



The not so Wrinkly Rag

The Shed is supported by the Shire of Mundaring, Lotterywest, Mundaring Community Financial Services (Bendigo Bank), Department of Infrastructure, Transport, Regional Development and Communications, and the WA Department of Communities.

Donations of \$2 and above are tax deductible – just ask the Treasurer for a receipt.

What's on in the Next Month or 2?

General Meeting	11am on 16 th of October.
Wood carvers	7:00pm every Monday – contact Terry 9295-1393
Fundraising	Next raffle on 6 th of December at Woolies – raffle ticket sellers needed on the day. Hamper contributions welcome. Contact Ross on 0433-211-949 if you can help.
Shed Open EVERY Saturday	9am-noon - come down for a cuppa and a natter.
Melbourne Cup Lunch	11am on 4 th of November - \$20 per head, members and guests welcome. Beer, wine, soft drink for sale. \$5 & \$2 sweeps.
Committee Meeting	11am on 13 th of November
Deadline for Wrinkly Rag copy	5pm on 14 th of November
Wrinkly Rag publish	5pm on 16 th of November
Speakers' Circle	In abeyance till 2026 – suggestions for speakers welcome.

Editorial – Ross Boughton

Wrinkly Rags are published by the Monday before the monthly general meeting based on information provided up to the previous Friday, being the day after the monthly committee meeting.

Please send articles of general interest (up to 2 A4 pages), photos, funnies, leads to president@mundaringshed.org.au for inclusion in the Wrinkly Rag. Only minimal edits will be applied – spelling and grammar errors may slip through. 😊

Normal publishing rules apply – if you “borrow” material, please attribute it to the owner.

Disclaimer

The information in this publication is of a general nature. The articles contained herein are not intended to provide a complete discussion on each subject and/or issues canvassed. Mundaring Community Men's Shed Inc does not accept any liability for any statements or any opinion, or for any errors or omissions contained.

President's Patter – Ross Boughton

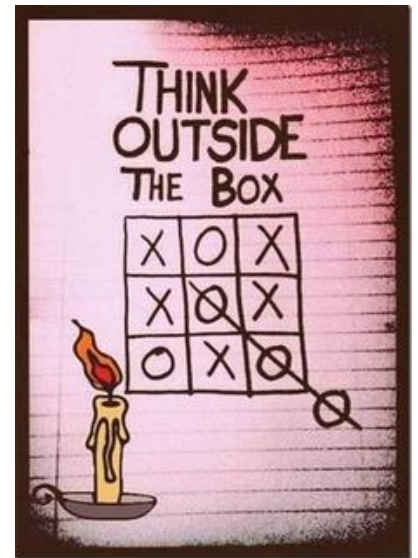


It seems like every day is World (something) Day or International (something) Week or Month, and we become a bit blasé. October is [Mental Health Month](#), and the 10th was [World Mental Health Day](#) and so it's appropriate that we engage with our fellow members who may seem a bit down-in-the-dumps or worried and say "RU OK?"; remember to listen – that's why we were given 2 ears, but only one mouth!

Also, October is [Breast Cancer Awareness Month](#). "Male breast cancer is a cancer in males that originates in their breasts. Males account for less than 1% of new breast cancers with about 20,000 new cases being diagnosed worldwide every year. Its incidence rates in males vs. females are, respectively, 0.4 and 66.7 per 100,000 person-years."

On a more positive note, the Shed has been getting more infrastructure built, with the "bin shed" 99% complete and the covered area between buildings 4 (toilets) and 5 (woodwork etc.) past the design and approval stages with the expectation that construction will be complete before Christmas 🎄. Soon we will start planning for the next stages of construction: a multi-bay storage shed, hot-works shed, deck for Building 5, DIY repair shop and a garden shed – let me know if you can contribute, even if it's only to review drawings.

As we move out of winter hibernation and into lovely Spring days, we could spruce things up around 1 Morilla Road. Keep an eye open for invitations to working bees to help reduce the fire fuel load around the perimeter, help refurbish the outdoor setting, splash some paint on poles and screens... many hands make light work and reduce the need to employ external contractors.



Shed Governance

Duty Manager

We **still** need Duty Managers **not working in the workshops** to keep an eye on the overall site, answer phone calls, and deal with members of the public about jobs and potential membership. The roster has 2-hour timeslots, notionally 0800-1000, 1000-1200 and 1200-1400. Mondays, Wednesdays and Fridays particularly need a larger pool.

Workshops will not be open for general use without a Duty Manager on site. [This happened on the 8th and 10th of October.](#)

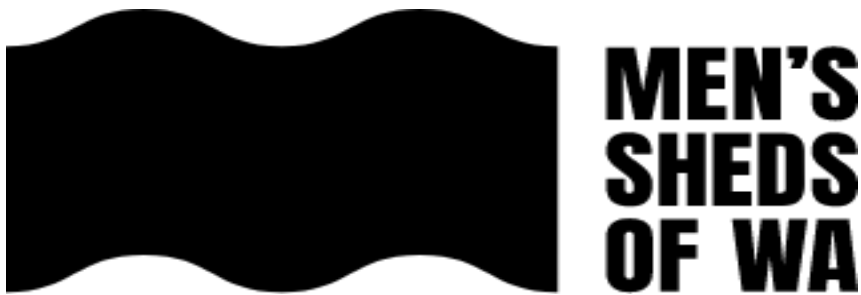
You don't need any workshop experience to do the job, so **volunteer now!**

Assessment to Using Machines in Workshops

At October's committee meeting it was agreed that there would be an annual reassessment for people using Level 2 machines (tables saws, band saws, lathes, welders etc.). More details before the January reassessment

New Members

New members in the last month: Please welcome Jason Gauci.



It was World Mental Health Day on the 10th of October - a perfect time to launch a new Wellbeing & Health Hub designed especially for Shedders.

New Wellbeing & Health Hub for Shedders

Men's Sheds of WA has created a free Wellbeing & Health Hub just for Shedders. It brings together 100+ organisations focused on men's wellbeing, plus a guest speaker directory to help bring experts into our Shed.

It's simple, free, and designed to support men right across WA.

[Check it out here.](#)

Cancer facts

<https://www.aihw.gov.au/reports/cancer/cancer-data-in-australia/contents/overview>

In 2025, it is estimated that cancer will be responsible for around 3 of every 10 deaths in Australia.

Age-standardised lung cancer mortality rates for males have decreased substantially from 74 deaths per 100,000 males in 2000 to an estimated 39 deaths per 100,000 males in 2025.

In 1994, prostate cancer mortality rates were 63 deaths per 100,000 males. In 2025, it is estimated that prostate cancer mortality rates will be 33 deaths per 100,000 males, just over a half of the peak mortality rate.

Age-adjusted breast cancer mortality rates have been decreasing for females and were around 31 deaths per 100,000 females in 2000 compared to an estimated 22 deaths per 100,000 females in 2025.



A wet day in August



Manufactured Items

The combined efforts of Peter Thomas and Pete Mateusiak with consultancy and material support from Eric Smith and Barry Crossley.



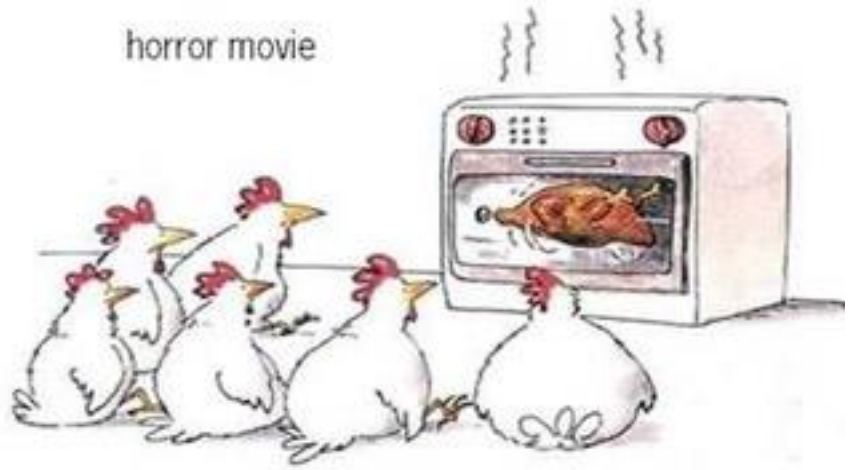
More phascogale camera trap posts for DBCA by Nick Bains and Ross Boughton.



Wrinkly Smiles – Max Hore



"You're fired, Jack. The lab results just came back, and you tested positive for Coke."



When you're over 40 and they say just put a BandAid where it hurts...



Here Come the Choo-Choos (part 1) – Craig Ward

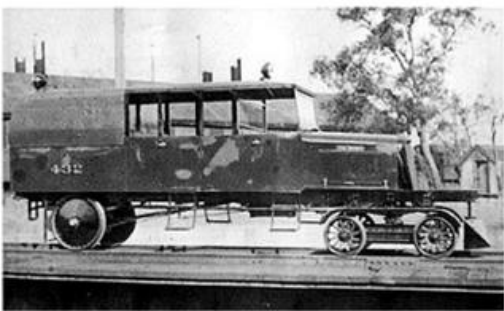
Our amazing state has had a fair selection of locomotives and trains in the past 150 years. The first was the Ballaarat (correct spelling!) tramlines. Constructed in 1871 to haul timber from the Southwest to a jetty on the coast north of Busselton, later to Rockingham from Jarrahdale.

In 1879 the Department of Works and Railways was established, which in 1890 became the Western Australian Government Railways (WAGR). After a few name changes between 1890 and 1975, Westrail became the trading name of the WAGR until December 2000, when the WAGR's freight division and the Westrail brand were privatised. The passenger operations were transferred to the Public Transport Authority in July 2023.

The first government line, in 1879, was between Geraldton and Northampton to transport lead and copper from the Geraldine mine which had been opened in 1849 by Governor Robinson. The line closed in 1957.

Commenced on 3 June 1879, the fiftieth year of this colony, the next railway from Fremantle to Perth and onto Guildford, was opened in 1881. As the population increased, so did the passengers until the advent of the motor cars when the train use decreased. Within the Fremantle-Perth-Guildford urban region an ever-expanding network has been developed for public transit. Road travel had been mooted, but after stops and starts rail has again proved superior. In 1979 the Fremantle line was closed, reopening in 1983. This line, and the Midland, has been well patronised with many thousands of people each week using them. At the time of writing the Royal Show will attract many railway visitors. All of this began in 1881 when the Fremantle to Guildford service was initiated. Upgrades and new stations have been rejuvenated with Subiaco, Maylands and Bassendean receiving major work. Once the change from steam to diesel locomotives and the roads filled up, the reliable rail service once again came to the forefront. Between 1954 and 1968 diesel, and in 1989 electric railcars, modernised this original transport. In the 1880's the ticket price for the full trip from sea to inland was a day's wage, but now less than the price of an hour's work. Cost of living has decreased! From there, travellers could, in 1884, visit Chidlow. Two years later patient rail travellers could then visit York and Beverley. Branch lines were also put in place to Toodyay and Northam by 1888.

Eventually, the Beverley extension headed to Albany. A private company was formed, The Western Australian Land Company, and completed the line by 1889. It was opened by Governor Weld. This company was repaid with land grants and income from passengers and freight. (Using the Land grant system an individual or company would be entitled to own land providing it was cleared and utilised. A similar system was used after the Great War for returned servicemen and British migrants to settle in the Southwest. This had varying success.)



Marble Bar Railcar

The WAGR then commenced a line from Geraldton to Mullewa which was commissioned in November 1894. From there a horse coach service ran to Cue via Yalgoo and Mt Magnet. This was a three day each way trip, and 50 horses and a variety of wagons, including two Cobb's style coaches, were used. Later in 1895, a rail service was inaugurated from Mullewa, following the original coach route to Cue and extending north to Meekatharra and Wiluna. Also, a line was put in place from Mt Magnet east to Sandstone. The water tank in Sandstone can still be seen.

In addition to the east line, another headed south from Mullewa through to Pithara, meeting up with an earlier line to finish in Northampton. This allowed travel from Fremantle via Perth to Northampton.

The next major line was for the would-be millionaires chasing the weight on the Eastern Gold Fields. This was from the Northam line to Southern Cross in 1894, thence to Coolgardie and Kalgoorlie in 1896. In 1897 the grand opening was performed by the Premier, Sir John Forrest. It too was built by private contractors with a similar system to the Albany line. In 1917 this line connected to the Trans-Australian Railway at Parkeston. There was a break in the line, due to gauge widths, where freight and passengers were transferred from the narrow-gauge line to the standard line from the east.

In 1968 the standard line opened all the way to Perth.

There were also two isolated lines, both WAGR designed and constructed. The first opened in January 1909 to service the Phillips River Goldfield, and later the Ravensthorpe copper mine and smelter. The line was between the mine and the jetty at Hopetoun. Another line was opened in July 1911 from what is now Port Hedland to Marble Bar. Same requirements as at Hopetoun, isolation from access to equipment, rugged terrain and slow deliveries by horse and camels. Both lines had a short existence caused by dwindling ore supplies, and closed in the 1940's.

The construction of these railways was not without much controversy and handwringing. Like the Goldfields pipeline, there were people who opposed these developments, usually those who were not affected. Hasn't changed much, has it? The proposed Esperance to Coolgardie rail drew much vitriol from agricultural regions who did not appreciate the value of the goldfields. However, a line was finally constructed from the southern port to the fields and opened in 1927.

The WA government laid out extensive network of track and by 1937 a total of 4,100 miles (6,600 km) was in operation. Many of these lines were used for the wheat harvest, although people and goods were conveyed. Unusually, for such a vast network, only one tunnel was ever required, at Swan Hill on the Eastern line. By the late 1950's, due to the excessive costs many branch lines were closed, although some reopened on a seasonal basis for the wheat cockies. As well as passengers, freight was moved. Sandalwood and grain from inland and machinery and food staples to the farms and mines.

... to be continued next month



Watheroo Station, 1910
40 km south of Moora
Opened 1897, now closed.

QI Trivia: What's the name of the **tallest** mountain in the world?

Answer: Mauna Kea, the **highest** point on the island of Hawaii.

The inactive volcano is a modest 4,206m above sea level, but when measured from the seabed to its summit, it is 10,200m **high** – about 1,350m **taller** than Mount Everest.

The current convention for measuring mountains is that "highest" means measured from sea level to summit, and "tallest" means measured from the bottom of the mountain to the top.

So, while Mount Everest, at 8,848m, is the **highest** mountain in the world it is not the **tallest**.