



# Railway & Locomotive Historical Society, Inc.

## Southeast Chapter

### Newsletter No. 126 – August 2011

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#### The Maddox Foundry & Machine Works

Story of how founder Hitup Maddox came to Florida on a train.

Reprinted with permission of Mary Hope, daughter of Monte Maddox Marchant

*Editors note: I offer some apology for publishing more information that is related to my family, but it is railroad related and is an interesting capsule of a man, family and company that has and still today, provides jobs and products for many businesses around the world, from a small central Florida town . My grandfather, George R. Leynes Sr., a German immigrant, had settled in Crystal River, Florida in Citrus county. He moved to Morriston and worked at a Phosphate mining operation. There he met Hitup Maddox and in 1905 moved to Archer, Florida, along with Hitup and became the first pattern maker at the foundry.*

In 1892, a penniless young man named Hitup Maddox hopped a train to Florida, seeking work in the phosphate mines for 90 cents a day. Thirteen years later, he opened Maddox Foundry, where he produced parts for those same mining companies and forged traditions that lasted a century.

William Emory (Hitup) Maddox was born March 13, 1872 in Ft. Valley, Georgia. He was the son of George Washington Maddox, Captain of Company G, 18th Georgia Infantry, Confederate States Army and Ella E. King. Hitup's father died in 1890 and with only a 4th grade education, he became an apprentice in a blacksmith shop at Etawah Iron Works in Cartersville, Georgia.



The Maddox Foundry in Archer, Florida ~1925. Tracks in the foreground were originally of the Florida Railroad. The SAL was the ultimate successor of this line. To the left, southwest, ran to Cedar Key, and to the right, northeast, ran to Gainesville and Fernandina. Part of the original Florida Railroad line from Callahan to Waldo are mainline CSX tracks today. SAL abandoned the Archer to Cedar Key branch in 1932.

**Southeast Limited**

## **Maddox Foundry & Machine Works – continued**

"Times were tough in those days," Hitup would recall to family and business associates. "Ninety cents was big pay for 10 to 11 hours of hard labor." Still tougher were prospects of getting a job. Hitup and his brother, Tom caught a freight train at Cartersville and went to Atlanta where they stayed for a couple of days. They had no money, so they hoboed by bumming more rides on freight trains heading for Florida. Hitup would always emphasize the fact how they had "no money at all." He was so broke he didn't even have a shirt on his back when he arrived at the end of the freight line. Relating to the incident of losing his shirt, he said one night about dark when he and his brother hopped a freight train; they were approached by a railroad brakeman. "What have you got on you?" the brakeman asked. "He told him he didn't have a thing." "You'll have to pay to ride this train," the brakeman informed the Maddox brothers. He looked them up and down, and then felt of Hitup's shirt. "I'll take that," the brakeman said, so Maddox peeled off his coat, took off his shirt and handed it to the railroad man, who then went down the line to solicit funds from the dozens of hoboes who were stealing rides.

When the brothers left the train they were "smoked plumb black" from the wood burning engines. "It was dark when we got off the train and we didn't know we were black from dirt until the dawn broke, he related to those who listened. He would laugh about the train travel experience of him and his brother to Florida. "My brother had a piece of soap in his pocket, so we washed our face and hands and started to walk. We found an abandoned saw mill along the way, and needing sleep went into the shelter where sawdust shavings made a good mattress. "We must have slept for five hours when I was awakened by someone kicking us on the sole of our shoes," Maddox recalled. The intruder demanded they get up! I've got something for you."

According to Maddox, "it was really something, a big bowl of food, mainly meat and potatoes." "We were hungry as wolves. We ate those victuals-and don't you forget it, Maddox said. "We walked to Waldo, where the man who operated a hotel there gave us permission to sleep in his barn. The next morning we got up and started to look for a job as railroad firemen, who paid \$1 a day, big money to us. We couldn't find a job. "An engineer named Mumford Clements felt sorry for us and gave us a note to his wife, who fixed our breakfast. We then walked on to Gainesville, where we picked up the track leading to Cedar Key."

While walking from Gainesville, the two young men saw a man cutting hay and stacking it in an old house, just south of the present University of Florida. "He allowed us to sleep in the hay and gave us his lunch. That man was Ambrose Abbott, a saloon keeper. Saloon keepers in those days were the best-hearted men in the world. Arising early the next morning, the brothers walked to Archer, where they met a man named Charles Collie, who was handling freight at the depot. "He took us to his house and got us something to eat," Maddox recalled. They stayed the night.

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### **Announcements:**

Our regular meetings are the 2nd Thursday of the month @ 6:30 PM, in the CSX Bldg., 500 Water St. Jacksonville, FL.  
{We are now meeting in the Acosta – C room on the 2<sup>nd</sup> floor at the CSX General Office Building. }

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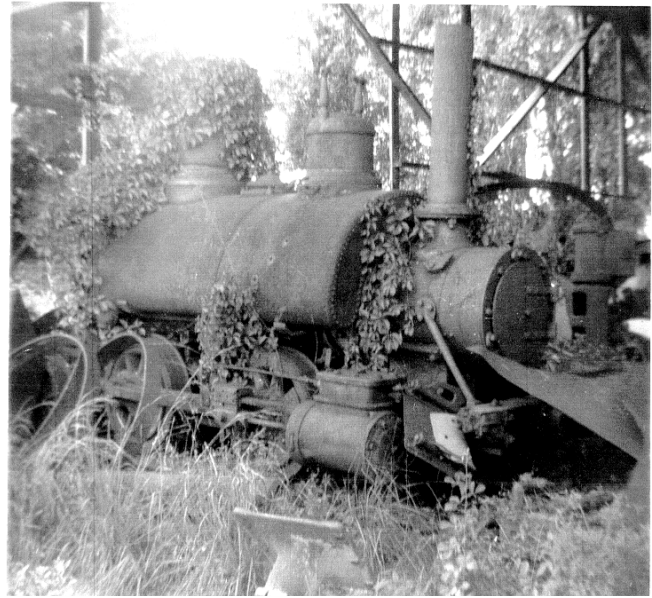
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### **SOUTHEAST CHAPTER OFFICERS**

<b>John A. Leynes</b>	<b>Chairman</b>	<b>904-287-1044</b>
<b>Paul Newton</b>	<b>Vice-Chairman</b>	<b>904-296-7340</b>
<b>Bill Howes</b>	<b>Secretary</b>	
<b>Robert Van Nest</b>	<b>Treasurer</b>	

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**Locomotives to be scrapped at Maddox in July 1962. My grandmothers house was in Archer an we visited on many occasions. We boys were always cautioned not to go and play on the locomotives, which we usually did anyway. The source of many a “strappin”, was not enough to deter us from the curiosity of them. How I wish I knew then what was happening and had a camera. I thought they were being repaired! Editor. Don Hensley photo collection.**

The next day was Sunday morning and they started out for the mine work outside Williston at Elmwood. While they were telling their friend Akerman about their hard luck, losing the shirt and all, the secretary-treasurer of the company who commuted from Ocala was at hand and listened to the tale. When Maddox finished his story, the executive reached down in his pocket and pulled out a hand full of silver. He must have been a man out of Heaven. He gave us the money - \$6.42. That was the only money I ever had been given to me in my life," Maddox said. A millwright and machinist by trade, Maddox found immediate employment in the booming phosphate industry. "I was getting the machine-shop fever about this time. I wanted my own foundry so I could build things the way I wanted them to be. I then began to save my money", Maddox recalled. He remembers having worked for a phosphate company of which C.W. Chase was president. "I hopped on a train and went to Gainesville to see Mr. Chase," Maddox remembered. He recalled how embarrassed he was when it came time to blurt out the fact he needed money. "How much do you want?" Chase asked him. "\$625.00, Maddox meekly replied. Mr. Chase merely turned to his secretary and instructed her to write out a check for \$625.00 That money kept Maddox in business and he never forgot it. Mr. Chase's picture remains hanging in the office today, as a continuous reminder of the true enterpreneuring faith and spirit of one businessman in another. Thus, Maddox Foundry & Machine Works, the company began. Hitiip's goal was to supply the phosphate mines with equipment and repairs. Archer, Florida had two railroads, the Atlantic Coast Line and the Seaboard Air Line Railroad, thus easily securing the necessary shipping needs of the times. The land for the foundry and plant was purchased from the Jackson family whose deed was originally signed by David Levy Yulee, a major plantation landowner in the area and Florida's first senator.

Today, there remains 5 honorary photographs of the successful businessmen within the phosphate mining industry of the United States who were instrumental in the early development years of Maddox Foundry & Machine Works, Inc. "Without those five men, I would never have a business, Hitup Maddox stated to the Tampa Tribune in October of 1952. The phosphate executives, Maddox spoke of were Jack Camp, A. Bigelow, A.B. Kibler, Thomas Sexton, E. Ludwig and Franz Weston. "Hitup Maddox was a great American success story," said Monte Marchant, granddaughter of Hitup and current President/C.E.O. of Maddox Foundry & Machine Works, Inc. "Not just because he came from nothing and built a successful business but because he had the values and principles to make something of himself and to set an example that still guides the company today."

Interview reprinted from Tampa Tribune 10-05-52, Current Lines w/permission of Progress Energy Co.,LLC.

## Meeting of June 9, 2011

The meeting of the Southeast Chapter of the Railway & Locomotive Historical Society was called to order at 6:50 PM by chairman John Leynes in the Acosta Conference Center at CSX headquarters at 500 Water Street, Jacksonville. There were ten members and one guest present.

Secretary's Report: The minutes from the April 12, 2011 meeting were distributed and approved.

Treasurer's Report: Robert Van Nest reported that the savings account balance on June 9, 2011 was \$5506.07. There was \$294.75 in the checking account. In addition, the chapter has two certificates of deposit. Nearly all of the Chapter's 2010 members have renewed for 2011. Report was approved.

### Committee Reports:

- Southeast Limited Newsletter (Leynes, Smith & VanderYacht): The publication and its dissemination to the members are now a team effort of Messrs. Leynes, Smith and VanderYacht. Most members are now receiving the publication by e-mail and this is saving time and money. The chapter's website address will be prominently shown in the newsletter.
- Trip Committee: Jim Smith reported that the committee is still exploring candidates for local, one-day trips. Cliff VanderYacht advised there may be an opportunity to ride on the FEC; this will be explored. Larry Shughart and Chris Frank are planning a trip over the Columbus Day weekend to the East Broad Top RR and would welcome others to join them.
- Website Online: Cliff VanderYacht is adding more back issues of the Southeast Limited.

### Old Business:

- ACL 1504: Nothing to report. Topic will be tabled.
- Railroad Music DVD: Chairman Leynes reported that the script and material are now in hand, with projected completion by the end of 2011.

### New Business:

There was further discussion on the 2011 "Priorities" outlined by chairman Leynes at the January 15 meeting. As part of the campaign to reach out to chapter members (particularly new members) who are not attending the monthly meetings, Bill Howes sent emails to most local members reminding them of tonight's dinner gathering at the American Cafe and meeting. It was agreed that we also need to make telephone contact with these members and to nurture relationships with other groups such as the NRHS. Chairman Leynes will place a notice in the Southeast Limited challenging all chapter members to bring in at least one (1) new member in 2011. Options for a chapter project studying and documenting an aspect of railroad history in Florida were briefly discussed, including building on the work of Larry Brennan. Chairman Leynes' proposal for an Annual Members' Photo Bulletin remained tabled until next meeting. Cost-effective ways to promote our videos and Bulletin 86 reprint are still being explored.

Announcements: July 9 (9 to 4) Model Train & Railroad Show in Deland at Volusia County Fairgrounds.

Next Southeast Chapter Meeting: July 14; Presentation by Paul Newton on Positive Train Control

Meeting adjourned at 7:57 PM.

Program: Presentation by Jim Smith and Bill Howes on their participation in the 2011 annual meeting, convention and board of directors' meeting in Elkins, WV. The scheduled program on Positive Train Control by Paul Newton was deferred because of his other commitments.

Respectfully submitted,

Bill Howes, Secretary