

The Anderson Record

Volume 36 Issue 2

Apr/May/Jun 2022

Proud of Our City

“We are all proud of our growing city (*Anderson*), and with good reason. We can point with pride to our hotel facilities, which are, now, second to none in the state (*South Carolina*), being thoroughly equipped with the latest appliances for comfort, with the best of furnishings, and up-to-date service.

We are also proud of our trolley line, and Buena Vista Park (no longer with us), a place of beauty that has been given us by the Traction company and beautified with the assistance of the ladies of the Civic association—it is a place where the old and young can go at any time for recreation and amusement.

The ladies of the City occupy a unique position in the picture of our progress and enterprise. The ladies of the Civic association have accomplished wonders. In addition to the beautiful walks, grass, and shrubbery that now adorn the Plaza, and that elicits the admiration of all who see it, ***they are now erecting a fountain at a cost of nearly \$2,000, which will forever stand as a monument to the zeal and successful efforts of the management.***

The ladies of the Hospital association are now about to enjoy the fruits of their continued efforts to erect a hospital, having purchased and paid for a beautiful lot on which to erect the building, the money for which, they are acquiring, and it will not be long before the work of building will begin.”

Article from The Anderson Intelligencer (Anderson Court House, S.C.), March 28, 1906

(The fountain mentioned above in the article “Proud of Our City” is the fountain that is today located at the Anderson Museum. Originally located on the Anderson Square, William John Tucker, a member of the Anderson County Chapter of the South Carolina Genealogical Society, told us that a relative of his was instrumental in the design of the fountain and the cherub's on it.)

Special points of interest:

- ACGS Membership Form—Page 17
- Church Directories—Page 15
- Anderson County Chapter Officers—Page 16

Inside this issue:

Proud of Our City	1
A Horrible Murder	2
Soldier, American Revolution Captain, William Lynch	2
The Anderson County Research Center Corner	9
The Great Clemson Train Wreck of 1965	11

A Horrible Murder

John Henry McGill was shot by a freedman at the residence of J. P. Tucker in this district on Saturday night, the 21st, only surviving a few hours after receiving being shot. The circumstances as related to us, are substantially as follows: A. J. Hall and J. P. Tucker had a hauling difficulty sometime during the day of the 21st, at or near Tucker's residence. A. J. Hall left, and went home about sundown, and got a freedman, Elbert Brownlee, who is working on his farm and his gun, and started back to Tucker's for the purpose of getting satisfaction. On their way to Tuckers they stopped at J. B. Ashley's and Hall went into the house to get a drink of brandy, while the Negro remained at the gate. Ashley refused at first to give him the brandy, until Hall promised him upon honor, if he would, he would go home. After he succeeded by this strategy, in getting the brandy, he went out to the gate and gave the Negro part of it. He then confessed that he told a lie, in order to get the brandy, and that he was going to Tuckers to have satisfaction. When he rode up to Tuckers he called him out, but Capt. D. L. Hall was at Tuckers, told Tucker to go into the house, and he would go out and try to get A. J. Hall to go home. When Capt. Hall got near the gate where A. J. Hall was, he saw a man whom he took to be a Negro, standing nearby in the corner of the fence with a gun. When the negro saw that Capt. Hall had discovered him, he stepped off south (some) six paces from the fence, and faced toward Capt. Hall, told A. J. Hall several times to go home, but A. J. Hall remained, saying he intended to have satisfaction. Capt. Hall then went towards the freedman, Elbert Brownlee, and asked him to give up his gun, when the negro swore he would not do it, and ordered him to halt. About this time John McGill, who was also at Tuckers, came out to where Capt. Hall was standing. Capt. Hall again asked the negro several times to give up the gun, but the negro would not do it. At length Capt. Hall told him he must give up the gun and at the same time he and McGill commenced to advance towards him. The negro still swore that he would not give up the gun, and ordered them to halt, as he "belonged to the Union League, and would shoot". About this time the negro aimed his gun at McGill,

and discharged it, the load entering the upper part of McGill's stomach. This was about 8 o'clock, at night, and McGill lived till about 2 o'clock the next morning. Elbert Brownlee has been arrested and lodged in jail at this place to await his trial: but, strange to say, A. J. Hall has been permitted to escape. Stranger still, we understand he was present at the "inquest", and remained until after the burial, without being arrested. Who is responsible for such a violation of law and justice as this? Who is safe under such administration of law? The matter is one which the proper authorities should investigate for the common good.

September 25, 1867 Near Wilson Creek, Iva, SC.

Soldier, American Revolution

Greenville News, March 24, 2004. Metro Section, page 1, con'd page 7

By Anna Simon, asimon@greenvillenews.com

Development Threatens to Unearth Buried Past

Pickens - Descendants of American Revolutionary soldier Capt. William Lynch want their ancestor's grave defended as development mushrooms in the Upstate.

Lynch was born in Virginia and lived the latter part of his 78 years near Table Rock. He was buried in 1820 near his home in northern Pickens County, where there is an upscale golf community, The Rock at Jocassee.

"This is a patriot who fought for our freedom," said Karen Patterson of Travelers Rest, whose husband is a direct descendant of the captain and wants the grave, which is on a undeveloped residential lot, protected from development.

A low wall of fieldstones surrounds it. A slender 20 foot oak tree grows from the grave, and the headstone lies to the side, knocked over accidentally by a heavy equipment operator.

Stan Brown, one of the developers said the grave will be preserved, cleaned up and repaired, fenced, marked with an informative sign, and accessible to the public.

Continued on Page 6

One Cent a Mile to Texas

“On account of the Confederate Veteran Reunion, April 22nd to 25th round trip tickets will be sold to Dallas, via the Cotton Belt (Train) as a very low rate of one cent a mile. This rate is open to everybody. Tickets will be sold April 18th, 19th and 20th and will be limited to May and for return, but will be extended to May 15th if desired. Stop overs will be allowed at any points in Arkansas or Texas on either going or returning trip. Low rate side trip tickets will be sold from Dallas to all parts of Texas, Oklahoma and Indian Territory. The round trip rate from Atlanta will be \$17.75. If you ever expect to visit Texas this will be the chance of your life to do so. For rate and schedule from your home town and hand-somely illustrated pamphlets describing Arkansas and Texas, write to N. B. Baird, T. P. A. Atlanta, Ga.”

Unknown origin of Article or Who Authored the Article in Late 1890's—Early 1900's

Williamston Female College, Williamston, S. C.

Rev. S. LANDER, A. M., D. D., Pres.

THIS well known Institution, in her 16th year under the present management, still maintains her high standard of scholarship, and extended curriculum, and is constantly improving her facilities and methods for the highest development and best training of the pupils committed to her care.

The Spring Session, 1887, will open Monday, Feb. 7, and continue 20 weeks.

RATES PER SESSION.

Board, exclusive of washing	\$60 00
Regular Tuition, \$12, \$16 or	20 00
Incidental Fee	1 00
Library Fee	40
Special Music Lessons	20 00
Instrument for Practice	3 00

Jan 13, 1887

The Anderson County Research Center Corner

By: Gary Farmer

A special thanks goes out to the following people from the Research Center for giving their time in doing much needed work organizing shelves and books in the library:

Debbie Giles, Marsha Bumgardner, Sue Brewer, Shirley Phillips, Ted Burgess, Gary Farmer and Joyce Gibson.

Debbie Giles helped out by taking A. B. Pruitt books on the shelves and making them more easily accessible for research by removing staples, punching holes and putting them into three ring binders. When she was done with the new binders she handed them to Gary who made new cover sheets and made sure the new notebooks were properly labeled.

Marsha Bumgardner has been supporting the Research Center with performing computer skills documenting new book arrivals and updating the libraries book inventory. This action was a task of Sue Sears and is always in need of updating.

Sue Brewer is always using the Scanner 600 to scan in new information brought in to us by Mr. John W. Tucker, Jr.. Mr. Tucker has been bringing in information about the Tucker Family and things that he collected over the years working with Anderson County. Sue Brewer has been scanning family history papers such as the letters of Goetz Eaton's mother which were written in German to family members in Germany from the time of WWII to her death.

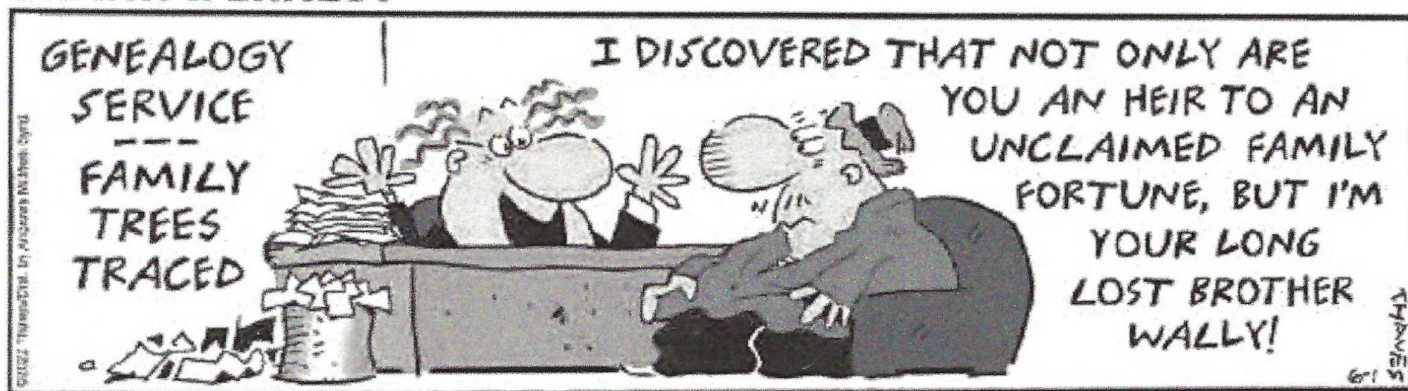
Sue Brewer helped a caller, Sue Bellows of Charlotte, Michigan, try to find information of her 3rd great-grandfather Arthur Mitchell who served in the Revolutionary war. Sue Bellows, already a member of the DAR, was wanting to have another documented path to all her relations. She needed to find where Arthur Mitchell was finally buried or laid to rest. Sue Brewer was able to find evidence of Arthur Mitchell's existence here in Pendleton, South Carolina and in White County, Tennessee. Sue Bellows submitted paperwork to the DAR in hopes to be connected to the Revolutionary War Patriot.

Shirley Phillips has been answering emails and phone calls from people needing research of their family genealogy. Shirley has been researching Hembree, Pickle, Butler, Carroll, Hampton, and Hamilton to list a few families she has been involved in.

Gary Farmer has been involved in some research of these families as well, coming up with newsletter articles and helping Ted assemble desks for the research center.

Continued on Page 5

FRANK & ERNEST



Bobby Eugene Reeves

November 11, 1936 - February 22, 2022

Bobby Eugene Reeves, 85, died Tuesday, February 22, 2022.

Born in Honea Path, SC, he was a son of the late John C. and Eva Singleton Reeves.

He is survived by daughters, Trenia (Chris) Jeanes, and Jeanne Peeples; sister, Jeane Dixon; grandchildren, Keli Wilson (Scott), Kirsten Jeanes, and Morgan Peeples; great-grandchild, Serra Wilson; as well as three step grandchildren.

In addition to his parents, he was preceded in death by ten siblings.

Visitation will be held Wednesday, March 2, 2022, from 1:00 p.m. until 2:45 p.m. at Thomas McAfee Funeral Homes, Northwest followed by the Funeral Service at 3:00 p.m. Burial will be Friday, March 18, 2022 at 10:30 a.m. in M.J. "Dolly" Cooper Veterans Cemetery.

Condolences may be left for the family by clicking on the "Leave A Message, Share A Memory" button on the main obituary page.



Col. Joseph Keith Wilson, Jr., US Army, Retired

February 27, 1944—May 14, 2022

Col. Joseph Keith Wilson, Jr. age 78, of Belton, SC, passed away Saturday, May 14, 2022, at AnMed Health Medical Center.

Born February 27, 1944, in Sanford, NC, he was the son of the late Joseph Keith Wilson and Nellie Ruth Glass Wilson.

Colonel Wilson was retired from the United States Army having proudly served his country for many years. He received two master's degrees, one in Business Administration and one in Contract and Procurement Management from Florida Institute of Technology in Melbourne, FL. He enjoyed spending time family, friends, and loved Clemson football. He was a member of Grace Episcopal Church.

He is survived by loving wife, Linda Edwin Burgess Wilson; daughter, Wendy Wilson Cawood (Mark) of Central, SC; son, Joseph Keith "Joe" Wilson, III (Renee) of Newtown, CT; sisters, Donna Wilson McMillan (Tim) of Savannah, GA, and Julie Wilson Dean (Michael) of Williamston, SC; and grandchildren, Jake, Reagan, Vinny, and Ryder Wilson, and John Paul and Thomas Cawood.

The family will receive friends Monday, May 23, 2022, from 4:00-7:00 pm at The McDougald Funeral Home. A graveside service with military honors will be held Tuesday, May 24, 2022, at 11:00 am at Whitefield Baptist Church Cemetery with Father Jack Hardaway officiating.

In lieu of flowers, memorial contributions may be made to Grace Episcopal Church, 711 S. McDuffie St., Anderson, SC 29624, the Mike Muth Basketball Scholarship Fund, c/o Jennifer Jansen, 3 Elrod Dr., Williamston, SC 29697, and Army Emergency Relief, 2530 Crystal Dr., Suite 13161, Arlington, VA 22202.

Joyce Gibson has been putting time in trying to reorganize some of the late Carl Ellison manuscripts, researching and interpreting documents from some mortuaries to help them be more accurate and informative. Joyce also has a passion of making sure the books we sell are organized and stored in a way that we can make sure of availability.

Ted Burgess lends time to the research center putting together desks and chairs and making sure the computers are working properly and that the proper programs are made available for everybody to use.

As you can see, we could use more help. There is always something to do. We receive request for information all the time and we want to provide the requester with whatever information we can find. We don't expect anyone to come and open up the research center for us but if you have a few minutes to find something we haven't found, it would be very, very helpful.

Others who visited the Research Center to research their family genealogy:

Craig Butler traveled from Albuquerque, New Mexico to visit and research information about William Butler, circa 1790, 1820, Elizabeth Hembree, same time period, and James Hembree.

Bill McClure and Marilyn Simmons from Dickerson, Texas dropped by while in the area researching Nancy McClure, Harbin and Grist families, James Jackson McClure, Jane McClure and Sara McClure.

Eline Proctor Talbert of Anderson was looking for information on Wiley S. Proctor and Nicolas Proctor, Jr. and Sr.

The Research Center was visited by **Sarah Sheridan** from the Independent Daily Mail newspaper looking for information about Lake Hartwell.

Bob Bratton of Concord, North Carolina came to the research center researching information on the Hamilton, Edens, Brown, and Stewart/Stuart family.

Gail Christiancy from Nampa, Indiana researching Whitten, Coe, Thomas, Harbin, Burkett, Phillips and Edgar family. Both Shirley Phillips and Linda Rogers

helped Gail find her biological mother's gravesite.

Joe W. Russell, Jr. of Northampton, Massachusetts, was looking for info on David Russell from the 1840's in Anderson District and 1850-1860 in Pickens District.

William "Don" Kay, of Mt. Pleasant, South Carolina .

Don brought several boxes of books, notebooks full of research, and papers of his relative Jerry A. Kay from Atlanta, Georgia .

Sarah Sheridan, a reporter with the Independent Mail. Sarah is trying to research the families displaced by Lake Hartwell. She is writing an article of these families.

The Cemetery

"A public meeting of the citizens of Anderson was held in the Court House last Thursday morning (May 5, 1887) to confer with our City Council in reference to purchasing a public cemetery. Mayor Tolly called the meeting to order, and in a few explanatory remarks, stated that the Council had decided to purchase a public cemetery, and had called the meeting in order to get some expression from our citizens and to hear any suggestions that might be made.

A number of citizens gave their views in reference to the matter, and endorsed the section of the Council.

Mr. J. D. Maxwell then offered the following resolution, which was unanimously adopted:

Resolved, That the action of the City Council in deciding to purchase grounds for a cemetery be approved as a step taken in the right direction to supply a want long felt by this community, and that they be requested, if they have the power, to pass such an ordinance as will prevent any interment in the graveyards of the Churches of the city, save by those who have already secured family burying plats therein, the ordinance to take effect after the cemetery has been established, and that the City Council be requested to look into the propriety of purchasing suitable burying grounds for the colored people.

A special committee from the City Council is now engaged in selecting a suitable place for the cemetery. Several places have been offered the committee, but no certain location has as yet been decided upon the location, a report will be made to the Council and, if approved, the grounds will be purchased and the cemetery opened at once."

From "The Intelligencer" (Anderson, South Carolina) Thursday, May 12, 1887, Page 3



Do you recognize this place?

This is the Anderson Art Center before they added the front covered walkway.

It is always amazing what an architect will envision for a place to make it more esthetically pleasing.

This of course, is where the Visit Anderson welcome center is and where the Anderson County, Carolyn Duncan Research Center is located.

Our doors are open, right now, Tuesdays and Thursdays from 10:00 till 4:00. We hope in the future, with your help, open additional days.

Continued From Page 2: Soldier, American Revolution

It will be part of a planned historical walking tour on the property, along with the graves of two Lewis family members buried in 1846 and 1848 near the 18th hole on the golf course.

It will be an asset to the development, which also contains the remains of an old mill, part of an old toll road that went through the mountains to North Carolina, lore from moonshine days and other artifacts, Brown said.

Small cemeteries and isolated gravesites dot the foothills and mountains of the Upstate.

"For Southerners in particular, these old cemeteries and gravesites give us a sense of Place, said Dennis Chastain, whose family has deep roots in northern Pickens County, "These are our ancestors and they are physically there, to lose that is a pretty big sense of loss.

Even when people don't go back to visit these places, they "still have a tender spot to know their people are buried there," said Luther Johnson, Jr. director of the S.C. Franks Chapel of Remembrance in Liberty.

"Black churches that once existed in the northern part of Pickens County - members died or moved away. Children never go back, but they know somebody's buried there, Johnson said.

One such cemetery is in Waterford Farms, a gated Crescent community near Lake Keowee where the New Foundation Baptist Church once stood.

It burned down decades ago, and members moved to another church. The cemetery, too, will be preserved maintained and open to visitors, said Scott Munday, director of development for Crescent Communities on Lake Keowee.

After a story about the New Foundation cemetery ran in The Greenville News last fall, a pastor called to say some elderly widows in his congregation who are from there were relieved to know the cemetery still existed.

Paul Kankula, a Seneca retiree, is compiling an online data base of cemeteries in Pickens, Oconee, and Anderson counties for genealogical research as part of a national project called GenWeb. He has mapped and photographed about 1,000 cemeteries and still has about 300 to go.

He worries that unconcerned landowners will neglect them and that they will disappear.

"There are cemeteries that farmers have just picked up the fieldstone and planted crops on top of the graves. There are no remains if you're talking about a grave from the early 1800's. All there is are some teeth and discolored

Continued on Page 7

Continued From Page 6
"Soldier, American Revolution"

soil," Kankula said.

"It's just something that comes with the land when they bought it. They're not relatives of those people."

State law prohibits damage or destruction of human remains. It is a felony, and conviction carries a maximum fine of \$5,000 and 10 years in prison.

There are cases where people have gotten caught and convicted, but, "catching you, that's the trick," said Kankula.

Most people today are buried in established cemeteries, but some aren't.

A Pickens County widow recently had Johnson bury her husband on their property. As a courtesy, Johnson filed paperwork at the courthouse to attach to the deed so future owners of the land will know that the grave is there.

Johnson said it should be mandatory to attach records of graves to deeds.

Johnson also strongly suggests that landowners who find burial sites research property records at the courthouse to find any living descendants and talk with them about moving remains to an established, maintained cemetery.

"It doesn't cost all that much," Johnson said. The issue is one of growing concern as the area devel-



24 May 2022

Dear Sue and Shirley -
I truly enjoyed meeting &
talking to you. It ~~was~~ ^{is} a rare
treat to talk about ancestors
with someone who enjoys the
topic & is interested in helping
break down walls. Thank you
for praying with me that DAR
will accept both Arthur Mitchell
& James Moore. Sincerely,
Sue Bellows

The Research Center received a note from Sue Bellows for the dedicated work of Sue Brewer and Shirley Phillips in helping Sue Bellows try to find the burial site of Arthur Mitchell who lived a short time in the Pendleton District before moving to Tennessee.

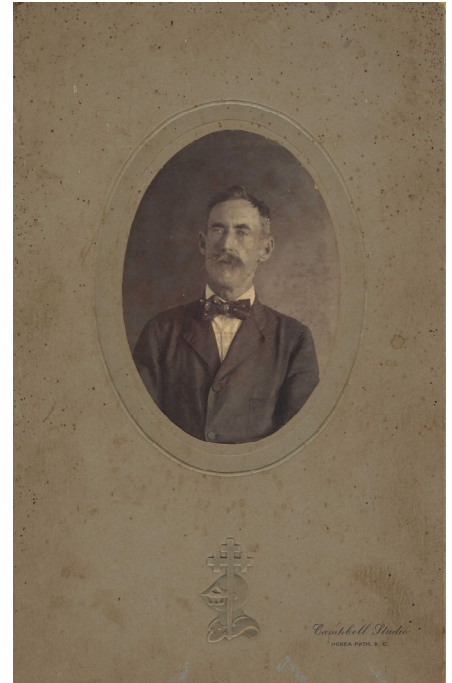
ops and there are varying opinions.

Linda Skelton, of St. George, whose husband is a Lynch descendant, doesn't want the captains grave moved.

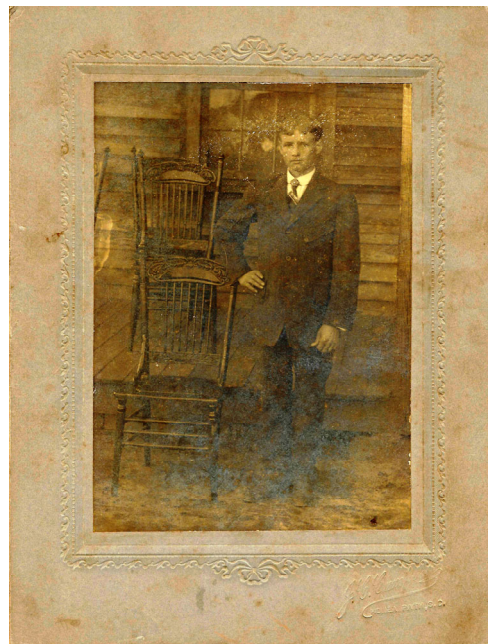
"That is sacred ground", she said of the Lynch grave. "Once one is buried under God's law, it is never to be disturbed because we are from God."

State Sen. Larry Martin, R-Pickens, introduced a bill in January to ensure that the public has access to burial sites that are landlocked by developments.

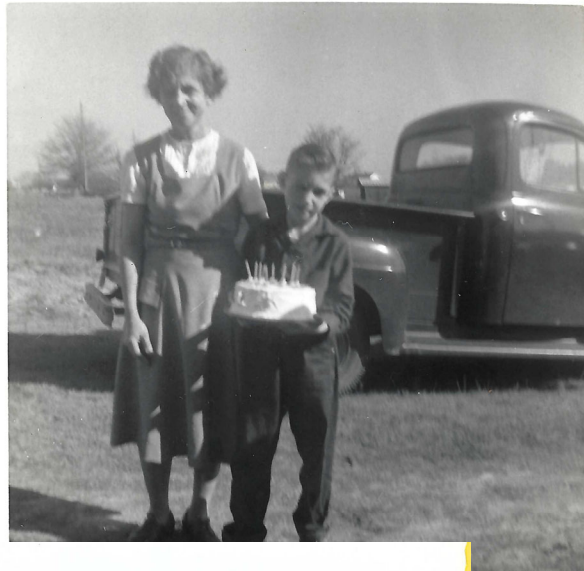
Unidentified People



These Photographs were believed to have been found by Kay Burns and brought to the Research Center. We are assuming that they were from the Starr-Iva section of Anderson County without any certainty. They are included in this newsletter to let members view them and if recognized, identify the individuals in the Photo's.



Unidentified People



JUL • 62

• JUL • 62

It would give relatives and descendants an easement to visit the cemetery "at reasonable times and in a reasonable manner."

In the case of an abandoned cemetery or one not kept up, the bill would give relative and descendants the right to maintain the cemetery if the owner doesn't.

The bill was referred to a judiciary committee that Martin heads, and he said it would be taken up soon.

**Found on findagrave.com*



*Pictures from the Captain William
Lynch burial site
in Pickens County*



The Great Clemson Train Wreck of 1965

By: Ron Barnett

CLEMSON – A mighty clamor that sounded like an army of drunken giants banging on huge metal drums echoed across the dark waters of Lake Hartwell on this night 50 years ago.

The screeching of steel, the rumbling and clanging of hollow metal continued for what seemed like nearly a minute, rousing residents of Clemson from their sleep just after midnight April 7th 1965.

When the noise stopped, a hulking mass of crushed boxcars lay scattered along a quarter mile of railroad and spilled out onto the 250-foot Seneca River trestle that runs parallel to U.S. 123 at the Pickens-Oconee boundary.

Depending on which account you go by, between 34 and 37 boxcars had jumped the tracks, with at least one of them flying off the trestle and into the depths of the reservoir below. A red caboose had tumbled down the steep embankment and was partially submerged at the edge of the lake.

The No. 52 northbound train, on its way from Atlanta to Greenville, was a smoking, serpentine ruin.

It was a disaster scene unlike anything anyone had witnessed here before.

“Most of the cars jackknifed, plowed up several hundred feet of track and came to rest in a mountain of twisted track and mangled boxcars,” an Associated Press account of the wreck said the next day.

The engineer and three crew members escaped injury, but the loss was estimated at \$500,000 – or nearly \$4 million in today’s money.

The mess had barely been cleared away before

calamity struck again.

On May 31st a freight train was clipped by a bulldozer working beside the tracks east of Easley. The lead locomotive was derailed and pushed out onto the Saluda River Trestle, where it caught fire and burned.

People began to wonder, when would the next one happen?

At the time, George Lane was a 25-year-old graduate student at Clemson with a fondness for trains and penchant for taking photos of them.

After the Great Train Wreck of 1965, he was more cautious.

“I used to stand right next to the tracks and take pictures of these trains coming along at 60 and 70 miles an hour,” he said. “After that, I never did that again.”

The records of the National Transportation Safety Board, which investigates train wrecks now, go back only as far as 1967, according to spokesman Keith Holloway, so the kind of documentation of rail-



road accident investigations we have now aren’t available for those crashes.

Since the Clemson wreck happened on the Oconee side of the lake, the Oconee County Sheriff's Office was on the scene, news reports of the time said, but that agency's records don't go back that far, spokesman Jimmy Watt said.



The archives of Norfolk Southern Railway, the successor to Southern Railway, which ran both those trains, also don't contain any reports of the 1965 wrecks, according to archivist Jennifer McDaid.

Norfolk Southern, which ships freight from coast to coast over a rail network nearly 20,000 miles long, stands on its safety record, according to spokeswoman Susan Terpay.

She points to statistics from the Federal Railroad Administration that show an 83 percent decline

in train-motor vehicle collisions since 1972.

The railroad maintains its tracks on a regular basis, including a project that was just completed on the line between Easley and Liberty, she said. It involved removing and installing nearly 25,000 cross-ties, installing 18,000 tons of ballast and renewing the surfaces at 24 road crossings along a double-track section of railroad.

Some of the old crossties seen along the edge of the railroad in Easley while the project was going on appeared to be badly deteriorated.

"NS (Norfolk Southern) renews its rail line as part of its regular maintenance cycle about every six to seven years to ensure safety of operations, Terpay said.

The railroad has not been disaster-free since the 1965 crashes, however.

The state's most recent railroad catastrophe, 10 years ago in Graniteville, involved Norfolk Southern rolling stock and crew.

Nine people died when a toxic cloud of chlorine gas from a damaged railcar settled over the small Aiken County town, and people who were working at the nearby mill are still suffering breathing difficulties, The AP recently reported.

The accident was blamed on workers leaving a switch turned the wrong way.

Speculation as to what caused the 1965 Clemson wreck ranged from a broken axle to sabotage.

A Southern Railway detective told reporters at the scene that the possibility of sabotage was being investigated because of an attempt to derail a freight train near Seneca several months earlier, The AP reported at the time.

The railroad's



general manager was quoted in *The Greenville News* as saying excessive speed had been ruled out as a possible cause.

Longtime Clemson resident James M. Stepp says the story he heard was that an axle broke and one car's leading end dropped onto the ties, dug in, and the rear cars piled up behind it.

The evidence he was supports that theory.

"I remember one car was practically standing on end and there was a good-sized gouge or divot in the track bed," he said. "The sudden stop snapped the front portion of the train, causing derailment of some cars still being pulled by the engines."

"These derailed cars were pulled across the bridge, tearing up the track and ties, with apparently one of two dumped into the lake."

The Greenville News reported that one car "plunged into the water" and two others were missing and presumed to be in the lake.

The crash "severely damaged" the 1917-vintage trestle, *The News* reported.

More than half of the train's 123 cars were in front of the derailment and remained on the tracks. They were taken on to Greenville, the newspaper reported. Others in the rear that were still upright were towed back to Seneca.

Although no one was hurt in the Clemson and Easley crashes 50 years ago, Lane recalls that the Crescent, a passenger train that still runs through Clemson on its way from New Orleans to New York City, was coming along not far behind the train that wrecked at Clemson.

"If it had been a passenger train, there would have been a lot of injuries," he said. "It would have been a huge disaster."

Because of its location and

the magnitude of the wreckage, parallel to the four-lane highway that connects Clemson with Seneca, the Clemson derailment stands out in people's memories.

"My grandparents' house was on Pickens Street up from the depot," said Clemson native Lynne Hamilton. "We were all shocked about a derailment."

"I have never seen such a mess since."

The wreck stood out as one of the cataclysmic events of the mid-1960s, along with the assassination of President Kennedy and the burning of Clemson's elementary school and downtown Methodist church in the mind of young residents like Michael Pilgrim.

"Sometimes I forget how eventful the '60's were and how much an impact all those events made on a young child," he said.

For some, curiosity turned to opportunity.

Jerry Owens, who lived in Seneca at the time, said his dad and some of the men who worked for him "went down and got a bunch of Falstaff beer, as some of the cargo was beer."

According to a report in *The Greenville News* the day after the wreck, the train's cargo included lumber, cotton bales, paper products, lubricants, cement and clay, and steel pipes, which were "strewn along the roadbed."

This reporter (Ron Barnett) remembers the wreckage left behind from the crash.



My dad had his eye on some of the crossties that scattered around in the kudzu-covered embankment.

Several months after the wreck, after he felt certain the railroad would not be salvaging them, he took my brother and I to the scene in our pontoon boat. We lived on the Oconee County side of the lake at the time.

We managed, with great difficulty, to drag several crossties onto our boat and headed back home, where, with even greater difficulty, we pulled them uphill and made them into steps.

It was some of the hardest work I ever did.

My brother and I had gone and looked at the wreck soon after it happened, like many people did. It was amazing as an 11-year-old boy to imagine the awesome power it had taken to scatter those huge boxcars around like that.

Charlotte Holt, one of my classmates, recalls that one of her neighbors who worked for the state health department told her that one of the boxcars, full of cotton bales, had sunk to the deepest part of the old riverbed.

"For a couple years afterward, Hank Goodman and I would paddle or motor our johnboat over the site, dropping a rope with a cinder block anchor to try to pinpoint the exact location of the car," she said. "One day we figured we'd found it when our rope stopped for short of its length, but then the thought of that thing sitting down in the deep below us freaked us out and we made for home without trying to mark the spot with a buoy."

"I'm still creeped out by things underwater that don't belong there!"

An article from an unidentified publication of

the time tells of members of the Clemson Diving Club "salvaging valuable goods" from the underwater wreckage.

Donna Bradley says her dad, Jake Sanders, was called in to run one of the big cranes used to remove the cars from the lake. He had to drive it out onto the trestle to accomplish it.

"I was just 6 years old, but I think of the wreck every time I cross the bridge," she said.

Fewer people have clear memories of the other wreck, near Easley, but it left a mark in the world of mathematics because of the way it bent long sections of rail into a sine-generated curve.

A textbook from the University of California-Berkeley describes the accident and the phenomenon.

"A catastrophic example of a sine-generated curve on a much larger scale was provided by the wreck of a Southern Railway freight train near Greenville, S.C., on May 31, 1965," it says.

"Thirty adjacent flatcars carried as their load 700-foot sections of track rail chained in a bundle to the car beds. The train, pulled by five locomotives, collided with a bulldozer and was derailed."



The violent compressive strain folded the trainload on rails into a drastically foreshortened snakelike configuration. The elastic properties of the steel rails tended to minimize total bending exactly as in the case of the spring-steel strip, and as a result

the wrecked train assumed the shape of a sine-generated curve that distributed the bending as uniformly as possible."

Lane, the photographer, says mathematicians were able to figure out how fast the train was going by the curvature.

Workers had to go in with welding torches and cut those rails in pieces to haul them away, he said. "After that, they were useless."

As for the Saluda River trestle, there concerns about its safety after the wreck, Lane said.

But 50 years later, trains continue to rumble over it every day.

According to NTSB records, South Carolina has had six major train accidents since 1978.

The derailment of Auto Train No. 4 on the Seaboard Coast Line Railroad in Florence, Feb. 24, 1978.

Derailment of Seaboard System Railroad Train No. F-690 with hazardous material release, in Jackson, Feb 23, 1985.

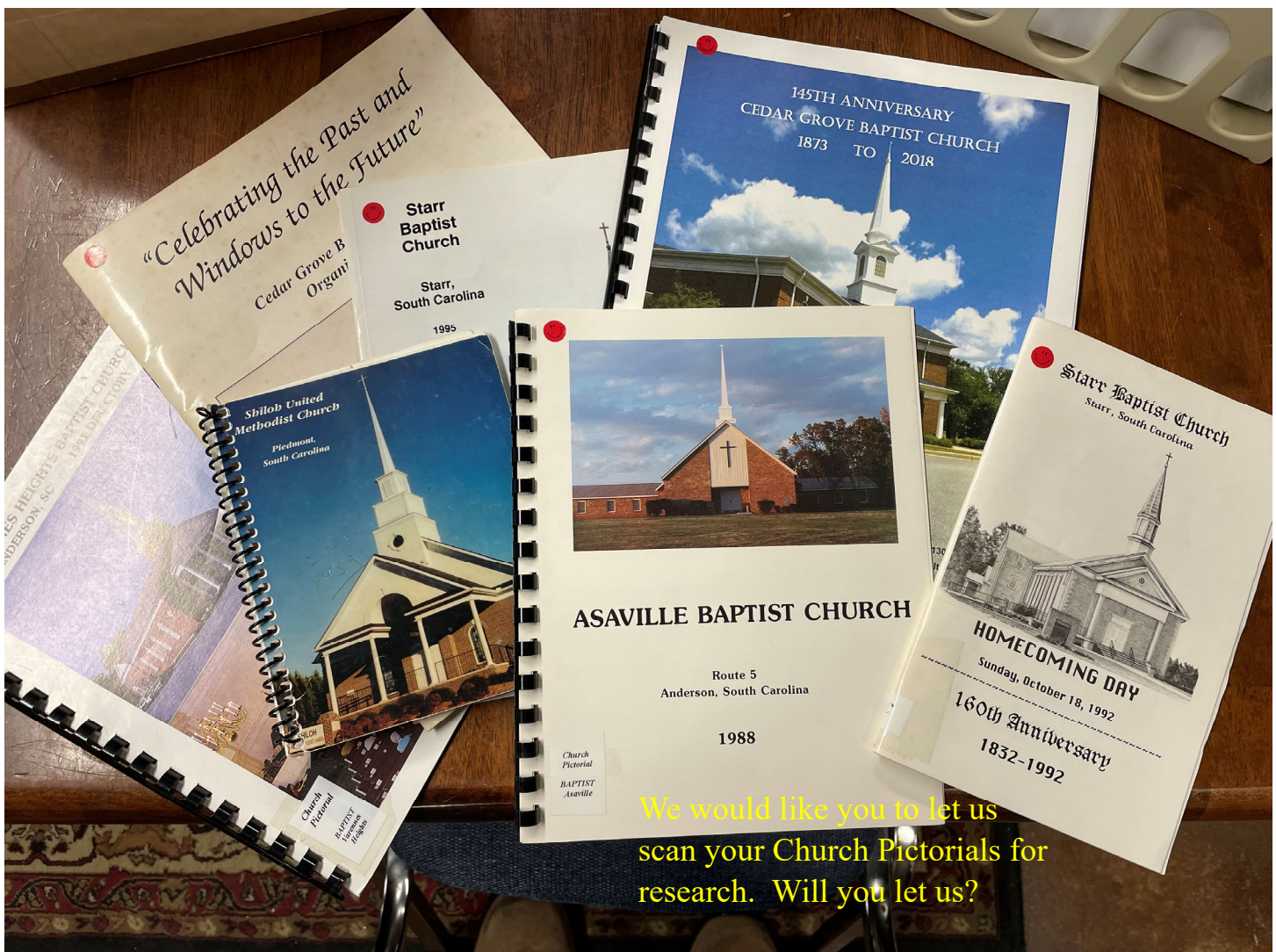
Collision of Seaboard System Railroad

Train No. F-481 with standing cars, Robbins, Feb. 25, 1985.

Derailment and collision of Amtrak Train 82 with rail cars on Dupont siding of CSX Transportation Inc. in Lugoff, July 31, 1991.

Collision of Norfolk Southern Freight Train 192 with standing Norfolk Southern local train P22 with subsequent hazardous material release.

Collision of Norfolk Southern freight train 192 with standing Norfolk Southern local train P22 with subsequent hazardous material release, Jan. 6, 2005, in Graniteville.



We would like you to let us scan your Church Pictorials for research. Will you let us?

Anderson County Chapter of the South Carolina Genealogical Society 2022-23 Officers and Committees

Phone: 864-540-8300 Email: acgsresearch@gmail.com

President ----- Ted Burgess
Vice President ----- Shirley Phillips
Treasurer ----- Linda Rogers
Recording Secretary ----- Ona Glenn
Corresponding Secretary ----- Dot Turpin

Board Member per By-Laws

Activities ----- Ona Glenn
Cemetery ----- Barbara Clark
Chapter Director/Representative ----- Ted Burgess
Education ----- Joyce Gibson
Finance Committee ----- Linda Rogers
Membership ----- Ted Burgess
Newsletter Editor ----- Gary Farmer
Program ----- Kay Burns
Publications ----- Sue Brewer
Publicity ----- TBD
Research Center Coordinator ----- Shirley Phillips
Website Coordinator ----- Ted Burgess

Non-Board Member per By-Laws

Auditing ----- Tim Medlin
By-Laws ----- Richard Otter
Chaplain ----- Bob Carlisle
Grant Committee ----- Kay Burns
Historian/Archivist ----- Carolyn Duncan
Hospitality ----- Mary Burgess
Mail Order Publication ----- Joyce Gibson
Parliamentarian ----- Ona Glenn

Elections are held in November for positions to be held the following year.

Membership Application

Date: _____

Last Name: _____

Are you on Facebook? ☐ YES ☐ NO

First Name: _____

Is this a change of information? ☐ YES ☐ NO

Middle Name: _____

Maiden Name: _____

SC Genealogical Society – State Number _____

Mailing Address: _____

City: _____

State: _____

Zip Code: _____

Home Phone #: _____

Cell Phone #: _____

Email Address: _____

Surnames being researched:

Please list below the Family Surnames of those you are researching. Please include full names, known dates, and areas in Anderson and surrounding counties. *Use the back of this form if you need more space to add a surname.*

Surname, Given	Locations (City or County)	Dates

☐ **New Member**

☐ **Renewal**

☐ **ASSOCIATE** - \$15.00 - I am a primary member of another SCGS Chapter.
SCGS Chapter _____ SCGS Member # _____

☐ **INDIVIDUAL** - \$25.00 - Membership for one person.

☐ **FAMILY** - \$30.00 - Membership for 2 people, within the same household.
Name of 2nd person: _____

☐ **Donation** - _____

☐ **Cash**

☐ **Check**

Check # _____ Amount \$ _____

Make checks payable to: ACCGS

Mail to: ACC, SCGS, 110 Federal St, Anderson, South Carolina 29625



Organization

Anderson County Chapter of the
South Carolina Genealogical
Society

110 Federal Street
Anderson, South Carolina 29625-4363

Phone: 864-540-8300
Email: ACGSResearch@gmail.com

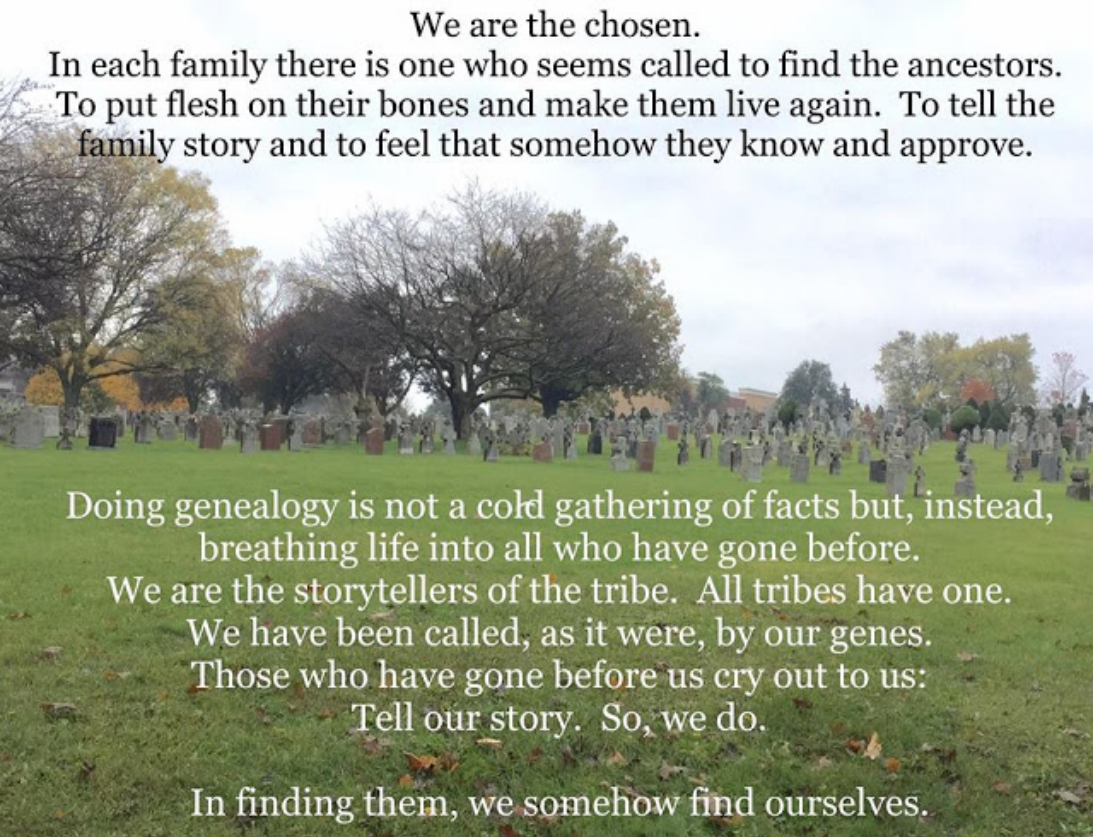
VISIT US ON THE WEB

WWW.ANDERSONCOUNTY.SCGEN.ORG

**Let us help you find your
Family Roots.
Visit the Carolyn Duncan
Research Center Today**

The Anderson Record is the official quarterly publication of the Anderson County Chapter of the South Carolina Genealogical Society. Contributions of historical articles, family histories, Bible records, notifications of reunions & queries are encouraged and welcome. The Editor reserves the right to edit articles prior to publication. Articles or emails should be clearly written (copy ready preferred) with name of contributor and source furnished. Permission to use material in this newsletter is granted if the source and author are noted. Submission of the article or email authorizes the Anderson County Genealogical Society the right to publish said material.

All newsletter pages that are being made available for your viewing and use are not copyrighted. It is believed that the usage of any original work submittals contained within these newsletters such as articles, compiling, photographs or graphics, conform to *Fair Use Doctrine guidelines*.



We are the chosen.
In each family there is one who seems called to find the ancestors.
To put flesh on their bones and make them live again. To tell the
family story and to feel that somehow they know and approve.

Doing genealogy is not a cold gathering of facts but, instead,
breathing life into all who have gone before.
We are the storytellers of the tribe. All tribes have one.
We have been called, as it were, by our genes.
Those who have gone before us cry out to us:
Tell our story. So, we do.

In finding them, we somehow find ourselves.