Good day fellow members, things have been a bit hectic at my place; I am trying to get my new section car ready for a trip to Atherton Anzac week end. I am hoping to take it to work next week end and try it out.

A few displays are starting to come in, every one should take note that the inter club rally is to be held this year at Mackay and it will be held on April 30th to May 2nd. So every body should make an effort to go.

Merve’s story is not ready yet so I’ll have a go at the magnetiser I built.

All the members at the last meeting were impressed with Tony Little’s effort with the hot air engine and wish to congratulate him on his achievement.
Building a Remagnetiser  
By Keith Hendrick

I have been going to build the magnetiser for some time and when some 2 inch square steel came light I made a start. Ian Williams gave me what information he had. I settled for 30000 ampere turns which are far more than needed. 30000 ampere turns means that you could have 30000 turns at 1 amp, or 1000 turns at 30 amps. I chose 3000 turns at 10 amps. With 10 amps I then had to calculate the size of wire to carry the current. The wire size that I selected was fairly small and will get pretty hot if switched on too long.

Next I cut the steel to size and then set the poles up in the 4 jaw chuck and turned the corners off the steel. Rather than make a former I decided to wrap insulation directly around the poles and glue it to the steel.

The pole piece was clamped in the chuck and I set up a piece of timber in the tool post with a groove to run the wire into.

With the lathe running at its slowest speed I commenced to

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Contact **George Nutt** of  
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layer the wire in.

What a job I would never use square steel again, if you don’t get it neat, the next row gets worse and so on.

However it did not take to long to get the 2 poles wound, taped and varnished.

With the poles bolted onto the base plate it was time to wire it up. First I made metal box and mounted it between the poles, I fitted a spring loaded switch at the front with a fuse one end and the cable in the other end.

Inside the box, a bridge rectifier and a capacitor were fitted. I won’t go into detail with the wiring as it is dangerous to be mucking around with 240v AC.

The magnetiser was now ready for testing. I plugged it through my ammeter to check the current. Time to switch on, I held a piece of steel over the pole and hit the switch. The piece of steel slammed down on the pole and the ammeter read 10 amps.

I still have to make a ply wood platform to sit on top of the coils so that I can sit a magneto on it. Also I have to make a couple of metal poles with slots to bolt on top and slide up against the magneto.

If I was making it again I would use round bar which would be far easier to layer the wire on. The fibre end cheeks would be also easier to make. I would also make the junction box larger as this one is pretty crowded.

I have not tried it on a magneto yet but I hope it will work.

Keith
Keith as promised, details of the trip to Biggenden. Assco or Australian Society of Section Car Operators hosted a run at Biggenden 12 & 13th March 2005.

The first day the trip was Biggenden to Mundubbera and return Approx. 195 Km. The second day Biggenden to Pilerwa and return Approx. 125Km. Keith and Jeanett Batley and Carol and I represented the North the remainder were from Rockhampton, Maryborough and Brisbane areas.

12 section cars had nominated for the weekend but only 11 turned up on the day. These were to carry approx. 35 people. Day 1 saw the usual problems, with starting and Assco’s rule after a 3 minute delay, cars that have problems are pushed off the track and are normally repaired at the end of day. There was 4 M15s and the rest were ST2s and MT14s

Most had been totally restored but a few had just been purchased from auctions and apart from being fairly basic it was their maiden voyage at a Assco function.

Because most of the Assco members live in the South-east corner most activities to date have been in that area. Unlike the Tablelands, which we normally use, the Assco activities are normally run on active Q.R. lines with a Q.R. safety person in the front vehicle.

Once a section of track is nominated for a club outing Assco Officials map out the activity, taking into account the time taken for the journey, number of crossings, all the safety aspects and this submitted to Q.R. The sections of track are normally used during the week for freight and other activities and normally free of rail traffic on weekends for the club to operate fun days.

The expressions of interest for activities for the future and apart from several in the South-east corner suggestions were given re a trip on the pioneer mill system and also sections through the far North. Up around the Normanton area, possibly the Gulflander and Savannalander lines. The distance travelled at Biggenden was the longest run on one weekend that I have experienced and look forward to many more.

Trevor Phillipson