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As a Matter of Opinion

On The Road

The first APS meeting I attended was in Chicago in April 1957. Several of us drove from Philadelphia, stopping overnight near Detroit. I don't remember much about the meeting, but I shall never forget the trip: the Pennsylvania Turnpike, old US 30 (the Lincoln Highway), the Ohio Turnpike, and the Indiana Toll Road. It was my first trip to the Midwest. A year later I drove across the country to live in California.

Thirty years later, after umpteenth boring flights from San Francisco to sterile airports all over the country, I decided to start driving to at least one meeting each year. By taking different routes I see sights unmatched anywhere. Not only is it thrilling to see America at ground level instead of seven miles up and through layers of clouds but it is surprisingly relaxing and often cheaper than flying, even including gasoline and three or four days of meals and motels each way. In addition, I have transportation in the meeting city, so I don't have to stay at the expensive downtown hotels.

A major benefit of the slower road trip is that I am out of contact with all the petty nonsense associated with aca-

demic life. Even when I think I'm so busy I can't take the time, I find that taking the time somehow helps. All that busywork I thought was so important is not. My grants don't disappear, the university survives, everything important gets done, and I am refreshed. I have time to think about my research, solve nagging problems, get new ideas for experiments, and compose papers in my head.

Freeways are useful for making 600-700 miles a day, allowing me time to take side roads and see intriguing places. Highway 50 south of Salt Lake City, Utah, to near Reno, Nevada, has one stretch of 110 miles without a red light, a filling station, or traffic. It is an exhilarating ride through some starkly beautiful desert. Only remnants of US Route 66 from Chicago to Los Angeles remain, but you can still get some kicks on it. Although Interstate 80 is a great road, on my next trip east, I intend to follow the Lincoln Highway part of the way. Established in 1913, it was America's first cross-country highway.

Among the places I've visited are the Indian mounds near East St. Louis, Illinois; Meteor Crater, Arizona; Lincoln's birthplace near Hodgenville, Kentucky; the atomic energy museum at Oak Ridge, Tennessee; Carl Sandberg's birthplace in Galesburg, Illinois; and Elvis Presley's home in Memphis. Once I drove 30 miles out of my way just to have breakfast at The Virginian Hotel in Medicine Bow, Wyoming.

Good cheap motels are everywhere. When I made my first trip, I naively assumed that only truck drivers stopped at such places, but I soon found out how wrong I was. As often as not, it's Cadillacs and Mercedes filling the parking spaces. Although I carry the catalogs of the main national motel chains so I can make reservations in advance, I prefer to wait until evening and then pick a place wherever I happen to be. Once I arrived in Flagstaff,

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ORR E. REYNOLDS

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unique distinction of having known 55 of the 65 APS presidential officers and all of the Society's executive officers.

Although Reynolds officially retired in 1985, he continued for two years to work for APS as a fulltime, unpaid volunteer staff person in order to prepare for the Society's participation in the International Union of Physiological Sciences Congress in 1986 and the Centennial Year celebration in 1987. Serving as an unpaid volunteer was not unusual for Reynolds, who believed working for APS was a labor of love.

At the time of his death Reynolds was a director of the IUPS Commission on Gravitational Physiology, a position he had held since 1980. He also had served since 1979 as editor of the proceeding for the Commission's annual meetings.

The Society honored Reynolds after his retirement by establishing the Orr E. Reynolds Award, which is a \$500 cash prize presented annually at the Society's spring meeting to the APS member submitting the best article on the history of physiology.

An Orr E. Reynolds Memorial Education Fund also has been established by the Society. Contributions may be sent to the APS National Office, 9650 Rockville Pike, Bethesda, MD 20814-3991.

W. M. Samuels

ON THE ROAD

(continued from p. 58)

Arizona, quite late and found every room taken (it's the main tourist town near the south entrance to the Grand Canyon), so I drove on another 50 miles, ending up in the funkiest and likely oldest motel in the US—only twenty bucks. Across the back lot, beyond a huge satellite TV dish, I found an excellent truck stop restaurant. Eat your heart out Sky Host!

I get up at 5:30 and am on the road before 6:00, sipping a cup of steaming coffee, which many motels give free. It is the best time for driving: quiet, not crowded. I've enjoyed sunrises over mountains and misty valleys. Once in western Kansas, I drove through violent thunderstorms with boiling black clouds, fearsome lightning, and the radio blaring tornado warnings all around. Overall, however, I'm amazed at how little bad weather I've encountered.

After driving for a couple of hours, I stop for a big breakfast. Then it's back on the road. I don't eat lunch, although I do take breaks at roadside rests and have lots of interesting junk food with me. When I stop for the night, I can always find a restaurant close by.

Dining across American is an experience. Not only is it incredibly cheap but regional variations abound: a salad bar in North Platte, Nebraska, is nothing like one in San Francisco. If you eat where the truckers eat, you can't go wrong. But it's also fun to choose a place at random or on a hunch. The best tasting, best cooked, most tender, and enormous steak I have ever had was at a small restaurant next to a motel in western Texas. There is no comparison between the official APS banquet food for which I pay \$30 and the terrific meals

I can get in small restaurants all across America for \$10-15.

The main danger in long-distance driving is in not paying attention to the road, especially with the cruise control turned on. To keep myself alert, I listen to the radio stations of nearby cities: fantastic programs we don't get at home, such as the early morning farm news (prices of steers or ads for antihelminths), evangelists (always asking for money or selling something), country and western or rock music (how come all the powerful stations are devoted to these?). I always take along several *Books on Tape*, without which the day would be decidedly longer. I read four to six books each trip: once I read *Nicholas Nickleby*, which took 37 hours over 4 days. I never would have read it at home.

I'm thinking of getting an RV.

Next time you are frantically hurrying to the airport, ask yourself, wouldn't I rather be driving?

Norman Staub

13th Annual Meeting IUPS Commission on Gravitational Physiology

September 29-October 3, 1991
San Antonio, Texas
Marriott Rivercenter Hotel

Mathematical Modelling in Gravitational Physiology

Chair: R. D. Latham. *Participants:* J. Karemaker, S. Srinivasan, X. J. R. Avula, B. B. Tabarrok, S. Samn, U. Dinnar, B. Shykoﬀ, and T. Moore.

Gravitational Cell Physiology

Chair: A. Cogoli. *Participants:* H. Bjurstedt, M. Tairbekov, L. Schaffer, M. P. Staves, S. W. de Laat, R. Hammerbach-Krause, R. Hampp, A. Sato, D. Morrison, and A. Cogoli.

Physiology of High-G Loadings

Chair: R. R. Burton. *Participants:* J. W. Burns, E. L. Besch, L. P. Krock, P. M. Werchan, J. E. Whinnery, T. R. Morgan, F. J. R. Buick, and R. R. Burton.

Current Concepts in Gravitational Physiology

Chair: N. Pace. *Participants:* T. A. Jones, E. Morey-Holton, T. A. McMahon, A. R. Hargens, C. L. Huntoon, L. Macho, and X. J. Musacchia.

(Held in Conjunction With The APS Conference)