

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