



November 2025

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 20 th of November.
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.
Committee Meeting	11:00am on 11 th of December
Deadline for Wrinkly Rag copy	5:00pm on 12 th of December
Wrinkly Rag publish	5:00pm on 14 th of December
Christmas Lunch	11:30am on 18 th of December. Wive & partners welcome: \$40 per head, payable in advance to catering officer Neil McQuillan
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 is useful to ponder why MCMS exists. On our door we have a poster that says: “a place of acceptance for all men”. This mean that whether you’re a skilled woodworker or just come along for a cuppa you **are** welcome. To keep the Shed running we do need volunteers to do things, and we hope that members will pitch in where and when they can, whether it be listening to someone who may be going through a rough patch, digging a hole, painting a possum box, helping design a deck for the woodwork shop. To this end we’ll be trialling a “list of small jobs” for each of the workshops and one for the general site, where you and maybe a couple of colleagues can say “we’ll do that”. As well as doing something for the Shed you are building connections with other members and can point to something and say: “I did that”.

Our open morning on Tuesday as part of the Shire-sponsored Seniors Fortnight attracted about a dozen members of the community and 2 Shire staff. All commented that they had learnt a lot about Men’s Sheds and were impressed with how far we’d progressed since moving into 1 Morilla Road just 14 months ago. Thanks to the members who helped explain things to our visitors and almost finished the delicious morning tea (leftover leftovers were left for the local fauna).

Things you see at “smoko”



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

You don't need any workshop experience to do the job and it's a good opportunity to chat with people, 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 Sain (pronounced Shane) Dzemail and returning members Taz Dzieciol and Wayne Reading.

Toodyay Goodwill Visit – Stephen Fox

Resulting from a recent conversation at the Toodyay 2025 Ag Show with members of the Toodyay Men's Shed, an invite for a small group from MCMS was given and a hope that we might be able to offer assistance or guidance with their 2-year-old 3018 CNC Router that they had not been able to get working. I indicated we have the similar machine and that some of us may well have some experience to offer. We left them with the confidence that the router can work however it is going to need to be recalibrated in respect of pulses per mm, of X, Y & Z movement. And later in the day sent them additional information on that calibration process.

While we had planned for four of us (A ute load) were scheduled to visit one of us had to drop out at the last moment leaving Barry Crossley and Dave Walker and I for the brisk drive to Toodyay where the Men's Shed has a large modern shed I imagine is 40m long and 20m wide divided up into a meeting or common room, well-appointed commercial kitchen, along with areas for Woodwork, Metalwork, materials storage and a secure tool lockup area. I understand they have around 30 members with nine or ten in attendance on the day of our visit. They are clearly well organized, and we noted they do several things similar to ourselves noting the common room is rated for up to 80 persons and is frequently sublet for other local groups who also in some cases use the commercial kitchen. It was pleasing to see they use simple engraved signs (that they hope to do themselves in the future) on many items they repair or renovate and something several of our members have suggested they are already doing regarding identifying their main items of machinery with dates acquired and naming the donator. They use hand engraving of many assets with an Id number similar to our own Asset number register. I noted Dave was able to offer comments and advice on their fledgling bicycle repair and or renovation program and Barry was answering questions regarding badge engraving with the CNC Router. We did submit to photos but forgot to take any ourselves. I believe, as do Dave and Barry that in terms of a goodwill visit, it was, time very well spent.

For our return to MCMS we choose to travel via Clackline and Bakers Hill stopping for a pie in Bakers Hill

and meeting Mark from the Motorcycle Men's Shed out for a solo ride via Dowerin on his 650cc Vstrom Suzuki. Mark, as are a number of his fellow members also members of a more conventional Men's Shed in his case Manning.

Welding activity, Stick, MIG, TIG and Gas – Stephen Fox

In much the same way as we did with the Sheetmetal working activity, earlier this year, small groups are being offered, for up to three hours on Wednesday afternoons, the chance to experience four types of welding in our Metal Workshop, shortly.

The objective of this activity is not so much to make you into first class, employable welder but more to give you the experience of the four most common welding methods.

The purpose of this activity is to enable those members with an interest to sample four types of welding after they have used metal workshop tools to cut sections of square tube & 22mm Round Tube (Bandsaw & Friction Saw), mark and drill 6mm holes and then using some of the holes expand them to 22mm Dia with a hole saw. Wire brush and debur.

Armed with these four items of steel you will then assemble them and sample four types of welding Arc (or Stick) welding, MIG welding, TIG welding and Gas Brazing.

Those of you that have your own welding masks are encouraged to bring them along as well as a dust coat or overalls, as a form of skin flash burn prevention. If you have them soft comfortable leather gloves (Riggers or Garden Gloves) we have ear plugs and safety glasses in the workshop or you may prefer to use your own glasses and ear defenders (same as when you chainsaw) Several members are aware of this pending welding experience and have asked to bring along their own welding machines and if you would like to do so you will be most welcome the most common requests have been in respect of Gasless MIG and small hobby style ARC (Stick) welders.

A simple and obvious chart for bookings will be attached to a clipboard at the reception area table with provision for up to three members on each available Wednesday afternoon date. Please ask for an alternate day if Wednesdays do not suit and I am sure we can arrange them. Unlike the Sheetmetal activity that incurred a materials cost of \$20 this activity will not have a significant associated cost however it would be nice if participants would part with a small (\$5) donation to the shed to neutralize the cost of welding consumables and gases.

Moving the Table

After about a year, or maybe more, the outdoor table has been moved out of the garden to be refurbished over the next month or two.

Workers: Bill Frost, Barry Crossley, Roo Merrybard, Peter Konowalow, Pat Page and James Scully (behind the camera).



Whim Festival Winner - Stephen Fox

At the recent Mount Helena Whim festival MCMS contributed a simple display of some activities and sales of raffle tickets for a trailer of firewood. In an active campaign of participant poaching the Mundaring & Hills Historical Society were gathering up our members and raffle ticket buyers and encouraging them to enter their wood identifying competition.

WINNER !!

MHHS 'GUESS THE TIMBER' COMPETITION

NUMBER	ANSWER
1	JARRAH
2	KARRI
3	STINGBARK
4	BLACKBUTT
5	MARRI
6	WESTERN RED CEDAR
7	OREGON
8	WANDOO
9	BALISELENE
10	NYATA
11	KAPUR
12	TASMANIAN OAK

Clues: STINGBARK, BALISELENE, JARRAH, TASMANIAN OAK, KAPUR, OREGON, NYATA, KARRI, MARRI, WESTERN RED CEDAR, WANDOO, BLACKBUTT

Age Category
 11 years and under
 12 years and over JUST

Name: STEPHEN FOX

Contact Number: 0817329129



The objective was to identify and name the twelve numbered samples of wood they had on display. They presented an answer paper, loaned a ball point pen and these answer sheets were made easier with the twelve species of tree named and indicated the first correct answer sheet would win a small prize.

The prize I am pleased to say was a \$25 Dymocks book or gift voucher and I am delighted to share with you that I got the phone call inviting me to collect said gift voucher. Apparently, they had around fifty correct entries.

1 Morilla from Above – David Bowden



Manufactured or Repaired Items

The possum-box construction line continues apace with Pat Page cutting out the holes for the mounting hose/wire to pass through,



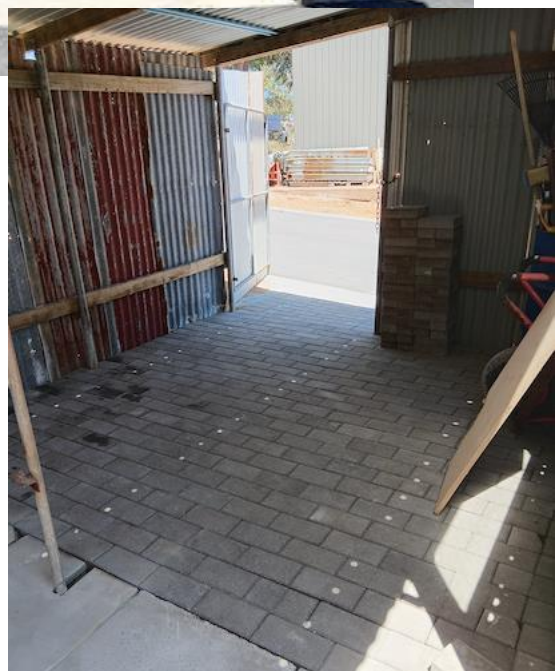
Stephan Millet working on a pet project,

and James Scully refurbishing the hay-bail carrier to be installed next to the entry path.



The “Bin” Shed

What started out on the original concept plan as a washdown, and storage, area for our bins. Design thanks to Max Hore, construction: Max, John Winsor, Pat Page, Dom Gerace, James Scully, others?

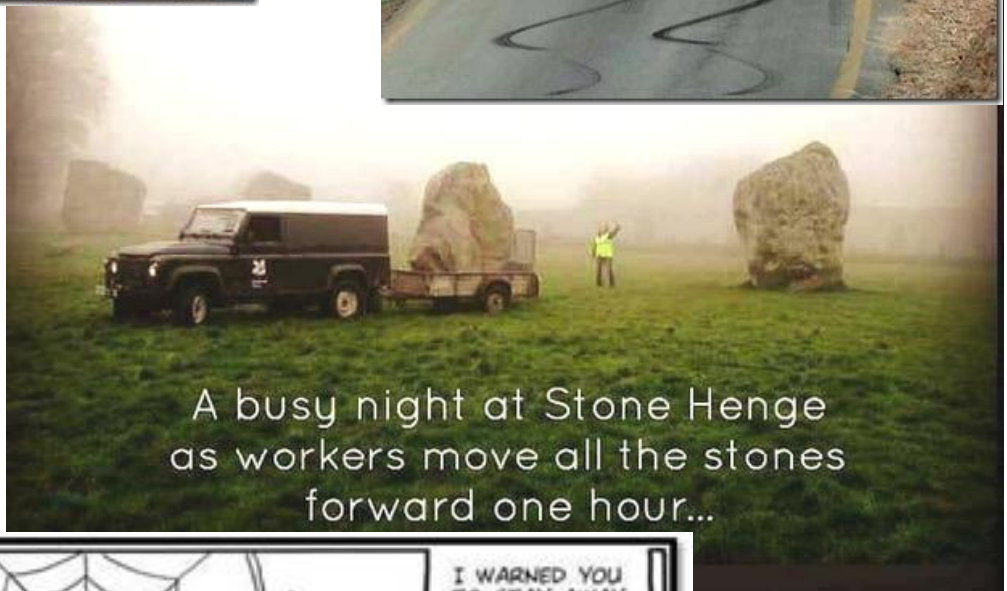


Wrinkly Smiles – Max Hore

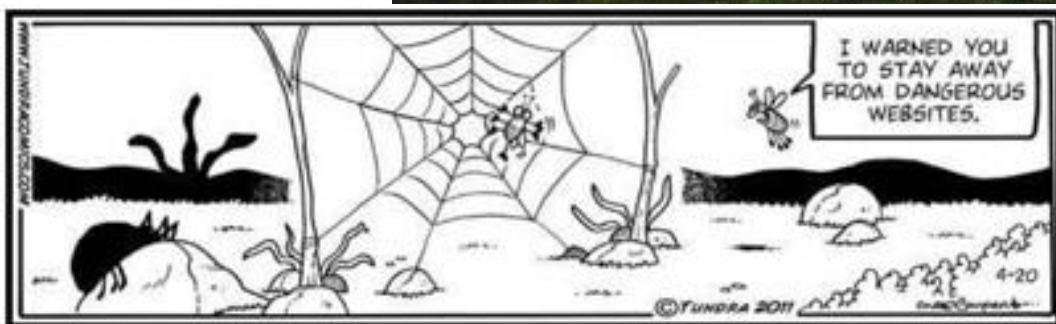
I relabeled all of the jars in my wife's spice rack. I'm not in trouble yet....but the thyme is cumin.

I have a pencil that used to be owned by William Shakespeare.

But he chewed it a lot. Now I can't tell if it's 2B or not 2B.



A busy night at Stone Henge as workers move all the stones forward one hour...



Here Come the Choo-Choos (part 2) – Craig Ward

Maintenance of the rolling stock was initially done in the workshops at Fremantle. From suggestions by CY O'Connor they were later moved to Midland Junction which became a major railway centre where generations of families worked and trained.

Along with the railways, came accommodation for the hardy traveller. Some of the services provided were pretty rough, dating back to the horse coaching days, but by 1895 there were many decent “watering holes”. There were a total of 40 such railway hotels, some of which still operate today under that name, although many on the goldfields have closed.

Nine in this region had an original name of RAILWAY HOTEL, some of which still operate today. A local railway hotel was at Parkerville, which operated under that name from 1902 to 1904. Renamed the Parkerville Hotel until 1911, and it then reverted back to the Railway Hotel until 1921. It had been closed due to misbehaviour of the licensee, Robert Congdon. Also closed at the same time was the Forrest Arms Hotel at Glen Forrest, also owned by him. In those days, throughout the state, many of the owners of hotels were rascals and spent much time in court appealing charges. Also, to digress, in 1896 a bad train smash occurred on a sharp curve 5km west of Parkerville. One passenger and eight horses were killed. It could have been worse if not for the brave action of the guard. Northam also had a Railway Hotel situated near the original line in 1886 until 1897. From accounts at the time, the owner, Mr Elliot Lockyer, managed a first-class establishment. There were other Railway Hotels nearby, with varying degrees of service. Midland from 1902, York between 1892 to 1922, and others further afield.

There is an old furphy* that the width or gauge of a rail track was influenced by the ruts on ancient Roman roads. This is not true. The Stephenson standard gauge of 4ft 8 ½ inch (1435) was devised by George Stephenson. There was a reason for this. The collieries in the north of England were using tracks with an outside width of 5ft, and with wagon axle lengths of 5ft. These axles were made locally, and to prevent upheavals with the foundries, Stephenson kept to the same axle length. Later with the new track profile, this resulted in a narrower gauge of 4ft 8 inch. In 1830 George expanded the width to 4ft 8 ½ inches. This improved the smooth running around the curves and general stability. Because throughout the world many of the locomotives came from Britain the 4' 8 ½" became the standard. There are a few exceptions, with some countries using a broad gauge, such as in Russia. Even the Yanks use the Pommie gauge!



G233 “Leschenault Lady”
Early WAGR Loco
Now at the Rail Museum
Bassendean

*Furphy – originated during the Gallipoli Campaign in 1915 when Furphy water carts were used and the men stood around gossiping. The forerunner of the “water cooler”, and “Men’s Sheds”.



Railway after the Earthquake
Meckering 1968

At 11 o'clock on the 11th of October 1968 the people of Meckering were shaken about as the earth moved beneath their feet. There was a lot of destruction when the town was razed, and their easy-going lifestyle ended. The main east/west road destroyed, the railway line buckled, water was everywhere as the pipeline concertinaed, and the phone line cut. Maintenance crews were at work on the railway and elsewhere.

The history of the Perth lines has had its share of stops and starts. At first, in the early days around the 1800's up to the 1940's, the Fremantle to Guildford line was well patronised. With the advent of private cars the line was less used. In 1979 the Fremantle line was closed to make room for roads but reopened in 1983. In 1988 a line to the northern suburbs was advocated. This is still an ongoing development. By 2025 the number of journeys through the original line has increased to 53 million passengers per year! With our increased population the rail network throughout has alleviated the road congestion.

Now for some boring facts. Perth's suburban railways use [1,067 mm](#) (3 ft 6 in) [narrow gauge](#) track, except for the Midland line between East Perth and Midland, which uses [dual gauge](#) track as interstate train services use [standard gauge](#). Trains are powered by [25 kV 50 Hz AC overhead line equipment](#). In the Airport line and [Perth City Link](#) tunnels, where space is limited, a rigid [overhead conductor rail](#) is used.

The emergence of the railways around the fledging colony allowed wealth and prosperity to enter. There were no rivers here and therefore the only rapid transport was on the iron network. From a struggling beginning, wheat, wool and minerals flowed out and attracted people and ideas from foreign climes. It was once said that Australia rode on the sheep's back, but without the steam locos the wool would have stayed here. Without the locomotives, and in some cases the foresight of some public leaders, the future of this great state would have been delayed or abandoned altogether. So, three cheers for the choo choos.



Trans Perth Rail Lines

ACKNOWLEDGMENTS

“All Stations to Guildford”: Geoffrey Higham

“The Old Coach Roads to Cue and Beyond”: Alex Palmer

“Railway Hotels of Australia, Volume 4”: Scott Whitaker

And a few “thefts” from Wikipedia.