

Editor's note: The action described in this article took place between the Park Hotel, located on the northwest corner of N. High and West Goodale Streets, and the north entrance to the High Street tunnel that passed under the Columbus Union Depot tracks.

STREET RAILWAY COLLISION

The Consolidated and North High Street Companies Lock Horns

(**Columbus Evening Dispatch, January 5, 1880**) – Between twelve and one o'clock today, two streetcars on the same track met between Park Hotel and the tunnel. As each declined to turn back, a blockade was the result. The one coming south belonged to the Consolidated Company, the other to the North High Street Company.

The office of the latter company is but a few steps, about a square from where the collision occurred. Mr. William Powell, chief owner and manager of the North High Street railroad, directed his driver to take the horse to the barn and let the car remain where it was. None of the managers of the Consolidated lines were present. Their driver said to Mr. Powell:

"If your driver had held up about thirty seconds I would have been out of his way."

Mr. Powell – "I don't propose to wait upon anybody *half a second*."

Mr. Powell, after standing in the rain a short time to explain to the crowd his version of the matter, got on his car and told a lot of boys to push it towards the tunnel. He rode on the rear platform. When the car reached the tunnel switch Mr. Powell put on the brake stopping at a point where the Consolidated cars could not pass. He then went inside, took a seat, and commenced chewing straw.

The car of the Consolidated Company moved south, to the point where Mr. Powell stopped his car, and not being able to get into the tunnel, stopped. The driver of the Consolidated car, a nice looking young man, stated that when he passed north, out of the north approach to the tunnel, the North High street car was clearing the three rail track, coming south. The Consolidated car was run to Park Hotel and turned and the driver was coming back when the two cars met about half way between Park Hotel and the southerly extremity of the three rail track.

The first sufferers of this work, if continued, will be the public. Mr. Powell will come next, and the Consolidated Company last. The terms of the contract as made by Messrs. Chittenden and Powell, are not known to the Dispatch. As Mr. Chittenden, in his day of railway management, invariably looked out for No. 1, the presumption is that his successors, the Consolidated Company and the public have some rights there which Mr. Powell cannot afford to blockade every day.

Instead of running a few cars north of the tunnel, and hauling them with broken down horses, as was the case under the old management, the Consolidated

management have been shoving cars to Park Hotel at a gait characteristic of live management. The old horses are being changed rapidly for young and strong animals. If the dog-in-the-manger style is not allowed to interfere, the line from City Park to Park Hotel, in a very short time, will be on a par with the best street railway in the country. The public, north or south, are not in a mood to have old foggy management any longer. Public opinion, it is believed, will crush out stiff-necked and stubborn opposition to anything that is against the general welfare of the people.
