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Closely involved in making the changeover from Line 576 were, from left, Gateway Cities sector schedule makers Donald Mills, Grace Hong and Andrew Trujillo. Photo by David Hershenson



## End of the Line for the 'Nanny Express'

- 36 years of service ends in December
- Low ridership, excessive service duplication
- [MORE> A Case Study: How Gateway Cities Handled Cancellation of 'The Nanny Express'](#)

By DAVID HERSHENSON and MATT BARRETT

(Jan. 7, 2004) One of Metro's most publicized bus lines came to an end in December when Line 576 was taken out of service because of low ridership numbers and excessive service duplication along all segments of the route.

Affectionately dubbed "The Nanny Express," Line 576 carried nannies, housekeepers and other domestic workers to their jobs in such affluent neighborhoods as Beverly Hills, Brentwood and Pacific Palisades.

Line 576 was implemented in 1968 based on the findings of a commission that was appointed by Governor Pat Brown in 1965 to study the Watts riots.

The report concluded that the riots were symptomatic of a number of problems, including high jobless rates in the inner city, poor housing, and inadequate public transportation services in the South Central Los

Angeles area.

The creation of the South Los Angeles – Pacific Palisades Flyer Line 176 – later changed to Line 576 – was one of the actions taken by the Southern California Rapid Transit District (SCRTD) to address the public transit issues raised in the report.

### **Letter from Governor Reagan**

As a measure of how important the line was at the time, then Governor Ronald Reagan wrote in a letter to SCRTD, "I wish to commend the Southern California Rapid Transit District for its decision to inaugurate new and improved bus service in the Watts and East Los Angeles area. Your 176 line, linking South-Central Los Angeles with employment areas in Beverly Hills, West Los Angeles and Pacific Palisades fills an important need for faster and more economical service to these areas."

Over the next 30-plus years, additional service was added to serve the area, and Line 576 was reduced to five morning and five afternoon and evening trips each weekday, carrying a total of only around 225 passengers a day.

Although sad to see Line 576 go, most customers understood the rationale for canceling a line with such extensive service duplication. Former riders have a number of additional service options to get where they want to go, although one extra transfer may be involved.

It is also important to note that 100 percent of the service hours from Line 576 has been reinvested to provide new weekend service and expanded night service on other Gateway Cities sector lines.