

Bethinking of Old Orleans

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FENDER BENDER



As long as there have been moving vehicles, there have been collisions. The "fender bender" shown here took place around 1930. The damaged auto in the photo belonged to Tom Maginn who was driving down Route 98 when he veered off the highway hitting a tree near the Baker Road. Obviously, it crumpled the fender and broke a headlamp. As a result, Leland Kelsey towed the Maginn car, which is possibly a Buick, to his garage, which he built and ran in Carlton Station. Pictured from the rear here, it is now Catlin's Garage. Incidentally, the Kelseys lived on the second floor. The tow car pictured, is a 1926 or '27 Cadillac. Note the unusual apparatus with two small iron wheels for jacking and towing.

The people pictured here from left to right are: Eva Kelsey and Bob Kelsey sitting on the towing device, while Joseph Lynch and Frank Jenzen are standing on the running board. Standing to the far right are: Ernest Stafford and Bernard Lynch.

It is said that after this accident, Tom Maginn never drove again. Evidently, this little mishap really scared

or spooked him. Mr. Maginn ran a general store in Carlton Station just south of the R R tracks. Here he served as Carlton Station Postmaster from Nov. 7, 1921 to April 30, 1935 when the post office was discontinued and mail reverted to Albion. Postmaster appointments used to hinge on which political party was in office at the time. Hence, when Warren Harding became President in 1921, Carlton Station got a Republican postmaster in Tom Maginn. However, when Woodrow Wilson was President, it was Joseph Lynch, a Democrat, who was the Carlton Station Postmaster. This position he held from March 11, 1919 to when Maginn was appointed to take over.

While Lynch was the postmaster he had the post-office in his store. His first store was on the east side of Route 98 and later he built a store on the west side of 98 at Carlton Station which is now the Carlton Grill. Back in those days the mail arrived by train daily on the old "Hojack" line.

My sincere thanks to Bob Kelsey for sharing this unusual photo and to George Callard for information.