NEW TYPE OF SODIUM ARSENITE FLY TRAP.

By Major I. Gurland,
Royal Army Medical Corps.
Officer Commanding a Field Hygiene Section.

The following is a description of a simple type of Sodium Arsenite Fly trap which is being made and used, with excellent results, by the Field Hygiene Section.

It is the idea of Staff-Sergeant Shanks of this unit.

Materials required for construction.
(a) Biscuit or other tin (A) cut down as shown in accompanying diagrams (X) and (Y).
(b) Perfurred petrol or other tin (B) cut to the same height as (A).

Method of Working.
(a) Petrol tin (B) is completely filled with sand and then placed in biscuit tin (A), which, if used in the open, is placed with its intact side (D) against the prevailing wind.

(b) Sugared 1 per cent sodium arsenite solution (1½ ounces to one gallon of water) is now poured into the interspace of the two tins until biscuit tin (A) is almost full. (It is an advantage if stale beer or lemonade dregs are added.)

The sand in petrol tin (B) is thus saturated and a constantly moist poison reservoir (C), always flush with the surface of the trap, is presented to flies.
Notes on Working.

(a) Topping up with water in biscuit tin (A) is carried out as necessary and fresh 1 per cent sodium arsenite solution added once per month.

(b) Latrines and sheltered areas are the sites of choice.

(c) When intended for a sheltered site, it can be made as in diagram (Z), without the intact side (D) shown shaded in diagram (Y).

(d) Smaller sized and different shaped tins can be used as available, e.g. small perforated circular jam tin fitted into a larger circular tin, etc.

Conclusions.

(a) It is simple to make and easily made by units themselves.

(b) There is no need for daily attention such as is required in the “Roller” type of fly trap.

(c) It overcomes the water-logging problem found in the “Floating Raft” pattern of sodium arsenite fly trap, as the area (C) which acts in lieu of the raft, being sand, is always flush with the surface of the trap.

(d) As no hessian, wood, wire netting, etc., are required, there is a great saving in material and labour and this makes an ideal fly trap for forward and other areas where these materials are hard to obtain.

TRANSPORT OF SICK AND WOUNDED BY 15-CWT. LORRY.

By Captain S. HALES,
Royal Army Medical Corps.

No reference appears to have been made in the “R.A.M.C. Training” Manual of the use to which a 15-cwt. lorry can be put, with reference to the transport of sick and wounded—1935 Edition, Paragraph 472—yet during the last three months I have successfully carried two stretchers on a 15-cwt. lorry; this does not appear possible at first sight but, in fact, the resulting “Ambulance” is highly satisfactory.

In order to place the stretcher into position, the canvas in front has to be loosened, when the stretcher handles are made to rest on the upright partition which forms the front of the inner compartment. One stretcher is placed on either side, coming in contact with the side, this resulting in a centre “corridor” for a medical orderly or a third “lying down case” which can rest on blankets placed directly on the 15-cwt. lorry floor. Posteriorly, the two stretchers rest on a metal bar which passes through the runners; this bar is easily removed if stretchers are to be exchanged and rests laterally on the side uprights of the lorry.

The two hooks normally found on either side of posterior flap of 15-cwt. lorries come almost in contact with outer posterior runners and they prevent stretchers from slipping inwardly. Much space remains for first-aid kits.