

Welcome to the February/March issue of our newsletter, The Good Oil.

To our members that are heading back to school, we wish you all a good year.

Something for you to remember: -

## Attitude matters more than intelligence or talent



**Happy Birthday** to our February and March born members. We hope you all have a beautiful birthday and many happy returns.

<b>February</b>		<b>March</b>	
Ross Nankivell	7	Jane Fletcher	6
Barb Thomson	24	Dave Willis	6
Bill Mackay	27	Vicki Balogh	16
		Chuba Balogh	18
		Robert Archibald	25
		Cooper Thomson	30

### Coxon's Foundry of Numurkah

In these times of mass imports of engineering and agricultural equipment, we are in danger of losing sight of the time when this nation was largely self-sufficient through local production. Not only did Australian firms make items that were suitable for local use, some were also successfully exported. How the wheel has turned, many would say in the wrong direction!

This is the story of Coxon's Foundry that operated in Numurkah from 1894 until 1934. It is also a story that could probably be applied in any Australian regional area where the local foundry was often the cornerstone of progress.

Edward Coxon, one of nine children, was born in Ballarat in 1866 and moved with his family to Invergordon, near Numurkah, in 1874. In the early 1890's Coxon gained employment at Furphy's Foundry in Shepparton as a 'Striker' at the rate of 10 shillings (\$1) a week. A Striker worked around a fire and with the aid of an assistant would hammer hot pieces of metal into the required shape, using anvils, swages and dies. The Striker, usually the younger of the two men, would be allocated the heavier hammer!

Over the next three years Coxon learnt all he could from Furphy about blacksmithing and foundry operation. In July 1894, in partnership with a Mr Gourley, he took over the Agricultural Department of House Brothers who had established a foundry in Numurkah in 1882. Within a short time Coxon had not only bought out his partner but also the total business. He began with one fire doing general blacksmithing and horseshoeing, but progress was rapid. A wheelwright shop was added and the production of farm drays, box wagons, buggies, gigs, jinkers, cream carts and sprung carts commenced. He was also an innovator and developed a wagon where the front wheels could turn under the body, greatly improving the turning circle.

Later products included ploughs, single and double disc harrows, scarifiers, spike rollers, water carts, scoops, the Pep-O-Day harvester, wool presses and wool tables, and hand tools to meet the agricultural needs of the region.

The foundry was well equipped with a boiler and steam engine to drive the belts coupled to drilling machines, lathes, band and circular saws, planing machines, spoke tenon and wood boring machines, and nut and bolt screwing machines. This was a self sufficient secondary industry set up on a production line basis comprising separate shops for pattern making, forging, casting, moulding, production, manufacture, wood mill, wheelwright, blacksmith, farrier and painting. Up to 40 local men were employed, supported by young boys, working from 6am to 6pm with 30 minutes for a meal break. The son of H.V. McKay also spent time at Coxon's Foundry.

To publicise his products Coxon would hire a traction engine to tow trailers carrying his products to the various regional shows, well up into the Riverina. The team could be away for up to a month and would just return with the traction engine and orders, having sold the wagon and load at the various shows.

Duplication or what we would now refer to as patent infringement did occur. The common example was where a smaller manufacturer would reproduce an item made by a larger manufacturer. Both H.V. McKay and Furphy took Edward Coxon to court. In the Furphy case the dispute was over the water cart; items now keenly sought by collectors. Coxon proved that his water cart wasn't the same as a Furphy, as it had a square filling lid and Furphy had a round lid. That was the end of the court case. The introduction of the motor car and tractor, coupled with the Depression made it difficult for regional manufacturing businesses such as Coxon's. However, Coxon was ahead of his times and saw the future in motor cars. The foundry virtually closed overnight and he built a garage alongside. He was a pioneer in the motor trade and was one of the first Ford dealers in country Victoria. Throughout his lifetime Coxon was an active supporter of his local community.

Edward Coxon died in 1946, and so passed a man who was an innovator, inventor and achiever who did much to support the engineering and agricultural community. Such was the standard of his products that many survive to this day with some still in regular use. This is a fitting tribute to a fine Australian.

### Entry Forms for Our Rally

Could Kyabram club members, who will be attending our rally, please have your entry forms in to the secretary at least a week prior to the rally. They can be either handed in at our next general meeting in February or posted to PO Box 855 Kyabram 3619. The reason for this is that it will help the rally secretary greatly as I can then have them processed prior to the rally. Entries handed in on the day of the rally take up a great deal of time entering them on the computer and sorting them out and there is generally a queue of people waiting to be served. You will still need to come and register once you get to the rally grounds but if the paper work is done prior, it will only be a quick stop at the Secretary shed for you to obtain your meal arm band.

### Kyabram Rodeo

We are looking for volunteers to man the gate for the Kyabram Rodeo on Friday 8<sup>th</sup> March. If anyone can help out, it would be greatly appreciated. Our club does the gate from midday to 5pm and the local Lions club then takes over from us. It can be a hot job as there is no shade so you will need to bring along a hat and a water bottle. You don't need to be there for the full time, if you can only do an hour, that would be great. The job entails collecting the money for entry, marking off the names of the cowboys as they come through and placing arm bands on all of those entering. You will get to hear some innovative excuses of why they can get in for free, some you would give 10 points for trying and others are just very trying. If you can help out, please let me know on 0439 448444.

This year we don't have work on the BBQ at the rodeo. The Show Society has organized for the local football club to do the BBQ for them.

### Interesting Uses for WD 40

Everybody knows WD-40 is the go-to product for silencing squeaks, displacing moisture, preventing rust and loosening stuck parts. You probably have a can sitting in your garage right now. It has lots of uses, but it's no panacea. In fact, there are some jobs WD-40 will absolutely ruin.

Use WD-40 To:

1. *Lube a shovel.* Spray WD-40 on a shovel, spading fork, hoe or garden trowel. The soil slides right off — especially helpful when digging in clay.
2. *Clean tile.* The spray removes spilled mascara, nail polish, paint and scuff marks from tile floors, and also help you wipe away grime from the grout lines. Clean up with soapy water.
3. *Scrub stains from stainless steel sinks.*
4. *Unstick gum.* A squirt makes it easier to pull gum out of carpet and even hair. It's better than cutting out the gum and leaving patchy carpet or a bad haircut.
5. *Soften leather.* Oil can help break in a stiff leather tool belt.
6. *Keep Spiders Away.* Just spray some WD-40 on places where spiders and other insects can get in, such as windowsills and door frames. It will keep the spiders and other bugs out.
7. *Waterproof Shoes, Boots.* If it's wet outside, give the tops and sides of your shoes or boots a coat of WD-40 before you head out the door. WD-40 acts as a barrier so moisture can't seep into your shoes and get your socks wet.
8. *Get Rid of Sticky Fingers.* Next time you're working on a project and accidentally get some super glue stuck to your fingers, just spray the area with WD-40. The sticky glue will come off when you rub your hands together.
9. *Get Poop Off Your Shoe.* You get home to find you stepped in dog do-do while on your evening walk. No problem! Just spray some WD-40 on the sole of your shoe and use an old toothbrush to clean the poop out of the crevices. Rinse with cold water and your shoes will be as good as new.
10. *Loosen a Zipper.* That stubborn jacket zipper doesn't stand a chance against WD-40. Just spray some directly on the zipper and move the pull up and down the teeth a few times
11. *Clean Oil Spots.* If there's an ugly oil spot on your garage floor or the driveway, give the spot a good coat with WD-40 then hose it down. The spot should disappear once the water dries.

12. *Kill Weeds.* Some gardeners will tell you WD-40 works great as a weed killer. Try using it on thistle—which should wither and die, and allow you to then pull it out, root and all, so it doesn't return to your yard.
13. *Remove Grease from hands.* Instead of getting grease all over the bathroom sink, spray some WD-40 on your hands as soon as you're done working on your car. Rub them together and then wipe with a paper towel and follow with some soap and water.
14. *Erase crayon.* When crayon ends up on toys, flooring, furniture, painted walls, wallpaper, windows, doors, and television screens, spray on WD-40 and wipe it off.
15. *Get rid of rust.* Spray and rub away rust from circular saw and hacksaw blades. It can also clean blades of tar and other gunk.
16. *Remove goo.* Unstick gooey residue from price tags, duct tape, and stickers.

#### But Don't Spray It On:

1. *Door hinges.* Sure, WD-40 will stop the squeaking, but it also attracts dust and dirt. Over time, you'll end up with ugly black streaks on your hinges.
2. *Bike chains.* WD-40 can cause dirt and dust to stick to a chain. Use bike-specific lubricants, which typically contain Teflon.
3. *Locks.* The spray can prematurely wear down the internal mechanisms, especially in pin tumbler locks, door locks and padlocks. Go for graphite powder.

### Foden Traction Engine

In 1913, Joseph Herbert FORD from Katandra, registered a steam traction engine for driving on the road. As well as being a farmer, Joseph also carted grain, chaff and wood. He purchased a new Foden Steam Engine, which was imported from England from Langwill Bros & Davies Ptd Ltd.



The Advertisement reads:-

From a photo of 7 h.p. Double Crank Compound Engine.

These engines have been specially designed to meet Australian conditions, and are fitted with all the latest improvements tending to greater power, durability, handiness and economy in fuel consumption. Four sizes are imported, viz: 6, 7 and 8 h. P. Compound Standard Road Engines, adapted for haulage and all forms of work, and an 8 h. P. Single Cylinder Lighter Pattern Agricultural Engine, weight about nine tons, specially built for chaffcutting, threshing, etc., and for road work in districts where roads are bad and bridges and culverts weak. The Compound Engines are spring-mounted on all wheels, and fitted with Foden's High Pressure Gear, extra Tank under Barrel of boiler, Pickering Governors, Sight Feed Lubricators, Independent Steam Pump in place of Injector, extra large Fire Box, and Road Wheels 20 to 24 in. wide. The Single Cylinder Engines are of similar design, but lighter, and the cost approximates very closely to that of an American engine of similar power. Large stocks of all sizes are carried, and prompt delivery can be given. Special Catalogues, Specifications, Testimonials, Prices and Terms will be sent on application.

The above advertisement was from the Melbourne Steam Traction Club, who also provided the following information on the photo of Joseph's engine.

"The photo (*below*) was interesting to see. It confirmed for me that the engine is a Foden Compound traction engine. Langwill Bros. & Davies were their agents. Unfortunately their records have not survived, so finding whom it was first sold to, or identifying the engine is very difficult. Many rural engines did not fall under the government boiler inspection scheme and checking my records did not show any possible engines. There are some records of early vehicle registrations in Victoria, and J H Ford, Katandra is recorded in 1913 as owning a traction engine registered to drive on the road. The engine in the photo is most likely this engine, and the engine is most likely a pre WW1 build engine. The above advertisement from Langwill Bros & Davies for Foden engines shows the typical canopy, wood basket, and large rear driving wheels with more spokes than other makers. I cannot say if this engine has survived, the engine number is on a plate on the side of the cylinder block, this is too dark in the photo and the number would be too small to work out anyway. I'd suggest trying local newspapers, I've seen accounts, particularly if an engine was the first in the district, mentioned when the engine first arrives."



" The wagons in this photo were made locally by Edward Coxon at his Numurkah foundry. "

Unfortunately, neither Foden's or the importer Langwill Bros and Davies Pty Ltd documentation has survived. Langwill Bros & Davies went bankrupt and little remains of their records today. Interestingly - during the bankruptcy proceedings - one of their directors shot himself in the head in the toilets of the courthouse. He was found after he failed to appear after his summons.

### Just For Fun

Martha is in her 90's and has played golf every day since retirement. One day she comes home sad.

"That's it," she tells her husband Frank. "I'm giving up golf. My eyesight is now so bad that once I hit the ball I can't see where it went."

Frank says, "Why don't you take me with you and give it one more try?"

"That's no good" sighs Martha, "your 103. You can't help."

"I may be 103", says Frank, "but my eyesight is perfect."

So the next day Martha and Frank head off to the golf course. She tees up and takes a swing.

She turns to Frank and says, "Did you see the ball?"

"Of course I did" replied Frank, "I have perfect eyesight."

"Where did it go?" says Martha.

"I don't remember."

### Wanted

Does anyone have a spare Main Carby Jet for a WD model Wolseley 3HP engine.

If you can help, please contact Bob on 03 58548377

### For Sale

Colin Barlow, Lloyd & Marie's son, has for sale 7 binders, Allis Chalmers rotor baler, V4 Wisconsin engine, self drive wind rower, 2 sunshine headers, ground driven

If you are interested in any of these please contact Colin on 0427 746324

### To Give Away

There is a photocopier out the back of our club rooms that is no longer needed. Would anyone like to give this a new home?

### Favourite Animal

Our teacher asked what my favourite animal was, and I said, "Fried chicken."

She said I wasn't funny, but she couldn't have been right, because everyone else laughed.

My parents told me to always tell the truth. I did. Fried chicken is my favourite animal.

I told my dad what happened and he said my teacher was probably a member of PETA. He said they love animals very much.

I do too, especially chicken, pork and beef.

Anyway, my teacher sent me to the principal's office.

I told him what happened, and he laughed too. Then he told me not to do it again.

The next day in class my teacher asked me what my favourite live animal was.

I told her it was chicken. She asked me why, so I told her it was because you could make them into fried chicken.

She sent me back to the principal's office.

He laughed, and told me not to do it again.

I don't understand. My parents taught me to be honest, but my teacher doesn't like it when I am.

Today my teacher asked me to tell her what famous military person I admired most.

I told her, "Colonel Sanders."

Guess where I am now.....