



**CENTRAL CROSSINGS**  
 MONTHLY NEWS LETTER OF THE  
**CENTRAL RAILWAY**  
 MODEL & HISTORICAL ASSOCIATION, INC.

Volume 19, Number 7

July 2010

P. O. Box 128  
Central, SC 29630

**WEBSITE:**  
www.crmha.org

**MUSEUM & MEETING SITE**  
108 Werner Street  
Central, SC

**OFFICERS**

**President / CEO:**  
Jim Reece

**Vice President:**  
Ron Keith

**Stationmaster**  
Glenn Nasworthy

**Paymaster**  
Bob Folsom

**Webmaster**  
Ed Welch

**Shows Chairman:**  
Bruce Gathman

**Museum Curator:**  
Open

**Editor & Publisher:**  
Robert M. Seel, AIA

**Next Meeting:**  
**JULY 1, 2010**  
**7:15 PM**

**THE GREAT SCENIC RAILROADS OF AMERICA**  
by Jim Kimble



## NORFOLK SOUTHERN'S "F" UNITS LIGHT UP THE MORNING

**OCS Train 974**

- F9A #4270
- F7B #4275
- F7B #4276
- F9A #4271
- # 7 Obs. Pennsylvania
- # 5 Maryland
- # 9 Alabama
- #12 Indiana
- #11 Illinois
- #13 Georgia
- # 2 Carolina
- #19 Kentucky
- #24 Dome Delaware
- #23 Insp. Buena Vista

In a rare Upstate appearance, on June 10, 2010, the railroad's top brass took a northbound trip through Clemson and Central over the freshly-rehabilitated mainline. And, our CRM&HA members were out in force with cameras in hand. The sharp-looking A-B-B-A team lead the Office Car Special, departing Atlanta some time after 6:30 AM enroute to overnight in High Point, NC. The train made it to Clemson at 9:30 AM, and club members, who were strategically positioned along the line, were alerted by cell phone in succession. Being on a Thursday morning, an entire railroad museum full of club members were able to enjoy the amazing sight speeding through in excess of 60 mph. No one could escape the startling news, either, that later that day, around 4:30 PM a major mixed freight derailment just south of Liberty would shut down the line for almost two days. **Above:** F9A No. 4270 (ex- B&O No. 937) and OCS Train 974 rounds the curve into the morning sun, downtown Central. **Photo by Bob Folsom.** 



## APPROACHING HEADLIGHTS

Upcoming Events for the  
**Central Railway Model & Historical Association**  
For other shows and events, please see the list at the end  
of the newsletter.

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### PROGRAM SCHEDULE

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|-------------------|---|
| July 1, 2010      | <b>Jim Kimble</b><br><b>Great Scenic Railroads of North America</b> |
| August 5, 2010    | <b>Sage Viehe</b><br><b>Kentucky Railway Museum</b>                 |
| September 2, 2010 | Annual Picnic, TBA  |
| October 7, 2010   | <b>Open Date just for YOU</b>                                       |
| November 4, 2010  | <b>Sign Up!</b>   |
| December 2, 2010  | Christmas Dinner, TBA   |

**Open Dates:** Hurry and see Dale Reynolds to reserve your spot to tell us what you know (before he sees you!)

### SCHEDULED EVENTS & SHOWS

**July 11 - 18, 2010**  
**MILWAUKEE, WI**  
**National Train Show &**  
**75<sup>th</sup> NMRA National Convention**  
Midwest Airline Center.  
[www.nmra75.org](http://www.nmra75.org)

**Sept 18 - 19, 2010**  
**BRYSON CITY, NC**  
**Railfest 2010**  
Great Smoky Mountains Railroad.  
<http://gsmr.com/events/Railfest.php>



## Thank You, Jim Selton

CEO Comments by Jim Reece

After serving as the Central Railway Museum's first Curator for the past year and a half, Jim has decided to relinquish that position. On behalf of the Association the officers wish to thank Jim for all his hard work and accomplishments.

Jim came on board when a lot was happening and the members were giving little attention to museum artifacts or the railroad history of Central and the Upstate. In a short period of time Jim moved the museum in three critical directions.

1. He established the historical flow of Central railroad history that is followed as one tours the Museum.
2. To create this flow he spent hours looking for and displaying memorabilia and artifacts. While accomplishing this Jim quickly became one of the clubs leading historians and was a big hit with visitors during the Museums Grand Opening.
3. Jim also was helpful working with the Mayor of Central to get the city to establish a Museum Artifacts Fund.

Once again, thanks for stepping in as Curator and giving the Museum the boost it needed. We now look forward to you applying your talents and energies in other areas of the Association.

### 2<sup>ND</sup> SATURDAY

### MUSEUM OPEN TO THE PUBLIC

**JULY 10, 2010**  
**AUGUST 14, 2010**  
**SEPTEMBER 11, 2010**



## GENERAL MEETING MINUTES

By Glenn Nasworthy,  
Stationmaster

June 3, 2010

SERVES THE UPSTATE

### Regular Meeting at the Central Railway Museum

The meeting was called to order by President Jim Reece. Twenty five members were in attendance.

Steve Zonay was welcomed back. Steve thanked all who had visited and helped him.

The treasurer reported that all bills were paid to date and that IRS Form 990N has been filed.

### OLD BUSINESS:

President Jim Reece reminded those on the Steering Committee that there is to be a meeting of the Committee on June 7, 2010 at 7:00PM at the club house.

**Train Show:** No report

**Sandy's OLLI Class:** Sandy reported he has been asked to repeat the class in the fall. He asked if OLLI could provide some scholarship money for club members who might like to take the class.

**Museum Building:** The need for pest control is still oblivious. Jim Reece said He would talk with the city again.

**Central Railroad Festival:** Ron reported the date for the 2011 festival is the last weekend in April. Jim Reece asked everyone to please mark their calendars now so we could make a good showing and have enough people to be able to man the various areas without anyone having to work all day.

**Portable Layout:** Margo Torelli reported she had found water on the floor and on the skirts when she went to the storage area looking for something else. Jim McInnis said this would be checked out Saturday the 5th.

**Heritage - Lionel:** Dale Reynolds said the room is coming together. Jim Selton asked where to put lights over the work area and was told to put them in the ceiling. The electrical work is to be finished in June.

**Heritage - American Flyer:** Mac McMillin reported more donations to the American Flyer collection have been made by Bob White.

**Web Master:** Ed Welch has been working on a program for a swap shop or company store for members. There was some debate as to the need for this. This idea is to be reviewed by the Steering Committee on Monday the 7<sup>th</sup>.

**Newsletter:** Rob Seel made a plea for material for the July letter.

**Museum Curator:** Jim Selton reported that a sign for a railway hotel has been purchased. There was a lot of discussion about this as the sign is for an English railroad. The debate was over changing the sign. This is to be reviewed at the Steering Committee meeting Monday the seventh. Jim also reported on a review he has made of the By-Laws with reference to the payment of dues and electronic communication. These will be taken up by the Steering Committee also.

**HO Layout:** Bench work is up to date. All major code 83 track is in and now needs to be fine tuned. The HOn3 is to be put in.

**Wiring:** Wiring is up to date and an example of monitored staging is set up.

**Scenery:** Scenery is moving along well and is starting to show. The scenery budget is \$1500. Sandy said we need structures and there is money in the budget to help with this.

**Rolling Stock:** Jim McInnis said we have been given 4 locomotives that need some work.

### NEW BUSINESS:

None to report.

The meeting was adjourned for the program. Rob Seel presented the history of the New Hope and Ivyland RR.

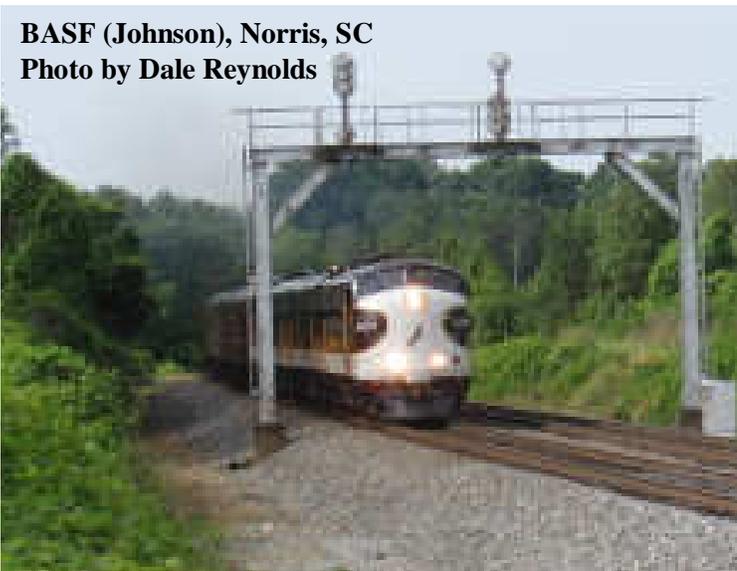


**THOROUGHbred OCS  
BLASTS THROUGH THE UPSTATE**  
JUNE 10, 2010



Seneca River Bridge, Lake Hartwell,  
Clemson, SC. Photo by Rob Seel

BASF (Johnson), Norris, SC  
Photo by Dale Reynolds



Central, SC.  
Photo by Bob Folsom

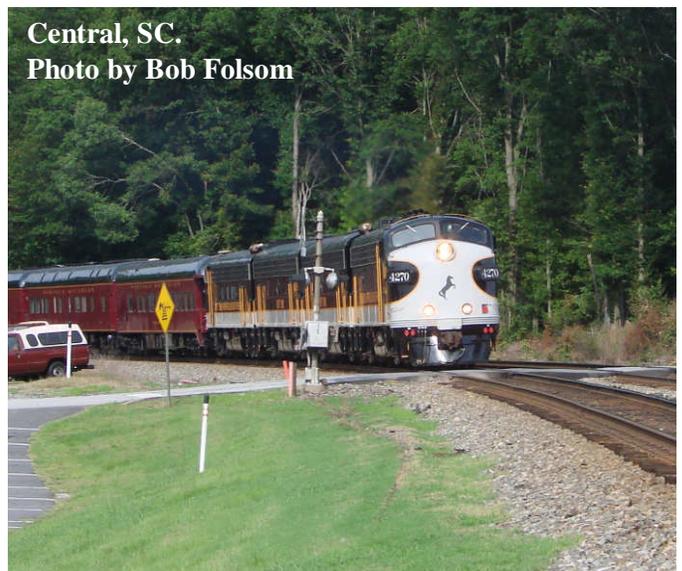




Photo by Howard Garner



Thanks to everyone who participated in the 2010 OCS Photo Rally and submitting neat photos! Especially unusual and interesting is the **above photo by Howard Garner**. Catching the OCS through Easley, Howard managed to include two other interesting locomotives in his “cross-generational” shot. The green locomotive is another industrial switcher (re)built by the Chattahoochee Locomotive Corporation in Pickens. **Lower left photo by Rob Seel:** CLCX No. 8127 has remote control capability like most other CLCX units.

And, sitting on the arrival siding and awaiting transfer to the shops in Pickens is ex-Laurinburg & Southern SW-1 No. 121 (nee-Milwaukee Road No. 1615, blt 1940). **Lower right photo by Rob Seel.** Whenever you drive to Greenville remember that it’s often worthwhile to pass through downtown Easley. Not only may you see a train coming through town, but there is often something interesting either going to or coming out of Pickens!



# - INDUSTRIES OF THE UPSTATE - COTTON SEED OIL MILLS PART 1

By Howard Garner

*Industries of the Upstate will be an occasional column that talks about some of the unknown or hidden industries that existed in the Upstate of South Carolina. Many of the industries may have been common throughout the southeast.*

## COTTON SEED OIL MILLS

Where you have cotton, you had cotton seed oil mills. The entire upstate was cotton country up until the 2<sup>nd</sup> World War. Most of the pine forests that exist today were cotton fields then. Cotton gins and cotton seed oil mills existed right up next to the mountains. The northern range appears to include Walhalla, Pickens and Travelers Rest in SC.

A cotton seed oil mill took the cotton seed from the gins and produced 4 different products.

Fist was cotton “linters”. The seed still had short fibers attached after the ginning process. These were removed by passing through “saws” and baled for further sale to cotton mills. Uses include absorbent cotton and explosives (gun cotton) Next was the cotton oil. This was a heat and press process. The oils collected were then used by for cooking, salad oil, mayonnaise and other uses. Shipment by tank cars was common.

The leftovers consisted of the seed hulls and the seed germ or meal. Both were used for animal feed, the hulls being of lesser value.

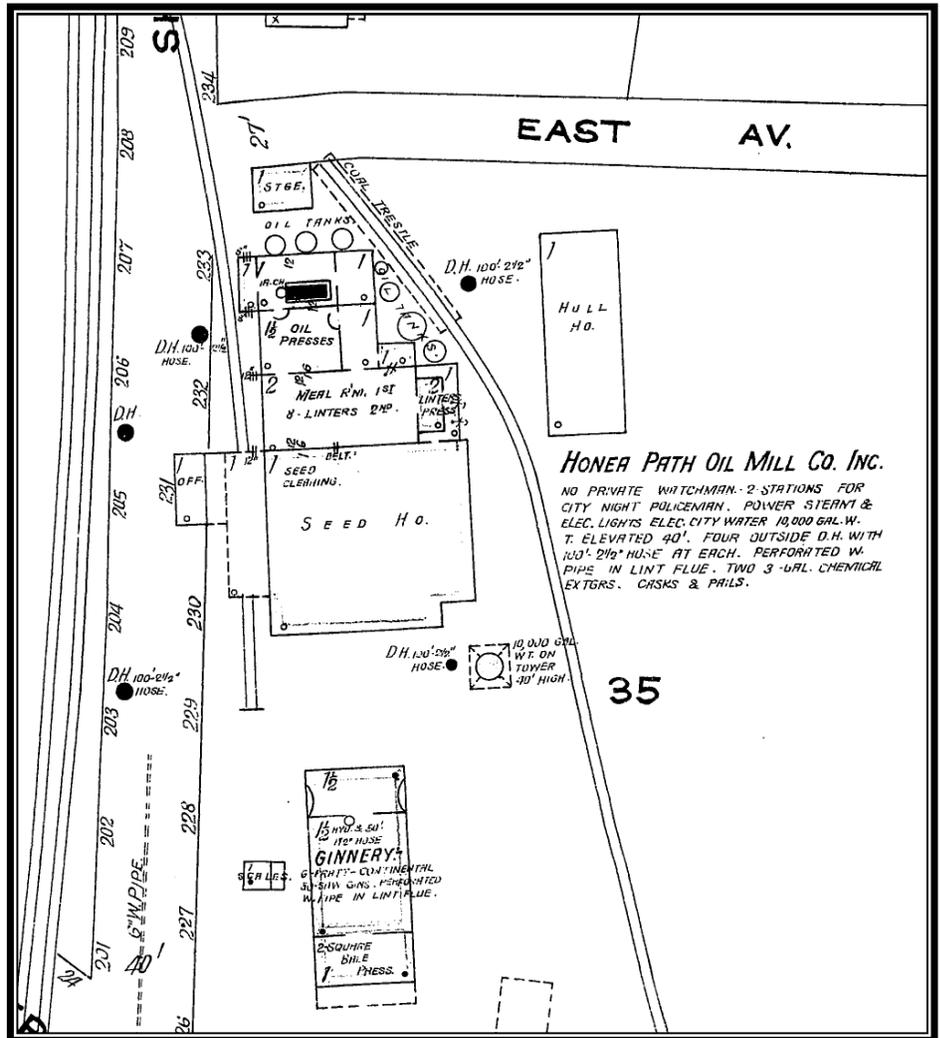
## ANDERSON COUNTY OIL MILLS

The first Piedmont map (1902) shows Anderson Phosphate & Oil Co. By 1908 this was the Saluda Oil Mill, a branch of the Willmont Oil Mills. This mill is not shown on the 1925 map.

The small town of Pelzer in 1902 had the Anderson Phosphate & Oil Co, Moneynick Cotton Seed Oil Mill, “branch”. By 1908 this was also part of Willmont Oil Mills. By 1925 it was the Pelzer Mf’g Co, Oil Mill & Ginnery.

Honea Path also had an oil mill. This is the way it appeared on the 1923 Sanborn map. The 1933 map is unchanged (**below**).

Belton is the next small town to look at. In 1906 the Rice Bros Oil Mill, Grist Mill & Cotton Gin was listed as not in operation. The Broadway Oil Mill, a branch of Anderson Phosphate & Oil Co was in operation. This mill was on the southern side of the wye in Belton, close to the west switch. In 1930 the property is listed as Carolina-Georgia Service Co and the oil mill building as vacant.



Now we get to Anderson. The Sanborn maps of Anderson also cover Pendleton. The first oil mill was the Anderson Oil & Fertilizer Co. in 1890. This was located on the Richmond & Danville and the Geo Central RR in block 15 1/2. North of Railroad St and east of W Boundary. In 1896 the railroads are listed as Southern RR and PR&WCRR. A new mill (listed as not quite finished), Excelsior Oil & Fert'l'r Co was built on the Southern in block 7 1/2.

In 1901 we have the Southern (from Belton) the Blue Ridge (from Seneca) and the Charleston & Western Carolina (from Iva) all in Anderson. The Anderson Oil & Fertilizer Co has grown, Excelsior Oil & Fertilizer is now in operation and Farmers' Oil Mill Co is located just north of W Market and the C&WC. In 1906 the Anderson Oil Mill is now part of Anderson Phosphate & Oil Co and is being used for "carding & spinning". Both Farmers and Excelsior are now branched of Anderson Phosphate & Oil.

Meanwhile up in Pendleton, we have the first showing of Peoples Oil & Fertilizer Co.

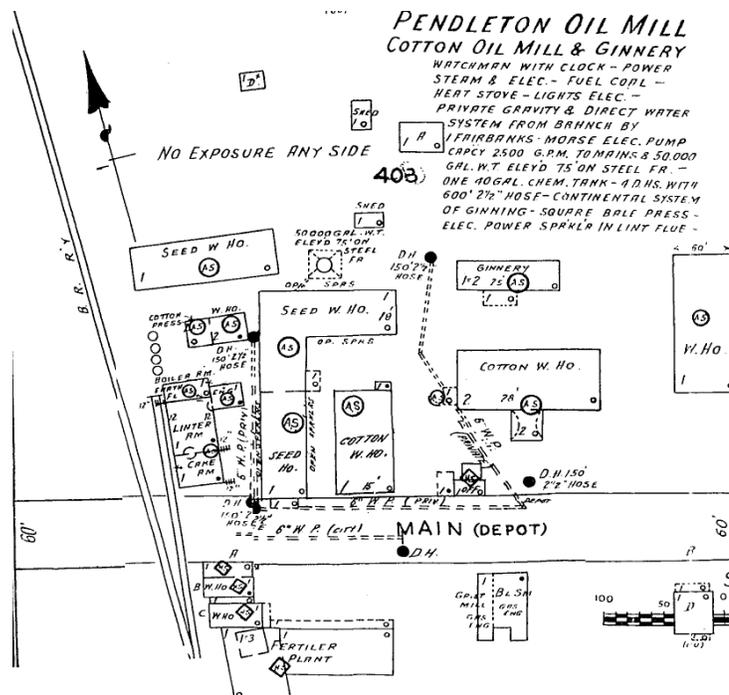
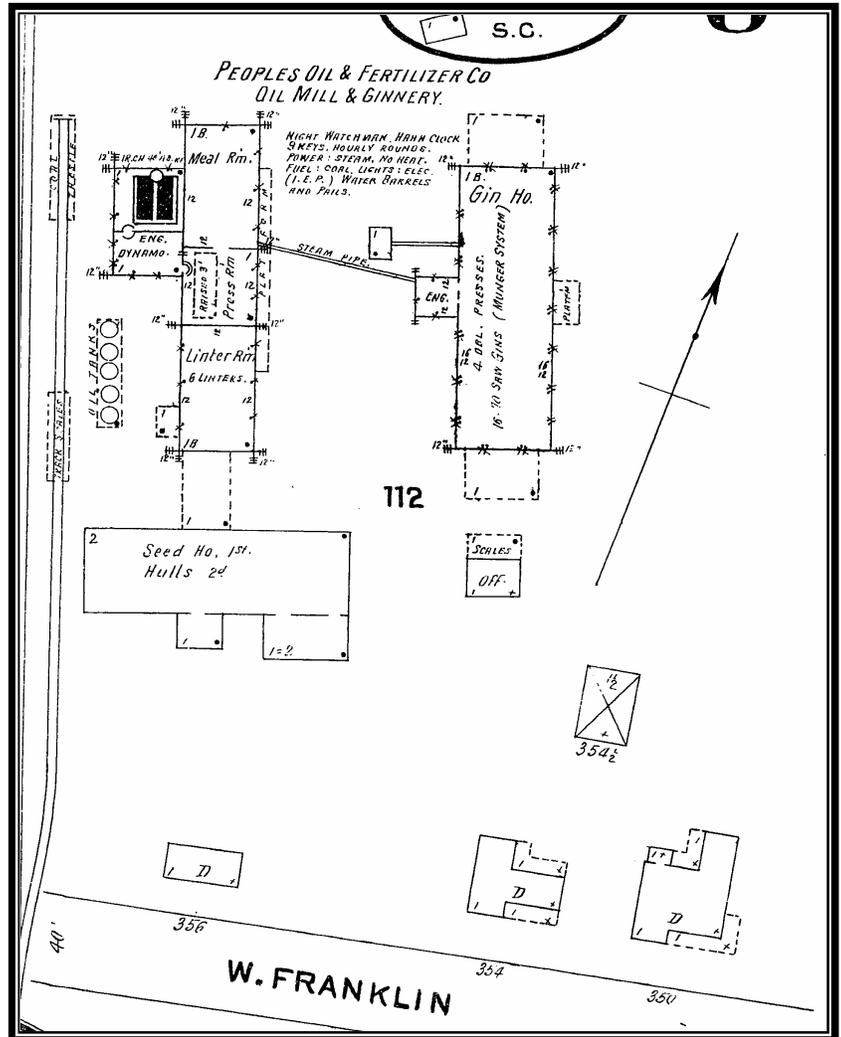
By 1911 Peoples in Pendleton has expanded and the Excelsior in Anderson is now just a gin.

In 1918 we add the Piedmont & Northern to the railroad mix. Peoples Oil & Fertilizer Co now has a plant at the C&WC and W Franklin (above right).

Down in Starr we add the Watson Cotton Oil Mill.

In Pendleton we replace the buildings and rename to company to Pendleton Mfg Co. These buildings appear to be the ones that are there today.

The 1925 changes in Anderson Cotton Oil Co has replaced Farmers' Oil Mill Co. Peoples Oil & Fertilizer Co is still there. Watson in Starr and Pendleton Mfg in Pendleton appear unchanged. The 1948 Revisions to the Sanborn made several changes. Peoples Oil on W Franklin is now the Enterprise Oil Mill. Watson in Starr is now just a gin. Pendleton Mfg is now Pendleton Oil Mill. Pendleton Oil Mill in 1948 (below right).



# OCONEE COUNTY OIL MILLS

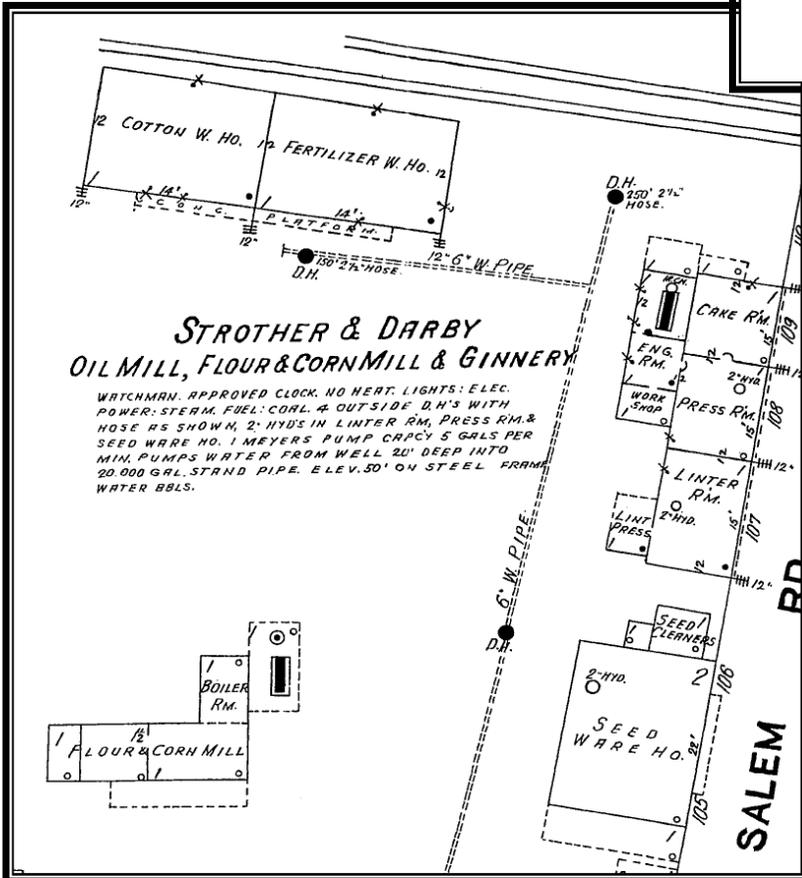
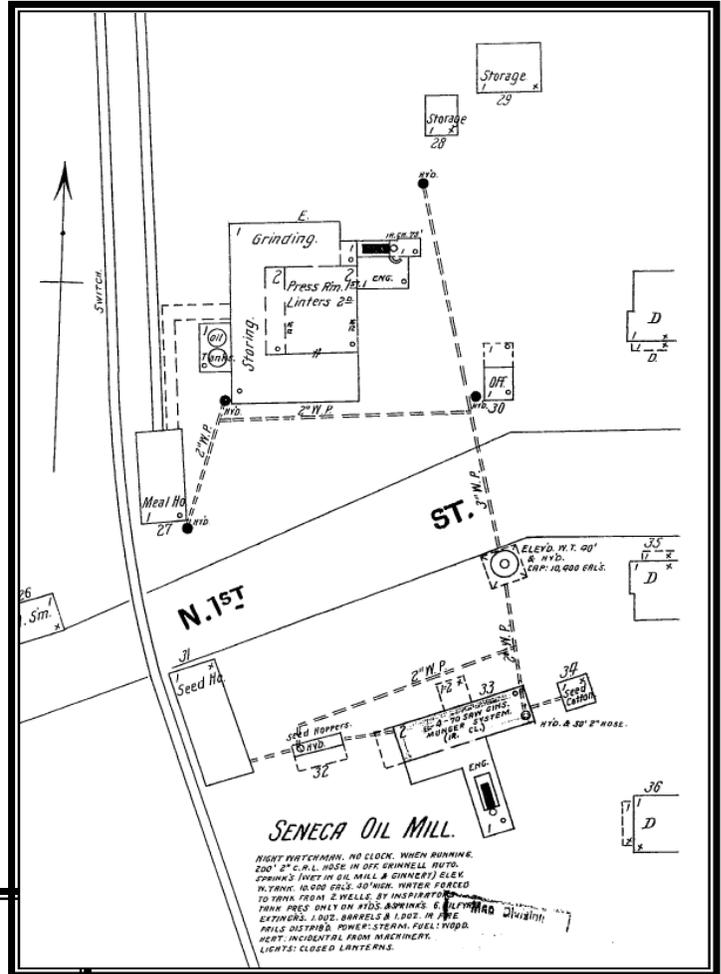
There is only one edition of the Sanborn maps for West Union, this is August 1924. It shows the Stother & Darby oil mill, flour & corn mill & ginnery located on Salem Road just south of the Blue Ridge Railroad. This same information appears under the Walhalla map for 1911 (below). Walhalla proper did not have an oil mill listed.

Walhalla has a series of maps from dating from 1884 on. While there is no oil mill in 1884, there were three registered distilleries. These all belonged to H D A Biemann Distilleries. They are not shown in the next map in 1889.

Westminster has the Westminster Oil & Fertilizer Co's listed in 1924. From the map it appears to be just a cotton gin and not an oil meal. The same information is on the 1930 map.

Seneca's first oil mill appears in 1894 as the Seneca Oil Mill. This map is from 1901. The Seneca Cotton Oil Co continues with some additions and still shows on the 1941 map (right).

To be continued next month . . .



OUR CLOSING SHOT this month is from Dale Reynolds who managed to snap this photo of the clean up effort in Liberty, SC following the June 10 derailment. Security around the site was pretty tight, as you'd think. This was about as close as Dale could get before being kindly asked to leave. Thanks, Dale!