

SKOKIE

SWIFT

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 December 31, 1964.

Herewith Progress Report No. 5 is submitted, covering operation and finance January 1 through March 31, 1965.

Report issued June, 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

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

VILLAGE OF SKOKIE

Outgoing Village Board
Myron Greisdorf, *President*

Incoming Village Board
Albert J. Smith, *President*

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COOPERATING AGENCIES AND THEIR PROJECT REPRESENTATIVES

Northeastern Illinois
Planning Commission

Matthew L. Rockwell, *Exec. Director*

Chicago Area Transportation Study

E. Wilson Campbell, *Study Director*



OPERATIONS

On snowy mornings this winter the Dempster Skokie Swift Park'N'Ride lot was a welcome sight to hundreds of commuters.

PASSENGER TRAFFIC

Once again improvement was experienced in the levels of passenger riding on Skokie Swift. After a relatively unimpressive January, traffic resumed growth in February and March.

The average number of weekday (Monday-Friday) riders rose to 6,180 in this period from 6,100 in the previous quarter. Saturdays averaged 2,380 compared with 2,700 last quarter. There were three days on which

more than 7,000 rides were taken but the one-day peak of 7,537 established on December 4, 1964, was not exceeded. Severe winter weather, with frequent snowfall, produced some unusually high commuter peaks.

From April 20 through December 31 the total number of passengers carried was 1,090,606 with total parking lot receipts of \$23,178.31. Following are the traffic and parking lot data for the period in review:

JANUARY, 1965

Day of Week	Date	Passengers			Parking Receipts
		North	South	Both	
F	1	NEW YEAR'S DAY-NO OPERATION			
S	2	1093	1331	2424	\$ 30.00
M	4	3013	3313	6326	142.00
T	5	2904	3295	6199	146.75
W	6	2885	3291	6176	137.25
T	7	2937	3338	6275	140.75
F	8	2922	3290	6212	140.75
S	9	1209	1425	2634	42.00
M	11	2829	3231	6060	144.75
T	12	2829	3182	6011	143.50
W	13	2941	3275	6216	140.05
T	14	2819	3201	6020	131.75
F	15	3229	3778	7007	147.55
S	16	1191	1354	2545	39.35
M	18	2770	3182	5952	140.00
T	19	2833	3114	5947	144.25
W	20	2751	3110	5861	136.50
T	21	2896	3333	6229	151.25
F	22	2509*	2796*	5305*	150.00
S	23	91*	84*	175*	15.25
M	25	2719	2889	5608	144.30
T	26	3105	3457	6562	126.50*
W	27	2817	3211	6028	114.95*
T	28	2744	3223	5967	109.60*
F	29	2651	3147	5798	100.00*
S	30	1074	1249	2323	26.35
TOTAL FOR JANUARY				131,860	\$2,885.40

FEBRUARY, 1965

M	1	2936	3478	6414	\$104.15*
T	2	2707	3177	5884	71.50*
W	3	2629	3122	5751	103.85*
T	4	2606	3171	5777	127.75
F	5	2788	3182	5970	133.25
S	6	1201	1405	2606	42.75
M	8	2674	3185	5859	143.25
T	9	2770	3116	5886	145.65
W	10	2675	3170	5845	142.00
T	11	2756	3263	6019	137.75
F	12	2841	3295	6136	139.05
S	13	1180	1307	2487	31.50
M	15	2809	3153	5962	139.50
T	16	2790	3102	5892	145.25
W	17	2792	3251	6043	141.00
T	18	2790	3196	5986	141.40
F	19	2756	3264	6020	134.00
S	20	1159	1365	2524	41.75
M	22	2528	2944	5472	114.75
T	23	3060	3568	6628	102.05*
W	24	3357	3978	7335	125.25*
T	25	3047	3507	6554	149.80
F	26	2854	3503	6357	139.55
S	27	1282	1500	2782	48.50
TOTAL FOR FEBRUARY				132,189	\$2,745.25

MARCH, 1965

M	1	3203	3290	6493	\$144.75
T	2	2889	3286	6175	138.25
W	3	2943	3385	6328	139.00
T	4	3066	3545	6611	142.00
F	5	2973	3590	6563	139.10
S	6	1178	1366	2544	35.00
M	8	2926	3306	6232	146.50
T	9	2967	3291	6258	151.50
W	10	2824	3289	6113	132.05

Day of Week	Date	Passengers			Parking Receipts	
		North	South	Both		
T	11	2847	3353	6200	139.75	
F	12	2905	3402	6307	114.50*	
S	13	1172	1385	2557	30.25	
M	15	2913	3215	6128	142.25	
T	16	2898	3216	6114	145.25	
W	17	2986	3535	6521	133.50	
T	18	2910	3261	6171	144.05	
F	19	2795	3289	6084	141.90	
S	20	1207	1412	2619	40.40	
M	22	2898	3334	6232	144.25	
T	23	3313	3798	7111	147.50	
W	24	2849	3324	6173	146.55	
T	25	2940	3438	6378	139.15	
F	26	2944	3504	6448	133.50	
S	27	1275	1482	2757	45.25	
M	29	2884	3319	6203	140.00	
T	30	3048	3401	6449	150.00	
W	31	2990	3443	6433	149.75	
TOTAL FOR MARCH					156,202	\$3,395.95

TOTAL-APRIL 20, 1964 to

MARCH, 1965 Inclusive 1,510,857 \$32,204.91

* Low due to operating trouble

SERVICE

There were 98 round trips scheduled per weekday and 57 per Saturday most of the period. The two high-capacity articulated cars introduced in the last quarter were used on as many rush period trips as possible. They were also used to reduce standing in certain Saturday rush period trains.

To accommodate abnormal traffic volumes it was necessary to operate extra trips during rush hours on practically every day following heavy snowfall. Since practically 60 inches of snow fell on the area during this winter, almost double the normal average, extra trips above schedule were operated on 18 weekdays. On schedules which took effect March 29, the permanent parts of these needs were built into the regular service by providing 101 weekday and 62 Saturday trips. Experience in the next report period since these trips were added indicates that traffic volumes have again moved upward, fully to justify the expansion in service.

There was no Sunday operation during the period in review.

OPERATION IN SEVERE WINTER WEATHER

The severity of the winter storms experienced in the report period reached a climax on Saturday, January 23. At about 2:30 AM, with moderate to heavy rain falling, the temperature dropped to about 30° causing heavy glazing. This weather condition continued until about 6 AM Sunday, January 24, abating only slightly between about 10 AM and 3 PM on Saturday.

The ice accumulation on the exposed surfaces of rails and wires ranged from 3/8" to 3/4", and it was impossible to get a passenger train to or from Skokie until about 3:15 PM.

Then, after only four trips, there were three trains stalled, two on third-rail and one on trolley in the Crawford Avenue crossing. On advice from CTA's consulting

weather service that the storm was becoming worse all further service was annulled and the line was closed after clearing the stalled trains.

During the period from 6 AM to 7:30 PM, two 4-car trains of old, heavy equipment, fitted with special sleet cutters, and two line-repair cars attempted to clear the trolley portion of line between East Prairie Road and Dempster Street, while an 8-car sleet train of old heavy equipment attempted to clear the third-rail portion of line between East Prairie Road and Howard Street. Because of the extremely rapid rate of ice accumulation the car-borne scrapers and the anti-freeze paste, which are normally sufficient to deal with sleet, were ineffective. Much of the ice removal from contact surfaces of rails and wires had to be done by hand with clubs and sledges.

The pan trolleys of the cars, their springs, air foils, and mechanisms were so heavy with ice that it was difficult to make contact with the wire, and ice had to be hammered off these parts each half-trip. Car roofs and steps were treacherously iced so this work could only be done very slowly.

Equipment damage due to icing was fortunately confined to one of the sleet trains, on which eight trolley poles were burned off, and on line-car S-606, on which a third-rail beam, some truck parts and the traction motor resistors were burned.

The operating and maintenance personnel worked long hours and did everything that could be reasonably expected to restore service, but all to no avail. Additional buses were placed in service on the CTA #97-Skokie bus route, but street operating conditions were extremely slow and hazardous.

Line cars, sleet trains, and shop crews resumed work after the storm subsided on Sunday, and normal service was provided on Monday. Revenue records show that only 175 riders were served on Saturday.

Power and telephone companies in the area suffered far more extensive damage and much longer loss of service. Weather experts have since commented that this type and extent of storm had never before been recorded in the Chicago area and the cycle of probable recurrence is in the hundreds of years.

In addition, there were seventeen days in the period with snow storms. Seven of these storms yielded an accumulation of 4" or more of snow, but in them the delays in train service due to weather were not more than a few minutes and that on only a few occasions. Through very close attention by its Public Works department, the Village of Skokie was able to keep the park'n'ride lot working to full capacity daily, even though this required loading and hauling snow away from the premises.

HOME INTERVIEW STUDY

Some very interesting facts about the travel market in which Skokie Swift operates are emerging from an extensive home interview study carried out jointly by the Skokie Swift and Intra-Skokie Mass Transportation Demonstration projects. This study yielded information on 2,205 sample households and 21,727 person trips in the study area, according to a new report by John D. Orzeske of Chicago Area Transportation Study, who is responsible for this part of the two projects.



Mornings like this one helped to popularize Skokie Swift's freedom from street traffic. The train pictured here is on the Skokie Boulevard overpass, the only grade-separated crossing on the Swift route in the Village of Skokie.



Three Chicago Area Transportation Study representatives are pictured here with Skokie's former mayor, Myron Greisdorf, while home interviews are in progress in the Village of Skokie. They are, from left to right: John Orzeske, William Hayhurst, Mayor Greisdorf, and Charles Helgesen.

Among the results produced thus far from this survey, it is learned that:

Over 70% of the households are in single family structures. Approximately 12% of households are in structures built since 1960.

The average household contains 3.5 persons. Two-thirds of the population in the area is over 15 years of age.

Of the heads of households, half are professional or technical workers, managers, and proprietors.

Another 34% are clerical workers, sales workers or craftsmen.

The median annual income per household is \$9,000-10,000.

Car ownership averages 1.4 cars per household, ranging from one car in households with income below \$7,000 to 1.7 cars in those above \$12,000.

Each household makes 9.7 persontrips on the average weekday, 38% of which are made by means other than driving an automobile.

The data from the home interview survey are now undergoing further analysis to relate these characteristics to residents' choices for travel.

The home interview was designed to produce, by a sampling process, information representative of the total travel, by transit or other means, occurring in the primary area affected by the Skokie Swift. Since the transit user postcard surveys (mentioned in earlier progress reports) indicated that approximately 75% of the ridership lived in Skokie and the eastern half of Morton Grove, the desired results were provided economically by confining the home interview survey to that area.

In view of the anticipated usefulness of the survey to both the Skokie Swift and Intra-Skokie Mass Transportation Demonstration projects, a sample of approximately 2,000 households was determined to be representative of the household and travel characteristics of the entire study area. A separate stratum of about 300 Skokie Swift rider households was also interviewed.

FORM IV-15-8/64 MASS TRANSIT DEMONSTRATION PROJECT HOUSING UNIT SUMMARY

CONFIDENTIAL - THE INFORMATION OBTAINED IN THIS SURVEY WILL BE ACCORDED CONFIDENTIAL TREATMENT. INDIVIDUAL REPORTS WILL BE USED FOR STATISTICAL PURPOSES ONLY.

CARD NO. 3 8 6 SECTION V ADMINISTRATIVE RECORD

INTERVIEWER _____ DATE REPORT COMPLETED _____ CALLS MADE: _____

SECTION I

A. SAMPLE NO. _____ TRAVEL DATE _____ DAY _____

B. INTERVIEW ADDRESS _____ TEL. NO. _____

C. STRUCTURE TYPE 1. SINGLE UNIT 3. MULTI UNIT 5. MOTEL OR CABIN COURT 7. INSTITUTION 9. OTHER (SPECIFY BELOW)
2. TWO UNITS 4. HOTEL 6. ROOMING HOUSE 8. TRAILER

D. WAS THIS STRUCTURE BUILT AFTER APRIL 1, 1960? 1. YES 2. NO

E. TYPE OF LIVING QUARTERS AND OCCUPANCY: 1. HOUSING UNIT 2. GROUP QUARTERS 3. SPECIAL HOUSING UNIT

SECTION II

A. HOW MANY PASSENGER CARS ARE OWNED AND/OR GARAGED AT THIS ADDRESS? (INCLUDE GOVERNMENT AND COMPANY CARS)

B. MAKE, YEAR MODEL, 1. _____ 2. _____
3. _____ 4. _____

C. HOW MANY PERSONS LIVE IN THIS HOUSEHOLD? _____

D. HOW MANY PERSONS 5 YEARS OF AGE AND OVER LIVE IN THIS HOUSEHOLD? _____

E. HOW MANY OUT OF AREA VISITORS 5 YEARS OF AGE AND OVER STAYED IN THIS HOUSEHOLD OVERNIGHT? _____

F. INCOME OF HOUSEHOLD? _____

NOTES, APPOINTMENTS, ETC. _____

SECTION III

PERSON AND NUMBER	SEX AND RACE	AGE	PERSON IDENTIFICATION (RELATIONSHIP TO HEAD)	DRIVE A CAR? (Y-N)		OCCUPATION	INDUSTRY	MADE TRIP (Y-N)		DID YOU MAKE ANY TRIPS WHILE AT WORK?		DID YOU MAKE ANY TRIPS WHILE ON VACATION?	
				YES	NO			YES	NO	YES	NO	YES	NO
1	M F		HEAD										
2	M F												
3	M F												
4	M F												
5	M F												
6	M F												
7	M F												
8	M F												
9	M F												
10	M F												

SECTION IV

A. REASONS FOR NON-INTERVIEW OR INCOMPLETE REPORT _____

B. NO. OF TRIPS REPORTED AT THIS ADDRESS - TOTAL TRIPS () _____
- AUTO DRIVER TRIPS () _____

C. NO. OF PERSONS 5 YEARS OF AGE AND OVER MAKING TRIPS () _____
2. NO. OF PERSONS 5 YEARS OF AGE AND OVER MAKING NO TRIPS () _____
3. NO. OF PERSONS 5 YEARS OF AGE AND OVER WITH TRIPS UNKNOWN () _____

D. NO. OF PERSONS 16 YEARS OF AGE OR OVER () _____
1. NO. OF PERSONS 16 YEARS OF AGE OR OVER THAT DRIVE A CAR () _____

D. (OFFICE USE ONLY) COMPLETED OR NON INTERVIEW CODE () _____

EDITOR _____ DATE _____ PASS FAIL _____
CODER _____ DATE _____ PASS FAIL _____

FOLLOWUP _____ DATE _____
RESULT _____

CODING CHECK _____ DATE _____
REMARKS _____

The sample households were organized geographically by address. Eight sample households were assigned each interviewer on a typical workday.

Approximately three days before the interviewer was scheduled to call at a sample household, a letter from the President of the village was mailed to the interview address. The letter explained the purpose of the survey, requested the householder's cooperation, and informed him when the interviewer would call.

The interviewer presented himself at the sample household on the assigned date, presented his credentials, and interviewed the respondent on the characteristics of the household and its occupants and on all travel performed by members of the household five years of age and older on the preceding day. Interviewers worked from Tuesday through Saturday collecting information on the regular work week. Interviewing was done between the hours of 9:00 AM and 9:00 PM.

Data on the household, car ownership, and income level were collected on the housing unit summary form. This form was also used to collect information on the age, occupation, and driver status of each member of the household.

The trip report form was completed to record each trip made by the residents of the sample household on the travel day. It required information on the origin and destination addresses of the trip and the land use categories involved, the purpose of the trip, the time of day, and the mode of travel involved. If a Skokie Swift trip was made, the interviewer was instructed to complete an additional form which indicated the manner in which similar trips were made prior to the establishment of the rapid transit service.

Refusals to cooperate by the residents of the area were very rare. The field supervisor called at such households to explain the survey and was often able to arrange for a satisfactory interview.

At CATS' office, interviews were edited, coded, and key-punched for machine processing.

A number of control procedures were designed to verify that the interviewing staff conducted itself courteously and competently throughout the survey and to insure accuracy of the results.

The next step was the determination of expansion factors and the calculation of totals for the entire universe of travel in the primary area affected by the Skokie Swift.

RETAIL SALES STUDY

An analysis of the impact of the demonstration project on retail sales is one phase of the Skokie Swift planning studies being carried out jointly by the Northeastern Illinois Planning Commission and the Skokie Department of Community Development, according to NIPC's Robert Ducharme.

Fourteen business areas within the probable range of influence of the project were delineated. During this period, estimates of retail sales volume in each of these areas were completed for each month for the 48-month period from April, 1960, through March, 1964. These estimates were provided from records of the sales receipts, both taxable and non-taxable, of firms registered under the State of Illinois' Retailers Occupational Tax

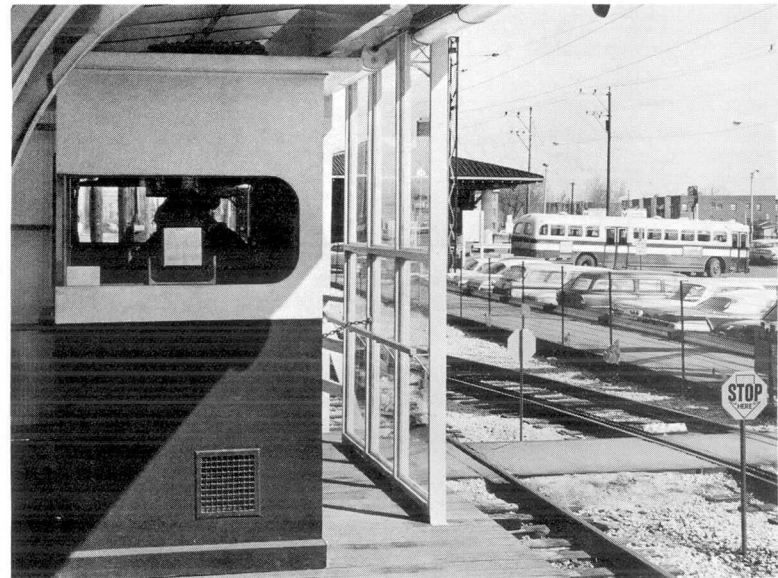
Act. While not including all types of commercial activity, since some types of sales and services are excluded from the tax, the method will furnish a barometer of total business volume.

Comparable information will be accumulated to the end of the grant period of the project, when the trends which have developed will be identified.

PERSONNEL

Mr. Albert J. Smith was elected Village President of Skokie along with a new board of trustees in early April. Mr. Myron Greisdorf and his board were, however, associated with the project throughout all report periods to, and including this one.

This project gratefully acknowledges the leadership and cooperation of Mayor Greisdorf and looks forward to further progress under the capable guidance of Mayor Smith.



Transparent plexiglass windscreen installed to protect the fare collection area at Dempster terminal. Between 2,000-2,800 persons pass this booth each weekday morning between 6:00-9:30 a.m.



SOUTHBOUND
Leaves Dempster St., Skokie

NORTHBOUND
Leaves Howard Station

MONDAY thru FRIDAY

6:00 AM	First Train
6:22 AM	
6:30 AM - 8:50 AM	Every 4 to 7½ minutes
9:00 AM - 4:00 PM	00, 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	00, 15, 30, 45 minutes after the hour
10:30 PM	
11:00 PM	Last Train

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

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

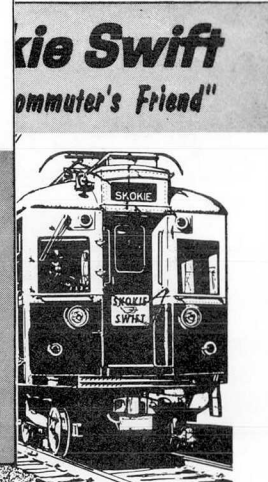
CONNECTING SERVICES

Across-the-Platform Rapid Transit Connections at Howard:

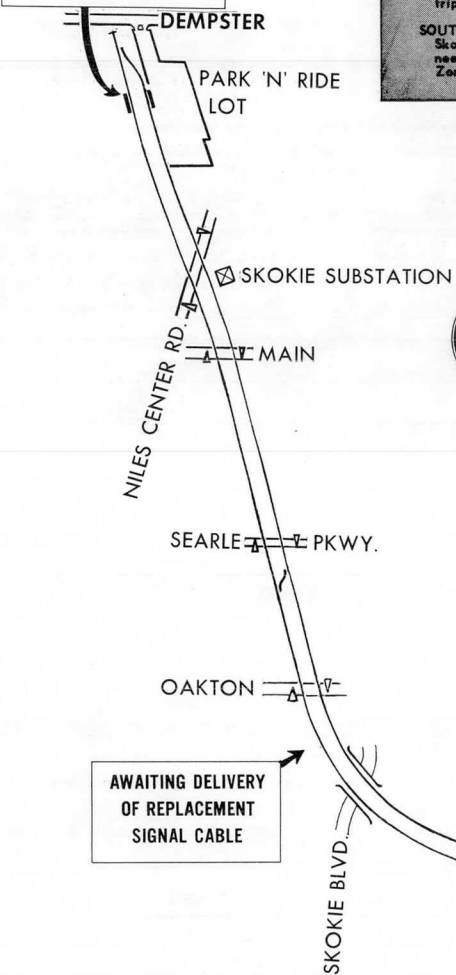
- NORTH-SOUTH ROUTE to Loop, Englewood and Jackson Park via subway.
- EVANSTON EXPRESS ROUTE to Loop via "L" (Monday-Friday rush periods).
- EVANSTON to downtown Evanston and Wilmette via "L."

Bus Connections at Dempster with #97 Skokie route south to downtown Skokie and north to Old Orchard, and with United bus for Des Plaines.

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



ADDITIONAL WINDBREAK INSTALLED TO PROTECT FARE COLLECTION AREA



\$349,217. CTA's contribution is \$137,413 in cash and services; Skokie's is \$37,193, also in cash and services.

CTA has also invested 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.

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

2-15-65

WORLD'S FASTEST RAPID TRANSIT

5 MILES IN 6½ MINUTES

BETWEEN

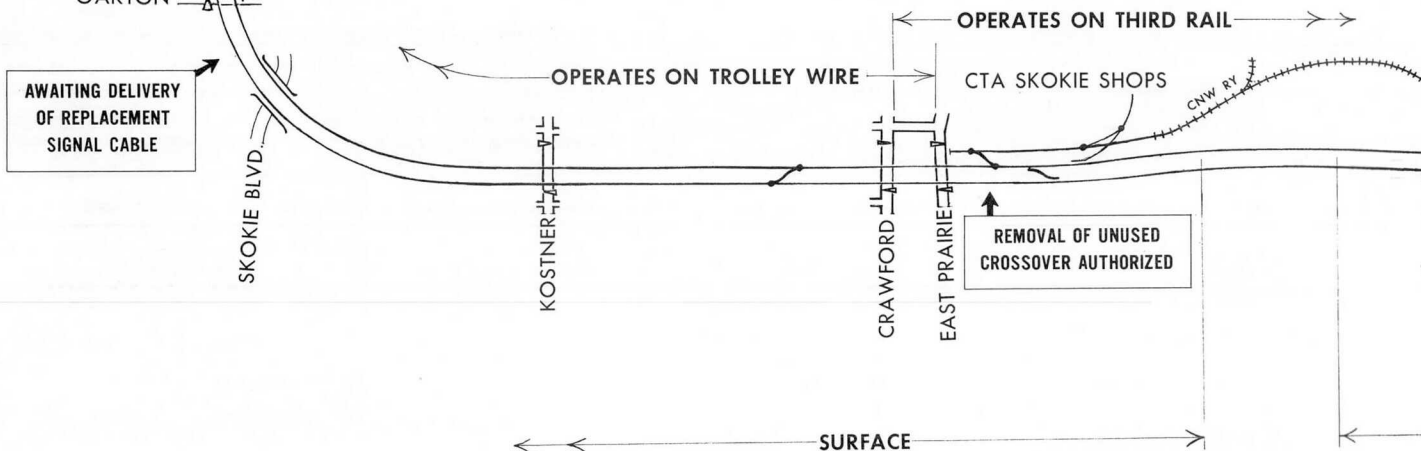
DEMPSTER STATION, SKOKIE and HOWARD STATION, CHICAGO

TIMETABLE NO. 10

CHICAGO TRANSIT AUTHORITY

SKOKIE SWIFT TRACK MAP

SHOWING CHANGES DURING REPORT PERIOD
(Rehabilitation Work Nearly Ended)

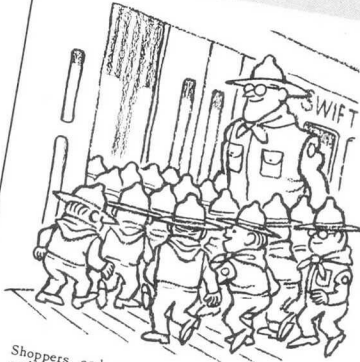


Skokie Swift is a jointly financed mass transportation demonstration grant project. To acquire the property and furnish the high-speed rail cars, CTA has invested about \$2,600,000 to date. Operating the project for the two-year life authorized by the federal Housing & Home Finance Agency will cost an estimated \$523,825. Of this HHFA will contribute approximately 67%, CTA 26% and the Village of Skokie 7%.

Participating with CTA and Skokie in studies to evaluate the benefits derived from the project are the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission.

Skokie Swift

"The Commuter's Friend"



Shoppers and commuters will find traveling to and from the city even more convenient with the increased Skokie Swift Saturday service effective with this timetable. And there's plenty of parking space available at Dempster terminal on Saturdays for only 25¢ all day. Your group can take advantage of the Swift also, by parking and riding the Swift network of routes to ball games, museums, zoos.

3-29-65

**WORLD'S FASTEST
RAPID TRANSIT**

5 MILES IN 6½ MINUTES

TIMETABLE NO. 11

CHICAGO TRANSIT AUTHORITY



NORTHBOUND

Leaves Howard Station

Skokie

WEEKDAY
 First Train
 Every 7½ minutes
 30, 45 minutes
 after the hour
 10 minutes
 Every 3 to 7 minutes
 30, 45 minutes
 after the hour
 Train

MONDAY thru FRIDAY
 5:40 AM First Train
 6:10 AM - 8:45 AM Every 3 to 7½ minutes
 8:55 AM - 3:55 PM 10, 25, 40, 55 minutes
 after the hour
 4:05 PM - 4:45 PM Every 10 minutes
 4:51 PM - 6:30 PM Every 3 to 7 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

ONLY

First Train
 15, 27, 39, 51 minutes
 after the hour
 15, 30, 45 minutes
 after the hour
 1, 13, 25, 37, 49 minutes
 after the hour
 Every 15 minutes
 On the hour and half-
 hour
 Last Train

SATURDAY ONLY

6:40 AM First Train
 6:56 AM
 7:11 AM
 7:26 AM - 9:26 AM 02, 14, 26, 38, 50 minutes
 after the hour
 9:40 AM - 4:25 PM 10, 25, 40, 55 minutes
 after the hour
 4:37 PM - 6:25 PM 01, 13, 25, 37, 49 minutes
 after the hour
 6:40 PM
 6:55 PM
 7:15 PM - 10:45 PM 15, 45 minutes after
 the hour
 10:45 PM Last Train

Intervenes between Howard Station and Skokie
 and final 24 hours daily, 7 days a week.

PROCEDURE FOR PAYING FARE

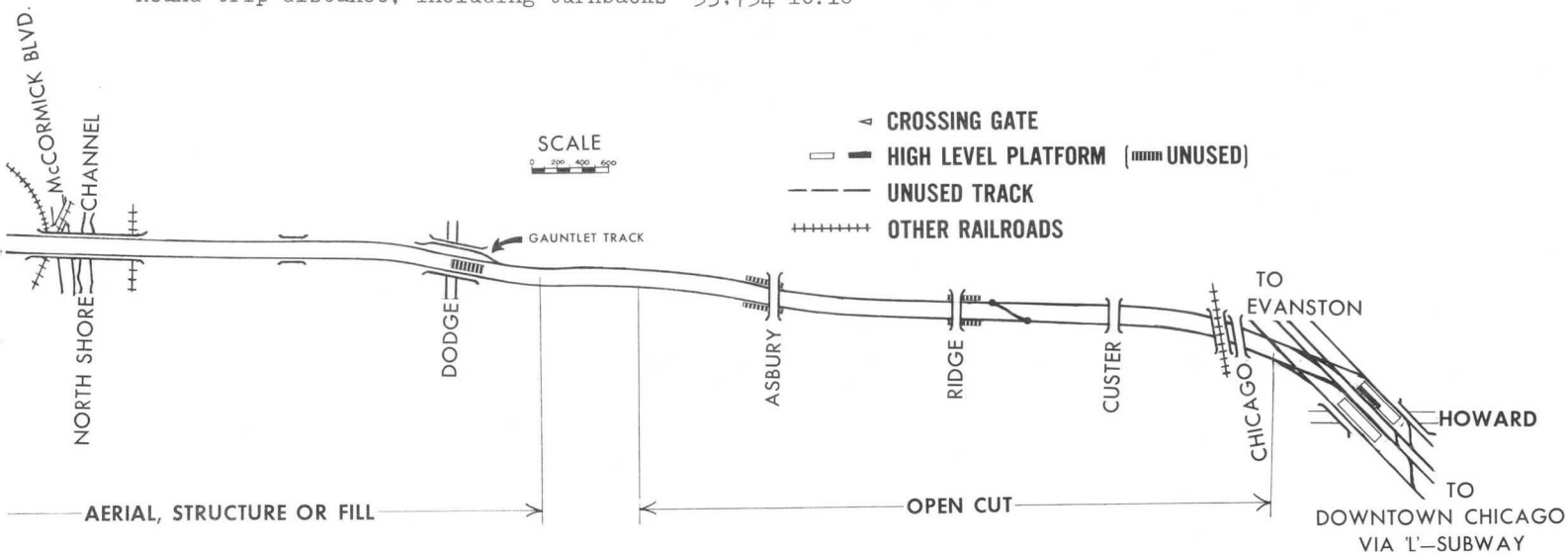
NORTHBOUND: Customer riding Evanston Express to Howard pays 20¢ to trainman and receives transfer to Skokie. Arriving at Howard on an "L" subway train customer pays 20¢ to agent at the dining area on the northbound platform. Only 15¢ is paid, however, when a valid transfer is presented to the Evanston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

Rapid Transit connections across-the-platform at Howard to Loop, Englewood and Jackson Park via subway; to Loop via Evanston Express "L" (Monday-Friday rush periods), and to Evanston and Wilmette via "L". Bus connections at Dempster with #97 Skokie route south to downtown Skokie and north to Old Orchard, and with United bus for DesPlaines. Connections at Howard with CTA, Evanston and United buses.

Timetables issued during report period.

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



RIDERSHIP PROMOTION

A five-week wave of paid advertising was executed between January 18 and February 20. This included 350-line ads in four weekly newspapers and 100 radio spot commercials per week, all carried out in media serving the project area.

A full-page, two-color ad for the Skokie Swift was also carried on the back page of a special tabloid section called "Skokie Industry on Parade," issued by the LIFE Newspaper of Skokie on March 25.

The theme of this campaign has been "Let Skokie Swift be your second car."

Promotional activities were also planned for the next quarter. A campaign will not be made, but special activities will be arranged in recognition of the first anniversary of the inauguration of Skokie Swift service.

CONSTRUCTION AND REHABILITATION

Owing to severe winter weather and to lack of certain materials which are on order but are undelivered, no progress could be made on the small amount of rehabilitation work remaining on track signal equipment. While heavy snows and frozen ground prevented outside construction work, these conditions took a heavy toll on car equipment. Snow and ice created maintenance problems which diverted shop manpower from completion of a third high-capacity articulated unit, car 53, originally scheduled to go into service in this quarter. Revised planning calls for this car to go into service in April.

Car 4 was temporarily removed from service February 25 to meet long standing commitments of the CTA equipment engineering department to replace its trucks and body bolster.

An additional windbreak was constructed at Dempster terminal to afford more protection to passengers and station staff from blowing snow and sleet.

Motorists arriving at the Dempster terminal in the morning rush period found the Park'N'Ride lot cleared of the previous night's snowfall, owing to the intensive efforts of Skokie's Public Works Department to keep the lot open to its full capacity.



FINANCIAL REPORT

SUMMARY OF BUDGET AND COSTS TO DATE

Operating costs and budget estimates for the Fifth Quarter (January 1, 1965, to March 31, 1965) continued to represent primarily the ordinary costs of passenger service operations. The project continues to produce net operating revenues in excess of the revised budget. Service demands continue to strain the capacity of the present facilities. The need for additional parking space

is still a pressing problem. At the end of the fifth quarter of operation the present parking lots at the Dempster St., Skokie, Terminal were filled to capacity. This was an increase in use of the lot of approximately 19% over the previous period.

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

	COSTS			BUDGET		
	5th Quarter Ended 3-31-65	Previous Four Quarters Ended 12-31-64	Total Five Quarters Ended 3-31-65	5th Quarter Ended 3-31-65	5 Quarters Ended 3-31-65	Total Project Revised 12-9-64
SERVICE IMPROVEMENT COSTS -						
Operation of Skokie Swift train service and Dempster parking lot	\$(24,380.80)	\$(58,918.97)	\$(83,299.77)	\$(22,856)	\$(78,697)	\$(169,721)
CONSTRUCTION OR RENTAL CONTRACTS -						
Rehabilitation of Skokie line	2,720.75	264,155.40	266,876.15	39,085	298,000	308,000
Interest in Lieu of rental of right-of-way and equipment	20,228.60	36,397.34	56,625.94	17,038	55,874	101,810
Construction of parking lot	9,938.55	133,515.96	143,454.51	-	150,000	150,000
	<u>32,887.90</u>	<u>434,068.70</u>	<u>466,956.60</u>	<u>56,123</u>	<u>503,874</u>	<u>559,810</u>
OTHER PROJECT COSTS -						
Data collection analysis and reporting - Skokie	566.27	1,673.33	2,239.60	2,254	6,181	17,075
NIPC	6,870.00	6,076.31	12,946.31	2,358	10,792	29,010
Promotional Activities	7,890.85	44,851.94	52,742.79	3,308	35,518	72,515
	15,327.12	52,601.58	67,928.70	7,920	52,491	118,600
CONTINGENCIES	-	-	-	6,960	13,320	15,136
Total	<u>\$23,834.22</u>	<u>\$427,751.31</u>	<u>\$451,585.53</u>	<u>\$48,147</u>	<u>\$490,988</u>	<u>\$523,825</u>

() Denotes Red Figures

OPERATING BUDGET AND RESULTS

The service improvement costs represent the net results of operating both the Skokie Swift train service and Dempster parking lot. These costs for the current quarter (5th), and to date are shown below:

Fifth Quarter - January 1, 1965, to March 31, 1965

	Budget	Train Service	Parking Lot (1)	Total
Revenues -				
Passenger	\$89,194	\$84,050.20	\$12,316.95	\$96,367.15
Rental of easement	2,100	2,100.00	-	2,100.00
Terminal privileges	303	397.33	-	397.33
	<u>91,597</u>	<u>86,547.53</u>	<u>12,316.95</u>	<u>98,864.48</u>
Expenses -				
Operating	61,828	56,380.95	10,390.98	66,771.93
Depreciation - Cars	6,913	7,711.75	-	7,711.75
	<u>68,741</u>	<u>64,092.70</u>	<u>10,390.98</u>	<u>74,483.68</u>
Net Operating Revenues	<u>\$22,856</u>	<u>\$22,454.83</u>	<u>\$ 1,925.97</u>	<u>\$24,380.80</u>

Five Quarters - April 20, 1964(2), to March 31, 1965

Revenues -				
Passenger	\$320,727	\$302,217.90	\$31,905.16	\$334,123.06
Rental of easement	10,500	10,500.00	-	10,500.00
Terminal privileges	840	912.94	-	912.94
	<u>332,067</u>	<u>313,630.84</u>	<u>31,905.16</u>	<u>345,536.00</u>
Expenses -				
Operating	230,160	215,575.65	23,462.46	239,038.11
Depreciation - Cars	23,210	23,198.12	-	23,198.12
	<u>253,370</u>	<u>238,773.77</u>	<u>23,462.46</u>	<u>262,236.23</u>
Net Operating Revenues	<u>\$78,697</u>	<u>\$74,857.07</u>	<u>\$8,442.70</u>	<u>\$83,299.77</u>

(1) Parking lot revenues and expense to March 29, 1965.

(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 fifth quarter are running somewhat higher than the revised budgets. Riders totaled 420,251 for the current quarter (5th) or a 3.1% decrease from last quarter (4th). The number of miles operated was 71,495, a decrease of 4.1% from last quarter. These decreases are due entirely to lesser number of days of operation in this quarter. The 1,500,000th rider was carried on March 30, 1965.

REHABILITATION

Rehabilitation expense incurred during the fifth quarter represents primarily work done on signals and crossings of \$670, and modification of series 51 cars of \$1,760.

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

Our cover: The gloom at dusk is reflected in the front cover picture taken at the Howard Terminal on a winter evening. Artwork for a two-color newspaper advertisement which appeared in the SKOKIE LIFE is reproduced on the rear cover.

PROJECT NO. ILL - MTD-1 CONTRACT NO. H 619
BALANCE SHEET AS OF MARCH 31, 1965

ASSETS

Cash in Bank			\$
Accounts Receivable			
Federal Contribution		\$48,159.99	
Applicants Contribution		18,947.41	
Other Non-Federal Contribution		<u>5,132.07</u>	72,239.47
Project Cost Control			
Rehabilitation of Property	\$410,330.66		
Transit Operating Expenses	215,575.65		
Parking Lot Operating Expenses	23,462.46		
Rider Promotion Campaign	54,285.13		
Data Collection, Etc.	13,643.57		
Depreciation of Cars	23,198.12		
Interest on Investment	<u>56,625.94</u>	\$797,121.53	
Less: Project Income			
Passenger Revenue	302,171.40		
Parking Revenue	31,905.16		
Rent of Easement	10,500.00		
Terminal Privileges	912.94		
Chartered Service	<u>46.50</u>	<u>345,536.00</u>	
Net Project Cost			<u>451,585.53</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 Liabilities and Capital			<u>\$523,825.00</u>

The fifth report period shows a leveling-off in traffic generation as predicted. This retardation in growth rate is largely due to saturation of train capacity in the peak direction during rush hours and the saturation of auto parking capacity from morning through evening.

Principal efforts during the quarter were directed to meeting the operating problems generated by the first winter.

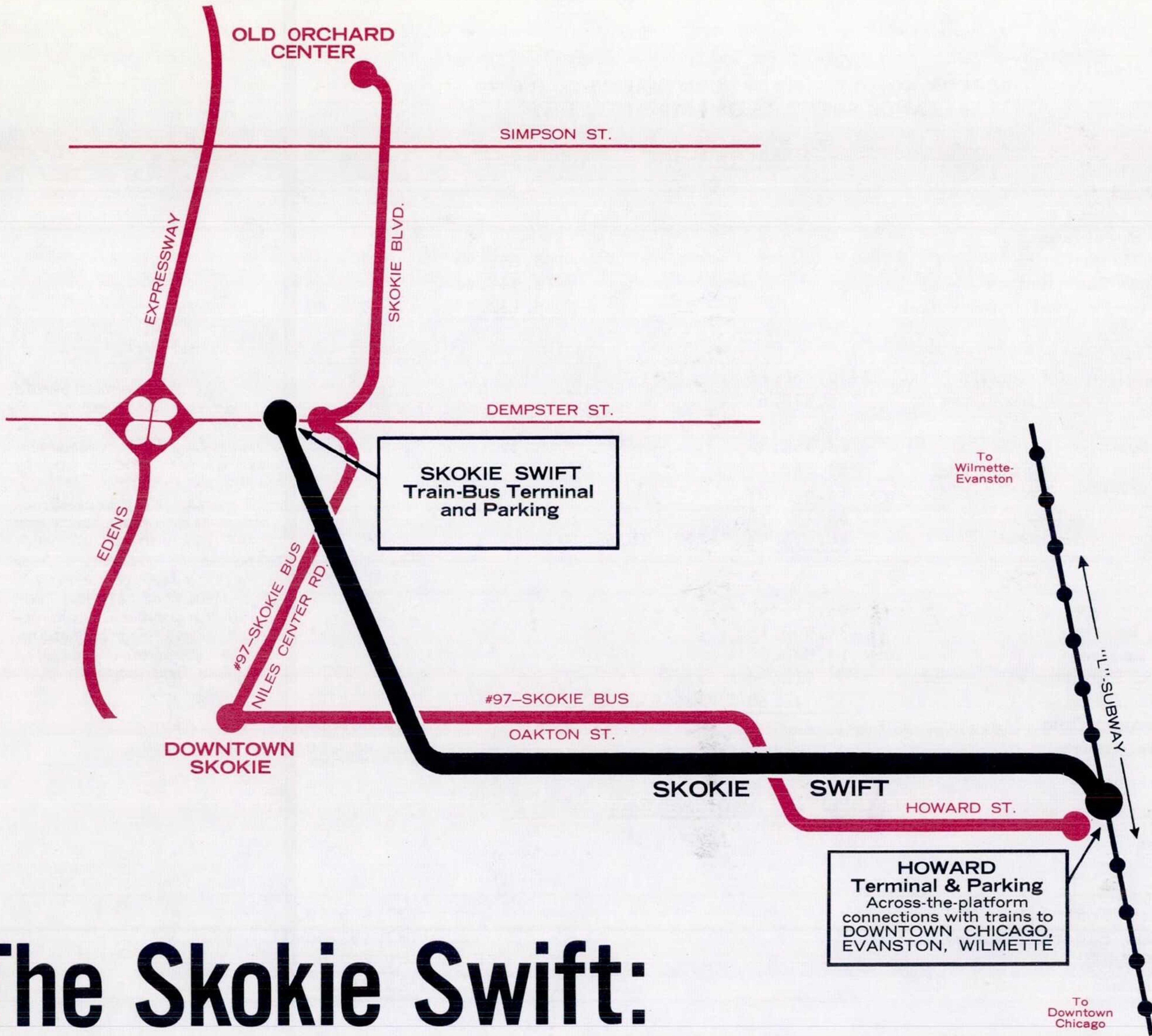
ORGANIZATION

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.



The Skokie Swift:

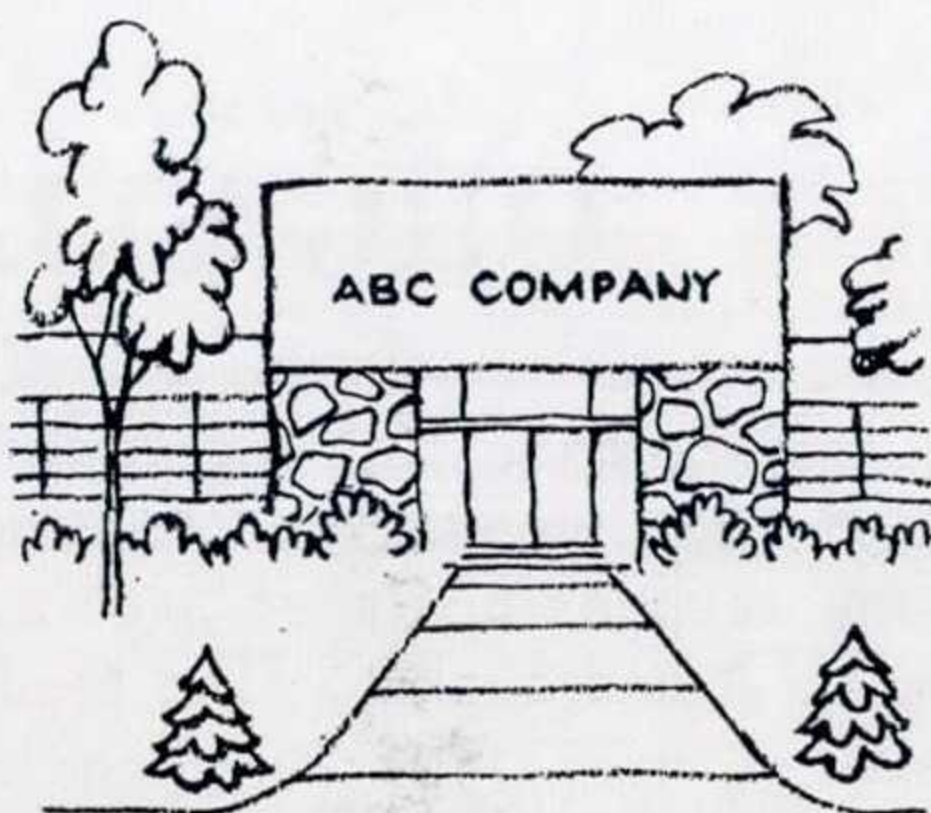
Why it's as important to the community as it is to the commuter.



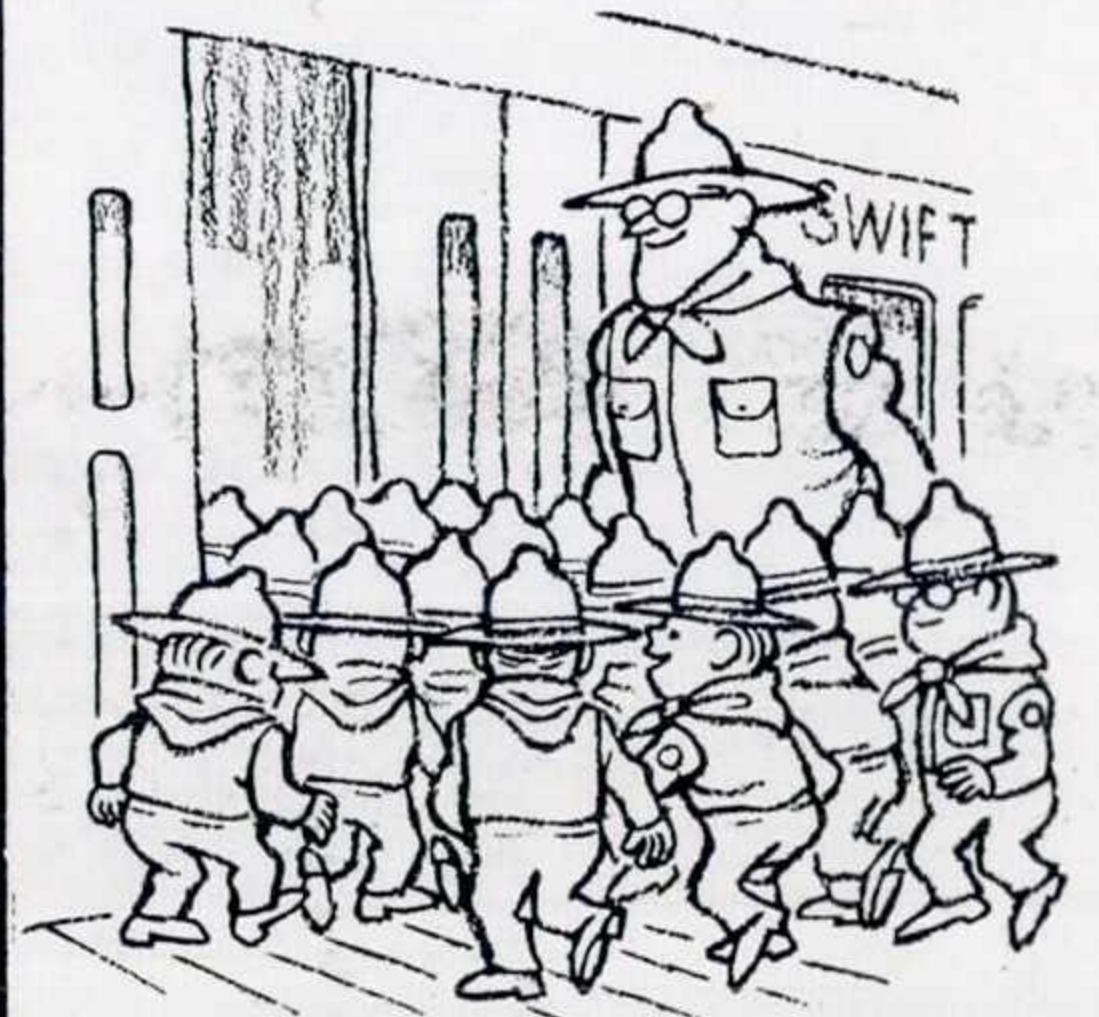
Sure, your husband rides it to work every day.



But there are people who come to Skokie every day, too. To work. To visit. Or to shop. To many of them, the Skokie Swift is just as important as it is to any commuter.



Needless to say, the Skokie Swift has been an important catalyst to Skokie industry, too. More people can travel around more easily. And . . . the convenient link to the Howard Street "L" has lured many north side Chicagoans to Skokie's many fine shopping areas.



Saturday service on the Skokie Swift has contributed a generous share of week-end shoppers, also. Not to mention the convenience it has provided for people going to—and coming from—the city on Saturday.

Think about it. The next time you get tired of fighting traffic—ride **SKOKIE SWIFT—The Commuter's Friend**

