

AN OVERVIEW OF JITNEY OPERATIONS IN LOS ANGELES

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ABSTRACT

In August 1982 a private company began a 8 month operation of jitney service on seven routes in Los Angeles. This paper was prepared to determine what effect this service would had on District operations. This report gives an overview of the history of jitneys in the United States with emphasis on Los Angeles. It also contrasts the present operations of jitney service in Atlantic City and San Francisco, both of which have had continuous jitney service since 1915. An analysis of the most recent jitney operations in Los Angeles is presented, including their proposed goals, testimony at the Public Utilities Commission's public hearing and the judge's ruling. This latest attempt was the third for Los Angeles, birthplace of the jitney in 1914. In conclusion it is shown that jitneys as they have so far functioned were not viable in Los Angeles without interfering with District operations.

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AN OVERVIEW OF JITNEY OPERATIONS IN LOS ANGELES

PURPOSE

The purpose of this paper is to provide an historical overview of jitneys in the United States with emphasis on Los Angeles. It discusses the operations of jitneys in Los Angeles for the past sixty-nine years. The paper is an adjunct to jitney literature, because it documents the operations of the Express Transit District (ETD), a recent provider of jitney service to Los Angeles.

HISTORY

Jitneys in the United States

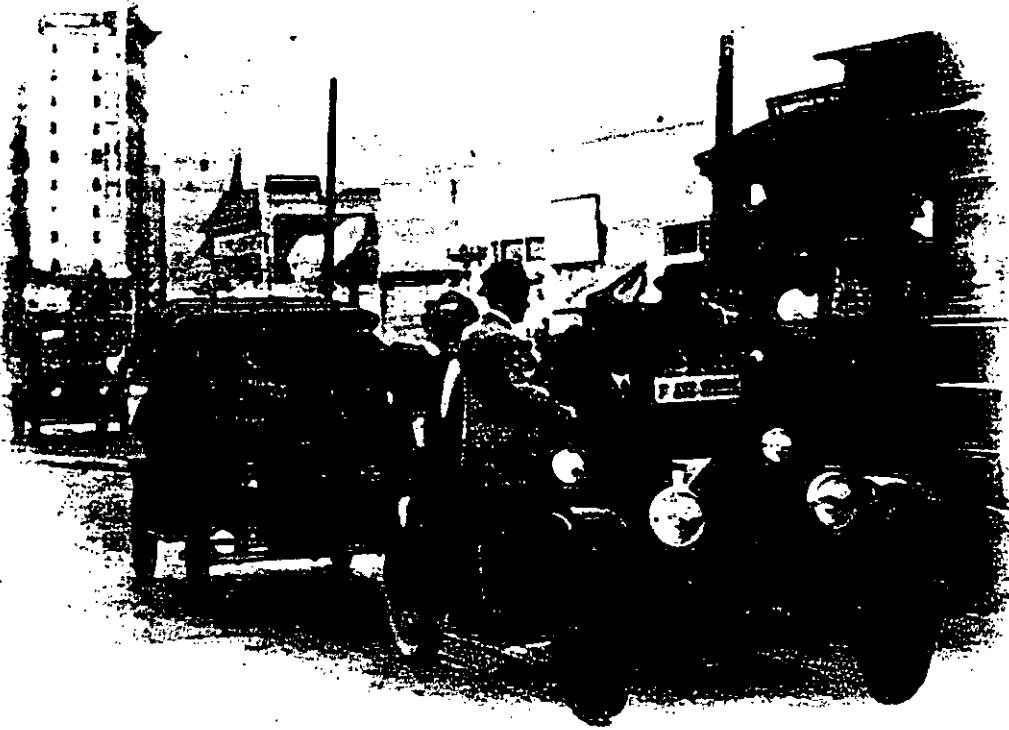
The jitney concept is customarily said to date from July 1, 1914 when L.P. Draper of Los Angeles picked up a passenger in his Ford Model T touring car, took him a short distance and accepted a nickel as fare payment.¹ The concept spread quickly. On December 1, 1914, six jitneys were in service in San Francisco.

The term "jitney" was first applied generically to a type of transportation which spread rapidly through the urban areas of the United States after 1914, but differed in many details from place to place. The word, "jitney" is a colloquialism for the word "nickel", the original fare charged. Early in 1915, they appeared in the cities with mild climates in the west and southwest. For example, Dallas had no jitneys at all on January 1, 1915, but 259 in operation on March 22.² Seattle had 518 jitneys carrying 49,000 passengers per day by mid-1915.³ Jitneys also spread to the east. Their appearance in Portland, Maine, in March of 1915, was interpreted as demonstrating that the concept had swept the nation. The peak number of jitneys in the country was estimated at 62,000, probably about May of 1915.⁴ Within a short period of time they were diverting as much as 50 percent of the peak hour streetcar passengers. In 1917 there were approximately 1,400 jitneys operating over every major thoroughfare in San Francisco. Principally because of political pressure from the street railways, and the transit industry as a whole, streetcar operators were successful in obtaining legislation that regulated most jitneys out of existence throughout the United States.

Jitneys in Los Angeles

Los Angeles was the birthplace of the jitney on July 1, 1914. Mr. Draper ascertained that his action was legal under ordinances

Los Angeles 1915



Jitney Attack in Full Swing as Photographed at About 5 P. M.
at Eleventh and Main Streets, Los Angeles



Three Men on a Jitney Running Board Built for None

of Los Angeles, as long as he or anyone else possessed a chauffeur's license. Few people followed suit, but with the depression which followed the outbreak of World War I, jitney operations become more attractive. The Electric Railway Journal, trade paper of the street railways, first took notice of the movement on November 28, 1914, when it reported "an enormous increase in the number of privately-owned automobiles that solicit fares at 5-cents."⁵ The movement grew quickly; on December 12 the Journal reported that Los Angeles Police Department had issued 1,520 chauffeur's licenses in 1914 through December 1st; on December 2nd 60 were issued in one day.

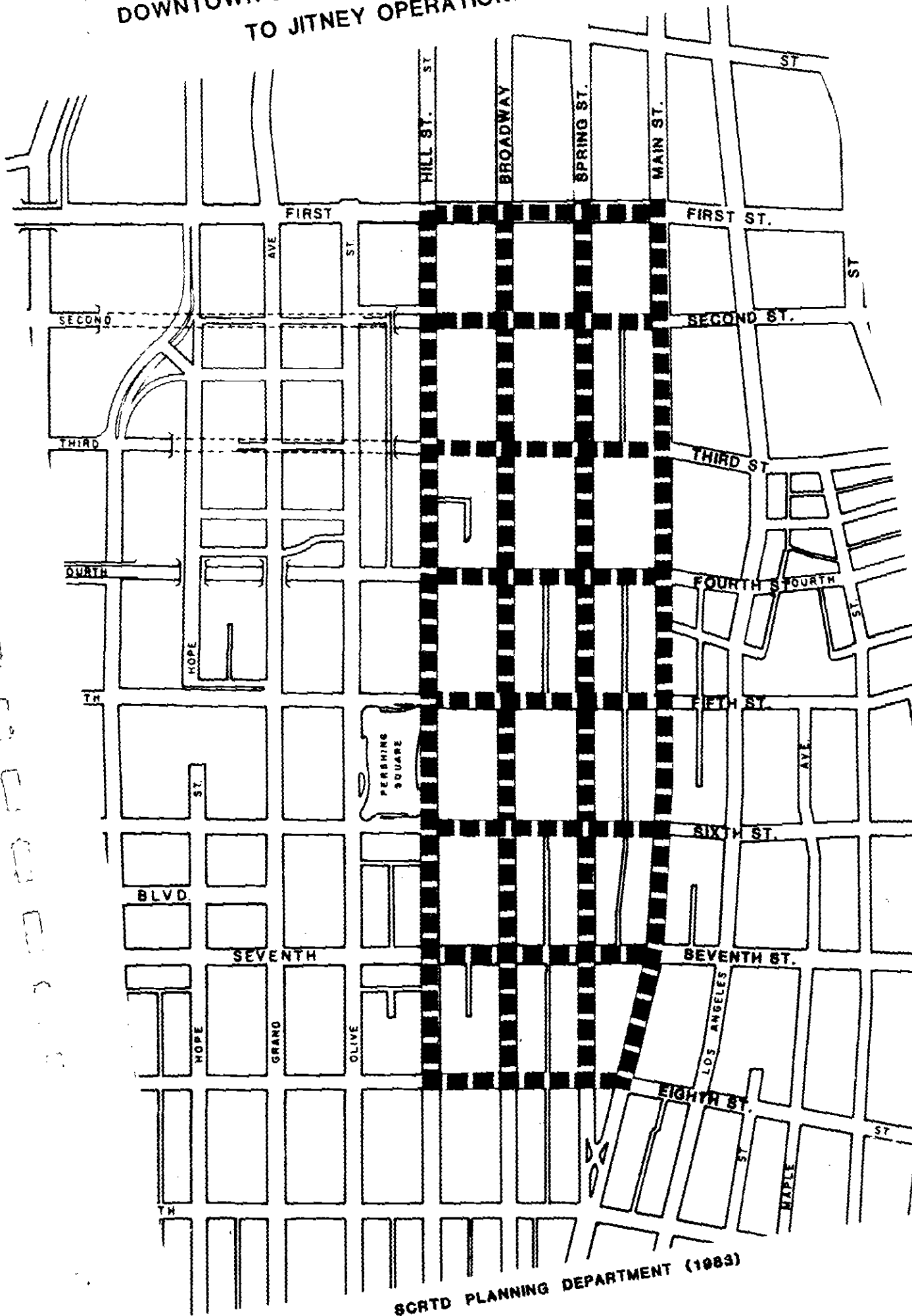
The jitneys ran only on streets where streetcar service was provided. Their habit was to enter the field after the streetcar lines had built up enough business along a certain street. Their method of operation was to park at streetcar stops during rush hours and fill their cars with passengers who were waiting for the streetcar. Then they would drive non-stop downtown to deliver their passengers in much less time than the streetcar. This practice attracted new business and kept steady riders. The jitney drivers crowded as many as ten passengers into their automobiles. It was said that passengers were seen riding on the running boards, spare tires and tops of cars. There were few regulations on jitneys at first, and they were rarely enforced.

By 1917, the growth of the jitney had become a serious threat to the streetcar industry. The Los Angeles Railway was losing \$600.00 per day in revenue, and had to lay off 84 motormen and conductors; 21 cars were withdrawn from six lines. The railways had invested substantially in building up a complete transportation system for Los Angeles. Jitneys could not operate profitably unless the streetcar lines were operating to attract business; the streetcar lines could not operate profitably with the jitneys making strong inroads into their market.

Early in 1917, an organization known as the Co-operative Association of Los Angeles Railway Employees, began a petition drive to put a proposition on the ballot regulating jitneys. To put the measure on the ballot, 4,800 bona-fide signatures were needed. With additional help from Pacific Electric Railway employees, over 65,000 signatures were collected. On Tuesday, June 5th, the election was held in the City of Los Angeles. The citizens sided with the railways passing the ordinance with a vote of 52,449 (yes) to 42,578 (no). Within a year, jitneys had entirely disappeared from Los Angeles.

In 1935, a group known as the Amalgamated Association sponsored a petition drive to repeal the 1917 "Jitney Bus Ordinance". The group consisted mainly of unemployed railway workers and their families. 53,740 bona-fide signatures were collected placing the measure on the May 7, 1935 ballot. Proposition One, known as the

DOWNTOWN LOS ANGELES STREET
TO JITNEY OPERATIONS - 1917



"Jitney Bus Ordinance" lost in the polls with a final vote of 101,896 (yes) to 160,858 (no), keeping the 1917 Ordinance.

In 1974, two new jitney systems were attempted. These two systems differed from the normally established jitney operations because of the type of vehicle used. The first was a taxi based system which deployed five-passenger taxi vehicles, painted differently to distinguish them from taxis. It was operated by Yellow Cab during the 1974 strike by Southern California Rapid Transit District (SCRTD or District) operators. The second was a bus operation which used a 19-passenger bus. The taxi company leased vehicles for \$30.00 per day to drivers who kept all of the receipts generated over that amount. The owner of the bus-based system drove the bus himself. Both were regulated by local authority, the City Board of Public Utilities and Transportation. Both systems were in operation for less than a month, ceasing operation before resumption of District service.

In 1982, two companies, Express Transit District and Maxi Taxi, applied to the California Public Utilities Commission for operating rights of jitney vehicles. Both companies were granted operating rights. Maxi Taxi never commenced operations. Express Transit District operated for 7-1/2 months from August 1982 until March 1983. At present there is no jitney service operating in Los Angeles.

Regulation of Jitneys

To try to control the increasing number of jitneys, many cities established regulations as early as the Fall of 1915. With the active support of the streetcar companies, the transit industry and some labor unions, legislation was passed regulating jitneys. Cities across the country passed numerous kinds of regulations on jitney owners such as expensive license fees, liability bonds, minimum hours of operation, length of routes, streets of operation, and extensive safety regulations. By 1917 most jitneys were effectively regulated out of business.

In Atlantic City, jitneys are regulated by the City Department of Revenue and Finance which prescribes the fare, the route, and general mode of operation. The number of operating licenses is limited to 190. These are reissued each year for \$85.00 to the previous holder, unless they are disqualified because of a poor driving record, safety or service performance. These franchises may also be traded privately.

San Francisco jitneys are not regulated by the California Public Utilities Commission but by the City/County Board of Supervisors operating through the San Francisco Commissioner of Police. Owner-drivers pay an annual license fee of \$69.00 (owner) and \$11.00 (driver) to the police department. Filing fees for the first time applications are \$105.00 (owner) and \$62.00 (driver).

The Police Code limits the number of licenses permitted to 700 (Section 1092) but in practice the number of licenses has been substantially less (presently 38). Unlike Atlantic City, the right to sell a license to another private party has been eliminated. During the late seventies the San Francisco Commission eliminated the practice of license swapping for a profit, thus reducing the number of licenses from 120 to 38.

In several cities around the United States, jitney operations were declared illegal many years ago. However, this type of operation continues to operate with or without official city sanction. Due to the cities' lack of enforcement, the operators keep a low profile so as not to cause the city to be forced into acknowledging the situation. This type of operation has been reported in such cities as Chicago, Pittsburgh, Miami, and Baton Rouge.

Labor Force and Ownership

Traditionally, the jitney industry has been owner-driver oriented. Drivers worked full-time or part-time as they saw fit, providing they kept within established hours of service. The industry has been loosely organized with local voluntary associations that performed certain cooperative functions for the independent owner-drivers.

Vehicles and Equipment

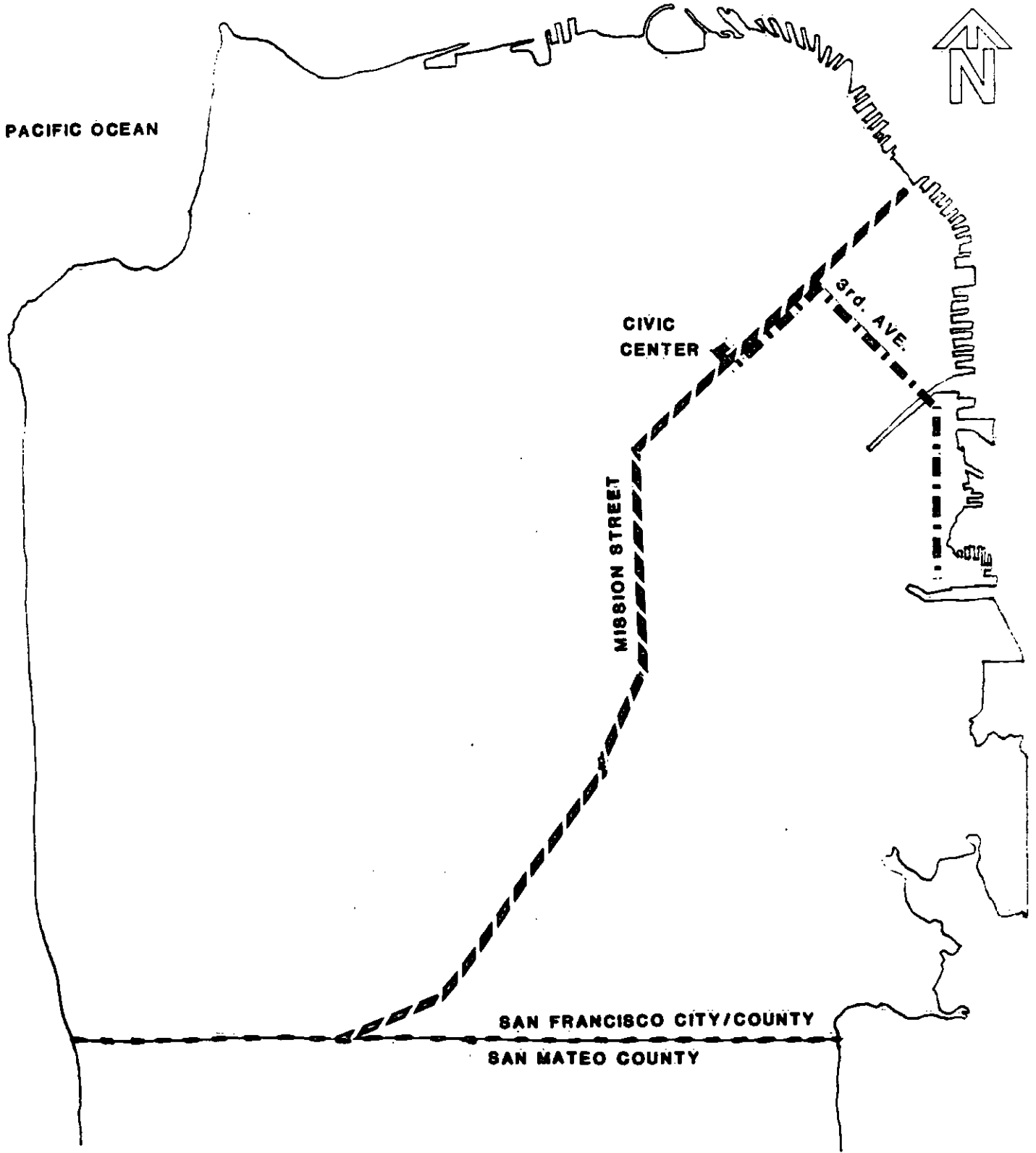
Throughout the years, vehicles used for jitney service have ranged from passenger cars, to old cabs with jump seats, to former airport limousines. More recently, small buses and vans have been used, much like the types used by rent-a-car companies to transport their customers around major airports.

In Atlantic City, 80% of the vehicles are International Harvester Metro buses with 10 forward facing seats. In San Francisco, almost all are Dodge Vans with 12 seats either facing forward or facing inward.

Rider Profile

Riders of jitneys are not easily categorized. In San Francisco there are two primary groups. Middle and upper income commuters are found in the Central Business District, whereas, Spanish speaking immigrants from Latin America are found in the Mission District. In Atlantic City, on the other hand, ridership is mostly made up of tourists. In cities with known illegal jitneys, most riders are mainly found in low income minority neighborhoods, such as Scotlandville in Baton Rouge, the Hill district in Pittsburgh, and Kings Drive in Chicago.

SAN FRANCISCO'S JITNEY ROUTE SYSTEM



MISSION STREET (35 vehicles operating)

3rd. AVENUE (3 vehicles operating)

In section XII of the application, requesting reason for the operation, ETD stated, "Our main goal is to create jobs for the minorities and also be of service to the elderly and handicapped communities; all of our services to these communities will be FREE of charge."

Between their first application and the public hearing on May 4, 1982, ETD amended their application three times.

The major changes in the amended applications were the following points:

1. To create a faster and more reliable service than the one now in operation, cutting traveling time in half.
2. The fleet size was increased from 10 buses to 15.
3. Charge \$.50 for Elderly & Handicapped persons.

PUC Hearings

Between May 4, 1982 and May 10, 1982, applications for both ETD and MT were heard before Administrative Law Judge, The Honorable Allison Colgan in Los Angeles.

Testimony supporting ETD's position was given by one of the owners whose main points in support of their application were:

- "The persons ETD seeks are not making use of the SCRTO services but, instead, are driving their own cars."
- "ETD fares would be higher than those charged by SCRTO, but the fares might be lower than downtown parking and auto maintenance."
- "The attraction of ETD jitneys would be guaranteed seating, shorter "headways" (lag time) between buses."
- "Freedom from perceived risk of experiencing vandalism, crime, and abuse."
- "ETD is financially stable, with 40 individuals claiming to be willing and able to invest \$10,000 each in ETD."
- "All drivers would be investors and need to adhere to ETD's work rules outlined in the application."

Financing

In the past, the majority of jitneys were owner-operated and their financing was very simple. Basically, if you had a car and could afford gas, you were in business. As cities began regulating the industry, financing became more difficult. With the increasing costs, licenses, liability bonds and taxes, most part-time operators were forced out of business. Full-time operators tried to group together in associations, but most failed to carry much political clout. By 1917, the cost of running a jitney because of newly imposed regulations was higher than the profits brought in; jitney operators vanished as quickly as they appeared.

Financing has changed with the times and today financing is more sophisticated. In both San Francisco and Atlantic City, the jitney owners are the operators and the only financing they need to provide is for their vehicle, maintenance costs, insurance and a yearly registration fee. In Los Angeles, the two companies which applied for operating rights in 1982 had more elaborate financial statements since they were going to operate a number of vehicles.

RECENT LOS ANGELES JITNEY SERVICE

Two jitney companies, Express Transit District and Maxi Taxi, were proposed by private parties during 1982, prompted by the District's consideration of service reductions and/or increased fares.

Express Transit District

Background

Express Transit District was owned by three brothers, Francisco, Manuel and Aurelio Mendinilla. The three were local business men with no transportation background. Raising capital by attracting investors at \$10,000 each by April 22, 1982 ETD showed assets of \$512,850.

Proposed Operation

On August 18, 1981, ETD filed Application #A60864 for authority to operate a passenger stage corporation, "Jitney". Their first application proposed service seven days per week from 5 A.M. till 9 A.M. and 2 P.M. till 6 P.M. They would operate ten 10-12 passenger minibuses on nine routes within Los Angeles County at fares of \$1.00 for adults.

The PUC staff's position was to support both applications.
Staff's testimony favoring both applications were as follows:

- "Titneys of this sort are presently operating in San Francisco and San Diego."
- "Use of service such as that proposed by applicants will help alleviate the increasingly difficult task of financing peak demand for public transportation."
- "These operations would not result in skimming the cream from SCRTD, but rather would be skimming the deficit by reducing capital investments in vehicles and related maintenance support facilities and equipment and labor from peak period demands."
- "Staff should conduct an assessment of the services impact during the first year and instigate action for modification before the Commission if that seems indicated by the assessment."
- "The establishment of new or additional transportation service generates its own passengers."

The position of the transit providers involved, SCRTD, City of Culver City, and City of Santa Monica was to disapprove both application. The City of Beverly Hills was also opposed to both applications. Major points made in the District's testimony to disapprove both applications were:

- "The routes of these applicants are similar or identical to the District's routes."
- "The applicants' service will skim patronage and revenues."
- "SCRTD provides adequate levels of service 24 hours a day over most of these routes."
- "The institution of these new services would create delays for SCRTD passengers and buses due to joint bus stop use."
- "The jitneys would merely be interspersed between District vehicles interfering with them and picking up SCRTD passengers."

The Cities of Culver City and Santa Monica's position followed along the same lines presented by the District. Both added that some of MT's proposed routes duplicated as much as 100% of their routes.

COURT OPINION

On July 21, 1982, Decision #82-07-084 was issued by The Honorable Allison Calgan. In this Opinion, the court believed the applicants met the burden of proof on each of the two PU Code Sections (PU Code Sections 1031 and 1032) to be considered. The Court granted ETD and MT the rights to operate on every route they requested. Although both companies seemed very concerned that RTD and other transit providers would have to cut back on service, stranding people, neither ETD nor MT asked for any routes that would replace discontinued or reduced service. Both companies requested and received operating authority only over the District's strongest routes, while MT, which never began operations has subsequently withdrawn their operating rights.

ETD Operations

ETD began operations on August 21, 1982 on seven of the routes granted them by the PUC. They operated daily for 7-1/2 months until on March 31, 1983, the drivers of ETD stopped driving because they had not been paid. At the same time, a number of drivers were taking the company to Court over back pay. On April 1st, ETD quit their operations.

Internal management problems forced ETD to stop operations in late March of 1983. Representatives of the California Department of Labor Relations were called in by employees which hadn't been paid for a number of weeks. Their investigation was soon followed by an investigation by the Los Angeles District Attorney's Office. Company management disappeared in early April and a court-appointed receiver was appointed to represent ETD.

The District Attorney's office began investigating a fraud operation that two of the brothers, Francisco and Manuel are believed to have been operating. Investigators have stated the fraud could involve between 3 and 7 million dollars. The scheme involved sales of limited partnerships to as many as 370 investors. Investors were given bills of sale for the buses; but in many cases individual buses were sold to up to five different investors. Individual investments ranged from \$4,000 up to \$40,000.

On May 16, 1983, a public hearing was held before the Public Utilities Commission to investigate operations and practices of ETD. Numerous people testified at the public hearing giving the public the first insight into the internal operations of ETD.

Four former owner/drivers explained the daily procedures of ETD. Drivers (of company vehicles) paid the company \$50 per day, owners (of their own vehicles) paid \$175 per month for the rights

to operate a route. Routes for drivers were assigned daily by the management, owners drove the same route for a month. Oil, gas, and maintenance of the buses were paid by the drivers. Some drivers worked as many as ten hours a day, but few made more than minimum wage. Drivers were able to give change to passengers because the fareboxes were open cans, pie tins or boxes.

The California Department of Labor Relations was called to ETD offices on three occasions in 1983. A representative from the department testified at the public hearing that employees were paid less than minimum wage, and to date that ETD owed over \$140,000 in back wages. Beside wages other labor violations were cited in visits to company headquarters.

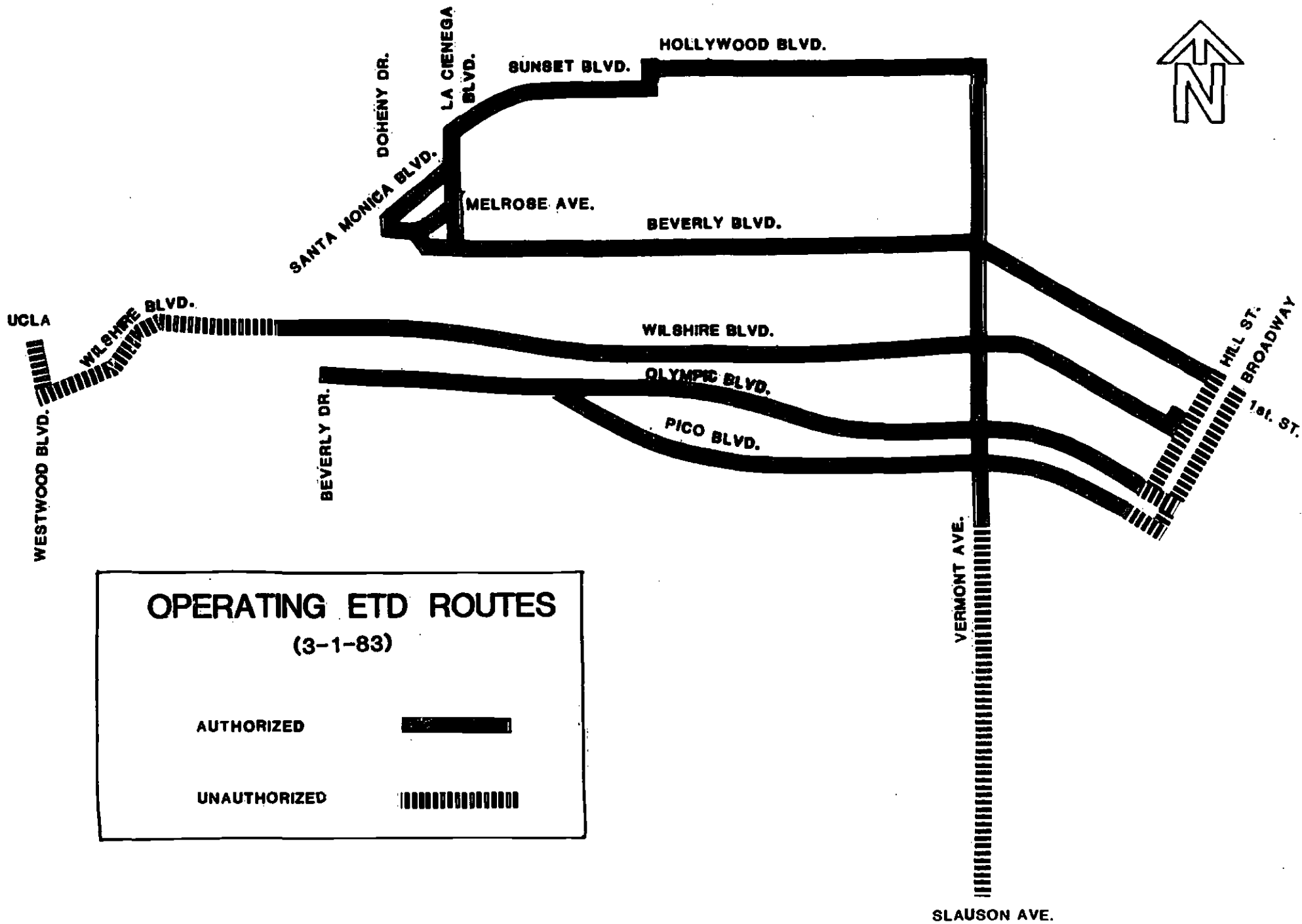
Vehicle safety was also an issue. California law requires that the buses be inspected and certified for safety by the California Highway Patrol. The officer who inspected ETD's vehicles found no preventative maintenance program practiced in either of his visits. Numerous safety violations were found and 73% of the buses inspected were ordered out of service. Buses placed out of service in January were found still in service in February. The buses were cited for lights, tires, and mechanical equipment in unsafe condition.

The court-appointed receiver representing ETD requested additional time to file an application for authority to operate the bus service. The request was granted, giving them until June 23, 1983. As of June 24, 1983, no application was filed, thereby officially ending the third attempt in sixty-eight years to operate a jitney service in Los Angeles.

ANALYSIS OF ETD SERVICE

Observed Service Characteristics

To obtain an accurate account of ETD's effects on the District, an analysis of their operations was conducted. On Thursday, February 3, 1983, various members of the District's Planning Department conducted a 13-hour passenger check of ETD minibuses at four locations within the City of Los Angeles. These locations were the intersections of Wilshire Boulevard at Vermont Avenue, Wilshire Boulevard at Alvarado Street, Hill Street at 1st Street and mid-block Broadway between 8th Street and 9th Street. Five lines were checked for headways and roundtrip running time. These studies revealed, standees in the minibuses, use of RTD route numbers, hazardous driving, one vehicle with no plates, honking by drivers at bus zones to attract passengers, erratic headways, bunching of vehicles and a generally poor overall level of service.



OPERATING ETD ROUTES

(3-1-83)

AUTHORIZED



UNAUTHORIZED



VERMONT AVE.
SLAUSON AVE.

Comparison of Headways: (ETD vs RTD)

Headways are the amount of time between two scheduled buses on the same route. The average headway for the five ETD routes observed at Vermont, Pico, Olympic, Wilshire, and Beverly was 21 minutes. The equivalent average headway for the same five routes on RTD is just under 5 minutes. The observed headways on ETD buses ranged widely. The spread was from 20 seconds (3 buses in one minute) to 136 minutes (2 hours and 16 minutes).

Table 1 compares the average headways on the five (5) routes observed (between ETD and RTD) at peak periods.

TABLE 1: COMPARISON OF ETD AND RTD HEADWAYS

	<u>QUOTED</u>	<u>ACTUAL</u>	<u>ACTUAL</u>
<u>TIME</u>	<u>IN APPLIC.</u>	<u>ETD</u>	<u>RTD</u>
AM (5-9)	6 minutes	16.2 minutes	4 minutes
BASE (9-3)	6 minutes	25.4 minutes	6.5 minutes
PM (3-6)	6 minutes	20.2 minutes	4 minutes

Roundtrip Running Times

Roundtrip running time is the time it takes a bus to do a complete roundtrip. The roundtrip running time for the ETD buses observed varied widely. Table 2 shows the wide variance at four different times.

TABLE 2: ETD RUNNING TIMES

<u>ROUTE</u>	<u>AVERAGE TIME</u>	<u>RANGE</u>		<u>SPREAD</u>
		(In Minutes)		
		<u>LOW</u>	<u>HIGH</u>	
Beverly Blvd.	118	92	145	53
Olympic Blvd.	89	74	104	30
Pico Blvd.	68	58	78	20
Vermont Ave.	54	43	84	41
Wilshire Blvd.	104	55	152	97

- average time
- range: low - fastest time recorded
high - slowest time recorded
- spread - (difference between low and high)

Comparison

In this section actual ETD operations (as of March 1983) is compared with their stated goals and testimony at the PUC hearing.

<u>STATED GOAL</u>	<u>TESTIMONY</u>	<u>OBSERVATIONS</u>
Free service to the Elderly & Handicapped	Reduced fares for Elderly and Handicapped	No Free Service No Discount Fare
Faster service	Cut travel time on Olympic Blvd. in half from present 50 minutes (RTD) to 25 minutes (ETD)	Average time for ETD 45 minutes. Cut travel time 10% not 50%.
No layovers	No layovers needed, ETD will have continuous service	Memo from Mr. Mendenilla to his driving staff advising them not to layover in Century City or in a red zone, but that layovers are permitted.

<p>Seats for everyone all the time</p>	<p>"NO STANDEES", all passengers will have a seat</p>	<p>Standees seen daily on all ETD routes, up to 20 in one minibus.</p>
<p>Closer headways than RTD</p>	<p>"Due to the size of our buses, our head- ways will be far quicker in com- parison to the RTD units"</p>	<p>Erratic headways ranging from 20 seconds to 2 hours and 15 minutes</p>
<p>Attract new riders</p>	<p>Would not skim RTD passengers</p>	<p>ETD drivers waiting for passengers in bus stops, honking to attract riders, using RTD route numbers, identi- fying themselves as RTD vehicles at bus stops.</p>

Effect of Proposition A on ETD Fares

Early in 1982, due to financial problems the District was faced with the prospect of raising fares to \$1.25 and discontinuing service on many routes. In April 1982, the California Supreme Court upheld Proposition A, a 1/2 cent sales tax for transit purposes in Los Angeles County. The money gained from

Proposition A allowed the District to lower fares from 85¢ to 50¢ for three years and increase service on existing lines to meet demand. Proposition A affected ETD as well. Instead of charging the proposed fare, (\$1.00 regular rides, 50¢ elderly and handicapped), they charged a flat fare of 50¢ to everyone, same fare as RTD. Their budget (before Proposition A approval) had been based on 7,500 riders per day at a fare 25¢ below RTD. Now with the 50¢ fare, ETD would have to carry 14,366 people per day (instead of the 7,500 per day as proposed in their budget) to make a profit. This would appear to demand a sizeable skimoff of passengers from RTD.

Interaction of ETD with RTD Drivers

Since ETD began operating in August 1982, the District received 38 written complaints about ETD operations. The majority of complaints (from RTD drivers) focus on hazardous driving such as cutting quickly in front of RTD vehicles, and stopping in bus zones for lengthy periods, thus blocking District buses from pulling flush to the curb and causing delays in boardings and alightings. Also skimming RTD passengers by blocking bus stops, then verbally calling out for passengers. Complaints have been increasing since December with twelve received in February alone.

Impact on RTD Operations

ETD's sporadic headways were such that a steady riding public was hard to maintain. Since 100% of ETD riders were cash paying, it is difficult to imagine that anyone would wait up to two hours for ETD to come, while 15 District buses passed them by.

ETD was a potential safety hazard to the District. Unsafe driving practices put not only their passengers, but our passengers, as well as the street traffic, in danger.

ETD solicited RTD customers with a number of techniques. They displayed RTD route numbers in their front windows, instead of using their own route numbers. While approaching bus stops they would honk to attract the waiting passengers' attention. Numerous drivers went as far as to call out RTD route numbers, to imply that they were RTD vehicles.

For seven months, ETD deliberately did as they pleased, violating the rules set forth by the Court for their operations. ETD also abused the privileges granted them concerning operating routes, by operating on streets and portions of streets not granted them.

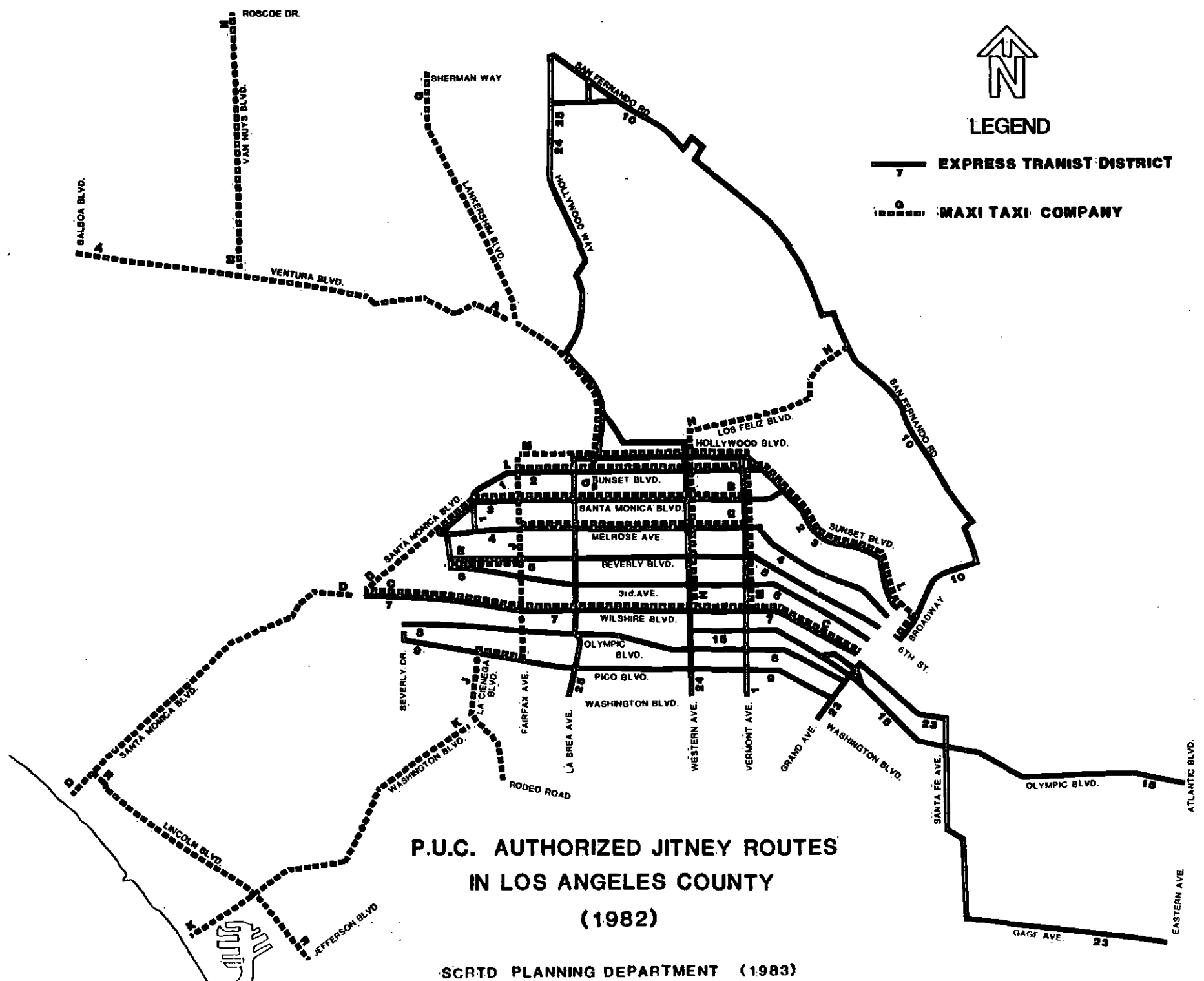
In 1982, when the District lowered its fares from 85¢ to 50¢, ETD was faced with keeping their proposed \$1.00 fare or also dropping to 50¢ to better compete with RTD. Their budget, however, was



LEGEND

 **EXPRESS TRANIST DISTRICT**

 **MAXI TAXI COMPANY**



**P.U.C. AUTHORIZED JITNEY ROUTES
IN LOS ANGELES COUNTY
(1982)**

based on an average fare of 90¢. Lowering the fare to 50¢ meant ETD would need to increase its ridership from 6,740 people per day to 13,500 people per day to break even. ETD's last figures claimed 5,500 riders a day, which calculates to a loss of \$4,050 a day, or over \$1.5 million for their first year of operation.

CONCLUSION

Analysis of the data collected on ETD concludes that in order for a jitney to be viable, it must operate with close headways, on short routes and in a densely populated area. Although ETD operated along routes with a dense population, they were, however, too long (average 10 miles) and headways too far apart (average 20 minutes).

The District sees jitneys as a benefit for use in low density areas or during times of low transit demand such as weekends and nights. They would also be useful in the hillside communities where standard transit coaches cannot operate. The District has always opposed any jitney service which would reduce District revenue and/or interfere with District operations.

ENDNOTES

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RTD Files on Express Transit District

RTD Files on Maxi Taxi

SUMMARY OF JITNEY AND OTHER SHARED TAXI SERVICES IN THE UNITED STATES

<u>YEAR</u>	<u>LOCATION</u>	<u>TYPE OF SERVICE</u>	<u>SPONSOR</u>
1915	Atlantic City, N.J.	Jitney	Jitney Owners Assn.
1916	San Francisco, CA.	Jitney	Mission Street Jitney Owners Assn.
1935	Miami (Liberty City) FL.	Jitney/Shared Taxi	Taxi Company
1957	St. Louis, MO. (Discont'd)	Jitney	Illegal
1965	Anaheim, CA. (Discont'd)	Jitney/Shared Taxi	Taxi Company
1971	Chicago, IL.* (Kings Drive)	Jitney	Illegal Service
1972	Pittsburg, PA. (Hill District)	Jitney	Illegal Service
	Baton Rouge, LA.* (Scotlandville)	Jitney/Shared Taxi	Taxi Company
	Houston, TX.	Shared Ride/ Taxi Pool	Taxi Company
	Cleveland, OH.	Jitney	Illegal Service
1973	New York, NY. (Harlem)	Jitney	Illegal Service
	Chattanooga, TN. (Discont'd)	Jitney	Taxi Company
	Baltimore, MD. (Discont'd)	Jitney/Shared Taxi	Taxi Company
	Eureka, CA. (Discont'd)	Jitney/Shared	Taxi Company
1974	Willingboro, NC.**	Jitney	
	Sepastopol, CA. **	Jitney	
1975-	Vienna, MD.	Jitney	Taxi Company
1976	(Discont'd)		
1975	Los Angeles, CA. (Discont'd)	Jitney	Taxi Company
1977	District of Columbia (Discont'd)	Jitney	Mayor's Office
1982	Los Angeles, CA.	Jitney	Express Transit District

* - Running in 1980

** - Running in 1975

HEADWAY COMPARISON - RTD and ETD

- total trips (total number of buses that passed an observed point)
- total riders (total onboard passengers)
- riders per trip (total riders divided by total trips)
- riders per hour (total riders divided by 12 hours)
- trips per hour (total trips divided by 12 hours)
- range of headways (ETD only)
- average headways (ETD only)
- ridership by peaks (ETD and RTD)

ROUTE: Beverly

STOP LOCATION: 1st & Hill

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD</u> (Line 44)
Total trips	52	192
Total riders	259	6190
Rides per trip	4.5	32
Riders per hour	20	515
Trips per hour	4	16
Headways	Peak 5-60*	3
	Base 5-80*	10

* - No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	81	1857	112	2241	66	2100
# of trips	17	60	23	70	12	62
riders/hr.	27	619	19	3733	22	700
riders/trip	5	31	5	32	6	34

ROUTE: Olympic

STOP LOCATION: Broadway between 8th & 9th Streets

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD</u> (Lines 27/29/311)
Total trips	88	269
Total riders	289	9269
Riders per trip	3	34
Riders per hour	22	772
Trips per hour	7	22
Headways	Peak 1-46*	7
	Base 1-56*	4

* - No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	52	2811	92	3367	145	3091
# of trips	22	86	34	105	32	78
riders/hr.	17	937	15	561	48	1030
riders/trip	2	33	3	32	4.5	40

ROUTE: Pico

STOP LOCATION: Broadway between 8th & 9th Street

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD*</u> (LINES 30/31)
Total trips	105	297
Total riders	458	11778
Riders per trip	4	39
Riders per hour	35	148
Trips per hour	8	25
Headways	Peak 1-45*	3
	Base 3-41*	5

*-No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	94	2809	140	4939	219	4030
# of trips	30	90	39	122	36	85
riders/hr.	31	936	23	823	73	1343
riders/trip	3	31	3.5	40	6	47

* - count taken at Pico Boulevard and Figueroa Boulevard

ROUTE: Vermont

STOP LOCATION: Vermont Avenue & Wilshire Boulevard

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD</u> (LINE 208)
Total trips	75	294
Total riders	284	12561
Riders per trip	4	43
Riders per hour	24	1046
Trips per hour	6	25
Headways Peak	1-55*	3
Base	2-42*	5

* - No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	85	3250	89	5031	110	4010
# of trips	21	84	36	135	18	75
riders/hr.	28	1173	30	838	37	1336
riders/trip	4	42	2.5	37	6	53

ROUTE: Wilshire

STOP LOCATION: Vermont & Wilshire @ Alvarado

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD</u> (Lines 20/21/22/ 308/309)
Total trips	50	440
Total riders	252	17951
Riders per trip	5	41
Riders per hour	21	1497
Trips per hour	4	37
Headways	Peak 1-97*	3
	Base 4-136*	3

* - No scheduled, consistent frequency observed

Ridership by peaks:

	5a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	65	5293	102	6796	85	5872
# of trips	15	124	22	180	12	136
riders/hr.	23	1764	17	1133	28	1958
riders/trip	4.5	43	5	38	7	43

SCRIBED ROUTE	EXPRESS TRANSIT DISTRICT	MAXI TAXI
93. Lankershim Blvd. - Cahuenga Blvd. - Highland Ave. between Chandler Blvd. in No. Hollywood and Santa Monica Blvd. in Hollywood.		G-G. Lankershim Blvd. Cahuenga Blvd.-Highland Ave., between Chandler Blvd. in No. Hollywood and Santa Monica Blvd. in Hollywood.
105. La Cienega Blvd. between Pico Blvd. and Rodeo Rd.	#2 La Cienega Blvd. between Sunset Blvd. and Melrose Ave.	J-J. La Cienega Blvd. between Pico Blvd. and Rodeo Rd.
150. Ventura Blvd. between Fallbrook Ave. and Lankershim Blvd.		A-A. Ventura Blvd., between Balboa and Lankershim Blvds.
159. Lankershim Blvd., between Sherman Way and Tujunga Ave.		G-G. Lankershim Blvd., between Sherman Way and Tujunga Ave.
180-181. Los Feliz Blvd.. between San Fernando Rd. and Vermont Ave.		H-H. Los Feliz Blvd., San Fernando Rd. and Vermont Ave.
204. Vermont Ave., between Hollywood and 120th St. (with specific trips to Observatory and Greek Theater).		M-M. Vermont Ave. between Hollywood and Wilshire Blvd.
207. Western Ave., between Franklin Ave. and Imperial Hwy.	#24 Western Ave. between Franklin Ave. and Washing- ton Blvd.	H-H. Western Ave., be- tween Los Feliz Ave. and Wilshire Blvd.
212. Cahuenga Blvd. at Yucca St. via Cahuenga Blvd.-Barham Blvd.- Hollywood Way, and San Fernando Blvd., to Lincoln St. (Includes Burbank Airport stop)	#24 Cahuenga Blvd. at Franklin Ave.- via Cahuenga Blvd.- Barham Blvd.-Holly- wood Way, and San Fernando Blvd. to Lincoln St. (in- cludes Burbank airport stop)	

SCRTD ROUTE	EXPRESS TRANSIT DISTRICT	MAXI TAXI
212. From La Brea Ave. and Kelso St. in Inglewood; via La Brea Ave.,- Hollywood Blvd.-Vine St.-Yucca St.-Cahuenga Blvd.-Barham Blvd.-Hollywood Way and San Fernando Blvd. to Lincoln St. (includes Burbank airport stop)	#25 From La Brea Ave. and Washington Blvd; via La Brea Ave.-Franklin Ave.-Cahuenga Blvd.-Barham Blvd.-Hollywood Way and San Fernando Blvd. to Lincoln St. (includes Burbank airport stop)	
217. Fairfax Ave. between Sunset Blvd. and Adams Blvd.		J-J. Fairfax Ave. between Hollywood Blvd. and Pico Blvd.
105. La Cienega Blvd., between Venice Blvd. and Rodeo Rd.	#2 La Cienega Blvd. between Sunset Blvd. and Melrose Ave.	J-J. La Cienega Blvd., between Venice Blvd. and Rodeo Rd.
826. Gage Ave. between Pacific Blvd. Percy Rd.	#23 Gage Ave., between Pacific Blvd. and Eastern Ave.	

SCRTD Route numbers do not represent changes which occurred in the renumbering program of October 1983.

DUPLICATION OF DISTRICT SERVICE - PROPOSED BY
THE EXPRESS TRANSIT DISTRICT AND/OR MAXI TAXI

SCRTD ROUTE	EXPRESS TRANSIT DISTRICT	MAXI TAXI
1. Hollywood Blvd. between Vermont and Fairfax Avenues.		M-M. Hollywood Blvd. between Vermont and Fairfax Avenues.
2 & 3. Sunset Blvd. between Grand Ave. and Rodeo Rd.	#2 Sunset Blvd., between Broadway and La Cienega Blvd.	L-L. Sunset Blvd. between Grand Ave. and Fairfax Ave.
4. Santa Monica Blvd. between Vermont Ave. and Ocean Ave.	#3 Santa Monica Blvd., between Vermont Ave. and La Cienega.	B-B. Santa Monica Blvd., between Vermont Ave. and Wilshire Blvd.
9. From Jefferson Blvd. via Grand Ave. - 7th St., Santa Fe Ave. - and Pacific Blvd. to Florence Ave. (Huntington Park)	#23 From Washington Blvd., via Grand Ave., 7th St. Santa Fe Ave. - and Pacific Blvd. to Gage Ave. (Huntington Park)	
10. Melrose Ave., between Virgil Ave. and Robertson Blvd.	#4 Melrose Ave., between Virgil Ave. and La Cienega Blvd.	E-E. Melrose Ave. between Vermont and Fairfax Aves.
16. Third St., between Bixel St. and Hamel Rd.	#5 Third St., between Third-Fourth Sts. and Robertson Blvd.	E-E. Third St., between Fairfax Ave. and Doheny Dr.
20-21-22. Wilshire Blvd., between Hope St. and Santa Monica Blvd.	#7 Wilshire Blvd., between Grand Ave. and Santa Monica Blvd.	C-C. Wilshire Blvd., between Grand Ave. and Santa Monica Blvd.
21. Wilshire Blvd. between Santa Monica Blvd. and Ocean Ave.		D-D. Wilshire Blvd., between Santa Monica Blvd. and Ocean Ave.

SCRTD ROUTE	EXPRESS TRANSIT DISTRICT	MAXI TAXI
24. San Fernando Rd. between Figueroa St. and Roxford St. in Sylmar. (Via Burbank Airport	#10 San Fernando Rd. between Figueroa St. and Hollywood Wy. in Burbank (via downtown Glendale and Burbank air- port.	
26. Franklin Ave., between Hillhurst Ave. and Argyle Ave.	#24 Franklin Ave. between Western Ave. and Cahuenga Blvd.	
27-28. Olympic Blvd., between Grand Ave. and Beverly Dr.	#8 Olympic Blvd. between Grand Ave. and Beverly Dr.	
30-31 Pico Blvd., between Grand Ave. and Beverly Dr.	#9 Pico Blvd., between Grand Ave. and Beverly Dr.	
35. Ventura Blvd. Lankershim and Reseda Blvds.		A-A. Ventura Blvd between Lankershim and Balboa Blvds.
44. Beverly Blvd., between Glendale Blvd. in down- town Los Angeles to Santa Monica Blvd. in Beverly Hills.	# 5 Beverly Blvd. between Glendale Blvd. in downtown L.A. and Robertson Blvd. in W. Holly- wood.	
47. West Eighth St. - East Olympic Blvd. between Western Ave. and Garfield Ave. (City of Commerce)	#15 West Eighth St. - East Olympic Blvd. between Western Ave. and Atlantic Blvd. (City of Commerce)	
85. Lankershim Blvd. between Oxnard St. and Riverside Dr.		G-G. Lankershim Blvd. between Sherman Way and Ventura Blvd.
88. Van Nuys Blvd. between Foothill and Ventura Blvds.		N-N. Van Nuys Blvd. between Roscoe and Ventura Blvds.

EXPRESS TRANSIT DISTRICT'S PROPOSED BUDGET

30 passengers x 6 roundtrips = 180 pass/unit
 180 passengers x 42 units = 7,500 pass/day
 7,560 passengers x 365 days = 2,759,400 pass/year

A total revenue of \$2,483,460 is proposed on the following figures:

80% passengers at \$1.00
 20% passengers at \$.50
 Average \$.90
 2,759,400 passengers/yr x \$.90 = \$2,483,460

Their budget is as follows:

\$143,974.00	Equipment repairs, servicing/cleaning/tires/maintenance
\$23,808.00	Dispatching
\$1,124,928.00	Drivers' wages (42 drivers/365 days)
\$474,212.00	Fuel and Oil (7 mpg @ \$1.30/gallon)
\$3,000.00	Other
\$43,808.00	Total Traffic Expenses
\$138,000.00	Insurance
\$30,808.00	Administration & General Expense
\$42,400.00	Taxes, Depreciation, Other
\$318,600.00	<u>Total Operating Rents (buses/land/structures)</u>
\$2,343,538.00	<u>Total Operating Expenses</u>
\$2,483,460.00	Total Operating Revenues
\$2,343,538.00	<u>Total Operating Expenses</u>
\$139,922.00	Total Net Income

Propositions and Ordinances submitted to vote of Electors, June, 5th, 1917

JITNEY BUSESSES

An ordinance providing for the supervision and regulation of the transportation of persons for compensation over public streets in the City of Los Angeles by automobiles, jitney busses, stages and auto stages; providing for the issue of permits for the operation of such automobiles, jitney busses, stages and auto stages, prohibiting the operation of such automobiles, jitney busses, stages, and auto stages upon certain streets; and providing for the punishment of violations of this ordinance.

The Mayor and Council of the City of Los Angeles do ordain as follows:

Sections 1. (a) The term "corporation", when used in this ordinance, means a corporation, a company, an association and a joint-stock association.

(b) The term "person", when used in this ordinance, means an individual, a firm and a copartnership.

(c) The term "public street", when used in this ordinance, means every public street, avenue, road, boulevard or highway in the City of Los Angeles.

(d) The term "motorbus", when used in this ordinance, means every automobile, jitney bus, stage and auto stage, and every other motor propelled vehicle owned, controlled, operated or managed for public use in the transportation of persons for compensation over any public street in the city of Los Angeles, whether operated wholly or partly within said city, and in which passengers are received and from which passengers are discharged along the route traversed by such vehicle; provided, that taxi-cabs, so-called, sight-seeing busses, so-called, hotel busses, so-called, as customarily operated, and street and interurban railroad cars, shall not be deemed included in said term as used in this ordinance.

(e) The term "owner", when used in this ordinance, means every person or corporation, their lessees, trustees, receivers, or trustees appointed by any court whatsoever, owning or controlling any motorbus.

(f) The term "driver", when used in this ordinance, means the person operating a motorbus.

(g) The term "Board", when used in this ordinance, means the Board of Public Utilities of the City of Los Angeles.

Section 2. It shall be unlawful for any person or corporation, their lessees, trustees, receivers or trustees appointed by any court whatsoever, to operate, or cause to be operated, any motorbus for the transportation of persons for compensation on any public street in the City of Los Angeles, except in accordance with the provisions of this ordinance.

Section 3. (a) It shall be unlawful for any owner to operate, or cause to be operated, any motorbus owned or controlled by him for the transportation of persons for compensation on any public street in the City of Los Angeles, unless a permit from the Board and a license have first been secured as herein provided. Application for such permit shall be made by such owner to said Board. Such application shall be in writing, verified by applicant, and shall specify the following matters:

(1) The name and address of applicant and the addresses of his officers, if any.

(2) The public street or streets over which, and the fixed termini between which applicant intends to operate.

(3) A brief description of each vehicle which applicant intends to use, including the seating capacity thereof.

(4) A proposed time schedule.

(5) If it is proposed to operate the motorbus partly within and partly without the City of Los Angeles, a schedule of tariff showing the fares to be charged between the several points or localities intended to be served.

(b) Such additional information as the Board may require.

(b) Said Board shall act on such application within 30 days after the same is filed. If said Board shall decide that the public convenience and necessity require the granting of such application, said Board shall issue the permit as prayed for or may issue the same with modifications and upon such terms and conditions as in its judgment the public convenience and necessity may require.

(c) Each such permit issued shall contain the following matters:

(1) The name of the grantee.

(2) The public street or streets over which and the fixed termini between which the grantee is permitted to operate.

(3) A brief description of the motor bus and a statement of the maximum seating capacity thereof which the grantee is permitted to operate.

(4) The term for which the permit is granted, which term shall be for the same period as the term of the license to be procured as in paragraph (d) of this section provided.

(5) Such additional matters as said Board may deem necessary or proper to be inserted in said permit.

(d) Such permit shall entitle the holder thereof to obtain a license from the City Clerk, in accordance with said permit, upon the payment of such license fee therefor as is provided by ordinance of said city. Such license shall be issued to the holder of said permit corresponding in number to the number of the permit, and shall bear such legend and data as the Board by its rules shall prescribe. Upon the delivery of such license to the holder of said permit, said permit shall be filed with the City Clerk. The terms of the license shall be as provided by ordinance of said city.

No permit or license shall be issued to any owner under this section unless such owner shall first have given and filed with the City Clerk a bond or policy of insurance as provided in section 6 of this ordinance.

No permit or license issued under this section of this ordinance shall be assignable.

It shall be unlawful for any owner, who is also the driver of a motorbus, to operate such motorbus without securing the permit and license required by this section and the driver's permit required by section 4 of this ordinance.

Section 4. It shall be unlawful for any driver to operate any motorbus on any public street in the City of Los Angeles unless a permit and license have been secured by the owner of such motorbus as provided in section 3 of this ordinance, and unless a driver's permit to operate such motorbus has been secured as provided in this section of this ordinance. Before any such driver's permit is granted the applicant therefor shall file with the Board a verified application in writing, on a form furnished by said Board, giving the name of the owner of the car he proposes to drive, a brief description of such car, and such additional information as said Board may require.

The Board shall grant a driver's permit to any such applicant who has complied with the provisions of this ordinance and the rules and regulations adopted by the Board, and who has satisfied the Board that he is a competent and safe driver of the class and type of motorbus he proposes to drive. Every such permit so granted shall be filed with the City Clerk, and upon payment of the sum of one dollar (\$1.00) to the City Clerk there shall be issued to the holder of such driver's permit a metal badge of such shape and size and bearing such legend as said Board shall prescribe.

Any driver desiring to discontinue his right to operate a motorbus shall be entitled to a refund of one dollar (\$1.00), upon surrendering the metal badge issued to him by the City Clerk. Such driver's permit, upon such refund being made, shall be revoked.

Section 5. In order that the safety of the public may be adequately protected and in order to relieve the congested condition of the street traffic now existing, no permit for the operation of a motorbus shall hereafter be granted under the provisions of this ordinance on any of the public streets of the City of Los Angeles within the following described area or district, to wit: Commencing at the point of intersection of the northerly line of First street with the westerly line of Hill street; thence southerly along the westerly line of Hill street to its intersection with the southerly line of Eighth street; thence easterly along the southerly line of Eighth street to its intersection with the easterly line of Main street; thence northerly along the easterly line of Main street to its intersection with the northerly line of First street; thence westerly along the northerly line of First street to the point of commencement.

It shall be unlawful for any owner or driver to operate, or cause to be operated, any motorbus on any public street within said district.

Section 6. In order to insure the safety of the public, it shall be unlawful for any owner or driver to drive or operate or cause to be driven or operated over any public street in the City of Los Angeles any motorbus unless the owner of such motorbus shall have given and there is in full force and effect and on file with the City Clerk of the City of Los Angeles at all times during which such motorbus is being driven or operated, either:

(a) a bond of the owner of said motorbus with a solvent and responsible surety company authorized to do business under the laws of the State of California, in the sum of ten thousand dollars (\$10,000.00), conditioned that said owner of said motorbus (giving its manufacturer's number and state license number) will pay all loss or damage that may result to any person or property from the negligent operation or of defective construction of said motorbus, or which may arise or result from any violation of any of the provisions of this ordinance or the laws of the State of California. The recovery upon said bond shall be limited to five thousand dollars (\$5,000) for the injury or death of one person and to the extent of ten thousand dollars (\$10,000) for the injury or death of two or more persons in the same accident, and to the extent of one thousand dollars (\$1,000) for the injury or destruction of property. Such bond shall be given to the City of Los Angeles, and shall, by its terms, inure to the benefit of any and all persons sui-

...ing loss or damage, either to person or property as herein provided, and shall provide that suit may be brought in any court of competent jurisdiction upon said bond by any person or corporation suffering any loss or damage as herein provided. Said bond shall contain a provision that there is a continuing liability thereunder, notwithstanding any recovery thereon. If, at any time, in the judgment of the said Board said bond is not sufficient for any cause, the said Board may require the owner to whom the same is issued to replace said bond with another bond satisfactory to the said Board, and in default thereof the license and permit of said owner may be revoked; or

(b) a policy of insurance in a solvent and responsible company authorized to do business in the State of California, insuring said owner of said motorbus against loss by reason of injury or damage that may result to any person or property from the operation of said motorbus, said policy of insurance to be in limits of five thousand dollars (\$5,000) for any one person killed or injured; and subject to such limit for each person, a total liability of ten thousand dollars (\$10,000) in case of any one accident resulting in bodily injury or death to more than one person. Said policy of insurance must also provide insurance to the extent of one thousand dollars (\$1,000) for the injury to or destruction of any property of third parties.

Said policy shall guarantee payment to any person suffering injury or damage, or to the personal representatives of such persons, of any final judgment rendered against the owner of said motorbus within the limits herein provided, irrespective of the financial responsibility or any act or omission of the owner of said motorbus.

If, at any time, said policy of insurance be canceled by the issuing company, or the authority of said issuing company to do business in the State of California be revoked, the said Board shall require the owner to whom the same is issued to replace said policy with another policy satisfactory to the Board, and in default thereof the permit and license of said owner shall be revoked.

Every such bond or policy of insurance shall be approved by the said Board, and the permit granted by said Board, as in section 3 of this ordinance provided, shall recite that the license is issued upon condition and in consideration of the filing of said bond or policy of insurance in the form as herein required.

Section 7. In order that adequate transportation facilities may be furnished to the public, each and every motorbus for the operation of which a permit is issued under the provisions of this ordinance, shall be so run and operated as to maintain a regular schedule from 6:00 o'clock a.m. to 12:00 o'clock midnight daily, and such schedule shall be so arranged as to provide that such motorbus shall leave from each terminus of its route at stated intervals during the whole of each period from 6:00 o'clock a.m. to 12:00 o'clock midnight daily; and the intervals of departure from each such terminus shall be so fixed as to allow such motorbus sufficient time to safely traverse the distance between such termini, and to remain at each terminus, for the purpose of receiving and discharging passengers, not longer than twenty minutes between each trip between the hours of 6:00 o'clock a.m. and 7:00 o'clock p.m., and not longer than thirty minutes between each trip between the hours of 7:00 o'clock p.m. and 12:00 o'clock midnight.

Section 8. The Board shall have the power, under such rules as it may adopt, to suspend or revoke any permit issued under the provisions of this ordinance.

It shall be unlawful for any owner or any driver to operate or cause to be operated any motorbus after the revocation or during the period of suspension of the permit issued to the owner of such motorbus under section 3 of this ordinance.

Section 9. In order to promote the public safety and convenience, the Board shall have the power to make rules, not inconsistent with the provisions of this ordinance, for the purpose of supervising and regulating persons and corporations engaged in operating motorbuses on the public streets of the City of Los Angeles, and for the purpose of regulating the operation of such motorbuses, and for the purpose of carrying out the provisions of this ordinance. Each rule shall be adopted by resolution of the Board, entered upon its minutes, and shall be published once in a daily newspaper published and circulated in said city and designated by the Board for such purpose, and shall be subject to change by the Board from time to time. A copy of every such rule, certified by the Clerk of the Board, shall be filed with the City Clerk. It shall be unlawful for any person or corporation to violate any such rule.

Section 10. Every officer, agent or employee of any corporation, and every other person, who violates or fails to comply with any provision of this ordinance or who fails to obey, observe or comply with any order, rule or regulation of the Board is guilty of a misdemeanor and shall be punishable by a fine not exceeding five hundred dollars (\$500.00), or by imprisonment in the city jail for a period not exceeding one year, or by both such fine and imprisonment.

Section 11. Nothing herein contained shall be construed to prevent any owner or driver to operate a motorbus over any public street in the City of Los Angeles during the remainder of the term of any permit or license issued prior to and valid at the time of the effective date of this ordinance.

Section 12. If any section, sub-section, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more other sections, subsections, sentences, clauses or phrases be declared invalid.

Section 13. Ordinance No. 34934 (New Series) is hereby repealed.

REGULATE THE JITNEY BUS

To the Voters of Los Angeles:

On June 5th, you should vote "YES" upon the following proposition if you want to regulate the jitney bus:

No. 4 ON THE BALLOT. (Do not confuse it with any other proposition.)

Shall the ordinance proposed by initiative petition, providing for the supervision and regulation of jitney buses, stages and auto stages; providing for the issuance of permits for the operation of such jitney buses, stages and auto stages; and prohibiting the operation thereof upon certain streets, be adopted?	YES	X
	NO	

VOTE "YES" ON NO. 4 ON THE BALLOT, BECAUSE

No. 4 is designed to make the jitney buses assume proper responsibilities as public carriers, and to give the public safe and adequate service.

No. 4 does not in any way change the present licenses collected by the City for the use of its streets.

No. 4 provides a business-like method for the issuing of licenses to engage in the jitney business.

No. 4 Provides that the jitney buses shall be controlled by the rules and regulations of the Board of Public Utilities.

No. 4 provides a proper bond of \$10,000 for the protection of the public.

No. 4 provides that each jitney bus shall be operated from 6 A. M. until midnight, (the drivers may operate, if necessary, in double shifts,) to insure adequate service to the public, just as street cars have to do.

No. 4 prevents the operation of jitney buses in the dangerously congested district of the City.

Records of the police department show that the jitney buses are responsible for from 25 to 50 per cent. of the congestion in the business district.

Under municipal laws in the following cities in California, jitneys cannot operate on certain streets: Oakland, Bakersfield, Fresno, San Diego, Marysville, San Francisco (during certain hours), Santa Ana, and Long Beach. A great number of other cities throughout the United States have found it necessary for the same reason to enforce similar regulations.

BUSINESS MEN'S PROTECTIVE ASS'N.

By PHILLIP D. WILSON,
Secretary.

**Initiative Ordinance Proposed by Petition, Repealing Certain Ordinances
of the City Prohibiting the Operation of jitney Busses
on Public Streets, Submitted to Vote
of Electors May 7, 1935.**

An ordinance proposed pursuant to the initiative provisions of the Charter of the City of Los Angeles repealing Ordinance No. 72,974, approved by the electors on June 6th, 1933, which said Ordinance No. 72,974 was an amendment of Ordinance No. 58,198; also repealing Ordinance No. 58,198 adopted by the people at a general municipal election on Tuesday, the 7th day of June, 1927, and on Monday, the 13th of June, 1927, adopted by resolution of the City Council of the City of Los Angeles, also repealing Ordinance No. 36,676 (N.S.) approved June 5th, 1917.

Also providing for the transportation of persons for compensation over the public streets of the City of Los Angeles by motor bus; providing for the supervision, regulation, and licensing of motor bus transportation; providing for the issuance of permits for the operation of such motor busses and prohibiting the operation of such motor busses upon certain streets, avenues, and public highways, and providing for the punishment for violation of this ordinance.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. (a) BOARD. The term "Board," when used in this ordinance, means the Board of Public Utilities and Transportation of the City of Los Angeles.

(b) PUBLIC STREET. The term "Public Street," when used in this ordinance means every street, alley, avenue, road, boulevard or highway in the City of Los Angeles.

(c) OWNER. The term "Owner," as used in this ordinance, includes every person, firm or corporation having use or control of, or right to use or control, any motor bus or motor propelled vehicle as herein defined, under ownership, lease or otherwise.

(d) DRIVER. The term "Driver," as used in this ordinance, includes every person in charge of, driving or operating any passenger-carrying or motor propelled vehicle as herein defined either as agent, employee, or otherwise, under the direction of the owner, as herein defined.

(e) MOTOR BUS. The term "Motor Bus," when used in this ordinance, means every automobile, jitney bus, stage and auto stage, and every other motor propelled vehicle, owned, controlled, operated or managed for public use in the transportation of persons, for compensation, over any public street in the City of Los Angeles, whether operated wholly or partly within said City, and in which passengers are received and from which passengers are discharged along the route traversed by such vehicle; provided, that taxicabs, so-called; sight-seeing busses, so-called; hotel busses, so-called; as customarily operated, and street and interurban railroad cars, shall not be deemed included in said term as used in this ordinance.

Section 2. That Public necessity and convenience requires that a system of transportation by motor and jitney busses be established along and upon the streets of the City of Los Angeles, and that such motor bus transportation shall be authorized, controlled and directed by permit to be issued by the Board of Public Utilities and upon license granted by the City Clerk.

Before any such permit may be granted to the applicant for the operation of a motor bus, such applicant shall file with the Board an application on a form to be furnished by said Board, giving fully all the information asked therein. Within a reasonable time, the Board shall determine the following, viz:

Have the provisions of this ordinance and the rules and regulations of this Board been complied with? If the Board finds in the affirmative as to both of said propositions, the permit shall be issued.

Nothing herein contained shall be construed to mean that the Board of Public Utilities has any power or authority to refuse to issue such a permit to any person, firm or corporation, who can meet the requirements of this ordinance, to operate a motor bus, within the meaning of the term in this ordinance, upon any street in the City of Los Angeles. Such permit shall entitle the bearer to obtain a license from the City Clerk upon payment of a license fee of five (\$5.00) dollars per month, payable in advance. When such permit is accompanied by proper liability insurance or bond as hereinafter provided.

Section 3. It shall be unlawful for any person to operate or cause to be operated any motor bus owned or controlled by him for the transportation of persons for compensation on any street in the City of Los

Angeles, as defined in this ordinance, without first having obtained a permit in writing from the Board so to do.

Before any license shall be issued by the City Clerk to an applicant to whom the Board of Public Utilities shall have issued a permit to operate a motor bus under the terms of this ordinance, the said City Clerk shall require the owner, or person licensed to operate said motor bus, to file with the said City Clerk, and thereafter to keep in full force and effect, a policy of insurance, or bond, in such sums as the Board may deem proper, and executed by a surety or sureties approved by said City Clerk, insuring the public against any loss or damage that may result to any person or property from the operation of said motor bus, provided, however, that the maximum amount of recovery specified in said policy of insurance or bond shall not be more than the following sums, that is: For injury to or death of any one person in any one accident, \$5000; for the injury to two or more persons or the death of two or more persons in any one accident, \$10,000; for the injury or destruction of property in any one accident, \$1,000.

It shall be unlawful for any owner to operate or cause to be operated any motor bus or motor busses without having a policy or bond, as described in this section, in full force and effect at all times during the operation of said motor bus or motor busses.

Section 4. The Board may make such rules and regulations governing the ownership, operation and control of motor busses and any and all rules, regulations, resolutions or orders of the Board may be approved, suspended for not more than 90 days, revoked, reversed, modified, or changed by order of the City Council of the City of Los Angeles, provided, however, that the Board shall not have the authority to make any rules or regulations which would have the effect of nullifying the purpose of this ordinance or to make the terms of securing permit to operate motor busses prohibitive.

Section 5. Violation of the terms of this ordinance shall constitute a misdemeanor, and any person found guilty of any of the provisions of this ordinance shall be punished by a fine of not less than \$50.00 nor more than \$500.00, or by imprisonment in the City Jail of not less than 1 day nor more than 6 months, or by both such fine and imprisonment.

Section 6. An ordinance adopted pursuant to the initiative provisions of the Charter of the City of Los Angeles repealing Ordinance No. 72,974, approved by the electors on June 6th, 1933, which said Ordinance No. 72,974 was an amendment of Ordinance No. 58,198; also repealing Ordinance 58,198 adopted by the people at a general municipal election on Tuesday, the 7th day of June, 1927, and on Monday, the 13th of June, 1927, adopted by resolution of the City Council of the City of Los Angeles, also repealing Ordinance No. 36,676 (N.S.) approved June 5th, 1917.

Section 7. This ordinance is urgently required for the immediate preservation of the public peace, health and safety of the people of the City of Los Angeles, within the meaning of Section 281 of the Charter of the City of Los Angeles, and the following is a statement of such facts, showing such urgency

That the transportation service rendered the people of the City of Los Angeles by the present traction companies has become so defective and the number of cars operated by said utility corporation are so few, that the public has suffered great inconvenience and much dissatisfaction and loss of time and loss of money has resulted to the people of the City of Los Angeles; that the streets in the business district of said City have become so congested by traffic that in order to insure reasonable safety to life, limb, and property, immediate steps should be taken to lessen such congestion and to lessen the dangers incident and caused by such congestion.

Section 8. The City Clerk shall certify to the passage of this ordinance by a two-thirds vote of the Council, and cause same to be published once in a legal newspaper of general circulation in said city.

Section 9. If any section, sub-section, sentence, clause or phrase of this ordinance shall be held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of the ordinance. The people of the City of Los Angeles hereby declare that they would have passed this ordinance and each section, sub-section, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, sub-sections, sentences, clauses or phrases be declared invalid.

Vote YES on Proposition 1

Shall the ordinance proposed by initiative petition, providing for the repeal of Ordinances Nos. 72,973, 58,196 and 36,676 (N.E.) (commonly known as the "Jitney Bus Ordinances"); and also providing for the transportation of persons for compensation over the public streets of the City of Los Angeles by motor bus, and for the supervision, regulation and licensing of motor bus transportation; for the issuance of permits for the operation of such motor busses upon certain streets, avenues and public highways; and providing for the punishment for violation of this ordinance, be adopted?	Yes	X	For "Justice, Jobs and Jitneys" Why? ↓
	No		

BECAUSE—

The Los Angeles Railway Corporation has failed to provide the citizens of Los Angeles with adequate transportation facilities.

The present antiquated, noisy, flat-wheeled, bumpy, strophanging street car has no place in a modern city.

The fare, in these depressed times, for the type of service rendered, is unnecessary, unjust and unpatriotic.

The Los Angeles Railway Corporation, after signing the Code of Fair Competition, broke faith with the United States Government, the State of California, and their own employees, and as a consequence, lost the Blue Eagle.

The congestion in the downtown section is increased by the overloaded, slow moving, clumsy street cars.

The jitney bus of today is an up-to-date, stream-line motor coach, carrying twenty or more passengers and operating on a reasonable fare.

The Board of Public Utilities makes rules and regulations governing the ownership, operation and control of jitney busses. Permits are issued and insurance carried.

The jitney bus will serve residence districts, not provided with car lines and will supply the easiest, most comfortable transportation for women to the shopping district.

The jitney bus is safe and more convenient for women and children because the passengers are loaded and unloaded at the curb.

The police records show that injuries resulting from accidents in New York City, where jitney busses are operated, are one-fourth less per capita, than Los Angeles, where jitney busses are prohibited.

SECTION 7 OF THE ORDINANCE PROVIDES:

This ordinance is urgently required for the immediate preservation of the public peace, health and safety of the people of the City of Los Angeles, within the meaning of Section 281 of the Charter of the City of Los Angeles, and the following statement of such facts, showing such urgency:

"That the transportation service rendered the people of the City of Los Angeles by the present traction companies has become so defective and the number of cars operated by said utility corporation are so few, that the public has suffered great inconvenience and much dissatisfaction and loss of time and loss of money has resulted to the people of the City of Los Angeles; that the streets in the business district of said City have become so congested by traffic that in order to insure reasonable safety to life, limb and property, immediate steps should be taken to lessen such congestion and to lessen the dangers incident and caused by such congestion."

The adoption of Proposition No. 1 will give you safer and cheaper transportation and will help break the monopoly now held by the street-car companies.

The adoption of Proposition No. 1 will force the street-car companies to render better service, employ more men and cut their rates.

Vote Yes on Proposition No. 1. Vote for Justice, Jobs and Jitneys. Justice to patrons and employees. Jobs for hundreds of men. Jitneys for cheap transportation and competition.

Jitney busses will save you time and money by lessening congestion, decreasing accidents, and providing a safe, sane, swift, up-to-date motor bus transportation system in your city.

Vote YES on Proposition No. 1

Division No. 297, Amalgamated Association of Street and Electric Railway and Motor Coach Employees of America.
 J. J. Morgan, Financial Secretary.

Argument Against Proposition No 1 Commonly Known As "Jitney Bus" Ordinance

By MRS. J. O. (MARIE) COLWELL

Sympathetic as we are with the unemployment of nearly 500 members of the Amalgamated Association of Street and Electric Railway Employees of America, who are sponsoring the "jitney bus" ordinance, we cannot extend our sympathy to the point of endangering the lives of our citizens and becoming a party, at the expense of public safety, to a campaign of vengeance which the authors of the "jitney bus" ordinance are conducting against their former employer. The price is too great and the penalty too high.

To me, the mere thought of returning to a "jitney bus" system is nothing less than shocking. The hazards to life, the inconveniences to the public, the congestion of traffic which will be directly chargeable to a "jitney bus" system in our city, is too much to pay to gratify those who now wish to embarrass and punish their former employer. We had a "jitney bus" system in Los Angeles nearly twenty years ago. The automobile and surface traffic conditions then were far less of a menace to life and limb than they have since become. To now revive it and to add its possibilities for untold harm to a situation already reeking with death-dealing dangers, would be unthinkable. Already during 1935 there have been 148 deaths in traffic in Los Angeles. This is twenty-five more than were killed a year ago during the same period. Thousands, in addition to this number, have been crippled and maimed. Strenuous and intelligent campaigns are being conducted, using the slogans, "Live and Let Live," "Stop the Killing," and "Save a Life," all being directed toward the reducing of this terrible menace. The "jitney bus" would inject into this a new horde of drivers who at break-neck speed would seek to beat some other driver to a street corner fare.

I am a mother of three children and a grandmother of nine; and it is with fear in my heart that I contemplate, even under present conditions, what might happen to those dear to me.

To approve of this measure would be to build a memorial shaft of bones dedicated to the children and the aged who would be sniped off by these gasoline motored bullets.

The "jitney bus" is not new to Los Angeles. We voted it out after it had been demonstrated that it was a source of danger, a menace to our safety, a hindrance to our traffic, and utterly useless as a means of transportation.

In the city of Detroit, where the street car systems are municipally owned and operated, they once tried the "jitney bus" system. I am permitted to quote the following telegram, dated April 12, 1935, from the general manager of Detroit's municipally owned street railway. It is as follows:

"Wish to advise that jitney operations started in Detroit in nineteen twenty. Many citizens were inclined to favor plan as an innovation in transportation. By the time these people realized their error, there were over one thousand jitanys running rampant over principal arteries defying all ordinances and paying out thousands of dollars for legal protection and injunctions that should have gone into insurance for damages caused to life and property. Jitanys operated only when and where greatest volume of patronage could be secured with no pretense of giving adequate twenty-four hour service. They took all the lucrative business, and the job of giving day in and day out service in all kinds of weather was left to the Department of Street Railways. Once the jitanys were firmly entrenched it took six years of bitter fighting to drive them out. It was only after the matter was taken through the courts of the state and thousands of dollars of tax payers' money spent, that a final decree was handed down by the Supreme Court of the State of Michigan and affirmed by the Supreme Court of the United States forcing the jitanys off the streets and giving back to the citizens of Detroit the right to control their own thoroughfares.

FRED A. NOLAN,
General Manager, Department of
Street Railways for the City of
Detroit.

Could there be more convincing proof than the statement of Mr. Nolan, that Proposition No. 1 should be rejected at the city election on May 7?

It would be nothing short of civic idiocy to vote back this thoroughly discredited system of transportation.

Los Angeles Times

Wednesday, April 13, 1983

Finney Bus Firm Probed for Possible Investment Fraud

The Los Angeles Times has reported that the Finney Bus Firm, a Los Angeles company that operates bus services in the Los Angeles area, is under investigation for possible investment fraud. The investigation is being conducted by the Federal Bureau of Investigation (FBI) and the Securities and Exchange Commission (SEC). The investigation is based on allegations that the company's financial statements are misleading and that the company has engaged in fraudulent practices. The company's stock price has fallen sharply since the investigation was announced. The company's CEO, James Finney, has been named as a "person-of-interest" in the investigation. The investigation is still in its early stages and it is unclear how long it will take to complete. The company has denied the allegations and has stated that it is cooperating fully with the investigation. The investigation is expected to continue for several months.

JITNEY: Investigation

The investigation into the operations of the Los Angeles-based bus company, Finney Bus Firm, is continuing. The FBI and SEC are probing the company's financial records and its operations. The investigation is based on allegations that the company's financial statements are misleading and that the company has engaged in fraudulent practices. The company's stock price has fallen sharply since the investigation was announced. The company's CEO, James Finney, has been named as a "person-of-interest" in the investigation. The investigation is still in its early stages and it is unclear how long it will take to complete. The company has denied the allegations and has stated that it is cooperating fully with the investigation. The investigation is expected to continue for several months.

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