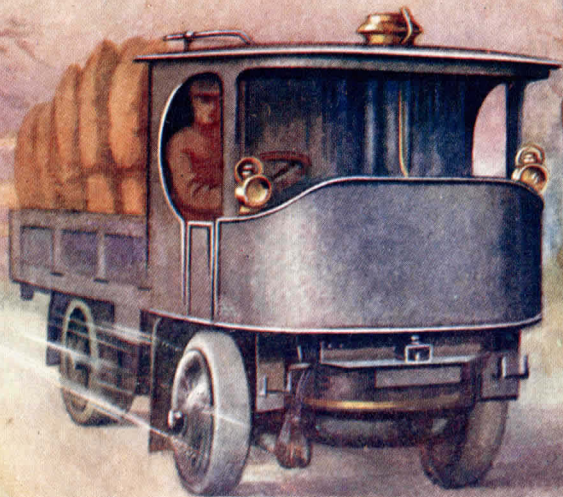
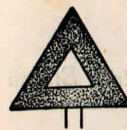


The "Sentinel" Transport News.



June 1924.



The "Sentinel" Transport



Incorporating the
"Sentinel" News

News

& the "Sentinel"
Works Magazine

Vol. IX., No. 6.

JUNE, 1924.

Price 6d.

In this Number—

A SUPER achievement—see the report of the Annual Meeting on page 179.

Over the road instead of under the turf or

A new way for the pedestrians to dodge traffic is suggested on pages 165-166.

How 600 tons were excavated by a fleet of "Sentinels" is told on pages 167-170.

Driver Nobby Clarke swears on page 174 and whistles on page 175.

Spanish mules are contrasted with a "Sentinel" on pages 171-172.

Cheaper food transport is reported on page 170.

The dismal outlook for rail transport is described on pages 162-164.

The straight and narrow path is advocated on page 190.

Twelve months of "Super"-iority—the Editor gets garrulous on page 183.

The super-song at the "Sentinel" smoker—pages 188-189.

Sports of sorts are mentioned on page 191.

"The Tank" in Peace Time

THE "Tank," evolved as a machine of war, is now helping to solve our peace time problems.

"Tanks" proved the advantage of employing machinery so far as possible instead of human muscular power for transport as well as for fighting," says General Sir Ernest Swinton, who had a part in the evolution of the "Tank."

"One of the great problems in the reconstruction of a shattered world and the restoration of commerce is that of transport, especially in the undeveloped parts of the world (continues the General, according to the *London Evening Standard*).

"The cross-country tractor, otherwise the caterpillar or track tractor, such as the Citroen-Kegresse, which recently crossed the Sahara, will provide a partial solution. The use of such a system where traffic is small, seasonal, or intermittent obviates the necessity for great capital expenditure entailed in railway or road construction.

"Such a system might be used as a feeder to railways or roads, and could even be employed as a pioneer or precursor until traffic is heavy enough to justify the expense of a more permanent system.

"By this will be attained to some extent a contraction of the Empire by the reduction of the time necessary for inter-communication."

MATHIESEN OG ERNST
INGENIEURER
TESDORPFSVEJ 26 ♦ KBH · F
GODTH. 2903 ♦ GODTH. 2904

Road Triumphs Over Rail

Ironway's Old Time Monopoly in Carriage of Merchandise and Live Stock Broken by Cheaper and More Efficient Steamer.

BY W. D. BLACK.

DRASTIC cuts in railway carriage of certain classes of merchandise and live stock mean more than really at first meets the eye. They represent another triumph for the road over the rail.

The public has to thank the highway carriers for the concessions now grudgingly forced out of the ironway conveyers, who have awakened to the fact that they have a most serious rival in the many firms now handling road-borne goods. It is patent to even the uninitiated that the railways will have to make still further cuts if they are to retain the traffic they now hold.

An experienced railway director admitted the fact, and made a significant confession. Some 25 years ago, he stated, the line in which he is interested had a monopoly of goods carriage. Then came the dawn of road transport. First he and his brother directors laughed, but as road conveyance increased they gradually became alarmed. Now they seem in a state best described as "panicky." Others feel the same, and the cuts now credited to the managers are really the outcome of serious discussions of the different directorates.

The railroad directorates fear the growth of road transport more than they will admit. They have now to face a financial problem never encountered before in the history of the ironway. Let me give the opinion of

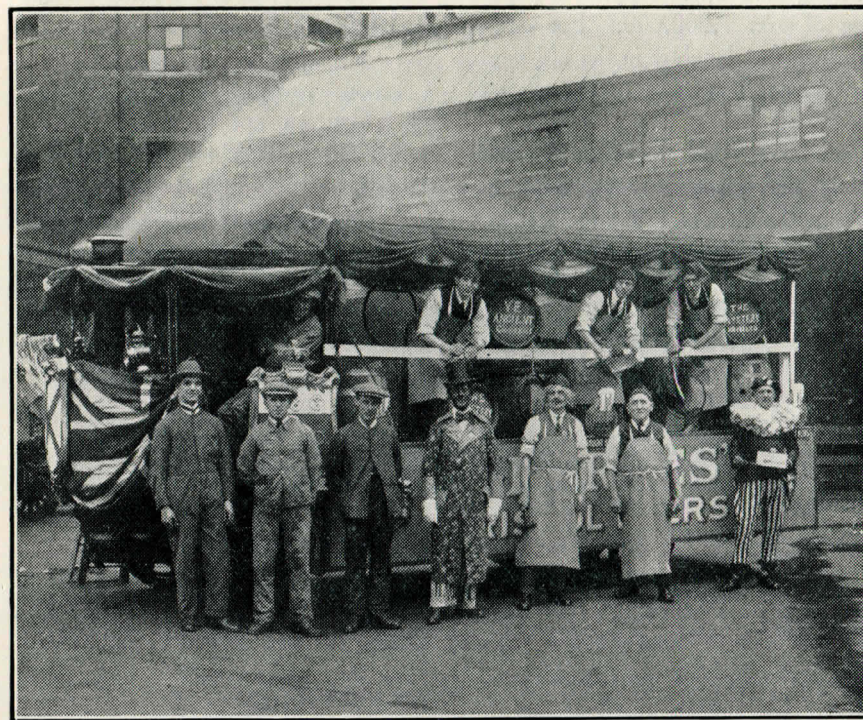
this director, an astute business man in the iron and coal trades, in his own words:

"At one time our railway carried all the merchandise and live stock in a densely populated area. The small carriers with their aged horsed and lumbering carts constituted no serious competition. Now the roadways are filled with steam and motor waggons which have broken completely our one-time monopoly.

"We have lost 50 per cent. of the carrying trade; our goods trains have been reduced 25 per cent. in number, and we are left practically with only the heavier class of goods, such as coal, iron, etc. It should be remembered that such is the less profitable. There is no use blinking the fact. Further cuts will have to be made in the rates if the railways are to hold their own against the roadways. Some of our trade has gone for ever. It has passed entirely out of our hands into those of the road transporters."

Cuts Come Too Late.

Significant statement indeed to issue from a railroad magnate! Without doubt it is true. Even the recent cuts in rail-borne goods rates should not materially effect the newer method of road transport, be it executed by a "Sentinel" waggon, a motor dray, or a light Ford van. The roads are now



We expect most people would be surprised if they were to meet a "Sentinel" driver arrayed as is the gentleman fourth from the left in the picture. It is understood, however, that this decorated "Sentinel" was a great success in the carnival in which it took part.

the utilitarian arteries of the nation and yearly will become more so.

Play has been made upon the fact that the cuts are calculated to benefit agriculture. The farmers think these have come rather late, for in many districts they market all produce via the road, and convey necessary supplies per highway. In their case the road has demonstrated its superiority over the rail, and they are not likely to revert to old customs to oblige railway directors.

Road-conveyed farm produce in many districts is carried to market now

at rates lower than the rail charges even in pre-war days. The railways are still to charge from 50 to 75 per cent. above the 1914 rates. Farmers are not likely to play philanthropists in order to pay at least 50 to 75 per cent. more for rail carriage than they can have goods conveyed per road. Thus it is clear the cut in railway rates has come too late. The old time monopoly has been smashed. Two illustrations of what now occurs may be quoted as typical in view of the recent rail rates cuts for agriculture.

There is a large farming and market-

gardening area which supplies a population of over 1,000,000. Fat cattle and sheep for slaughter in the old days were driven from farm to the nearest railway station. There they were penned in crowded trucks and hauled through the night without food or drink to the depot of a large station. Thence the animals, cramped and bewildered, were driven through busy city streets to the market. In many cases the animals' market value had declined as much as 20 per cent. by this method.

Motor cattle-trucks are now employed. The animals are loaded in the early morning, and, even if they had to be road-borne for 50 miles, they arrive in ample time for the sales. And this is more important: they arrive fresh and bring the best prices. A big cattle dealer informs me that by road transport his animals reach market in such excellent condition that he now obtains top prices. There is no need to give a 20 per cent. rebate to butchers, as the animals are in prime state and not flagged and flabby as were those rail-borne.

Road Transport Cheaper.

There is a further significant feature. The sheep or oxen, collected at the farm and deposited inside the market are carried by road transport 50 per cent. cheaper than they could be conveyed by rail at the new and lower rates. This is fact that talks to farmers, and it is not surprising to see more and more animals brought weekly by road motors to the market. In fact,

with the exception of the cattle brought by boat from Ireland, not an animal is now rail-borne to this market—truly a serious revenue loss to the company, but an apt illustration of the undoubted triumph for the road over the rail.

There is another phase which renders the railroad directors anxious. The road vehicles return laden with materials required on the farms. One recently saw a large reaping machine being thus conveyed on a "Sentinel." And here again the farmer scores, for the road carriage is cheaper than the rail rates, and the goods are delivered at the farm, and have not, as formerly, to be carted miles from a station.

There is a large co-operative society distributing some 5,000 gallons of milk daily. All this used to be rail-carried. Now they have a fleet of large motor waggons to collect at farms and deliver at distributing depots. The traffic manager informs me that by this method the cost of carriage has been reduced 25 per cent.: the customers, members of the society, get the milk fresh, and at one-halfpenny per pint less than that sold by retailers who have the milk brought by rail.

So in the case of vegetables. A large market gardener used to send three truck loads of produce four times per week to market. To-day he has six large motor waggons. These are loaded in the evening, and the produce arrives fresh in the market at early morn instead of taking nearly 24 hours by rail and carts. His transport costs have been cut by some 25 per cent.

Light Bridge Instead of Subway

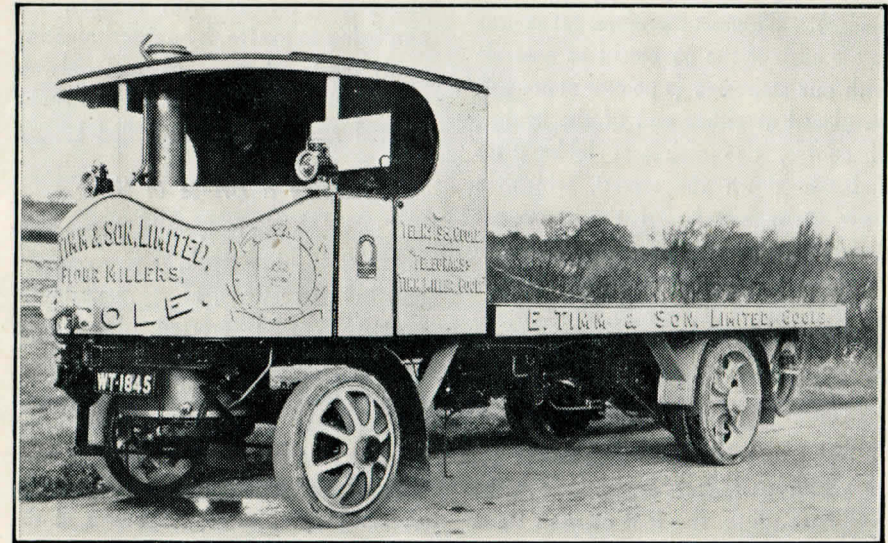
To Eliminate Dangerous Crossings by Erecting Spans which could be Kept in Stock Like Spare Parts.

WHEN increase of vehicular traffic has made a street crossing unduly hazardous or no longer of practical use to pedestrians, then—so it was reasoned not so many years ago—the time is ripe for the construction of a subway.

This argument, sound enough in theory, was enthusiastically taken up by traffic authorities, and subways were accordingly constructed at various spots in London and elsewhere, where traffic was particularly congested or dangerous.

Alas! however, for a calculation which had not taken into account that element of perversity rooted in human nature. Observations soon revealed the dis-

concerting fact that, though the subways were patronised by the busy, the cautious and the curious, the total census of users was out of all proportion to the possible capacity of the subways, and to the excessive cost of their construction. Pedestrians passed over the road as before—spurting through breaks in the traffic, as a sunbeam shoots through a momentary rift in a cloud—preferring to risk life and limb on the open road, rather than seek the certain, but sepulchral, security of the subway. Nor does it appear that the passing of time will effect any change in the attitude of the public. Until the crossing of



A fine "Super-Sentinel" just delivered to a well-known Yorkshire firm of millers. The large platform space is very much appreciated when loading sacks of flour.

the open road at danger points is actually prohibited, the subways will be denied their full scope of usefulness.

A Concession to Human Whims.

But if the subways have not proved a success, we have at least learnt the reason; and by a concession to this whim of human nature we may yet find it possible to wean the public from its bad habit, while depriving it of none of its pleasure in the pageant of passing traffic. This can be done by the erection at congested spots of light framework bridges spanning the roadway.

Before discussing the construction of such a bridge let us first consider its nature. The pavement, of course, would be congested, so its space must not be encroached upon more than is absolutely necessary (though the exit of a subway would probably demand more width than we shall require for our bridge). We must therefore, get as near to the edge of the pavement as possible with our staircases (a pair of stairs will be placed at either end of the bridge, of course, two staircases looking up and two down the street), which, in their turn, will be of the narrowest dimensions practicable. In the width of our bridge span, however, we are not so restricted, but four to five times a stair width should comfortably suffice for our traffic requirements.

Easy to Erect.

The fixing of the bridge would not be a difficult matter, as, fitted with flat bedplates under the foot of each staircase and bases of perpendiculars, it would simply "stand" on the pave-

ment; the pavement affording, in the majority of instances, a sufficiently firm basis without further strengthening (a shallow layer of concrete, however, would correct any weakness).

The securing of the bridge would be accomplished by a few holding-down bolts, carried through the pavement.

Structural details, which would be of the lightest dimensions possible, consistent with safety, would include a pressed steel framework of semi-adjustable span (the possibilities of tubular steel sections should also be examined), and lattice bars with necessary panelling of light wire-work or perforated ornamental aluminium sheet; the floor would be of spaced wood battens (treated); the treads of the steps of spaced battens or of one of the numerous patent systems on the market. All parts would be standardised and interchangeable (bridge with bridge), the aim being to evolve, by a discriminating study and selection of materials, a cheap "standard" article, which may be erected rapidly by semi-skilled labour.

Keeping a Bridge in Stock.

The bridge, in fact, could if necessary be "kept in stock," in screwed and bolted sections, as spare parts are kept in stock; erected, dismantled, re-erected at "a moment's notice," or used on occasion for such temporary purposes as traffic diversions during road repairs, etc.

Aesthetic possibilities need not be overlooked. The very lightness of the structure would lend itself to a graceful

(Continued on page 184.)

Loading 600 Tons Per Day

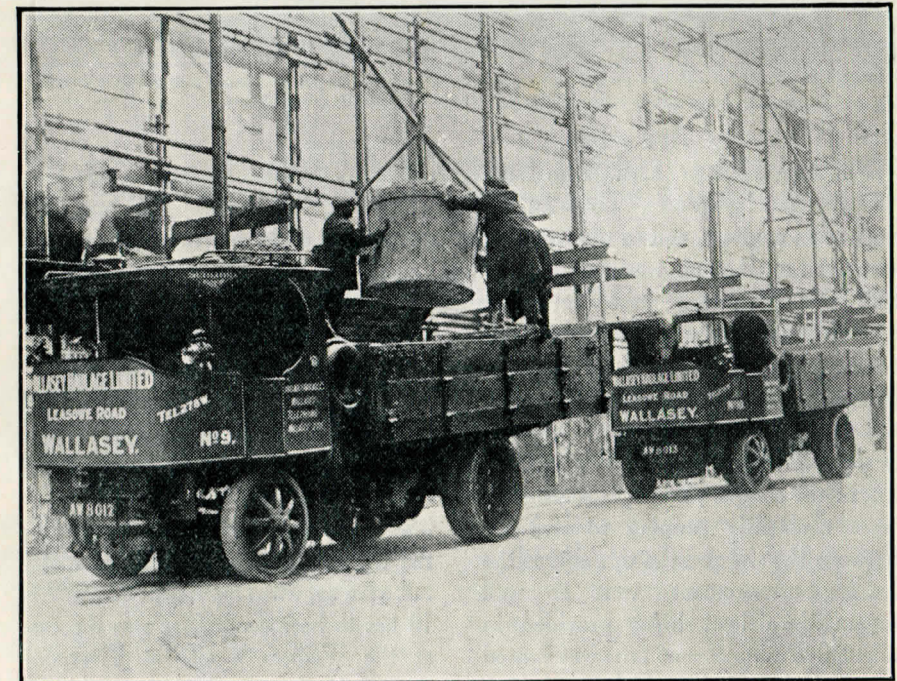
"Sentinel" Fleet Helps to Make Excavation Record; the Monster with a One-ton Bite; Doing Three Years Work in Nine Months.

By F. GRONBACK.

WHEN a mechanical navy and a fleet of "Sentinel" steam waggons were sent by Wallasey Haulage Ltd. to excavate and remove thousands of tons of soil from the site on which now stands the handsome Woolworth Building in Church Street, Liverpool, passers-by could not resist the temptation to linger and look at the unusual spectacle of a gigantic monster whose voracious appetite demanded approximately 1 ton to 25 cwt. each bite, to

oblige a trusty "Sentinel" standing by. The company with their own fleet, assisted by hired vehicles, were, with the mechanical navy, able to accomplish in some nine months, what would have taken three years had the site been excavated by manual labour loading into ordinary motor waggons.

It was a hustled job, and to the credit of all concerned, it must be said that the building was erected in almost record time.



A "Sentinel" in the employ of Wallasey Haulage Co., Ltd., engaged in shifting up to 600 tons of soil per day. The article which starts on this page will give you details.



A large steam navvy, employed on the excavation work for the Woolworth building in Church Street, Liverpool, loading direct into a "Sentinel" waggon.

Six-hundred Tons a Day.

Wallasey Haulage Ltd., who have a fleet of ten "Sentinels," obtained the excavation contract, and to the waggons employed on the site was allocated the task of transporting the excavated material, practically worthless for all commercial purposes, from Church Street to disused quarries, there to be tipped, or to hoppers which took the loads and dumped them into the sea. Six of the company's own "Sentinels" were constantly running to and fro between the site and the tips and as the loading arrangements were so well organised—a load being provided in about five minutes—no time was wasted at terminals and the vehicles were kept in constant running service. Of

course, other vehicles were hired almost daily from other haulage contractors. These six "Sentinels" at one time dealt with excavated material totalling 480 tons a day, but at another period when they were assisted by hired waggons, they achieved a record by clearing 600 tons in the working day.

Anyone who has experience of building sites and of approaches to tips, knows the fearful road surfaces the vehicles have to traverse. Often enough improvisation is effected by covering the track with sleepers or sheet metal, but even so, when a gradient of 1 in 9 or 10 has to be ascended, as was the case at the Woolworth site at Liverpool, the mettle of even the best machine is put to a severe test.

A Wonderful Navvy.

Mention has been made of the mechanical navvy. Without venturing into any technical description of this piece of the mechanism (manufactured by Messrs. Ruston-Hornsby), it can be said to have reduced loading delays to a minimum. A bucket with a toothed jaw is pressed into the bed of the ground, and by the tightening action of a wire rope is drawn upward. By the time it reaches the limit of its course, it has taken off a slice of earth, which loads the receptacle to capacity (20 to 25 cwt.). The crane from which it is suspended then swings it over the waiting "Sentinel," the hinged bottom of the skip opens and the load drops into the body of the waggon. Five or six of these operations provides a full load.

2,300 Miles per week.

So much for the excavation of the Woolworth site. Wallasey Haulage Ltd. does all the transport of an associated company, Messrs. Barker & Jones, Ltd., brickmakers of Wallasey. Four "Sentinels" (sometimes with trailers) are in constant service carrying bricks, the weekly tonnage being 800-900 tons. Each of these vehicles covers a weekly mileage of 175-250. The other six "Sentinels" are mainly employed on building and general work and their weekly mileage figures work out at busy times to about 220 per week each. Thus the total weekly fleet mileage is about 2,300. These few statistics show that the "Sentinel" fleet of Wallasey Haulage Ltd. is a busy and hard-working

one. Slack times are, of course, encountered and work, more work is always looked out for.

Good Fellowship Promoted.

One of the fine features of the Wallasey Haulage Ltd. organisation, is the good fellowship that prevails amongst the drivers and mates. The practice of holding a weekly "Sentinel" parade has done much to encourage friendly rivalry and competitive zeal. Each vehicle in the fleet is inspected and a report issued to each driver on the condition of his vehicle. Prizes are awarded to the drivers and mates of the best conditioned units. Attention is directed to any matter that requires looking to and where commendation is earned, it is not withheld. Then there is an annual inspection for substantial money prizes. For the distribution of these, a committee consisting of two drivers, elected by their *confrères*, a director and the chief mechanic, sit in judgment on each machine, taking into consideration:—(1) The weekly reports; (2) Economy in repairs; (3) Mechanical efficiency and (4) General condition.

The Company still has in daily service its first "Sentinel" acquired in 1911. It is still hale and hearty and is far from developing the infirmities of age. Every vehicle in the fleet is well-looked after in the Company's own workshops, which are efficiently equipped and able to manage all ordinary repairs, including the re-tubing of boilers. Each engine is thoroughly overhauled once every year.

Food Transport Cheaper by Road

Experiences in the Midlands show Advantages over Rail are:—Speedier Delivery, Less Handling and Depreciation, Cheaper Rates, Greater Convenience.

ONE of the most noteworthy achievements of road transport has been attained in the carrying of foodstuffs. Many manufacturers and public bodies have realised the more satisfactory nature of road over rail in this department of trade. The advantages are, of course, speedier delivery, less handling, less liability to depreciation, cheaper rates and greater convenience. A well-known firm of food manufacturers in Manchester has developed its road transport department until it is a most valuable asset to its business and a powerful lever to its representatives in the matter of urgent orders. The fleet consists of motor lorries and several "Sentinels" with trailers. It has a regular service in the Midlands as far as Nottingham, and goods ordered one day will, if necessary, be delivered the next. Many foodstuff manufacturers in Midland counties are finding that it is possible to obtain raw materials more speedily and at cheaper rates from the wharves at Manchester and Liverpool by road than by rail, using the facilities provided by the ordinary road transport contractors. Especially is this the case with loads in the neighbourhood of 10 tons, for the carrying of which a steamer and trailer can be employed. Thus it is possible to get, say, sugar delivered in the Midland area by road at about four-fifths the cost of delivery by rail. Mr. J. W. Clewes, of

Messrs. Lipton, Ltd., recently stated that in 1916 there were 600 road transport undertakings in this country; last year there were 3,000 with a capital of 117 million pounds, without including traders using their own fleets. This was the natural economic result of uneconomic charges by railways. He contrasted the average road transport and railway rates per ton from London to several centres, among them being the following comparisons of interest to Midland traders.

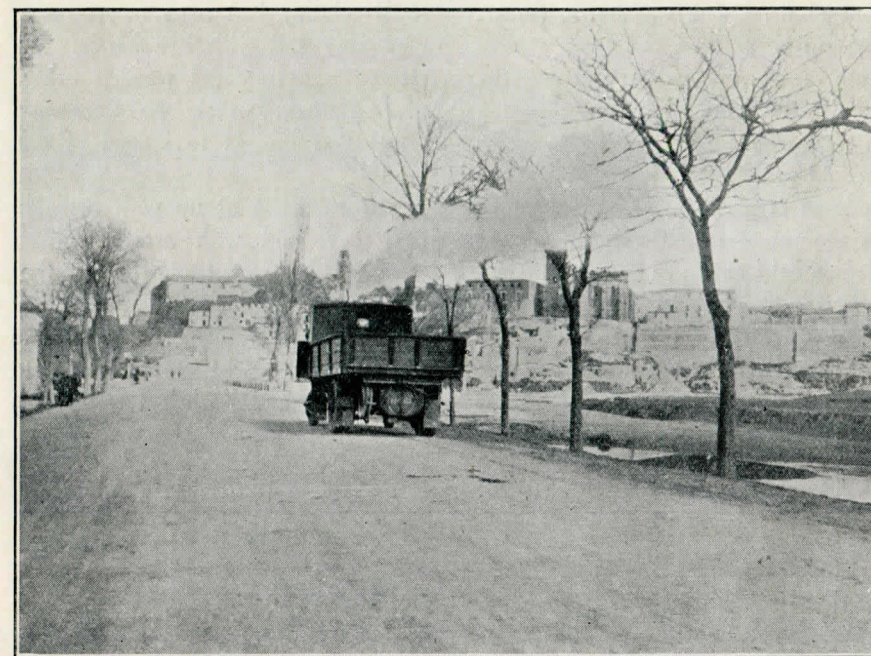
	Road.	Rail.
London-Birmingham ..	40/-	51/2
London-Leicester ..	38/-	45/2
London-Bristol ..	39/-	54/3

Ousting Railway in Jamaica

THE lorry is a practicable and economically sound means of transport for the banana even over comparatively long hauls, according to a report on transport problems of Jamaica presented recently to the Colonial Office by Lieut.-Col. F. D. Hammond, C.B.E., D.S.O. For general merchandise and such articles as coffee and ginger, the lorry can and does compete successfully with the railways on hauls of 40 and 50 miles. The same situation, only accentuated, exists in passenger traffic, and here, it is pointed out, the railway lays itself particularly open to competition by reason of its high fares. It is, therefore, recommended that second-class fares should be reduced from 1½d. to 1d. per mile.

Hardly a Joy Ride

"Sentinel" Man on the Road in Spain; The Mules that Shied, the Ford that Fired and the Bridge that Should have Collapsed.



A "Super-Sentinel," midst surroundings redolent of the Alhambra and the Guadalquivir. Read "Hardly a Joy Ride," which begins on this page.

A JOURNEY by road in Spain is anything but a joy ride, but it has its compensations in the things you meet on the way. Mr. D. E. H. Rodwell, who sends us an account of a "Super-Sentinel" run from Madrid to Villalba, says he has "had enough of it," but according to his story he got a few laughs out of the experience.

He left Madrid at 9 a.m. on Friday, April 11th, and reached Medina del Campo at about 6.30, after a very heavy climb over the Guadarrama, about 60 kilometres from Madrid.

When passing the usual mule-drawn hooded waggon, about 10 kilometres out, the mules shied and the whole outfit went over the bank at the roadside. Some time had to be spent in extricating the old gentleman of the waggon, his son and their bags of merchandise. After considerable effort the vehicle was set right way up again.

A Flivver in Flames.

But there were more experiences in store. Mr. Rodwell says:—"At 130 kilometres, on an absolutely open road,

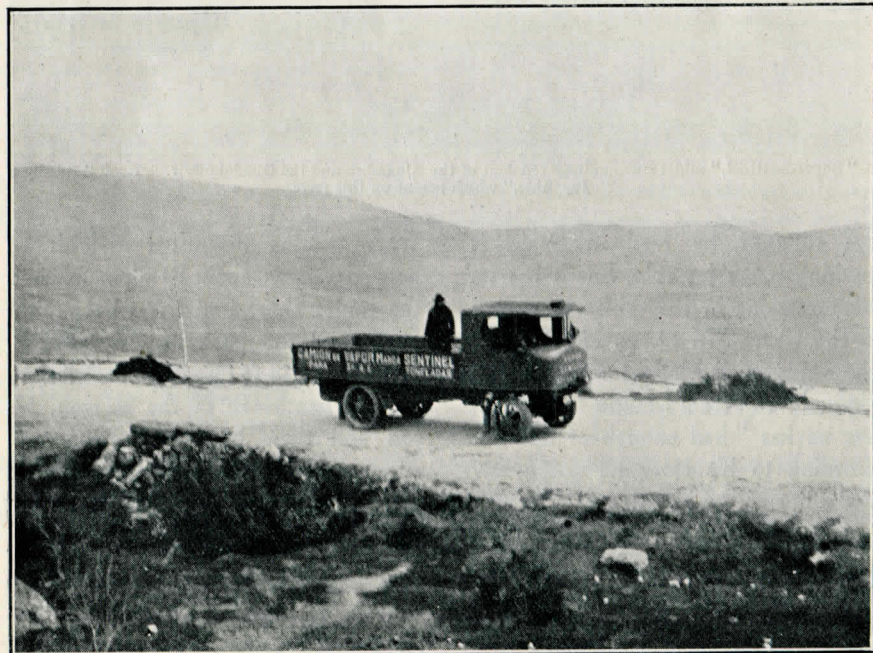
we saw a Ford approaching a sharp bend, some 400 yards ahead, at full speed. It continued round the bend at full speed and finished up 100 yards in front of us, wrong way up, in flames. The driver crawled out from underneath, none the worse and we extinguished the fire for him by throwing on sand from the roadside. As far as I could understand, it was his usual mode of progression, and we declined his request to take the Ford back to Medina del Campo, as flames were still appearing at intervals."

Over a One-ton Bridge.

Passing through Medina del Campo and Astorga, "on Sunday," says Mr. Rodwell, "we got to a small village

within 20 kilometres of Lugo. We had then been going for more than an hour after dark, were short of coal and had nearly run down two horses. The roads all day had been most trying, very hilly and with bad bends. We crossed a delapidated wooden bridge over a river, which we afterwards learnt was limited to a load of one ton!"

The travellers lit up with firewood next day, and with great difficulty purchased a barrow load of coal farther on. After a break at Lugo, they proceeded to Villalba. There the waggon ran loads between the mine to the station, and "when I left" says our correspondent, "the waggon was still working."



In Sunny Spain. Another view of the "Super-Sentinel" which travelled from Madrid to Villalba.



How they loaded the "Super-Sentinel" in Spain; see the article which starts on page 171.

Road Reconstruction Urgent

EMPHASIS is given to the oft expressed need for a sound scheme of road reconstruction and reorganisation by the publication of the latest report of the Ministry of Transport on the administration of road funds. Our trunk roads suffer in too many instances from what may be called "bottle necks." A flagrant example is to be seen at Warrington, where the roadway is as narrow as 15 feet in one place, and vehicles have barely sufficient room to pass each other at walking pace. This, despite the fact that even in a "slack" period, road transport at this point reached three million tons per year.

The returns, which are based on

normal August traffic, should be useful to road engineers. The census was taken at over 3,000 points over a mileage of about 22,000 on class one roads. Near Brentford, on the London-Bath road, the figure was as high as 14,000 tons per day, but five miles further west it was below 6,000 tons. On the London Manchester-Carlisle road the figure at Lancaster was 8,000 tons, but about 30 miles from London it was below 500 tons. At Leicester and Derby the figure was between 3,000 and 4,000 tons. These figures show how remarkably uneven is traffic distribution on our big trunk roads, and the need for reorganisation would appear to be urgent.

A Rest by the Way

Driver Nobby Clarke Looks at his Delivery Note—but Rather Late.

By GEO. J. S. KING.

DRIVER Nobby Clarke, of the "Tell-the-World Transport Company," came to a full-stop on the quiet country road, and swore softly. He dismounted, examined his engine, and swore again—less softly. Then he looked at his watch and swore *again*—quite loudly. Finally he walked up to a neighbouring sign-post bearing the legend "Little Parton 12 miles; Moreton-on-the-Mud 13 miles," and swore in a tone that Billy Sunday couldn't have exceeded for force of delivery, and could never have approached for felicity of expression.

"That's just what would happen," ruminated Nobby, bitterly, when he had relieved his mind a little. "Umpteen blank miles from blank nowhere, and no blinking petrol. Last time I'll work for *this* blinking company. Their blessed engines are so weak they can only crawl like a blessed snail with rheumatism, and if they're asked to do more than about thirty miles they're too feeble, and blessed well break down."

Nobby walked back to the sign-post with some super-optimistic hope that it was run by an electric sign concern and had changed its inscription since he first looked at it—but it was inscribed as before. Then Nobby looked into his tank again, with some faint memory of the tale of Baucis and Philemon, and a prayerful desire that some generous immortal had miraculously filled the tank, as Jupiter replenished the old woman's pitcher. But

any disposition on the part of an immortal to oblige would have been effectually quashed by Nobby's language, which was not of the kind calculated to propitiate deities.

"'Ere we are," said Nobby bitterly. "Night on top of us; the most lonely bit of road in this 'ere heaven-forsaken country; not a blinking car likely to pass until to-morrow morning; twelve mile to the nearest village, and about fifty to one against that there ain't no garage there if I walked it. If I was Samson blow me if I wouldn't *push* the blinking lorry, but if this 'ere company wants Samsons let 'em remember that Samsons wants plenty of feeding, and plenty of feeding wants plenty of wages. Dang it!"

Nobby, whose appearance hardly justified a grouse on the feeding question, kicked his engine viciously, but, not being a horse, it refused to be spurred into action by tactics of that nature. In fact, Nobby, who had forgotten his corn, suffered the more, and his vocal efforts rose to heights he had never quite reached before in the course of a brilliant career. On the whole it was just as well there was not a soul within sight or sound.

Nobby sat down despondently to think things over, and every few minutes got up to look into the tank with some forlorn hope that something might have got into it in the meantime. The last time he opened it, and saw its

dryness; he spat into it viciously, but without much effect as the engine refused to accept that form of petrol substitute. Nobby relieved his feelings by defacing the sign-post, and sat down again.

"The shades of eve were falling fast, but not a blessed guy-horn passed," misquoted Nobby, savagely. Doubtless it was the appearance of the stars that touched his poetical vein, but it was short-lived, for in another few minutes, as he reflected on the misery of his situation, he used language that Longfellow probably never heard, and most certainly never used.

"They'll blame me for this," ruminated Nobby bitterly. "Blessed consignees'll raise Cain—what for I don't know, considering Eve raised him once and had enough trouble over him." The joke cheered Nobby up for a moment or two, but his despondency soon returned.

"Yus," he growled. "Consignees'll make a stink, and then firm'll blame *me*, and I shall get the push. Or maybe even they'll accuse me of trying to pinch their blinkin' lorry."

It occurred to Nobby that he could escape by realising his youthful ambition and running away to sea, but his corns and corpulence alike were averse to his running anywhere, and there was the prospect moreover, of his finding that Little Parton had no railway station. Moreton-on-the-Mud he had already passed through, and knew its limitations.

"Not me," said Nobby, grandly. "The Clarkes always was a crowd to see things through, and I ain't agoing

to drag the family name in the mud. I'll just sit down 'ere till someone comes along, and if no one don't never come along then I'll just sit tight and pine away like the beautiful bloke what was turned into a blinkin' flower. I'll do what the boy on the burning deck done, and then Nobby, my boy, you shall that day light such a blessed bright candle as England'll never see go out."

Nobby whistled to let the angels know that where'er he went he feared no foe, and gave himself up to the study of astronomy, in which illuminating science he was engaged until he became drowsy.

* * * *

When he awoke the dawn was breaking. Nobby, when he realised where he was, gave another excerpt from his extensive repertoire, and looked anxiously into the tank to see if, by any chance, daylight revealed contents that moon and lamplight failed to show.

"Well, I ain't going to swear no more nohow," said Nobby, virtuously. "I got me pipe, and I'll stick here comfortable and 'appy till some car comes along and wafts me 'ome."

No car came along. Later on Nobby's inside, rather than his watch, acted in place of a breakfast gong, but as there was no breakfast to sit down to he was obliged to ignore it. And then came the storm.

The thunder rolled, and the lightning flashed, and the rain pelted down. It was the worst storm Nobby had ever known, and as he cowered in his seat and pulled the cape round his head, it

(Continued on page 178.)

A Fine "Super-Sentinel" Tilt Van



Millers have always been appreciative users of "Super-Sentinel" vehicles. The "Sentinel" appealed to them because of its relatively large platform area, which allows them to carry their somewhat bulky, though not particularly heavy loads. The "Super-Sentinel" is a still greater improvement in this respect and a platform area as large as 17 feet by 7 feet, or nearly 120 square feet is available. Thanks to the "Super-Sentinel" design, a vehicle as large as this is not a bit unmanageable or unwieldy, but can be handled just as easily as a small, light car. This is of great importance from a miller's point of view, as many of the older mills have very awkward entrances to manoeuvre. The fine "Super-Sentinel" Tilt-van Waggon shown above was built to the order of Messrs. H. and A. Trower, of Redhill, Surrey, and has just been delivered. We are sure from our experience with other millers, it will not be long before another "Super" follows there.

A Rest by the Way

(Continued from page 175.)

came upon him that it was the judgment of heaven to punish him for his language. At the paralysing thought Nobby swore again—this time that he would never swear any more if he were let off.

The storm lasted until mid-day. Nobby's fear abated with it, and he showed that his good resolutions were, like the lightning that gave them birth, merely flashes.

Nobby sat down again, and waited for the first car to pass. But it never came. What did come was a repetition of the storm, and what traffic might by chance have traversed that lonely road was held up. Eventually the second storm followed the first, and the rumbling died away in the distant hills.

Night came again, and Nobby wished he had tried to walk to that village last night. Fearful visions of starvation possessed him; he remembered pictures he had seen of gaunt men and women in some Eastern land with barely enough skin to stretch over their bones, and groaned in anticipatory anguish. He anxiously felt his cheeks to make sure they were not already falling in, and his heart to see if it showed signs of slowing up. He made all kinds of generous promises to Providence if it would help him out of his dilemma, but either Providence was not in need of any gifts, or knew Nobby's promises of old, for it took no notice.

Nobby got through the night somehow, but by the time another day dawned he felt quite ill. The gong in

his inside was like an alarm clock now, and Nobby tried in vain to switch the alarm off. At long last, from the direction in which he had come, he heard the hum of a car. It swerved round a bend, and to Nobby's gratified vision came a view of heaven—the first time a lorry of the "Tell-the-World Transport Company" had ever impressed anybody that way.

The driver applied his brakes when he saw the derelict, and looked considerably relieved as Nobby dismounted and came towards him.

"Thought you must be dead," called out the new-comer. "Caught in the storm and struck by lightning. Company had a wire to say your load hadn't turned up, at the other end, and as we heard nothing of you all day yesterday they sent me along to look for you. What in blazes has gone wrong? And why the dickens didn't you walk on to the nearest place, and 'phone us up?"

"Couldn't manage it—feet so bad," explained Nobby.

"Well, what's the trouble anyway."

"Petrol gave out."

"What?" shouted the other.

"Petrol gave out," repeated Nobby, sulkily. "Forgot to see whether I had enough before I started. Twelve miles to go to the nearest village, but even then I mightn't have got any, and in any case I couldn't walk there."

"Twelve miles to get petrol, you onion?" shouted the relief force. *Twelve miles to get petrol?* 'Pon my word, Nobby! Never thought you were daft before. It isn't petrol you're

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"Super" Achievement

Extensions in Designs and Sales of "Sentinels"; World-wide Demand for Rail Coach; The "Super" Justifies Its Name; Foreign Orders Go Up.

DESPITE hard times in the heavy motor trade, the business of the "Sentinel" Waggon Works (1920), Ltd., is definitely established on a sound basis. There is a world-wide demand for the new vehicles built by the firm, and developments in designs and sales are still being made.

So much was evident at the fourth ordinary general meeting of the Company, held at 17, Iddesleigh House, Caxton Street, London, on May 5, at which Mr. S. E. Alley (Chairman and Managing Director), presided.

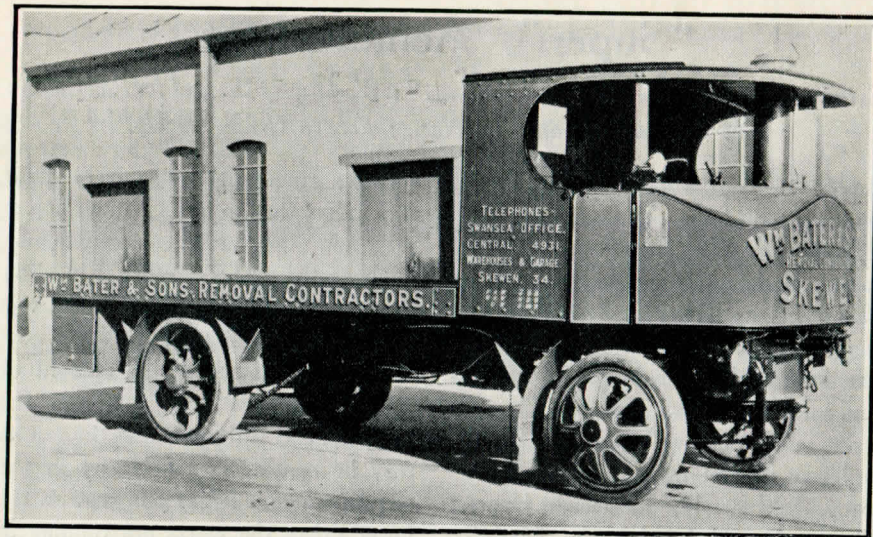
The Chairman, in moving the adoption of the report said:—Gentlemen, the period covered by the accounts before you has been one of great difficulty in the heavy motor trade. This section does not benefit by the McKenna duties, and I may remind you that it has suffered very severely by the sale by the Disposals Board of over £20,000,000 worth of used vehicles which were unloaded on the limited market from 1921 onwards at a fraction of the cost of manufacture; no other industry having ever been treated so severely. The commencement of these sales of used vehicles caused an immediate slump in prices, and this and the falling off in general trade which occurred at the same time caused also a large number of cancellations of orders, which left this company with surplus stocks of material and parts. This

surplus, amounting to a very large sum indeed, had to be written off before preparing the present accounts, so reducing the profits. When I mention that the price of our staple model was in 1920 over £1,400, and that it is now £800, you will realise the amount of work which has been put into the business, and will agree that the results may be considered satisfactory in the circumstances. I may add that on the lower prices the works are running at a profit, which, if nothing extreme happens during the year, should result in a much more favourable balance being reported when next we meet.

Assets Rise in Value.

Of the balance of profit, £100,432, the directors, after providing for taxation, have set aside £33,236 for depreciation of property, loose tools, etc., which items have properly been maintained out of revenue in a high state of efficiency. They have written £2,315 off patents, which now stand at £12,000, a low valuation, and have reduced preliminary expenses by £3,000 to the figure of £7,000, at which it now stands in the accounts. After that £45,000 has been paid or set aside for Preference dividends, leaving the carry forward slightly increased at £8,680, and this without touching the reserve fund.

With a view to maintaining the financial strength of the Company, the



One of the most up-to-date haulage contractors in South Wales, are the firm of Messrs. William Bater & Sons, of Skewen, near Neath, who have just taken delivery of two "Supers" which they employ on their various high-speed contracts.

directors have decided not to recommend any dividend on the ordinary shares at this time, but, speaking as holding or representing over 90 per cent. of this class of share, I can say that the majority of the ordinary shareholders are glad to be through the bad time without depreciation in the real value of their assets, and indeed with an appreciation, and are content to look forward with confidence.

Big Developments.

As the figures in the balance-sheet, which are all conservatively treated, explain themselves, you will probably prefer that I should devote the time at our disposal to a general account of our business. Before doing so, however, I would like to draw your attention to the fact that the Company has continuously, through the bad times,

invested sums in advertising, small per vehicle, but due to the large output amounting to a very considerable total. In addition, all except a portion of the material expenses of the cost of our new patterns has been charged to revenue, as has also the expense of the initial years of our export department. These items, though they do not appear in the balance-sheet, have considerable residual value and are proving themselves a distinct asset to the business.

The period under review has seen considerable developments. The plant has been added to so that we might reduce the cost of our standard units and make more of our material ourselves, and the resultant economies which are appearing in our costs justify this policy; but still more important developments have been made in design and sales.

The "Super" Justifies Its Name.

The 6/7 "Super-Sentinel" Waggon, produced during the period, has now been on the road some time, and, as a result, orders for it are coming in freely from all parts of the world, and as far as we can judge we are making about 70 per cent. of the steam waggons manufactured in this country. Users of the "Super-Sentinel" write: "The Transport Vehicle of the future"; "Has surpassed all you said of it," etc., and by the numerous repeat orders they send us they are backing their opinions with solid cash. We claim, fairly, we think, that it is the most profitable and reliable form of road transport made for heavy loads, and our increasing order book seems to substantiate this claim. With it goes a lighter vehicle with the same power unit, which carries lighter loads at higher speeds, and a six-wheeler to deal with loads up to 10 tons. On the lighter chassis we also fit a single deck enclosed 'bus body for thirty-six passengers. The operating cost of this 'bus is about half that of the ordinary char-a-banc, and for smoothness of running, speed where necessary, and quick and easy hill-climbing it is a great advance. Our sales side believe there are considerable possibilities in this line.

World-wide Demand for Rail Coach.

Again using the standard units, we have developed and tested out a steam tractor to replace the ordinary traction engine. While pulling greater weights

it shows large economies in fuel and water, it is much easier to handle and maintain, and will traverse ground impassable by the ordinary machine. The considerable volume of inquiries indicates large sales for this machine in the future, with consequent increasing outlet for our standard units.

The last addition to the line using our standard units is "Sentinel-Cammell" Rail Coaches and Light Locomotives which we are producing in collaboration with Messrs. Cammell, Laird & Co., Ltd. The first of these coaches has run about 50,000 miles to the entire satisfaction of its owners, who have since put a second into service on an even more severe job. These coaches carry fifty-six comfortably-seated passengers at an inclusive cost of about 6d. per mile, and the first one saved its entire cost in its first season's work. Orders are already in hand for Denmark, Sweden, India, South Africa, Australia, Colombia, etc., and it is expected that this line will also absorb many of our standard units.

While these vehicles are mainly made up from our standard units, which, because of the larger number used, can be manufactured more economically, they cover a very wide field of usefulness. This widening of the basis of saleability your directors consider of great value, for if one market is slack we shall probably be able to keep well employed supplying another. It is also valuable because the large combined sale, with its reduction in the cost of units, enables us to compete on favourable terms in all the fields.

Orders from Abroad Increase.

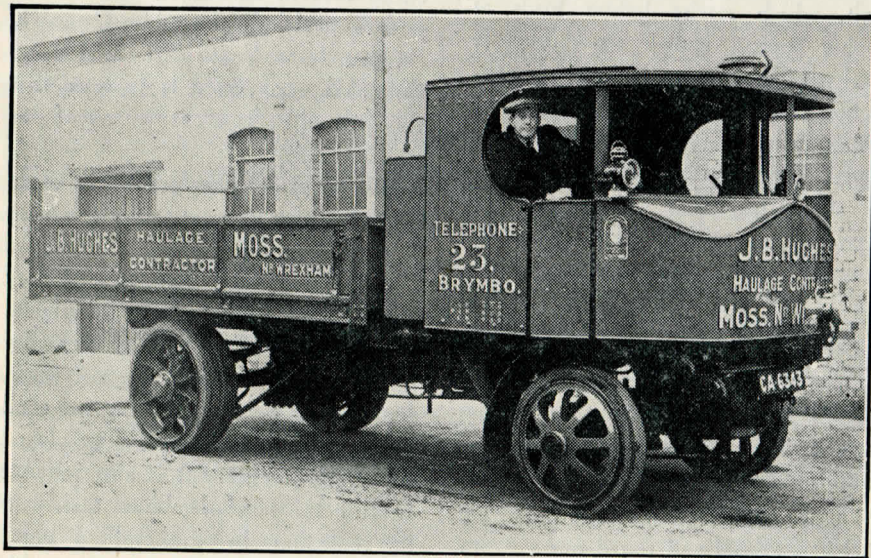
To deal with our increased range of vehicles, we have now, in addition to our efficient home sales department, a strong foreign sales department, which is bringing us orders from abroad in increasing numbers and which holds promise of further developments as its work has time to mature. One thing which has emerged from the work is that it is impossible for us to sell in some countries where there are heavy tariffs against us. In such countries it is our policy to grant licences for the manufacture of our product under royalty. Already one licence is practically fixed up for a comparatively small country which will bring us a cash payment for patents and manufacturing data about equal to the total figure at which our patents stand in the balance-sheet before

you. It provides also for an order for a substantial number of vehicles as samples, and it should bring to the Company royalties in future years.

Finally, I would like to mention that, in connection with our home trade, we possess a number of service depots located in large towns over the country, staffed by experts in our products. These depots have been further improving in efficiency during the last years, and by the help they give our clients towards keeping their vehicles constantly on the road at the minimum of expense, are doing good work for them and for the Company. We make a point of seeing that our clients abroad are also well served.

A Word for the Staff.

The business is becoming a large one,
(Continued on page 189.)



Mr. Hughes lives at the top of a hill. It is such a bad hill that our representative, when he went to get Mr. Hughes' order, came down it on second gear in his car. However, it does not present any difficulty to the "Super-Sentinel" seen above.



EDITORIAL OFFICES—Shrewsbury.
Guaranteed circulation 10,000 copies per month.
CONTRIBUTIONS and ILLUSTRATIONS are invited,
which will be paid for at the usual rates, on or
before publication.
The Editor cannot hold himself responsible for the
return of rejected manuscripts or illustrations.
The Editor will be glad to receive ideas and
suggestions for enlarging the scope and usefulness
of the "SENTINEL" TRANSPORT NEWS.

The Record of a Year

TWELVE months ago the Company of whom this Journal is the house organ made a radical departure in what had been for a number of years a standard product with them. The "Super-Sentinel" made its bow to the world in June, 1923.

What has been its progress in the first year of its birth? Two men came into our office the other day. They had visited Shrewsbury with the intention of buying a second "Super-Sentinel." Their first had been with them for about twelve weeks. We asked them:—

"Well and how do you find your 'Super' going?" One of them pointed to the other and replied, "ask him, he drives it." The latter turned to us and said, "I would not change her for any other vehicle on earth," and his manner of saying it was not that of a man paying a compliment, but that of one stating a deep-rooted conviction.

There, in eleven words you have the epitome of the "Super's" progress. What our friend told us has been said (in different words of course), by several hundreds of "Super" users since June

last. Where the "Super" has gone she has made friends—lasting friends, just as we knew she would, when, after five years of anxious experiment and trial we handed her over to the supreme test of public opinion.

The "Super" has made friends because people have found that she is a friend to them, because she symbolizes in iron and steel, the meaning of the words "Transport Service," because, above all she is the product of a friendly organisation.

We don't think that anyone will cavil if right here we voice the pride that we all feel in having had a part, however humble, in the production and success of the "Super-Sentinel." This pride, with us, is a very real thing, ever stimulating us to greater efforts to satisfy our fast-growing circle of customers, ever spurring us on in our determination, through "Super-Sentinel" products, to give better and better service.

The twelve months just past have seen 475 "Supers" leave these works for delivery to customers. In the next twelve months we shall more than double that record. We want every user of steam transport to become a "Super" user, not only because it is our livelihood, but because we know from what our customers have told us that the "Super" way is the best way of carrying all kinds of goods. We want every haulage contractor to share in the benefits that can come to him by making use of the "Super-Sentinel" steam waggon, and to be in a position to say to us when we ask, "I would not change her for any other vehicle on earth."

A Cat Can't See in the Dark

A LEARNED professor has been telling us that it is wrong to suppose that a cat can see in total darkness, that you cannot cure frost-bite by rubbing the affected part with snow and that ships sunk in very deep water do not float somewhere, thousands of feet below the surface. These are three typical fallacies says the professor who has spent a large part of his lifetime rooting out popular errors.

And yet these fallacies will persist, as will others like them. Not only that, but people will continue to believe these things in the face of the evidence of the learned professor. Why? It may be in the case of the sunken ship, that a little scientific learning is a dangerous thing, or it may be due to sheer ignorant obstinacy. But, to us, it seems we must probe deeper than that.

Old wives' tales, popular fallacies and superstitions are heritages from the past. Indeed, our learned professor suggests that we owe the frost bite fallacy to a Latin saying that "like cures like" (*Similia similibus curantur*). That some of the things Father Time has been good enough to bequeath us are valuable, the biggest iconoclast will not dispute; but one does not need to be much of a radical to realise that some of his legacies are worse than worthless. We will never make true progress unless we smash idols and defy fetishes.

The brain, like the hand, grows with using.

Light Bridge Instead of Subway.

(Continued from page 166.)

design, which could be much enhanced by a judicious colour scheme. Offering a pleasantly conspicuous invitation to the public to make a crossing, the question would not then be the old one of "Will they cross?" but "Will they linger to enjoy the view?"

A further point which presents itself, is the possibility of using the bridge as a traffic-control post. A small watchman's box "slung over the side"—or rather made a part of the permanent structure—would constitute an ideal post for control or the gathering of statistics. Glazed, or open front and back, and provided with an inclined mirror placed just above the signalman's line of sight (to enable him to keep an eye on the traffic in his rear), this box could be fitted with mechanical signals carried low enough to enter the line of vision of drivers below.

A Rest by the Way.

(Continued from page 178.)

lacking old son—it's something more solid. D'you know how far you need go to get petrol?"

"Yes," said Nobby, irritably. "Twelve miles at least, I tell you."

"No, you prize idiot. Look at your delivery note."

Nobby slowly pulled it out of his pocket, and as he looked at it broke his last oath to flood the atmosphere with some of a different kind. For the note was inscribed:—

"Monkford Engineering Works.
Please receive 30 cans of petrol."

Especially for Drivers

This page will be filled each month with specific information and hints of particular use to "Sentinel" drivers.

Judging the Load of Unweighed Goods

"SUPPOSING you were sent to collect a variety of goods of unknown weights—say scrap iron for example—by what method would you ascertain when your lorry was loaded to full capacity?"

This query was set to steam and petrol drivers by *Motor Transport*, and in reply a "Super-Sentinel" driver sent the following, which we reproduce as being of interest to other "Super" and "Sentinel" men:—

"The "Super-Sentinel" steam waggon is the subject of my reply. Having the waggon standing on level ground with six tons equally distributed over the body, I mark on the chassis the position of the extreme end of each spring guide (both back and front springs), so that when occasion arises to collect a load that cannot be weighed, I can keep a look out on the positions of the shoes while the waggon is being loaded. After making allowances for water in the tank and coal in the bunker, I find this method gives pretty nearly the correct weight of the load on the waggon."

A. B.

Manners on the Road

GOOD manners on the road are good business. This is borne out in an incident given by a motoring correspondent who writes in the *Yorkshire Post* thus:—

"A badly driven lorry is an extremely bad advertisement for the firm which owns it. I remember a particular case illustrating this in which a friend of mine tried for nearly two miles to make a lorry driver in front of him hear his horn. When at last he did manage to get by, instead of venting his abuse

on the lorry driver, he merely turned to me and said, "I shan't deal there any longer." The vehicle belonged to a firm with whom he did business, and on his return he wrote to them pointing out that he considered that their representatives outside their business premises should be as courteous as those within, and complaining of the behaviour of this particular driver. This attitude may not have been entirely reasonable, but there is no doubt that the unnecessary encumbering of the roads is a poor advertisement."

Driver Daniels Again

OUR readers will remember Driver Daniels, who, with his dog Tinker, turned up to show that truth is stranger than fiction. We were running some stories of a fictitious Driver Daniel and his canine mascot Tinker, when we found that the two entertaining characters existed in real life. Well, a "Sentinel" representative, who reports nice things about Mr. Daniels, sends us an example of our friend's ingenuity. Driver Daniels, who works for Messrs. Moscrop of Bolton, has improvised a dirt protector. This arrangement goes between the two front mudguards of this waggon and thus keeps the engine clean.

From New Zealand

THE "Sentinel" fellowship is world-wide. From Dunedin, New Zealand, Driver W. W. Holmes writes to thank us for sending him booklets on "Sentinel" work. "It shows the good fellowship that exists among us when we're not forgotten. My mate and I have been very busy carting the season's wool (about 7,000 bales)," he adds.

"The Invention of the Bagpipes"



An episode which is not recorded by any of the great Scottish poets. We have, however, the assurance of the only Scotsman in our works that it is highly probable that this is how it happened. We are wondering what the finished instrument would have looked like if the inspiration had come from a capercaillie or a well-fed haggis

There is No Truth in the Rumour

THAT the "Sentinel" orchestra will be playing at the Queen's Hall shortly.

That suburban mothers welcomed the sweet sounds which emanated nightly from the canteen.

That fractious babies needed no rocking.

And that canine musicians were so jealous that they had a concert all on their own, which lasted to early morning.

That the Editor has added musical-instrument-making to his accomplishments.



And that there's no knowing what he'll make next.

That Rebecca calls at the Comet with her pitcher every morning.

And that she has borrowed Farmer Giles's smock.

That it was a pity the long vista of chairs was spoilt by an audience at the annual general meeting of the Sports Club.

That Bill Evans yearns for a high-speed "rotary."

That Miss Blake had a race with a chicken.

That the chicken won.

And that it was a question of whether she was taking the bird home or the bird was taking her.



That Miss Muir finds the "proper study of mankind"—is cubs.

That Mr. Barclay was mistaken for an advertisement for a well-known brand of bread on arriving at L.O.

And that it was some time ere the observer was observed.

That Mr. Lamb is considering the advisability of hiring an aeroplane.



That Mr. Dalton wept at the thought of giving up Lizzie.

And that her successor, Morris, is finding it an easy task to comfort him.

That now the hockey season is over we will miss Teddy's acrobatic efforts.

And that by the time this appears he will, no doubt, have commenced his tennis stunts.

Dry

THEY'RE still joking about prohibition 'cross the pond. Here's one from Mead Co-operation (Mead Pulp and Paper Co., Ohio):—

Youngster (crying): Papa, I want a drink.

Papa: Stop crying. I want one too, but I don't go around crying about it.

“Play Hard as well as Work Hard”; This Time it was Play.

Happy Family Feeling at “Sentinel” Smoker; “Super” Orchestra, Bagpipes and Song Help to Make Evening Merry.



The “Sentinel” Orchestra in full blast.

“I WANT you to play hard as well as work hard” the General Manager told us when we were his guests at a smoking concert held in the canteen on May 9. On this occasion we were at play; we met each other to join in fun as we do in work.

“For some time I’ve wanted to meet the employees of this great Company,” said Mr. Price-Jones, and now he showed us that he had our interests at heart and we must have the welfare of the firm in our minds.

“We are a happy united family and the one thing I have noticed since joining this Company is the absence of

suspicion that so often exists between employer and employees.” He added: “You have the finest steam waggon and units in the world, as well as an appropriate motto ‘Ever Watchful and on the Alert,’ and only by continuing to live up to this motto, can we hope to keep our premier position in the race of competitors. You have a very fine works, a very fine staff and a great deal has been done to attain efficiency—but there is still much more to be done. We are all parts of one huge machine, and if one part ceases to function properly, there is a jam with its attendant disorganisation. The

progress of a firm is a sure indication of progressive workers, and when I assert that you are connected with the most progressive firm in the steam world I am not attempting to veil the compliment. As the interests of the firm and the staff are mutual, the farther we go on the progressive road, the better for all. We must not be satisfied with our present position and rest on our oars or we shall be passed in the race. Our competitors are also re-organising, so that we must be ready to meet them. This is only possible by pulling together and pulling hard—not with a view to making and selling only 70 per cent. of steam transport, but making this figure 100 per cent. ‘Sentinel.’”

A toast to the firm and to Mr. S. E. Alley, proposed by the G. M. was honoured.

Salopians Proud of Us.

The “father of the Company,” Mr. G. Butler-Lloyd, told us that Salopians are proud of the “Sentinel” Works, and he offered that as justification of the phrase “Proud Salopians.” We should be equally as proud of the firm and of our work, he added.

To Mr. Scobbie fell the congenial task of speaking up for the Scots. And, truth to tell, they needed no more doughty a champion. He reminded us that Salopians had a fair share of that quality which is supposed to be exclusively Scottish, and when he had finished with the poor Saxon, one was glad to be Irish.

Its difficult to say, with such an array of talent, which part of the programme was the most enjoyable

(this leaves out of calculation the light refreshments.) But the “Sentinel” orchestra, which as Mr. Price-Jones rightly said was another “Super,” definitely laid claim to fame for ever more—especially when you consider that at least one of the instruments was home made. Our instrumentalists owed much of their progress to Mr. Oldfield—and why not? Surely he was the man for the job.

The London Office was represented by Commander Gaud, who knocked tune and fun out of a piano; Messrs. Lewis & Page, whom we all know, sang up to form and the Scots had a representative in Mr. Wood with his bagpipes. It was whispered that he played the “Time Card Lament,” but our scanty knowledge of Scots music does not enable us to confirm or deny this. If it wasn’t the “Lament” it might easily have been anything else.

On the whole we hoped that the orchestra and the other performers would get another chance soon to show us what they can do.

“Super” Achievement.

(Continued from page 182.)

and it could not be efficiently conducted as it is, without the whole-hearted help of the managers, staff and employees, to whom your thanks are due. Recently we have been comparatively free from labour troubles, but the future is not yet clear. We can, however, face it knowing that the business is on a thoroughly sound basis and at least as well fitted as most to weather any storms we may have to face.

Your Attitude Towards the Boss

Find the Common-sense Mean Between Uriah Heep and John Blunt.

BY J. A. DUNNAGE.

IN most large offices one finds people notorious for their servility and readiness to kow-tow to anybody temporarily in power. Such an attitude either springs from general poverty of outlook, or is assumed for the sake of some supposed advantage that may in time be reaped. The Army had a blunt designation for such men, who even if they in time secured their ends, did so by forfeiting the respect and confidence of their comrades.

There are also folk who pride themselves on their independence and strong, sturdy character. They hold tenaciously to certain views and voice them vigorously both in and out of season, regardless of the sentiments of their hearers, or of the personal feelings they may wound.

Up Against His Own Attitude.

The young man who wishes to make real progress in business will soon come up against the problem of his own attitude. Despite copy-book maxims, he will notice that many of his colleagues do wear some kind of mask, and he will ask himself whether in common prudence, he too should conceal his real mind, and how far such action is honest. Such silent battles are fought over, consciously or sub-consciously, by most of us.

Neither "Uriah Heeps" nor plain "John Blunts" will do lasting good for themselves in business. The crea-

ture who fawns and cringes, and is ready to lick the boots of any senior, may be given plenty of boot-licking to do, but will be regarded with contempt all the while. The outspoken fathead who bluntly tells his boss he's as good as anyone else, and a jolly sight better, or conveys the impression of knowing he could quite easily get a better paid post—or start on his own, if he cared to give it a thought—may suddenly be invited to try! At least he will soon be bowled out in some stupid blunder, and the effects of his fall will be the more severe in proportion as his self-esteem was aggressive.

The Road to Success.

There is a common-sense mean along which runs the road to success in business. Your chief deserves respect according to his integrity and fair dealing, to the detailed knowledge or the organising skill he possesses, and since on him falls the responsibility for your acts, or omissions. Even if you justly deny him possession of one of these attributes, his *office* still commands respect, and its incumbent must be dealt with tactfully.

Whilst quietly learning all you can from your principal, you should not seek to gain his ear and his favourable attention by unfair means. Window-dressing, even should it temporarily succeed, is not a very creditable per-

(Concluded on page 192.)

"Sentinel" Sports

"Pot Hunting"—Sport or Gate Money?—The G.M. Puts Us on Our Mettle—Rowing Snobs—Cricket and Tennis Progress.

MR. PRICE JONES'S remarks on "pot hunting" at the annual sports will be welcomed by most members of the Sports Club. As our report of the annual general meeting (published in the last issue of the TRANSPORT NEWS) shows, he did not mince his words, but roundly declared against the practice of opening the events to all comers. An argument in favour of "open" events is that they attract a larger crowd and therefore bring in more gate money. But do we hold the sports for the gate money or for the love of the thing? The same people who argue along financial lines would, no doubt, deplore the influence of professionalism on sport. Yet I cannot see that there is any real difference between the encouraging of "pot hunting" and the fostering of the professional spirit. Surely we are sufficiently interested in sport for sport's sake, to see that there is no financial loss incurred without having to bring in "amateur" stars from all over the country? The General Manager has told us that he wishes to help. Further than that, he says that if there is sufficient enthusiasm to warrant it, the firm will give yet more assistance to the Sports Club. That should put us on our mettle.

Snobbism Spoils Sport.

The suggestion that a "Sentinel" eight could be recruited is excellent, but there are difficulties of which the G.M. may not have been mindful. The Amateur Rowing Association have a particularly foolish regulation which bars from membership all who work by hand. Thus, presumably, a skilled engineer may not be regarded as one of the select—or should I say elect?—few who are calculated not to begrime

our nice clean oars. And unless we were affiliated to the Association, our eight would be left in the cold. Isn't it about time that such silly snobbism were divorced from sport?

Anyway, we have the consolation that the "Sentinel" Rowing Club is going strong, and, whether we offend the august A.R.A. or not, the coming weeks will see us skimming our sculls on the Severn.

Giving the Juniors a Chance.

Promising juniors will have a chance to show what they can do on the cricket field now that it has been decided to run two elevens this season. Cricket Captain Whittingham says he is out for fresh blood, and I am confident that there is plenty in the "Sentinel" juniors. Judging from the performances of last season, our cricketers should do well this year. But if this is to be, there must be ample time given to practice. So far practice games have been few, but with the coming of the long evenings perhaps more matches of this nature will be played. The First XI. have started with a win. On a wet wicket in a twelve-a-side game, they scored 44 against Hanwood's 32. The bowling honours were shared by Whittingham (6-12) and Beaman (5-20).

Tennis in Full Swing.

Tennis, by now, is in full swing and enthusiasts are making volleys while the sun shines. Mr. Wallace, the secretary of this section, has arranged a few matches with local clubs, but so far no definite fixture list has been drawn up.

* * *

Mr. Whittingham is the new chairman of the Sports Club, and Mr. L. Drew, retiring chairman, is now vice-chairman.

The Garden in June

Attend to Pansies, Lavender, Roses, Dahlias ; Prepare for Winter Vegetables.

THIN out all surplus raspberry canes, leaving only sufficient of the strongest new growth to provide for next season's requirements. The same treatment applies to hybrid brambles, loganberries and similar fruiting canes, or vines that are dependent on the best obtainable young growth of this season for next year's fruit supplies.

Thin out annuals according to space required for full development of plants. After a shower of rain is the best time to proceed with this work, when carefully drawn-out healthy plants may be used for filling in gaps. Beetroot, parsnips and all seedlings growing too densely packed will require attention in this respect while the plants are small and before the roots become matted together.

Pansies and Lavender.

Seedling pansies should now be ready to plant in the nursery beds, and stocks and asters that have been sown in boxes or cold frames should be planted in the open borders with the least possible delay.

Spring flowering bulbs may be lifted as soon as the foliage shows definite signs of ripening off. Tie them up in moderate sized bunches to ripen gradually and hang up, out of direct exposure to midday sun.

Lavender may now be propagated by breaking off small slips and planting them in sandy soil in some shady corner of the garden.

Pinks propagate easily in much the same manner, using pipings about four inches long, pulled out of their sockets

and pressed into light, sandy soil with finger and thumb.

On the Track of the Earwig.

Dahlias will now require careful tying up to strong stakes, and a sharp look-out must be kept for earwigs, which cause considerable damage to the young buds.

Disbud Rose Trees.

Disbud rose trees, removing a few of the buds each day where overcrowded, according to size. Try to have one good bud to each shoot, and as many healthy shoots as possible.

Keep a sharp look-out for green fly, and syringe with a good insecticide all plants infected.

Plant out vegetable-marrows and tomatoes in a sunny aspect, and make a good sowing of peas and runner beans.

Towards the end of the month prepare ground for winter vegetables, and after rain plant out brussels sprouts, broccoli, cabbage, cauliflowers, savoy, and celery.

J. L.

Your Attitude Towards the Boss

(Continued from page 190.)

formance, and should undeserved preferment reach you through practising such arts, your position will be precarious since you will have lost the goodwill of right-thinking colleagues and subordinates. Learn your job thoroughly, find out something more than its mere routine ; and you will gain a warrantable self-confidence, a strength of the right kind that will in time compel your chief to promote you to prevent the loss of your services.

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