarly, Operators must make certain that a transfer is collected and remitted for every passenger boarding at Howard station.

## MANUAL OPERATION OF CROSSING GATES

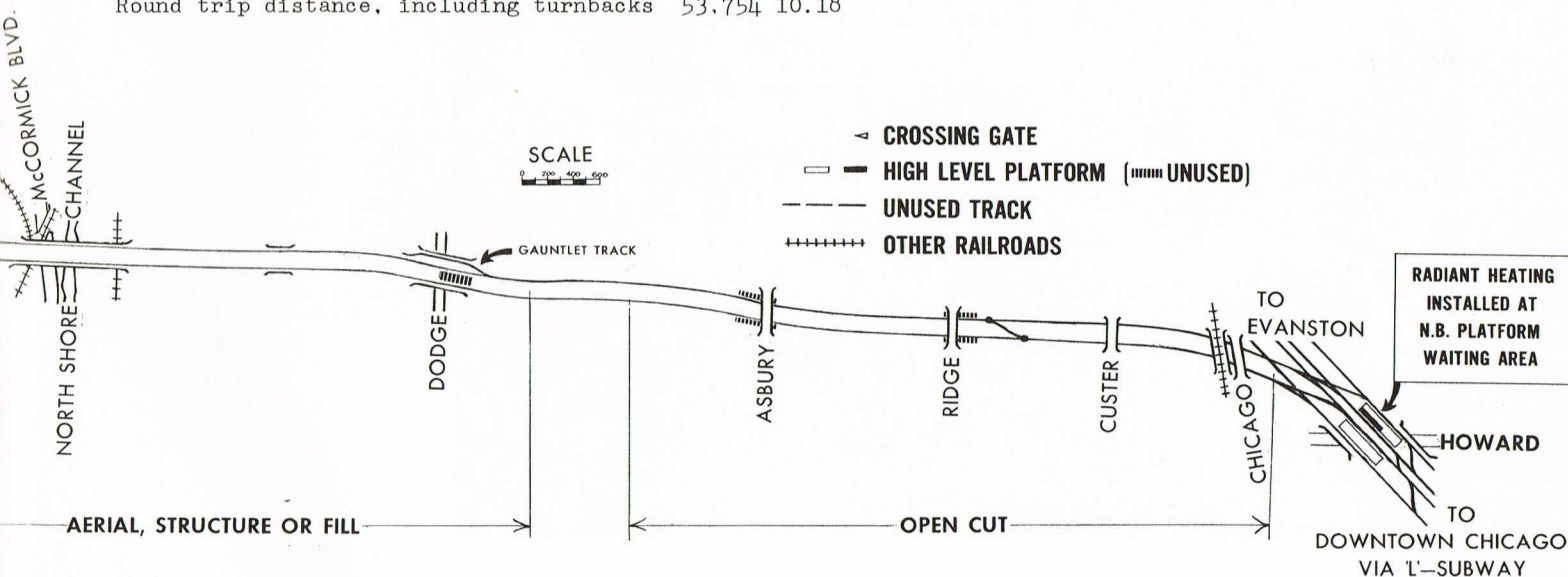
Push buttons, located in a metal box at each grade crossing, permit the crossing gates to be raised even though a train is in the approaching northbound or southbound track circuit, or in the event of track circuit failure. The metal box is located at trackside, is painted orange, and is unlocked with a switch key.

To raise the gates, press the appropriate "Raise" button momentarily. To lower the gates, press the corresponding "Lower" button momentarily and the gates will lower and resume automatic operation.

CHICAGO TRANSIT AUTHORITY  
TRAINING AND ACCIDENT PREVENTION DEPARTMENT  
64-2-C3 REV. 10-64

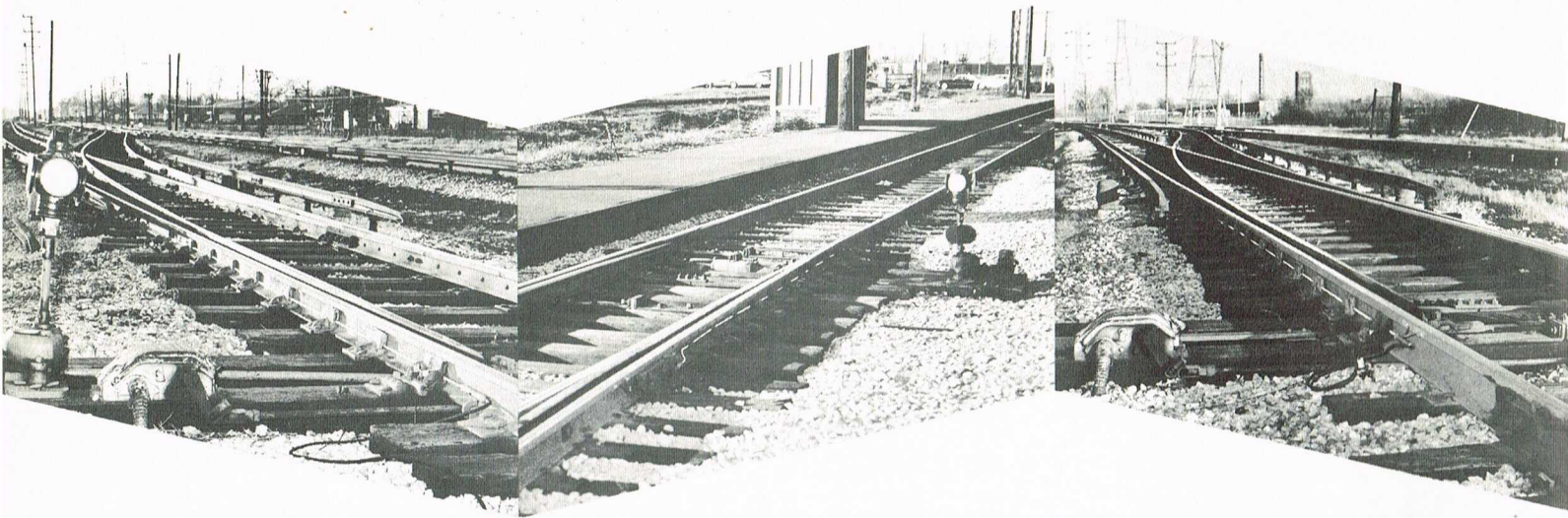
## MILEAGE TABLE

	Direction	Feet	Miles
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



A training leaflet detailing operating procedures for employees engaged in Skokie Swift's operations was revised during the quarter and is reproduced here in its entirety.





Electric snow melters were installed on the spring-and-return switches at Dempster and at Hamlin to insure dependable action in winter weather.

## STATIONS

Infra-red radiant electric heaters were installed in a convenient portion of the waiting area on the northbound platform at Howard. More passenger space had been made available here in previous periods by removing a shelter enclosure. The new heaters are turned on by a nearby push button and turn themselves off after a few minutes' operation.

The growth of Skokie Swift traffic has resulted in some congestion on this northbound platform during peak periods. Plans are being prepared to modify the passenger controls to meet the needs. The problem is complicated by the requirements for fare collection and separation of passengers having paid 40¢ or 45¢ from those who paid only 25¢ or 30¢.

Clamped to the side of the running rails, electric heating elements encased in tubing keep the spring-operated switches free of winter's snow and ice. Left to right: South (east) bound at Hamlin; Dempster terminal; North (west) bound at Hamlin.

Although Skokie Swift would be vitally affected by limitations that develop at Howard, modifications such as the heaters or passenger controls have been provided at no cost to the project.

A newsstand was installed at Dempster terminal to serve the public. The stand is operated privately under the existing management contract between CTA and the Union News Company, with the project receiving credit for the modest monthly net rental.



Intending passengers are shown here in the loading area on the northbound platform at the Howard street terminal shared by Evanston and Skokie Swift passengers. Alterations have been made here several times, at CTA expense, to keep pace with project growth needs.



# FINANCIAL REPORT

## SUMMARY OF BUDGET AND COSTS TO DATE

Operating costs and budget estimates for the fourth quarter (October 1, 1964, to December 31, 1964) continued to represent primarily the ordinary costs of passenger service operations. New highs in levels of passenger riding were established during this quarter, due to seasonal shopping peak, winter weather conditions, and special train service inaugurated on a trial basis on six Sundays during this period to accommodate the fans of the Chicago Bears Professional Football Team, which required the assignment of additional vehicles and manpower.

As mentioned in the previous (third quarter) report, service demands continued to increase beyond the level previously contemplated so that the assignment of additional manpower and passenger equipment became necessary. On this basis, a revised budget was submitted to the Housing and Home Finance Agency and was approved by them on December 9, 1964. Passenger revenues

were anticipated to increase sufficiently to meet all additional expenses of operation and maintenance as well as the additional fixed costs so that an additional grant from the Agency was not needed or requested.

The project continues to produce net operating revenues in excess of budget. Service demands strain the capacity of present facilities and additional facilities and manpower may be required if maximum needs to supply the demand generated are to be properly determined.

Additional land adjoining the existing parking lot was leased by the Village of Skokie from Temple Judea; this increased the parking space by an additional 75 cars, making 522-car capacity; however, additional parking space must be made available if the most urgent demands are to be met.

A statement of expenditures made to date, compared with the budget for the project, is shown below:

	COSTS			BUDGET		
	4th Quarter Ended 12-31-64	Previous Three Quarters Ended 9-30-64	Total Four Quarters Ended 12-31-64	4th Quarter Ended 12-31-64	4 Quarters Ended 12-31-64	Total Project Revised 12-9-64
SERVICE IMPROVEMENT COSTS -						
Operation of Skokie Swift train service and Dempster parking lot	\$(25,933.59)	\$(32,985.38)	\$(58,918.97)	\$(22,856)	\$(55,841)	\$(169,721)
CONSTRUCTION OR RENTAL CONTRACTS -						
Rehabilitation of Skokie line	40,385.18	11,081.14*) 212,689.08	264,155.40#	35,145	258,915	308,000
Interest in lieu of rental of right-of-way and equipment	14,599.58	21,797.76	36,397.34	17,038	38,836	101,810
Construction of parking lot	-	133,515.96	133,515.96	16,484	150,000	150,000
	54,984.76	379,083.94	434,068.70	68,667	447,751	559,810
OTHER PROJECT COSTS -						
Data collection analysis and reporting -						
Skokie	-	1,673.33	1,673.33	2,254	3,927	17,075
NIMAPC	-	6,076.31	6,076.31	2,358	8,434	29,010
Promotional activities	15,949.84	28,902.10	44,851.94	3,308	32,210	72,515
	15,949.84	36,651.74	52,601.58	7,920	44,571	118,600
CONTINGENCIES	-	-	-	6,360	6,360	15,136
Total	\$45,001.01	\$382,750.30	\$427,751.31	\$60,091	\$442,841	\$523,825

( ) Denotes red figures.

\* Represents certain costs of rehabilitating Skokie line classified as Contingencies until approval of revised budget 12-9-64.

# See table showing detail of rehabilitation costs on page 18.



## OPERATING BUDGET AND RESULTS

The service improvement costs represent the net results of operating both the Skokie Swift train service and the Dempster parking lot. These costs for the current quarter, and to date are shown below:

### Fourth Quarter - October 1, 1964 to December 31, 1964

	Budget	Train Service	Parking Lot	Total
Revenues -				
Passenger	\$89,194	\$86,803.90	\$8,612.15(1)	\$95,416.05
Rental of easement	2,100	2,100.00	-	2,100.00
Terminal privileges	302	280.91	-	280.91
	<u>91,596</u>	<u>89,184.81</u>	<u>8,612.15</u>	<u>97,796.96</u>
Expenses -				
Operating	61,827	58,804.33	6,956.35	65,760.68
Depreciation - Cars	6,913	6,102.69	-	6,102.69
	<u>68,740</u>	<u>64,907.02</u>	<u>6,956.35</u>	<u>71,863.37</u>
Net Operating Revenues	<u>\$22,856</u>	<u>\$24,277.79</u>	<u>\$1,655.80</u>	<u>\$25,933.59</u>

### Four Quarters - April 20, 1964(2), to December 31, 1964

Revenues -				
Passenger	\$231,534	\$218,167.70	\$19,588.21(1)	\$237,755.91
Rental of easement	8,400	8,400.00	-	8,400.00
Terminal privileges	537	515.61	-	515.61
	<u>240,471</u>	<u>227,083.31</u>	<u>19,588.21</u>	<u>246,671.52</u>
Expenses -				
Operating	168,332	159,194.70	13,071.48	172,266.18
Depreciation - Cars	16,297	15,486.37	-	15,486.37
	<u>184,629</u>	<u>174,681.07</u>	<u>13,071.48</u>	<u>187,752.55</u>
Net Operating Revenues	<u>\$55,842</u>	<u>\$52,402.24</u>	<u>\$6,516.73</u>	<u>\$58,918.97</u>

(1) Parking lot revenue to November 28, 1964.

(2) Passenger operations commenced April 20, 1964; the prior period was involved with rehabilitation of facilities, building of parking lot, etc.

Revenues and expenses for the fourth quarter are running somewhat higher than the revised budget. Passenger revenue (riders) set a weekday record high of 7,537 on Friday, December 4, 1964, and 4,914 on Saturday, December 5, 1964, due to a heavy snowfall condition. The average number of riders for the fourth quarter averaged 6,100 for weekdays, Saturdays, 2,700, and Sundays, 1,300.

Riders totalled 433,787 for the current quarter and 1,090,606 for the total period of operations to date. Train service (passenger) revenues for the respective periods amounted to \$86,803.90 and \$218,167.70. Transit operating expenses, based on the number of miles operated priced at 78.86 cents per mile, amounted to \$58,804.33 for the current quarter and \$159,194.70 to date, covering 74,568 and 201,870 miles, respectively.

The revised budget indicated that operating revenues would exceed operating expenses by \$169,721 for the two year term of the project, and results for the four quarters of train operation already show an excess of revenues over expenses (a net operating revenue condition) of \$58,918.97.

## REHABILITATION

Rehabilitation expenses incurred during the fourth quarter represent primarily work done on track and grade crossings of \$3,484, signals and crossing gates of \$30,245, and modification of series 51 cars of \$6,656. Rehabilitation work remains unfinished in connection with

grade crossings, signals, crossing gates, and modification of passenger cars for operation on Skokie Line.

Upon completion of rehabilitation activities, the continued maintenance of these facilities will become the responsibility of Chicago Transit Authority.

TABLE SHOWING DETAIL OF REHABILITATION COSTS

	Budget Revised Dec. 9, 1964	Expended to Dec. 31, 1964
Signals & Crossing Gates	\$100,000	\$ 83,162.88
Telephones	3,000	2,926.02
Line Supervision	3,500	3,430.01
Train Phones	5,000	3,316.04
Overhead Trolley	32,200	32,127.06
Skokie Substation	10,500	10,430.60
Bumping post	500	244.12
Turnout	8,000	8,186.81
Track & Grade Crossings	30,000	8,109.50
Snow Melters	2,000	1,387.25
Right-of-way Fencing	5,600	5,512.55
Raze Four Stations	17,000	16,973.51
Dempster Station Construction & Enlargements	42,000	41,254.82
Modify cars (trolleys, signs, special controls)	<u>48,700</u>	<u>47,094.23</u>
	\$308,000	\$264,155.40
Contingencies	\$15,136	-



PROJECT NO. ILL. - M. T. D. -1, CONTRACT NO. H619  
BALANCE SHEET AS OF DECEMBER 31, 1964

ASSETS

Cash in Bank		\$	-
Accounts Receivable			
Federal Contribution	\$64,049.47		
Applicants Contribution	33,810.51		
Other Non-Federal Contribution	<u>(1,786.29)</u>	96,073.69	
Project Cost Control			
Rehabilitation of Property	\$397,671.36		
Transit Operating Expenses	159,194.70		
Parking Lot Operating Expenses	13,071.48		
Rider Promotion Campaign	46,394.28		
Data Collection, etc.	6,207.30		
Depreciation of Cars	15,486.37		
Interest on Investment	<u>36,397.34</u>	\$674,422.83	
Less: Project Income			
Passenger Revenue	218,121.20		
Parking Revenue	19,588.21		
Rent of Easement	8,400.00		
Terminal Privileges	515.61		
Chartered Service	<u>46.50</u>	<u>246,671.52</u>	
Net Project Cost			<u>427,751.31</u>
Total Assets			<u>\$523,825.00</u>

*The fourth report period has brought the project to what could prove to be a plateau or perhaps even a peak, if means are not developed to increase its rush-hour capacity. More rail cars and more auto parking space, with more terminal changes are the primary needs. However, these are problems of capital outlay into which the project is currently unable to advance.*

LIABILITIES AND CAPITAL

Liabilities		\$	-
Capital			
Applicants Contribution (CTA)		137,415.00	
Other Non-Federal (Skokie)		37,193.00	
Federal Grant		<u>349,217.00</u>	
Total Liabilities and Capital		<u>\$523,825.00</u>	

## 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 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 Planning Commission. Study and data analysis services of the Chicago Area Transportation Study are contributed to the project.



# SKOKIE SWIFT ROUTE

IN RELATION TO CTA  
RAPID TRANSIT SYSTEM

