

On Our Job

By Wellington Trammies, for Wellington Trammies

No. 1.

SEPTEMBER, 1943.

Wellington, N.Z.

HULLO FELLOWS,—Yes, we have had to cut our paper down again, but like all good trammies, we have our excuse ready. While we are not particularly proud of our excuse, so many others having used it before us, we feel that if they can blame Hitler for something, then we can do likewise. If, therefore, you have any complaints about the size of this new substitute for the old Journal or the recent "Airbrake" Supplement, remember the old saying, "You know what you can do about it." Seriously though, we consider that this leaflet may be to your advantage, for whereas the Supplement would have reached you only once every four months, we hope to be able to get this leaflet to you every month. If that is possible you will actually receive more news than under the old system, always supposing we can obtain enough copy to fill the leaflet each month. Our newshounds report that this should be easy, especially if they can put in a few stories they hear on the job now and then. But knowing these hounds, pardon us, newshounds, we'll wait and see what the stories are like before printing them. Any that mention Dave and Mabel or commercial travellers will be barred, but we will keep them in mind to tell you when you return home again.

Due to the very generous support made available to the Comforts Committee these days, things in the parcels line have been moving. A Salisbury meat hamper was dispatched in June to every man overseas, a cake parcel followed in July, and at the time of writing these notes a tobacco parcel is ready for dispatch to every man away at the end of August. "Free Lances" are also dispatched each week, but we are not too optimistic about all of these arriving, for some of the addresses we have are not so hot. Now we do want you to receive all we send, so how about

checking up on your address. This paper will be sent to your address as it is on the Comforts Committee files, so if it has any trouble reaching you, will you please forward your correct address to the Secretary, Comforts Committee, c/o Tramway Department, Wellington.

We are pleased to be able to report that some more of our cobbers have resumed duty from military service. (Of course we are glad; look at the work it saves us. We will be glad when you are all back and we can get stuck into the garden again.) Those who have returned to duty during the past couple of months are R. H. Thorburn, W. G. Stockley, W. J. McNaughton, G. Singleton and L. Rush.

Four letters have been received recently from prisoner-of-war camps in Germany: The first from Jim Potter, who tells us he is pretty well now; the second from Bill Hearfield, who is apparently becoming a "lumberjack"; the third from Wally Dahl, who also reports that he is keeping well; and the fourth from Ray Ormerod, who sends his regards to all the men in the service. How we would like to see them all back here.

Sgt. Jack Armstrong (Traffic Office) has been reported wounded in Tunisia. We sincerely hope that his wounds are not of a serious nature and that he will soon be back with his battery.

In a recent letter received from Graham Foote, he tells us he has become the proud father of a daughter. Our pardon, Graham says "very proud father," and as he goes on to give his views on the war which keeps him away from his wife and new daughter, we believe this daughter must be a little corker." We all hope you will soon be with them, Graham, and in the meantime, please accept our congratulations.

OBITUARY

FOLLOWING close on the news of the death of George Corley comes the sad news of the death of another of our inspectors who had retired recently. This time it was Inspector Joseph Hughes, who died suddenly on June 15. Joe joined the service on October 3, 1905, and was promoted to the position of inspector on January 15, 1918. Due to ill health, he retired on April 1, 1941, and the tidings that he was not spared longer to enjoy a well-earned retirement came as a shock to all of us. His interest in sporting activities was well known and appreciated by men in the service. To Mrs. Hughes and members of her family we extend our deep and sincere sympathy.

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It is with deep regret that we have to extend to Mr. and Mrs. R. Hayes our sympathy in the sad loss of their son. Both Mr. and Mrs. Hayes are well known to members of the service, Bob's work in connection with the Recreation Club and the Comforts Committee during recent years earning him the esteem of all members who now desire to offer, with us, their condolences.

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Bill Murphy, of the Yard, passed away recently. Bill collapsed on the job and did not recover after a severe operation. Bill was a Londoner and had been engaged as a cable joiner since early in 1920. We extend to his wife and family our sincere regret and sympathy.

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Several of our soldier cobbers have had deaths in their families recently. Joe Stapp, who returned from the Middle East some time ago, lost his father; and Jack Young, still in the Middle East, lost his mother. We extend to our workmates and their families our deep regrets at their sad losses.

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We regret to learn that Robert, son of Gus Nesus (for many years in the armature pit at our workshops), has died while on active service. We all join in extending to Gus and Mrs Nesus our deep and sincere sympathy.

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We were sorry to learn of the death of Mrs. M. Hazelwood, wife of Conductor Bob Hazelwood, and sister of Conductor Jack Michel. To both our comrades we extend our sincere sympathy in their sad loss.

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Our sympathy is extended to Motorman Archie McGuire (on active service) in the sad loss he has suffered by the recent death of his mother.

This is the saddest thing we have to do, to take up our pen to record the death of another of our cobbers overseas. This time it is Colin Raymond Standen, who has been "missing" since 25/6/41. Colin was born in Masterton on 17/8/1914, and joined the service on April 8, 1939. He entered camp with the 3rd Echelon on 15/5/40, and although he was only in the service a short time, it was long enough to win the high esteem of all who knew him. We respectfully offer the sincere sympathy of every member of the service to his sorrowing family.

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It is with extreme regret that we report the sudden death of Motorman Thomas Walter McLean on August 23, 1943. Born in Westport on June 17, 1894, he served overseas in the Great War and was in the special force which saw service in Russia. Tom joined the service in 1921 and was promoted to motorman in 1930. At the outbreak of the present war he offered his services and was stationed on guard duty (as sergeant) for a short period. Well known on broken shifts at Newtown, he was a typical West Coaster, bright, breezy and straight from the shoulder. He leaves a wife and one son to whom, as well as to the other members of his family, we offer our sincere sympathy.

HERE AND THERE

Have we warned you yet that the girls on our job are not referred to as conductresses? To be quite up to date, it is considered the thing to call them by their correct title, "Inspector Hamlin's Young Ladies." What we want to know is this: Is it true that when Ken Hamlin recently toured the lower part of the North Island in search of girls for the trams, was he met at stations on the line by the local bands playing the theme song of the "Student Prince"?

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Conductor W. A. Mitchell resigned on account of ill health on June 5, 1943. Bill joined the service on November 2, 1936, and entered camp with the 3rd Echelon. He was invalided home in August, 1941, and has been in indifferent health ever since. He came back to work for a short period and has been on sick leave since August, 1942. We trust that his health will steadily improve, and regret that it has been necessary for him to tender his resignation.

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Motorman Fred Juno has not been enjoying the best of health lately, and he has been granted three months' sick

leave. Nothing to do but tend his fowls should soon restore Fred's health, we trust.

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Looking fit and well, the following tramwaymen of the 2nd N.Z.E.F. returned home on furlough recently: L. Dargan, T. W. Gill, C. W. Harrison, J. McKenna, M. J. Ryrie, F. G. White, J. H. Davies, C. W. Gosse, D. C. Hazlett, R. Milligan, W. Ritchie, W. G. Fishenden, A. M. Graham, P. F. Lloyd, R. J. Moore, R. J. Scott, and W. G. King. All were again glad to obtain a glimpse of the Windy City, despite the typical Wellington southerly which met them on arrival, this, they said, being preferable to the mosquitoes and sand of the Middle East.

Eighty-two tramwaymen still remain overseas, located as follows: Middle East forces 37, Pacific 26, Navy 4, N.Z.R.A.F. 5, and prisoners of war 10.

We look forward to the time when we shall have the pleasure of welcoming those boys home also.

Alex Graham has lost no time in putting away his battle-dress, and is to be seen at his old possie at the controls of a tram again.

With so many returned men's faces popping up on the front of trams, one would be pardoned for thinking the war had ended. The latest familiar countenance is that of Corporal Wally Loach. Wally, back from overseas for some time now, has been employed for a time in the Army Department.

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Back from their first furlough spent in Auckland, Conductresses Betty Cook, Jean Guppy and Helen Finall report having a wonderful time. The first lady conductors from Wellington to visit the Auckland Transport Social Club, they were accorded a right royal welcome. Genial Mick Farrelly, well known to most Wellington tramwaymen, took charge of the girls and looked after their welfare generally.

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Our boys overseas will learn with regret that Conductor Tom Hebbard has resigned from the service on account of ill health. Born at Christchurch on December 24, 1885, Tom joined the service on May 8, 1913. His resignation took effect on July 24. Well known on his broken shifts in Kilbirnie, Tom's bright disposition made him a favourite with all his mates. He has gone to the West Coast to live, and he carries with him the best wishes of all trammies.

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It is with regret that we record the illness of Shift Boss Inspector S. Leon-

YARD NOTES

ARTHUR CONNOLE, of the Yard, retired on June 30 after service dating back to 1902. Arthur commenced work with the contractors, Messrs. McCartney and McIlroy, when the tracks were being laid, and on the completion of the contract started work with the Tramways Department. During his years of service he was mainly employed on the A.C. and D.C. underground cable system, in the capacity of power supply inspector and mains foreman.

He was duly farewelled by Mr. Maunder, of the Electricity Department, who spoke of the stalwart work which men of Mr. Connole's calibre had carried out in connection with building up the Tramways and Electricity Departments. On behalf of the employees of the departments concerned, he presented Mr. Connole with a radio set. Other speakers who expressed best wishes for the future were Messrs. Marchant, Malcolm, Huggins, Hicks and Eade. Mr. Connole duly replied that it was with regret that he was leaving the Yard, but he was looking forward to the future. We wish Arthur a happy retirement and many years ahead to enjoy it.

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Bob Redfern retired from the Yard recently. Bob commenced work in the Yard as a foreman welder in 1926 and has since been occupied in that capacity. He is a native of Manchester, England, and has travelled extensively throughout U.S.A. His expert knowledge of welding and metals in general has always been an asset to the Yard. At a gathering held recently he was the recipient of a well-filled purse presented on behalf of the employees. Bob suitably replied and said it was with regret that he was leaving many good friends which he had made during his 17 years of service.

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Conductor Charlie S. Wilson, of Newtown Depot, is another "old hand" who has resigned on account of failing health. Charlie was born in Wolverhampton, England, on December 18, 1881, and prior to joining the service on July 17, 1912, was occupied as a carpenter. His resignation took effect on May 11, 1943. We wish him a speedy return to good health.

ard. Syd, as he is known to all of us, had a break-down on the job recently and will be confined to bed for some time. One and all wish him a speedy recovery.

Do you remember the list of members of the Comforts Committee we gave you in the last "Airbrake"? In naming the committee for this year we left out the name of Bob Wylie, and although we thought up a fast one for Bob, we kicked ourselves for leaving out the name of one of our really hard workers. Bob is on the night shift at Kilbirnie, and we would never have it said we slept while the night shift worked.

GOLF NOTES

SINCE the last notes some very interesting golf has taken place both in club matches and games with the Paremata Golf Club. On May 17 the Club Trophy was played for (18 hole Stableford), and after a hard tussle the winner was found in Les. Godkin. It is very pleasing to see Les. back to form again and we can see the handicapper has his eye on him. Keep up the good work, Les.

On June 7 the Lawler Cup was played for once again (36 hole Electric). Once again the members got to work and put all they had into it, and from the way the play went it was obvious all were after the Cup. The winner was Allen King, a new and very promising player in the club. Allen has suffered two cuts in his handicap so far this season and we hope he will reach single figures before the season is out.

A club trophy for 24 handicap players only was introduced this year and was played on July 26. It was an 18 hole bogey, the winner being our popular secretary, Mr. M. Williamson.

The next important event is the Sawyer Cup (72 hole stroke). So far two rounds have been played and the field is being led by A. G. Smith, closely followed by Jock Baillie, Terry O'Sullivan, Sam Lawler, Allen King and Stan Vine. We are not going to try and pick the winner, but will be in a position to tell you all about it in our next notes.

On July 11 the club ventured out to Paremata to match their skill with the Paremata Golf Club. On arriving the Paremata boys took charge of our boys and saw that they were well cared for. Lunch was supplied by the ladies of Paremata, and did our boys do justice to the meal of grilled steak and veges. The first four drove off at about 12.30, and from then till the last four players came in the result was always in doubt. The game resulted in a draw, a very popular decision with everyone. Afternoon tea, again provided by the ladies, was a great turnout and then all hands adjourned to the 19th where a sing-song was held till train time.

We have noticed a couple of our players have been absent lately owing to sickness, but hope they are soon about again. We have not seen Harry Sawyer and Jack Thompson out much this year. Talking to Jack Pennal the other day, he said that he will soon be well enough to beat the champs. Great work, Jack. We will all be pleased to see you again. Glad to see Norm. Thompson back again with us, and we see he can still hit them long and straight. Keep it going, Norm. We have been asked several times what handicap Joe King is on. We leave it to you to ask Joe next time you see him.

IN CANADA

A RECENT letter from Sid Sadler, "somewhere in Canada," is of interest to tramwaymen and we herewith give some extracts from it. "Tell the boys back home that if they had to drive one of the trams over here they would have something to growl about, as they are reckoned to be the worst cars in Canada, and one of our handbrakes would please them better. They are all one-man cars, but they have a very efficient way of loading and unloading which does not cause any delay. The cars are much bigger than ours, seating over fifty people. All the routes are in continuous circuits so that there is no swinging the pole anywhere, any route not having a continuous circuit having a loop at the end of the run similar to our terminus at Miramar. The cars are not kept very clean, and when the wind blows the dust just rises in clouds inside the car. Some of the routes are grand rides though, for they go through open country just like our railway back home. The best idea they have is what is called the owl car service which runs every hour after midnight and covers all routes. Unfortunately, it can be heard for miles away for it kicks up so much noise when it is travelling. The weather here is something like that of New Zealand, although it gets very cold at nights for the Rocky Mountains are only about 80 miles away. Please remember me to all the boys on the job."

The lesson was on the power and effect of wind.

Pretty Teacher: "As I was coming to school this morning, the bus door opened and something came softly in and kissed be on the cheek. Can you tell me what it was?"

Students (promptly and in unison): "The conductor."