

The men eat well. Food is good medicine. This train uses regular railroad diners, although there are a few special hospital kitchen cars manned by Army cooks on some of the other hospital trains. Any civilian on a Pullman would have felt at home, except he would have eaten what was put before him, as is the Army way.

An Army doctor is the boss of the train. Because the train we were on was to be split up into several sections, each going its way, there were surgeons in charge of each section, each a captain. Rank does not give an officer patient any right to act any differently from a private who is a patient. The medical corps officer issues the orders, for conduct of his hospital as well as medicines and treatments. It is an old Army custom, of course.

Bedtime comes early on a rolling hospital, about 9 p.m., and most of the patients are quite willing to snuggle down in their beds of fresh white linen

and sturdy OD blankets. As a "good-night" routine, the train commander takes his stethoscope and makes his rounds, just as he would in a regular hospital.

To the nurse at his side writing orders, he says "sodium amytal" for this soldier to insure a good night's sleep, a bit of codeine here for pain, keep your eye on this fellow as the thermometer shows he has a little temperature, and so it goes.

The hospital on wheels settles down for the night and the railroad's crack engineers keep the train moving not too fast, a mere 35 and 40 miles an hour, with special attention to stops and starts that might jar that battle wound. No fears now, and home and home folks to look forward to. Not a bad war after all.

The reporters who had intruded drop off unobtrusively and let the docs help the G.I.'s get on with their important business of getting well.

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HOSPITAL ON WHEELS—This picture shows soldier patients relaxing in their bunks on board one of the Army's "ward cars." U. S. Signal Corps photograph.

PSYCHOLOGY

Pilots Need Enemy

► BEING READY to fight and then not having a chance at the enemy in the air presents one of the greatest psychological hazards in the air was for our flying fighters, Dr. Walter R. Miles, Yale psychologist, told the Esso Research Club, a branch of the Society of Sigma Xi, in Elizabeth, N. J., in the first of a series of 25 Sigma Xi lectures he will deliver in coming weeks in all parts of the United States.

During long-range photographic reconnaissance, with no active fighting the "Gremlins" first made their appearance, Dr. Miles recalled. Long stretches of readiness, without combat service, are characteristic of military aviation and may present severe psychological stresses, he explained.

"Change of schedule in active flying service is also psychologically hazardous," Dr. Miles said. "Thus the cancellation of a bombing mission exacts an emotional cost which needs to be appraised and appropriately dealt with before the same crew is scheduled for its next operational duty.

"The practical psychological skill of the flight surgeon in appraising stress developed either from readiness or combat or from both, makes an important contribution to the efficiency of the air force in all such problems as these. If the psychological elements in the case

of a given military flyer can be properly appraised and skillfully directed by a flight surgeon, crew captain or other insightful guide, the chances are multiplied against 'his number coming up'."

Dr. Miles told how psychologists and many other specialists are conducting research on many phases of military aviation to help the men in our fighting planes to achieve greatest effectiveness. Much of what is being learned and applied with success will be useful in developing air transportation of the post-war era, he predicted.

"In aviation the number of hours of training or flying have in the past served as a measure of learning progress or flight competence," Dr. Miles said in explaining one advance. "But clearly instruction, in terms of basic maneuvers and repetitions of these in practice, is obviously much more fundamental for learning than hours in the air as such, and other contributions to effective progress can come through the reinforcement to the practical experience in the air from prior mental rehearsal in which the whole routine is repeated again and again. Sport has long recognized this principle in the coaching of individuals and teams."

High altitude flying is one of the great problems of the present war and the adjustment of the human body and

mind to the reduced pressure of the atmosphere and low temperatures encountered can be studied, Dr. Miles explained, in a decompression chamber.

Vision presents many important psychological problems, Dr. Miles declared. One of these is peripheral vision or looking out the side of the eye which is necessary in landing of planes. The dark adaptation of the eyes must be protected from the lighting within the plane in night flying and the study of this problem has influenced selection of pilots and the development of new equipment and training methods.

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METEOROLOGY

Sunset Clouds Double As Rushing Flood Waters

See Front Cover

► APRIL FOOL! The picture on the cover of this SCIENCE NEWS LETTER is not of tumultuous flood waters at all! Turn the magazine upside down and you will see that it is actually a photograph of a lovely sunset. What appear to be reflections in the water are in reality the silhouettes of trees on the horizon.

This deluding photograph was taken near the Soldiers' Home in Washington, D. C., by Rev. John W. Baechle, of St. Joseph's College, Collegeville, Ind.

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