



SKOKIE SWIFT

"The Commuter's Friend"

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 has rehabilitated the right-of-way of an abandoned interurban railway extending to Dempster Street in Skokie from the CTA main line rapid transit at Howard station on the Chicago-Evanston city limits. Over this route the project operates high-speed rapid transit service. A Park'N'Ride lot at Dempster terminal was built and is being operated by the project.

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

Six previous Progress Reports have recorded the story of rehabilitation, construction and operations through March 31, 1965.

Herewith Progress Report No. 7 is submitted, covering operation and finance July 1 through September 30, 1965.

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

CHICAGO TRANSIT BOARD

George L. DeMent, *Chairman*

William W. McKenna
Joseph D. Murphy
Raymond J. Peacock

James R. Quinn
James E. Rutherford
Bernice T. Van der Vries

Thomas B. O'Connor, *General Manager*
George Krambles, *Skokie Swift Project Manager*

VILLAGE OF SKOKIE

Albert J. Smith, *President*

TRUSTEES

John T. Banghart
Walter B. Flintrup
Bernard M. Kaplan

Robert J. Morris
Herman Schmidt
Calvin R. Sutker

Bernard L. Marsh, *Manager*
William Siegel, *Village Clerk*

COOPERATING AGENCIES AND THEIR PROJECT REPRESENTATIVES

Northeastern Illinois Planning Commission
Matthew L. Rockwell, *Exec. Director*

Chicago Area Transportation Study
E. Wilson Campbell, *Study Director*

Housing and Home Finance Agency
Robert C. Weaver, *Administrator*

John C. Kohl, *Asst. Administrator, Transportation*
William B. Hurd, *Deputy Asst. Administrator, Transportation*

OPERATIONS

PASSENGER TRAFFIC

Patronage of the Skokie Swift mass transportation demonstration project once again moved upward, despite the fact that the seventh period included the peak of the 1965 vacation season.

Weekday (Monday-Friday) riders averaged 6,670 through the July-August-September quarter, an increase of almost 1% over the previous quarter, but 21% above the comparable quarter of 1964. There were nine days with more than 7,000 riders each.

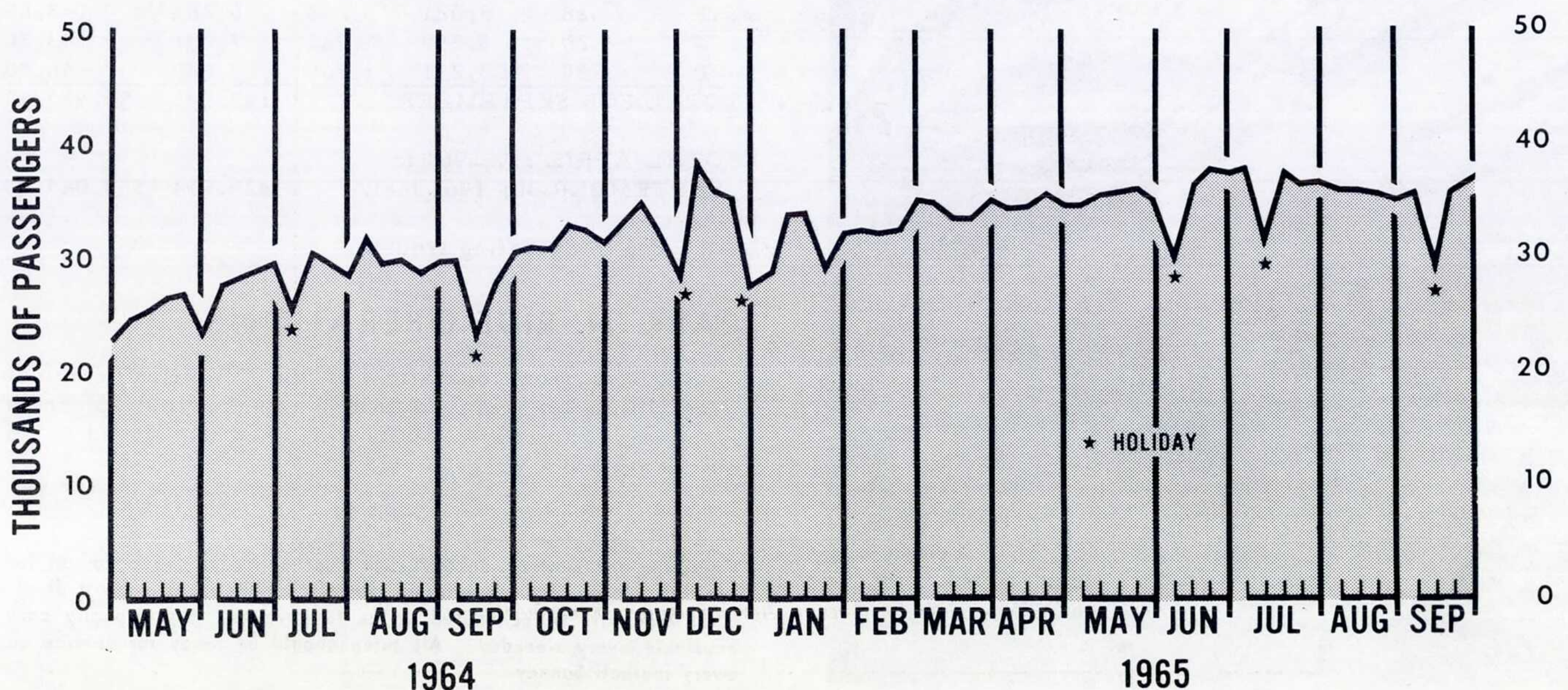
The commuter traffic, as indicated by the southbound flow at Dempster between 6:00-9:30 AM, Monday through Friday, reflected the vacation seasonal decline by a

modest decline of about 1-1/2%, compared to the spring quarter, although showing a 25% increase over a year ago.

Saturday levels averaged about 9% down from last quarter but still were 17% above last year.

With the passing of the peak vacation season and holidays, the level of traffic apparently entered a new climb beginning in the last two weeks of September. Projection of this trend indicates strong probability of achieving new highs in the fall quarter and of crossing the 8,000-rider level during the winter quarter. On this basis preparations will need to be made for further increase in train capacity. Traffic and parking lot data for the period in review are presented on page 4:

WEEKLY TRAFFIC



JULY, 1965

Day of Week	Date	Passengers		Both	Parking Receipts
		North	South		
T	1	3,331	3,733	7,064	\$ 127.75
F	2	3,259	3,648	6,907	134.55
S	3	1,149	1,346	2,495	29.00
M	5	JULY 4th HOLIDAY - NO OPERATION			
T	6	3,287	3,623	6,910	152.00
W	7	3,211	3,667	6,878	106.55*
T	8	3,392	3,769	7,161	125.30
F	9	3,337	3,703	7,040	139.95
S	10	1,208	1,451	2,659	33.00
M	12	3,300	3,602	6,902	142.20
T	13	3,153	3,597	6,750	127.50
W	14	3,446	3,753	7,199	139.25
T	15	3,454	3,786	7,240	137.50
F	16	3,229	3,608	6,837	129.00
S	17	1,129	1,199	2,328	21.50
M	19	3,235	3,513	6,748	140.00
T	20	3,278	3,523	6,801	130.55
W	21	3,307	3,634	6,941	136.75
T	22	3,288	3,735	7,023	110.50*
F	23	3,104	3,506	6,610	116.50*
S	24	1,184	1,337	2,521	24.05*
M	26	3,097	3,488	6,585	141.75
T	27	3,202	3,544	6,746	147.55
W	28	3,294	3,710	7,004	134.05
T	29	3,227	3,712	6,939	130.00
F	30	3,051	3,465	6,516	124.30
S	31	1,137	1,228	2,365	38.80
TOTAL FOR JULY				157,169	\$2,919.85

AUGUST, 1965

M	2	3,132	3,452	6,584	\$ 135.50
T	3	3,086	3,559	6,645	148.95
W	4	3,216	3,597	6,813	136.75
T	5	3,260	3,625	6,885	137.60
F	6	3,012	3,437	6,449	109.35*
S	7	1,063	1,236	2,299	26.75*
M	9	2,921	3,277	6,198	148.25
T	10	3,219	3,543	6,762	143.25

Day of Week	Date	Passengers		Both	Parking Receipts
		North	South		
W	11	3,171	3,544	6,715	132.50
T	12	3,244	3,469	6,713	122.00
F	13	3,189	3,603	6,792	129.05
S	14	1,195	1,358	2,553	30.10
M	16	2,981	3,309	6,290	150.75
T	17	3,066	3,388	6,454	137.45
W	18	2,964	3,411	6,375	132.75
T	19	3,173	3,606	6,779	136.75
F	20	3,291	3,681	6,972	131.20
S	21	1,116	1,273	2,389	26.50
M	23	2,955	3,326	6,281	148.45
T	24	3,160	3,463	6,623	130.75
W	25	2,898	3,399	6,297	135.10
T	26	3,080	3,398	6,478	126.25
F	27	3,034	3,336	6,370	87.75*
S	28	1,253	1,311	2,564	25.50
M	30	2,861	3,272	6,133	112.00*
T	31	3,034	3,508	6,542	109.01*
TOTAL FOR AUGUST				153,955	\$2,990.26

SEPTEMBER, 1965

W	1	2,974	3,641	6,615	\$ 55.25*
T	2	3,266	3,634	6,900	130.80
F	3	3,125	3,620	6,745	128.70
S	4	1,082	1,222	2,304	32.40
M	6	LABOR DAY - NO OPERATION			
T	7	2,928	3,352	6,280	126.00
W	8	3,037	3,465	6,502	135.00
T	9	3,009	3,484	6,493	131.00
F	10	3,092	3,524	6,616	132.20
S	11	1,256	1,478	2,734	28.75
M	13	3,154	3,499	6,653	135.00
T	14	3,028	3,442	6,470	144.60
W	15	3,046	3,456	6,502	134.95
T	16	3,068	3,449	6,517	140.00
F	17	3,057	3,494	6,551	135.00
S	18	1,258	1,327	2,585	32.05
M	20	3,105	3,448	6,553	144.20
T	21	3,108	3,512	6,620	143.95
W	22	3,128	3,563	6,691	143.80
T	23	3,283	3,682	6,965	143.00
F	24	3,231	3,630	6,861	144.00
S	25	1,366	1,552	2,918	40.00
M	27	2,439	2,602	5,041	119.70*
T	28	3,021	3,243	6,264	143.65
W	29	3,359	3,722	7,081	143.50
T	30	3,271	3,809	7,080	146.00
TOTAL FOR SEPTEMBER				148,541	\$2,933.50

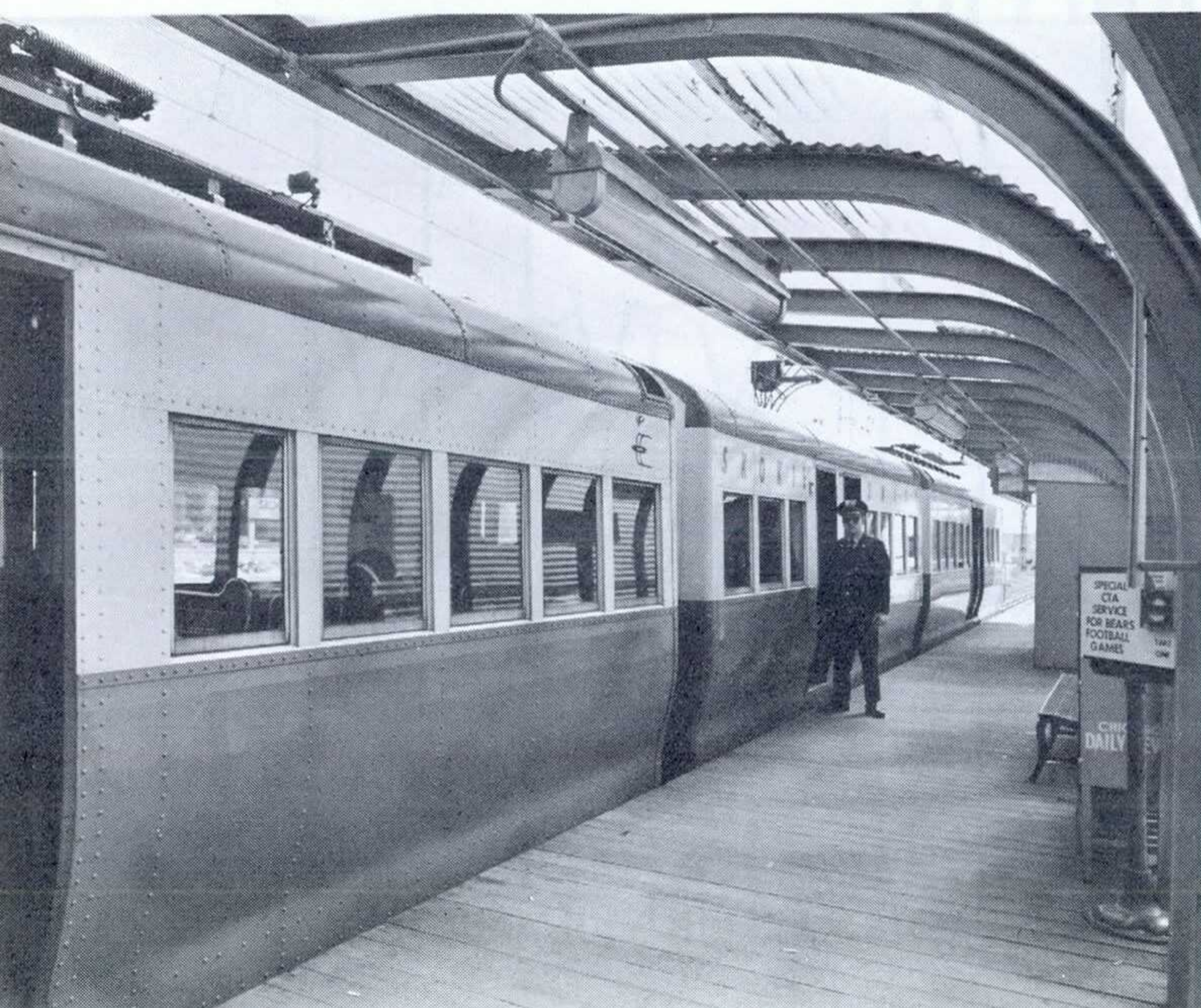
TOTAL-APRIL 20, 1964 to
SEPTEMBER 30, 1965 Incl. 2,429,914 \$50,084.07

*Low due to operating trouble.

PARK 'N' RIDE OPERATIONS

Receipts from operation of the Dempster terminal Park'N'Ride lot averaged \$132 per weekday, up 15% from last year. Saturday receipts remained unchanged at an estimated \$30 average level.

Preparing for winter weekday rush hour peaks is the occasion for special winterizing preparations on the whole Skokie Swift fleet. The work will be scheduled so as to have two high-capacity cars available every weekday. All three should be ready for service on every football Sunday.



The accumulated average operation ratio (costs vs. receipts) for the Park'N'Ride lot (including the bus terminal and Kiss'N'Ride) is currently 64.9%. In other words, the costs total about 16¢ for each 25¢ parking fee received.

TRAIN SERVICE

Effective August 30 a new schedule was placed in effect increasing service to 109 round trips per weekday, an increase of 8%, all of it added during morning and afternoon rush periods. This schedule has improved the frequency of trains slightly, and it requires seven trains to be in simultaneous operation for the peak. Two of these are the high-capacity (96-seat) cars while the other five are the standard size (46-seat) cars. Off-peak and Saturday service requires two trains simultaneously, and the standard (46-seat) cars are normally assigned.

Saturday service remained constant during the quarter. Neither Sunday service nor any trips in excess of schedule were operated during the quarter.

Special service will be provided for short periods on seven Sundays during the fall quarter when the Chicago Bears are playing at home, utilizing all three high-capacity cars.

RIDERSHIP PROMOTION

A brochure was prepared, at no direct cost to the project, to promote CTA service to football games of the Chicago Bears.

No other special promotional activities were conducted during this period.

A number of visitors inspected the project including a group of 25 college-level instructors, attending the Urban Transportation Analysis Conference sponsored by the National Science Foundation at Northwestern University.

A fall promotional program, including a number of local radio spots was developed. This campaign will stress reverse-direction commuting, off-peak and Saturday riding. Concurrence of HHFA in further reinforcing promotional efforts through use of a portion of anticipated improved project earnings is being sought in a pending budget revision request.

STUDY PROGRAM

Additional analyses were completed of the home interview study of 2,205 sample households, data for which was collected in the fall of 1964. This study, a responsibility being discharged on behalf of the project as a contribution by Chicago Area Transportation Study, was most recently discussed in Progress Report No. 5.

Highlights of the new report prepared by CATS' Earl R. Ruiter include these items:

1. Over 238,000 person trips were made on an average weekday in Skokie (and Morton Grove east of Harlem Avenue).
2. Of the 14% of these trips that were by public transportation, nearly two-thirds were children riding school buses.

The remainder of the current analysis compares trip characteristics of the area in 1964 with those developed



Robert B. Schumacher of the State of New York, Executive Dept., and Urban Transportation Analysis Conference group, including representatives from Birmingham, England, and Buenos Aires, Argentina, inspected the project on August 20. Operator Salazar of the Skokie Swift train began railroading in his home land of Venezuela.

from the survey CATS made in 1956. While this particular analysis was not a specific objective of the Skokie Swift project, it is of considerable interest in illustrating how automobiles rather than transit have been used to meet most of the increase in trip needs in suburban communities such as Skokie. Can the Skokie Swift approach significantly alter this trend to the benefit of the community?

This part of the CATS report develops these comparisons of 1964 vs. 1956 data:

1. Auto ownership per dwelling unit increased 17%.
2. Auto person trips per dwelling unit increased 9%.
3. Total person trips per dwelling unit increased 3%.
4. Bus trips per dwelling unit declined 79%.
5. Rail transit trips per dwelling unit decreased 25%.
6. Percent of trips made for the purpose of going home, to work or for personal business declined. Percent of trips made for shopping, social or recreational purposes increased.

The home interview data also revealed that the number of Skokie Swift riders per household is proportional roughly to the inverse of the distance of the household from Dempster terminal.

This home interview study considered the travel habits of 2,205 sample households in Skokie (where earlier research indicated that 69% of Skokie Swift riders originate) and in the eastern part of the adjoining village of Morton Grove. Not reflected here are the trip needs of present or potential Skokie Swift users from other areas.

Study materials submitted during the quarter by CTA's research and planning division noted certain trends on the Skokie Swift and on the paralleling CTA bus line.

In the application to HHFA for the project it was anticipated, based on statistics of the former North Shore Line, that northbound passenger volumes would be about 90% of southbound. The new study finds that this ap-



Concrete sidewalks were installed at Kostner crossing where only dirt paths had previously existed, as part of Skokie Swift's effort to maintain good community relations.



proximate ratio is now being experienced, although in a few of the early months of the project a balance as high as 97% was achieved.

The CTA Skokie No. 97 motor bus line parallels the Skokie Swift between Howard and Dempster terminals. Coincident with the opening of Skokie Swift service, this bus route was extended more than a mile to tap additional residential area and to reach the Old Orchard shopping center. Service frequency during the midday was improved between Howard and Dempster about 33% at the same time, to attract additional riders by providing better connections with the 15-minute train headway. However, these changes could not offset the competition of the trains, and originating passengers on the Skokie bus line have declined 17.4% and receipts 17.6%. This is an average loss of 31,300 passengers and \$8,500 per month.

Trips between the Skokie Swift terminal and Old Orchard operate about every half hour throughout the business day. Checks made available by the Intra-Skokie Mass Transportation Project show that this service is feeding Skokie Swift about 250 riders per weekday and

100 per Saturday. On weekdays for periods of about three hours each in the morning and afternoon this extension effectively serves commuters working in Chicago living in Skokie, as well as those working in Skokie living in Chicago. At the time of the check 39 round trips per day were made, of which 23 served 85% of the riders.

On Saturdays the pace of traffic on the Skokie bus extension is low, but rather even, except for a peak on one trip leaving Old Orchard about 5:30 PM.

On weekdays about 80% of the riders of the bus extension transfer to or from Skokie Swift; on Saturdays the ratio is about 67%. About 50%-60% of the people have travel needs oriented toward the shopping center, while the balance have needs oriented with the intermediate area.

CONSTRUCTION & REHABILITATION

Two very important rehabilitation tasks were finally accomplished by the project in this quarter. Replacement of deteriorated aerial signal cable around Oakton curve, started during the previous report period, was completed. This job had not been anticipated in the original planning of the project but its necessity became apparent as soon as operation got under way. Difficulties in procurement of the special materials involved compounded the delay on this item.

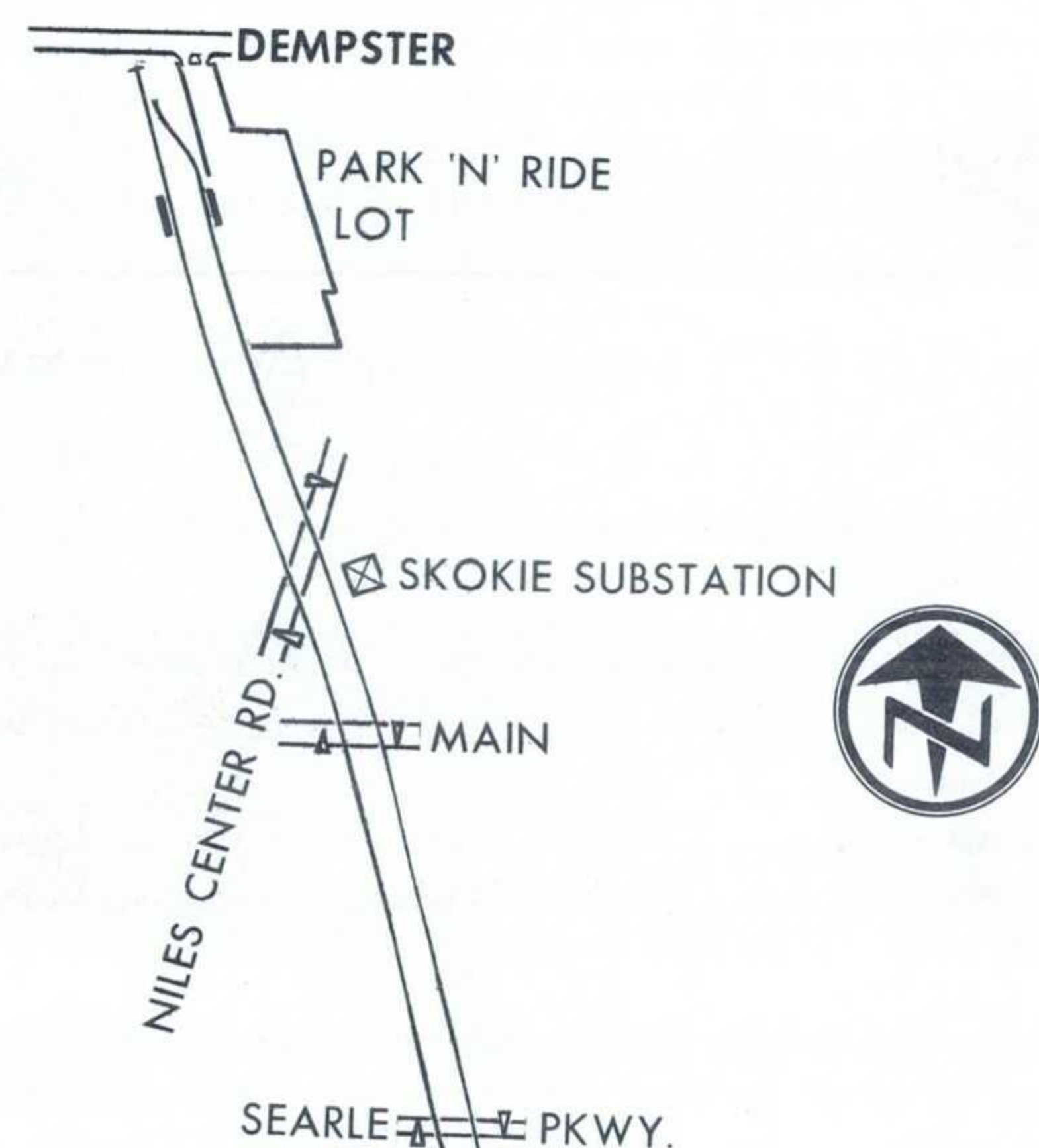
The tracks and pavement were renewed at the important crossing of Crawford Avenue, a county highway. The work, which required complete closing of both the street and the railway for a period of about 20 hours, was carried out on Sunday, August 29, when there was no scheduled Skokie Swift service.

Similar work remaining to be done at the East Prairie crossing is scheduled for November.

Pedestrian sidewalks were completed at project expense at the Kostner Avenue crossing, where none had previously existed.



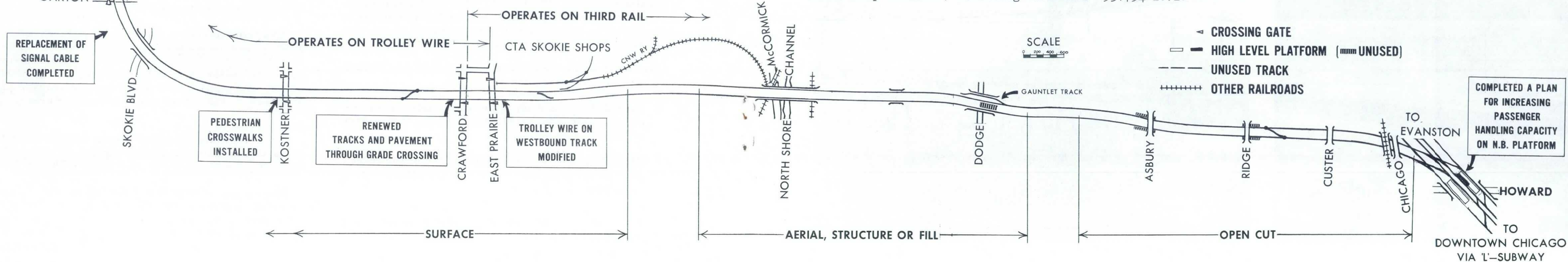
Tracks and pavement at Crawford crossing were completely rebuilt during the quarter to correct deteriorated conditions that had been reflected in excessive roughness for both trains and motor vehicles.



SKOKIE SWIFT TRACK MAP SHOWING CHANGES DURING REPORT PERIOD (Rehabilitation Work Nearly Ended)

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



Overhead wires on the westbound track between East Prairie and Crawford were extensively modified (at CTA expense) to reduce the possibility of the improper operation of a pan trolley causing damage.

HIGH PERFORMANCE RAPID TRANSIT CARS

Car 3, which was taken out of service for truck and bolster changes on April 28 was returned to service on August 7. Since these changes were major equipment redevelopments planned independently of the Skokie Swift project, the interest and depreciation costs during the time out of service for these changes, as well as the cost of the changes themselves, is carried by CTA.

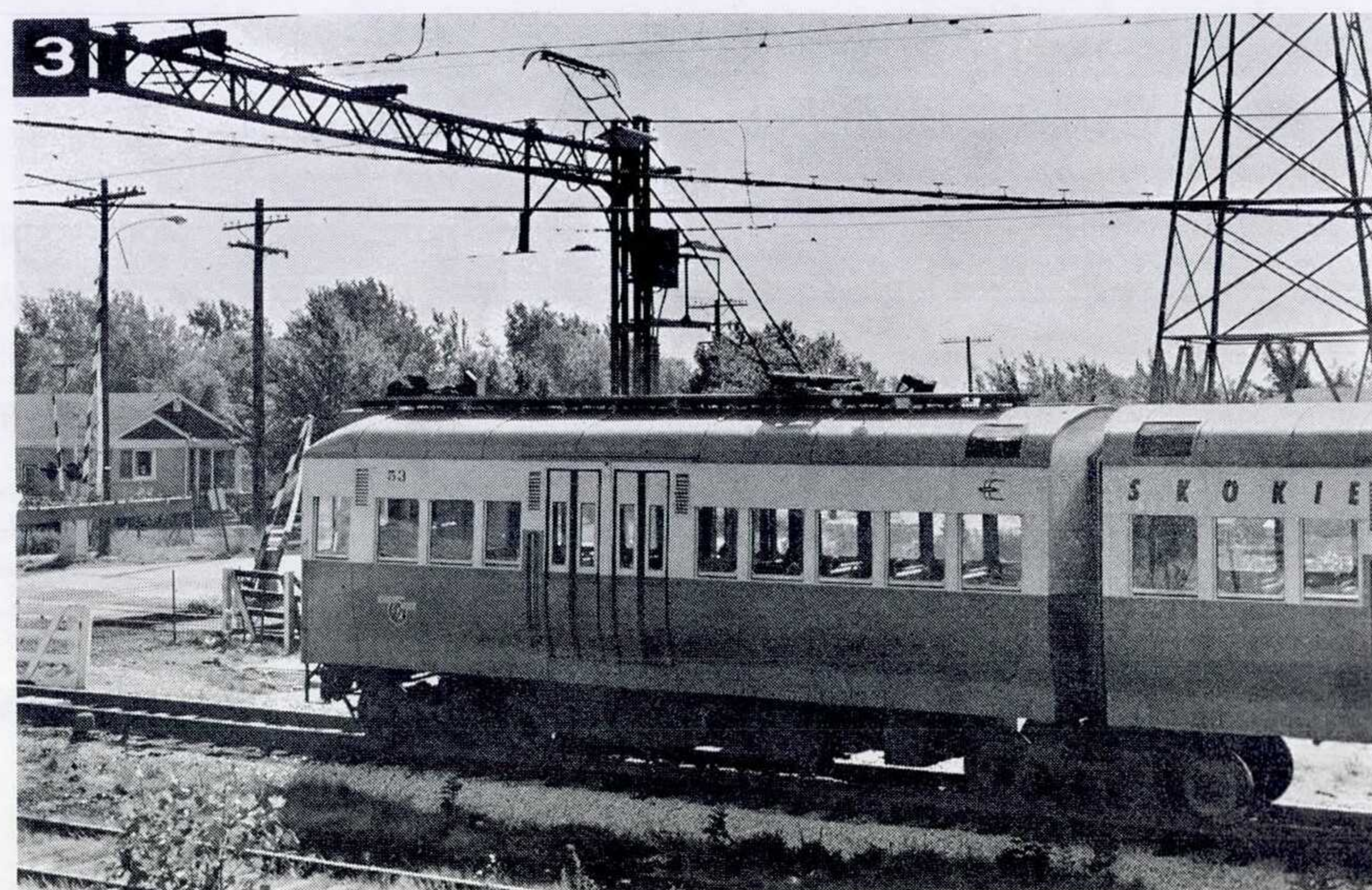
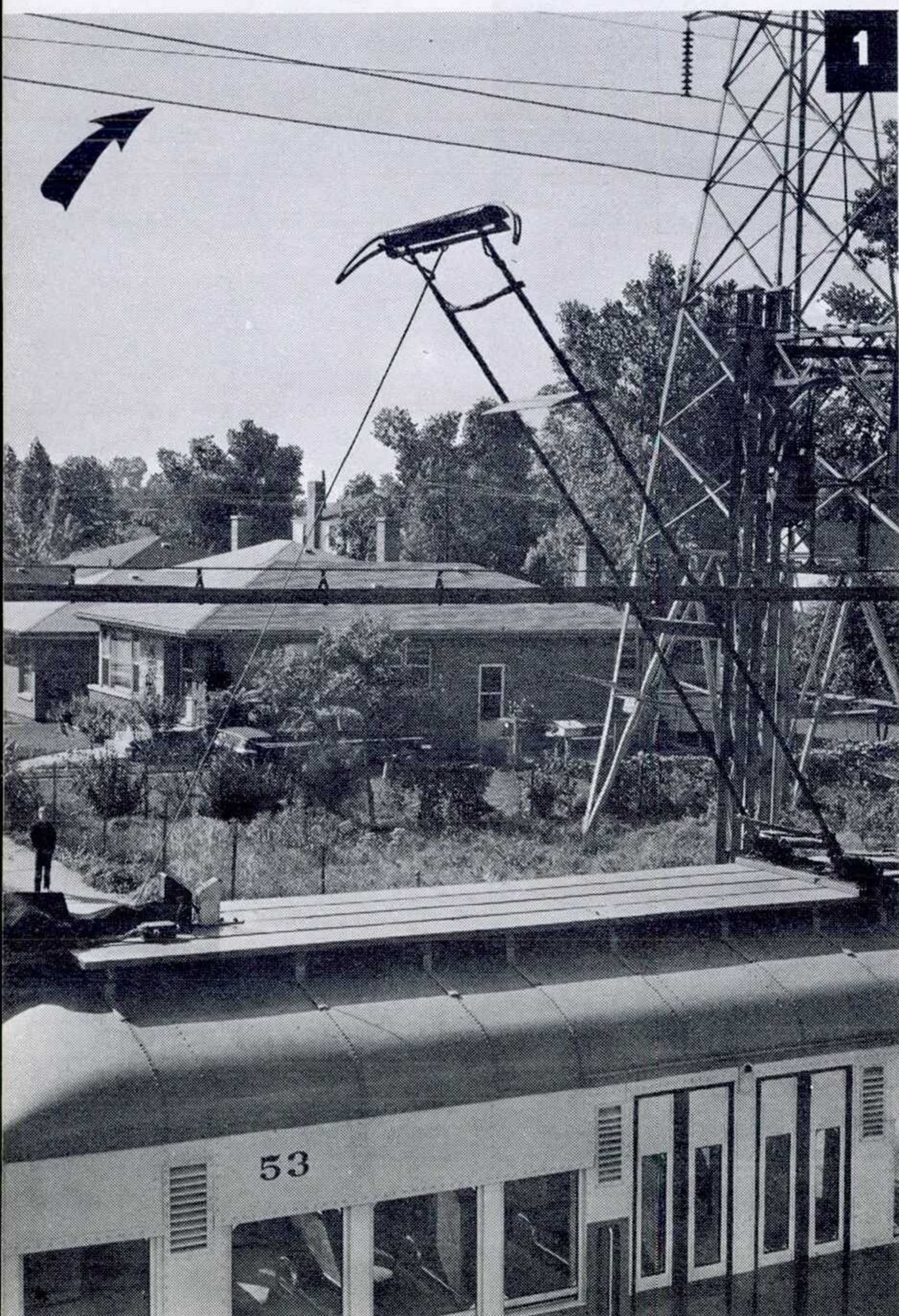
The project entered the report period with ten cars available to it and closed the period with eight standard

units and three high-capacity units. During the fall quarter, anticipated schedule requirements will use five standard and two high-capacity units each weekday rush period. Concurrently, each of the eleven cars currently in the Skokie Swift fleet will go through special winterizing preparations worked out by the shops and equipment department on the basis of last winter's experiences. It is estimated that this work will take from two days per car for certain of the standard units to two weeks per car for the more complex high-capacity units.

It now appears most probable that there will be further traffic growth within the life of the project (that is, before the end of April, 1966). Concurrence of HHFA is therefore being requested for a budget revision to include the project's share of the cost (the pan trolley and field shunt equipment) that would be needed to outfit one additional car for Skokie Swift service.

Some difficulty had been experienced at East Prairie road, northbound, where the non-stop change from third rail to trolley is made. If the pan trolley current collector on the car was inadvertently raised prematurely, it would collide with a "dead-end" (anchor) bracket holding the trolley wire with resultant severe damage to both the trolley wire and the pan trolley, followed by a service delay.

By raising the trolley wire system to form a long inclined approach, the pan, even though fully raised, will now gradually approach smooth contact with the trolley wire as the car moves forward, as shown in the sequence of photos: 1, 2, 3.



FINANCIAL REPORT

SUMMARY OF BUDGET AND COSTS TO DATE

Operations during the seventh quarter, from July 1, 1965, to September 30, 1965, inclusive, continued to represent primarily the ordinary cost of passenger service operations. The project continues to produce net operating revenues in excess of the revised budget dated November 18, 1964, approved December 9, 1964.

A revised budget dated August 24, 1965 was submitted to the Housing and Home Finance Agency.

A statement showing the current budget for the project and the expenditures made to date against this budget is presented on page 10:

OPERATING BUDGET AND RESULTS

The service improvement costs in the preceding comparison represent the net results of operating both the Skokie Swift train service and the Dempster Park 'N' Ride lot. The costs for the current (7th) quarter, July 1, 1965, to September 30, 1965, and to date are shown below:

Seventh Quarter - July 1, 1965, to September 30, 1965

	Revised 11-18-64 Budget	ACTUAL		
		Train Service	Park 'N' Ride Lot (1)	Total
Revenues -				
Passenger	\$90,738.00	\$91,933.00	\$8,976.81	\$100,909.81
Rental of easement	2,100.00	2,100.00	-	2,100.00
Terminal privileges	300.00	369.92	-	369.92
	<u>93,138.00</u>	<u>94,402.92</u>	<u>8,976.81</u>	<u>103,379.73</u>
Expenses -				
Operating	63,525.00	58,933.83	4,506.27	63,440.10
Depreciation on cars	7,484.00	8,333.77	-	8,333.77
	<u>71,009.00</u>	<u>67,267.60</u>	<u>4,506.27</u>	<u>71,773.87</u>
Net Operating Revenues	<u>\$22,129.00</u>	<u>\$27,135.32</u>	<u>\$4,470.54</u>	<u>\$31,605.86</u>

Seven Quarters April 20, 1964 (2) to September 30, 1965

Revenues -				
Passenger	\$501,862.00	\$486,029.30	\$49,938.07	\$535,967.37
Rental of easement	14,700.00	14,700.00	-	14,700.00
Terminal privileges	1,440.00	1,621.12	-	1,621.12
	<u>518,002.00</u>	<u>502,350.42</u>	<u>49,938.07</u>	<u>552,288.49</u>
Expenses -				
Operating	356,833.00	334,287.27	32,436.63	366,723.90
Depreciation on cars	38,049.00	38,580.01	-	38,580.01
	<u>394,882.00</u>	<u>372,867.28</u>	<u>32,436.63</u>	<u>405,303.91</u>
Net Operating Revenues	<u>\$123,120.00</u>	<u>\$129,483.14</u>	<u>\$17,501.44</u>	<u>\$146,984.58</u>

(1) Park 'N' Ride lot revenues and expenses to September 29, 1965.

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

	EXPENDITURES		BUDGET (REV. 11-18-64)		
	Seventh	Total	Seventh	Total	Total
	Quarter	Seven	Quarter	Seven	
	Ended	Quarters	Ended	Quarters	Project
	9-30-65	9-30-65	9-30-65	9-30-65	Budget
SERVICE IMPROVEMENT COSTS -					
Operation of Skokie Swift train service and Dempster parking lot	\$(31,605.86)	\$(146,984.58)	\$(22,129.00)	\$(123,120.00)	\$(169,721.00)
CONSTRUCTION OR RENTAL CONTRACTS -					
Rehabilitation of Skokie line	17,777.36	312,620.19	-	308,000.00	308,000.00
Interest in Lieu of rental of right-of-way and equipment	13,704.23	81,006.99	12,648.00	82,145.00	101,810.00
Construction of parking lot	-	143,454.51	-	150,000.00	150,000.00
	<u>31,481.59</u>	<u>537,081.69</u>	<u>12,648.00</u>	<u>540,145.00</u>	<u>559,810.00</u>
OTHER PROJECT COSTS -					
Data collection analysis and reporting -					
Skokie	-	2,239.60	2,598.00	11,301.00	17,075.00
NIPC	-	12,946.31	4,423.00	19,181.00	29,010.00
Public Audit	3,750.00	3,750.00	-	-	-
Promotional Activities	1,219.42	54,168.12	9,065.00	52,370.00	72,515.00
	<u>4,969.42</u>	<u>73,104.03</u>	<u>16,086.00</u>	<u>82,852.00</u>	<u>118,600.00</u>
CONTINGENCIES	-	-	-	15,136.00	15,136.00
Total	<u>\$4,845.15</u>	<u>\$463,201.14</u>	<u>\$6,605.00</u>	<u>\$515,013.00</u>	<u>\$523,825.00</u>

() Denotes Red Figures

The seventh quarter compared with the previous quarter shows a slight decrease in the net operating revenues (1.5%), and an increase in passengers carried (.06%), and miles operated (2.4%), the number of days operated being the same during both periods. The 2,000,000th rider was carried on July 7, 1965.

Revenue Passengers -	
6th quarter April 1, 1965, to June 30, 1965	459,392
7th quarter July 1, 1965, to September 30, 1965	459,665
Total to date, April 20, 1964, to September 30, 1965	2,429,914
Miles Operated -	
6th quarter April 1, 1965, to June 30, 1965	74,080
7th quarter July 1, 1965, to September 30, 1965	75,840
Total to date, April 20, 1964, to September 30, 1965	423,285

Table Showing Detail of Rehabilitation Costs Expended to September 30, 1965

Signals and Crossing Gates	\$118,456
Telephones	2,926
Line Supervision	3,430
Train Phones	4,630
Overhead Trolley	32,127
Substation - Skokie	10,431
Bumping Post	244
Turnout	8,186
Track and Grade Crossings	17,898
Snow Melters	1,387
Right-of-Way Fencing	5,513
Raze Four Stations	16,973
Dempster Station Construction and Maintenance	41,654
Modify Cars (Trolleys, Fare Boxes, signs, and special controls)	48,765
	<u>\$312,620</u>

REHABILITATION

Rehabilitation costs incurred during the seventh quarter represent primarily work done on signals (\$7,988) and crossing gates (\$9,789).

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

PROJECT NO. ILL - MTD-1 CONTRACT NO. H 619
BALANCE SHEET AS OF SEPTEMBER 30, 1965

ASSETS

Cash in Bank		\$	-
Accounts Receivable			
Federal Contribution	\$40,416.35		
Applicants Contribution	15,900.13		
Other Non-Federal Contributions	<u>4,307.38</u>	60,623.86	
Project Cost Control			
Rehabilitation of Property	\$456,074.70		
Transit Operating Expenses	334,287.27		
Parking Lot Operating Expenses	32,436.63		
Rider Promotion Campaign	54,168.12		
Data Collection, Etc.	15,185.91		
Depreciation of Cars	38,580.01		
Interest on Investment	81,006.99		
Public Audit	<u>3,750.00</u>	\$1,015,489.63	
Less: Project Income			
Passenger Revenue	485,982.80		
Parking Revenue	49,938.07		
Rent of Easement	14,700.00		
Terminal Privileges	1,621.12		
Chartered Service	<u>46.50</u>	552,288.49	
Net Project Cost			<u>463,201.14</u>
Total Assets			<u>\$523,825.00</u>

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 Capital		<u>\$523,825.00</u>	
Total Liabilities and Capital		<u>\$523,825.00</u>	

The seventh report period included the traditionally slow summer vacation season. While traffic volumes compared to the previous quarter and therefore showed little improvement, they are 17-21% above those of the corresponding period of the first year.

Rehabilitation work moved into its final phases as long awaited materials and manpower became available to the project. Study activities included additional analyses of the home interview survey as well as further checking of the Skokie Swift and the paralleling CTA Skokie route No. 97 buses.

These steps are not only necessary parts of the project but mark the beginning of the process of appraisal that will lead to managerial decisions concerning the future of Skokie Swift service after the project's operating life ends on April 20, 1966.

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 a joint responsibility of 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.

Front cover: High steel viaduct carries Skokie Swift over complex of highway, rail, and drainage channel crossings at point about two miles west of Howard terminal.

Rear cover: Passing over the newly-rebuilt Crawford grade crossing enroute to Howard and about to make the change from overhead trolley to third rail at a speed of 50 mph.



WORLD'S FASTEST RAPID TRANSIT LINE

— 5 MILES IN 6½ MINUTES —

