

## **Extracts from THE HIGHWAYMAN, FEBRUARY, 1968**

### **RETIREMENTS**

On Wednesday, 13th December last, friends of Med Young joined him in the Staff Club Room to wish him well on his retirement after 33 years' service with the D.M.R.

In opening, Mr. Fawkner (Deputy Engineer-in-Chief) pointed out that actually Med had retired on the previous evening but, because of the volume of work on his hands on that day, he had agreed to come back on the Wednesday to meet his well-wishers. This, Mr. Fawkner said, was typical of the co-operation one came to expect from Med Young in his duties as Head Office Garage Superintendent.

Mr. Mansfield (Secretary) remembered Med especially in respect of those earlier days when he drove the HO pay car for this had made Med always a special visitor wherever he went. Apart from that, Mr. Mansfield said, Med's calm and efficient approach to requests for transport from H/O Garage was greatly appreciated

Mr. Flack (Mechanical Engineer, referred to his close association with Med because of their relative position. And he, too, when located at Central Workshop, particularly remembered Med at least once a fortnight when the pay car came!

Mr. Johnston (Asst. Chief Engineer) said he first met Med at Woodenbong on the North Coast in 1933, and still remembered Med's sense of humour. He believed it was this which had brought him through his service without gathering grey hairs. Med, he said, was always willing to do a good turn for everyone.

Mr. McCalfrey (Principal Legal Officer) remarked on Med's pleasant appearance, which belied the cadaverous look of the usual retiring public servant. He remembered Med well also for his special ability to double-park.

Mr. Endean (Principal Land Surveyor and Property Officer) claimed that his Section had given Med the biggest headache in continuing requests for cars, or taxis, to move survey staff.

Mr. Marlin (Asst. Chief Accountant) complimented Med on his earlier work as H/O Pay Car Driver. There was one thing for sure -Med always knew where every gang was located. And it was a fact that everyone was paid and the pay car always back in H/O by knock-off.

Mr. Orr (Highways Engineer) said that, dependent on Med for transport and demanding special requirements in each car, he had always had these provided by Med.

Mr. McGennissen, who succeeded Med as HO Garage Superintendent, spoke on behalf of the drivers in H/O as well as Milson's Point, wishing Med a happy and prosperous retirement.

Miss Margaret Davis extended thanks to Med for his continued assistance in finding space in the garage for cars of visiting V.I.P's.

In reply, Med thanked everyone for attending the gathering. He also expressed thanks to the Department for his appointment as Garage Superintendent. But, most of all, he wished to thank the Department's staff for the co-operation given him in understanding the problems attendant with the supplying of cars from the Head Office Garage.

Mr. Fawkner, apologising for the absence of the Engineer-in-Chief on leave, expressed to Med best wishes on his retirement on behalf of himself and all those gathered, and presented him with a wallet of notes as a token of the esteem in which he was held by the Department's staff.

The drivers from the Garage gathered at Kogarah R.S.L., on Thursday evening, December 21, to celebrate Christmas, and also to make their farewells to Med, who was accompanied by his son, Dale. A large congratulatory card suitable to the occasion, signed by all the garage staff and endorsed with Med's call-sign, "No, sir, but we could get you a taxi", with sketches of several phones ringing at once. Med also was the recipient of a china dish adorned with a small boy and the words, "Never drink water".

### **COSTS**

When people, other than our most regular visitors, enter the Section, their appearance of being lost is understandable for we've had so many changes during the past year that we may be described as the "NEW LOOK" Section.

Fred Winkill is still here, of course, and so is Jim Buckmaster who has now completed five years of devoted service to "Costs". Next in terms of staying power is Ray Tinning who has served 12 months with us, but it could be said that Ray will soon receive a little white envelope from Staff Section . . . No-NOT the sack!

Charles Xuereb, was transferred from Jindabyne and this restored his faith in the "powers that be". He soon fell into the rigorous routine of getting to work some 24 miles instead of across the lawn. Charles recently led a vigorous campaign against Blacktown Council's proposal to allow the establishment of a chemical factory at Doonside.

Terry Meredith replaced Lloyd Newman early this year. Here is a young man of boundless energy who is able to cram into one year - snow holidays and weekends; two technical college courses with their associated study and exams; numerous social events on invitations chiefly accepted by his girlfriend, Jackie; countless hours on bettering the capabilities of his "Sprite"; and a full-time job as well! The one big decision remains- an engagement ring . . . or a Weber "carby". Oh, well, perhaps **both** next year?

Bill Budge couldn't understand why estate agents wouldn't give him 20-25% off the purchase price of a home. I mean, as Public Servants we get used to these discount benefits. Anyway, they found him a "Cut Price Special" out Caringbah way. Sounds a beauty, too, and we're all looking forward to the housewarming.

No recent car purchases within the Section, but Col Perry did wheel his "Major 1" along for an obligation-free valuation. He thought the salesman was downright rude with his offer and just to spite him, walked out and bought himself a new short motor which he installed himself at a big save-on petrol! Col, in an unofficial capacity, is referee and adviser to our "discussion group". He has an intimate knowledge of current affairs, television programmes, mechanical data and, furthermore, subscribes to "Choice", the voice of the Australian Consumers' Association.

Whoever heard of a VW 1500 doing 70 m.p.g, or m.p.h. for that matter? Well, Ray T's does! He amazed us by stating that he achieved this figure in one section of his trip back from Tasmania. What he (reluctantly) disclosed later was that he based his mileage on the sea trip **as well!!!** John Hockey, transferred to us on relief, was subsequently appointed to the Section. The joke of it is that he still insists that it is only on a short term basis. The girls consistently nominate John as the worthy holder of the spoon each week and it's only weight of numbers on the male side that Keith Turton has remained as "chief stirrer" for so long. And why not? Because as soon as an awkward duty comes along he delegates it to the first one in sight. He takes sadistic delight in seeing us battle with a problem.

A welcome to Pat Henry, a fairly new appointee. We haven't learnt a lot about him yet but do know he's a "Rabbito" supporter. He is also studying hard at night for his Higher School Certificate - Best of luck, Pat.

Of the girls-well, Helen Roberts, Narelle Packer and Trisha Stynes replaced Jan Norton. Nuff said. But, honestly, the work HAS increased. Helen is the serious one, same boyfriend for two and a half years; Narelle is the rebellious one, hates authority; and Trisha is the sporting one-little wonder that she is romantically entangled with one of the young sportsmen of the Department. Not that the other two don't like sport though-Helen was a member of the team that won the 'C' Grade Public Service Basketball Competition, and Narelle barracks for the Balmain Tigers (not loud enough, though). They are easily rattled by retypes, references to their boyfriends, late orders for the cafeteria, and complaints about the weak tea-but so full of sugar and spice that we wouldn't swap them for anything.

Last, but not least, our Cost Accountant, Max Lloyd, leads us with a firm rein. But we feel he favours the girls in cases of dispute! He chews and recommends wine gums to aid the concentration. Must be more in them as the name suggests.

## **PAY SECTION**

This article is to be sung to the tune, "The Money Goes Round and Round and Comes Out Here". (Words and music available throughout the Accounts Branch.)

When that smiling young man hands you a bulging pay packet once a fortnight, or you note that your bank account has increased on the credit side, it will be with the compliments of the Pay Section. With so much cash passing through their hands it is easy to believe that the staff of this small but devoted section are expert with money and the handling thereof. Indeed, an occasional flutter at the races seems to pay off for them very well. Some members are so keen that they are thinking of running their own race. Should this event come off and you

are thinking of having a punt your special "Highwayman" reporter now gives you a selection of starters for: The Pay Section Stakes ...

No. 1: **Mr. MacBarron.** Better known as "Mac", he is a champion from way back and a proven performer. However, he now runs mainly for appearance money and, although still a good bet, looks like being sent out to stud shortly.

No. 2: **Lindsay Jameson.** Showed form in the education trials but is still not a good performer. Lindsay professes to have a liking for socialism but his actions have a strong right wing bias. Although he runs well if the money's good, punters may find him going the wrong way.

No. 3: **Phil Hoult.** An excellent runner but has recently become too flashy a performer. A succession of moustaches, beards and side levers have made him look more like a renegade from Sergeant Pepper's Lonely Hearts Club Band than a trusty thoroughbred. Whiskers tend to slow him up a bit.

No. 4: **John Tipper.** A rank outsider, J. Tipper, Esquire, has the legs to last any distance. A good bet, especially if the race is run at lunch time when his concentration is at a peak. Backers are advised to wave motor magazines as this will urge him on.

No. 5: **Frank Smith.** A proven performer. Ran excellently in the Holiday Handicap and cuts a dashing figure (especially in shorts and dark glasses). A good bet, he always seems to come home in a "photo" finish.

No. 6: **John Small.** John shows fine "Spirits" and has run well in the past. But a wife and a bag of golf sticks seem to be slowing him down these days.

No. 7: **Brian Keeley.** Best described as a keen contender Brian could romp home. Apparently he is armed with a secret weapon (believed to be something called a 116) and puts strong emphasis on training. Also looks promising for the G.O.A. novice.

No. 8: **John Mowbray.** Another good runner in the Holiday Handicap; is believed to be installing "extras" to give him a bigger boost. (At least, he is always talking about extractors, V8 motors, racing tyres . . . !!). Could "perform" well.

No. 9: **John Fuller.** Still a novice, little is known about John. Although inexperienced and rather quiet he could undo the field in a big way, or there again he might not get out of the starters' box. Time will tell.

Nos. 10, 11, 12, 14: **Noelline Service and Pam Babbage** are the best bet for any doubles and a sure winner of the Quinella. Between them they write out more cheques in a day than the average person would make out in a lifetime. Their chances are further improved by the fact that Noelline has a motor bike. However, **Kathy Hech** could prove strong opposition, especially since she undertook an extensive training programme with elastic bands. But a rank outsider who could upset the whole race is **Diane Willis.** Diane is in charge of refreshments at feeding time (morning and afternoon teas) and could dope the whole field. A girl to watch.

Well, there you are.

Wall MacKinnon is the starter (his other job is riding shotgun on the pays) and some day now they should be moving. Any punter who wishes to see the field in action is advised to stand at the front door of H/O around 8.43 a.m. Happy Betting.

**COMMENTS on the CONTENTS of these articles are welcome and can be forwarded to:**

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