

COMPANY TO TAKE OWL CARS FROM FOUR LINES

Service to Be Curtailed on Linden, Livingston, Neil and Parsons Avenue.

(Columbus Evening Dispatch, August 19, 1919) – Further curtailment on street car service is announced by the Rail-Light company. Owl cars that have been operated in excess of franchise requirements will be discontinued. This will include Linden, Livingston, Neil and Parsons avenue lines, according to a statement given out by the company.

“I cannot say definitely when these changes in service will be effective, but it is quite probable that they will be made some time this week.” Said C.C. Slater, general manager of the rail-light company, Tuesday morning.

Effective Monday morning, State-and-Oak street cars were run north to Goodale street instead of Chittenden avenue, as heretofore. Further curtailment of service was announced last week but has not become effective. The Leonard and West Broad street lines will be changed to an eleven-minute service, as required by franchise, with a reduction of morning and evening tripper service on all lines.

The skip-stop system in effect on Columbus car lines during the war has been of necessity restored on two sections of the main and Neil line. A broken trolley wire on East Main street makes it necessary for the Main-Neil cars to coast about four blocks and another on Neil avenue necessitates coasting nearly a block.

With linemen employed by the company on strike the repairs can not be made. The company is not greatly inconvenienced but persons who usually board cars at these points are forced to walk to another stop. A similar break also occurred on the summit street line, but as this is also used by C., D. & M. cars, linemen employed by the latter company repaired the break.