METHOD OF EMERGENCY CONVERSION OF LORRIES INTO MOTOR AMBULANCE CARS.

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In connection with the ever-present problem of emergency transport of sick and wounded stretcher cases when a shortage of ambulance cars arises, experiments have been conducted with a view to utilizing the metal scaffolding which is now commonly used by builders and contractors in place of the old type of wooden scaffolding, and which is now a familiar sight on all building constructional works throughout England.

The material in question consists of hollow metal tubes of varying lengths which are fastened together by a clip for which a special locking tool is supplied. The tubes can be joined up in any position, and a strong structure, extremely rigid and capable of standing very heavy strain, obtained.

As will be seen from the photograph, a structure suitable for converting a lorry into a carrier for four stretcher cases can be extemporized in a very short space of time, and, if insulating pads made from old motor tyres, etc., are added as shock absorbers, the patients could be carried in reasonable comfort for quite long journeys.

It is suggested that consideration might be given to a supply of tubular scaffolding, locking clips and fastening tools, being made part of the
equipment of baggage and supply lorries with divisional baggage and supply companies. The equipment, when not in use, does not take up much room, and in emergency might be very valuable indeed, particularly in cases when, as occurred recently during field training, a number of men are incapacitated by sudden illness.

It may be added that the scaffolding was also found most useful in providing storage room in Quartermasters' stores under canvas. Blankets can be stacked in large quantities on a rack easily fixed up, and this is greatly preferable to these being piled on table tops or tarpaulins as air can circulate, and blankets, clothing or stores be kept in much better condition and ready for immediate issue.

This note is submitted with the approval of the Officer Commanding 140th Field Ambulance, Lieutenant-Colonel J. O. Thomas, M.C., to whom and the former Officer Commanding, Lieutenant-Colonel F. R. Harris, T.D., I am indebted for permission to carry out this experiment and for assistance in the work.

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A COT FOR BRITISH FAMILIES HOSPITALS.

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British Families Hospitals in India are provided with maternity wards, labour rooms and maternity beds, but cots for the newly born are not authorized. Such cots can only be supplied from private sources.

In the British Families Hospital at Karachi there existed four folding wood and canvas cots, not very well suited to the damp climate and beginning to show definite signs of fair wear and tear. It was in these circumstances that the cot described in these notes was designed with the following points in view: ventilation, strength and cheapness.

Ventilation was secured by the adoption of an open-work wire cot lightly draped in organdie; strength was assured by building up the stand of iron piping; and cheapness was attained by production of the article in a Military Engineering Services Workshop.

The cot is of very simple construction, which is quite easy to follow from the photographs.

In case other Families Hospitals should require new cots, specifications are given below:—