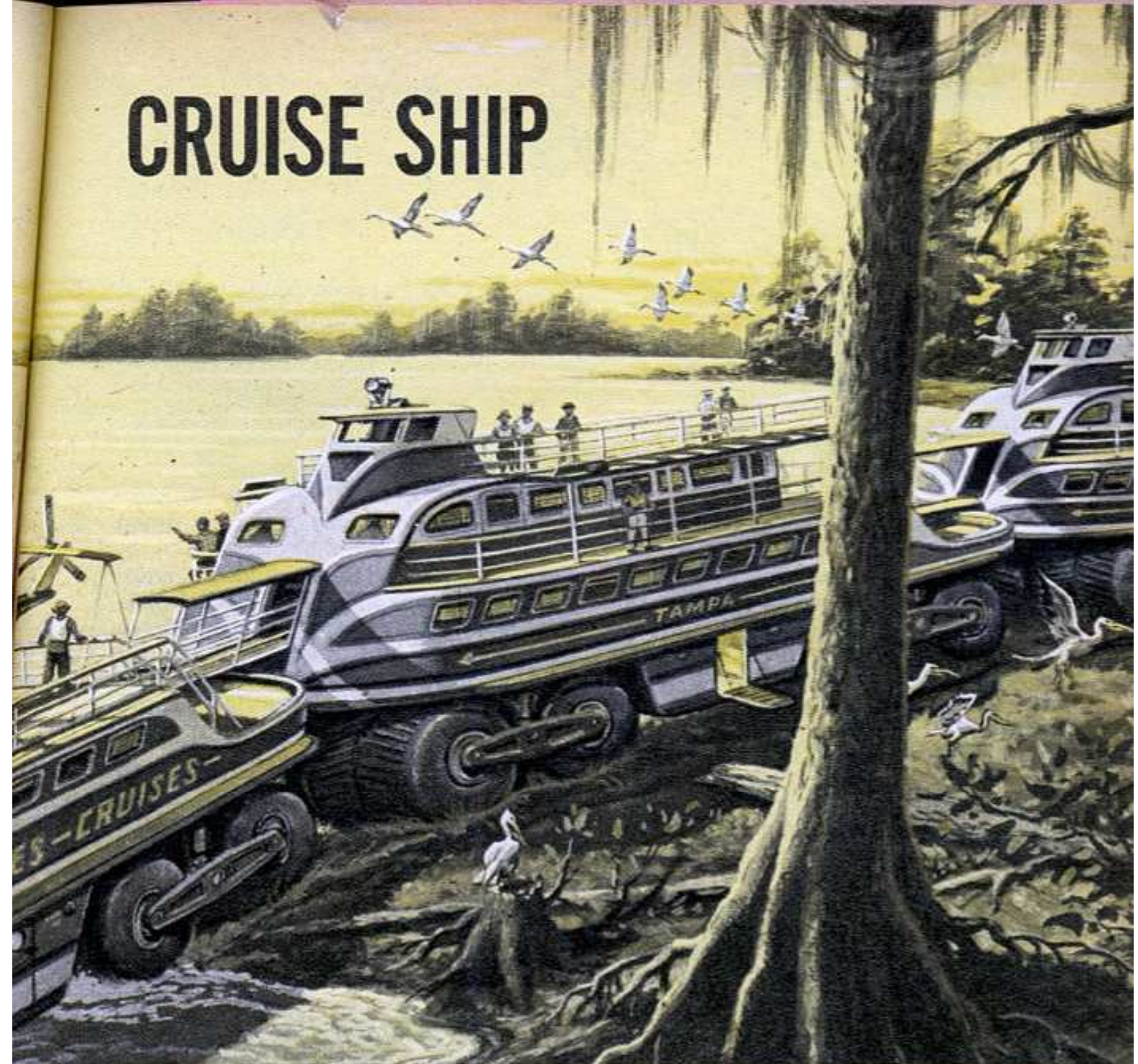


AMAZING
MARVELS
OF TOMORROW

CROSS-COUNTRY



CRUISE SHIP



Rolligon trains will open many inaccessible areas to pleasure travel.

*You'll be riding on air—
squashy bags of it
that roll happily over
every obstacle.*

By Frank Tinsley

THE crazy, mixed-up amphibious train shown on this page, half bulldozer, half river boat and all Tom Swift, is only an adaptation of a vehicle now being operated experimentally by the Army.

The rolligon wagon rolls slowly but implacably on a number of limp blimps—sausage-like air bags without much air in them. These saggy bladders are a vast improvement over the wheel when it comes to moving things over sand, muck, rocks and rubble. For several years



Superstructure modifications make the cruiser perfect for traversing arctic or desert

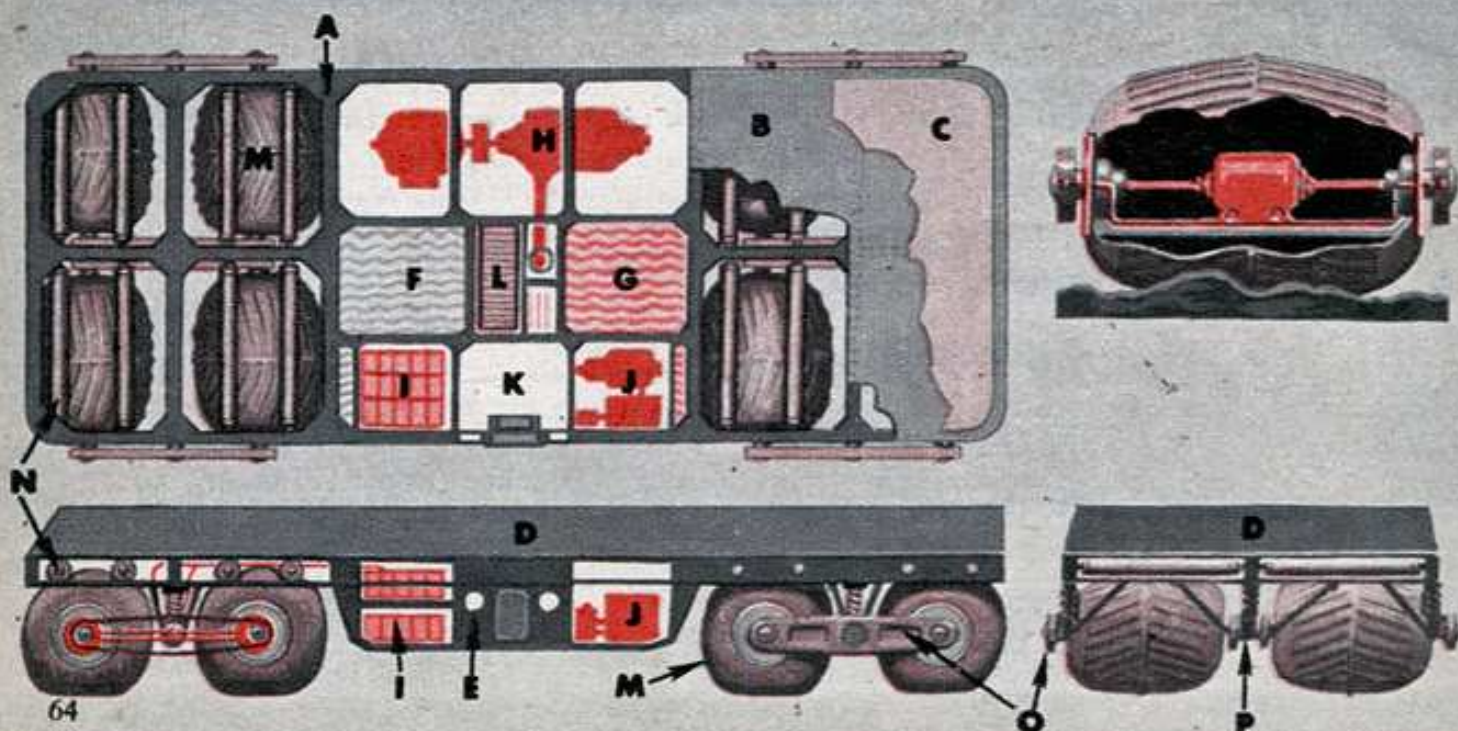
the boating public has been using low-pressure rollers for moving boats on every type of ground.

Rig your rowboat so that it rolls *with* the air bags instead of *over* them, put in some kind of power plant and you have a rolligon vehicle. The Army has done this; in fact, it has put a five-ton truck on rolligons and driven it where tractors fear to tread. Not only can you drive it easily over a field of king-size rocks but where other vehicles sink to the hub

caps, this one rolls over muddy terrain with ponderous aplomb. The air bags spread the load so evenly you can drive your five-ton job over a bevy of sunbathers with no more than appreciative grunts from the victims: servicemen and women who have tried it say it's like a nice, beefy massage.

The rolligon was made available to modern surface transport by an ex-mission school teacher named William H. Albee who learned about it from the

Below, details of MI's cross-country rolligon cruiser: A. Chassis; B. Watertight steel deck; C. Cork flooring; D. Watertight hull; E. Engine room; F. Water tank; G. Fuel tank; H. Diesel generator; I. Battery room; J. Air conditioning; K. Entry; L. Hinged staircase; M. Rolligons; N. Frame supporting rollers; O. Rolligon positioning arms; P. Tripod rolligon arm supports.





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wastes. It could be plastic-canopied for polar sun bathing, air-cooled for the Sahara.

Eskimos. Albee's stone-age students up on the Bering Strait use inflated seal-skins to overland their big umiaks—medium-sized barges covered with skins and often loaded with five tons or more of walrus meat.

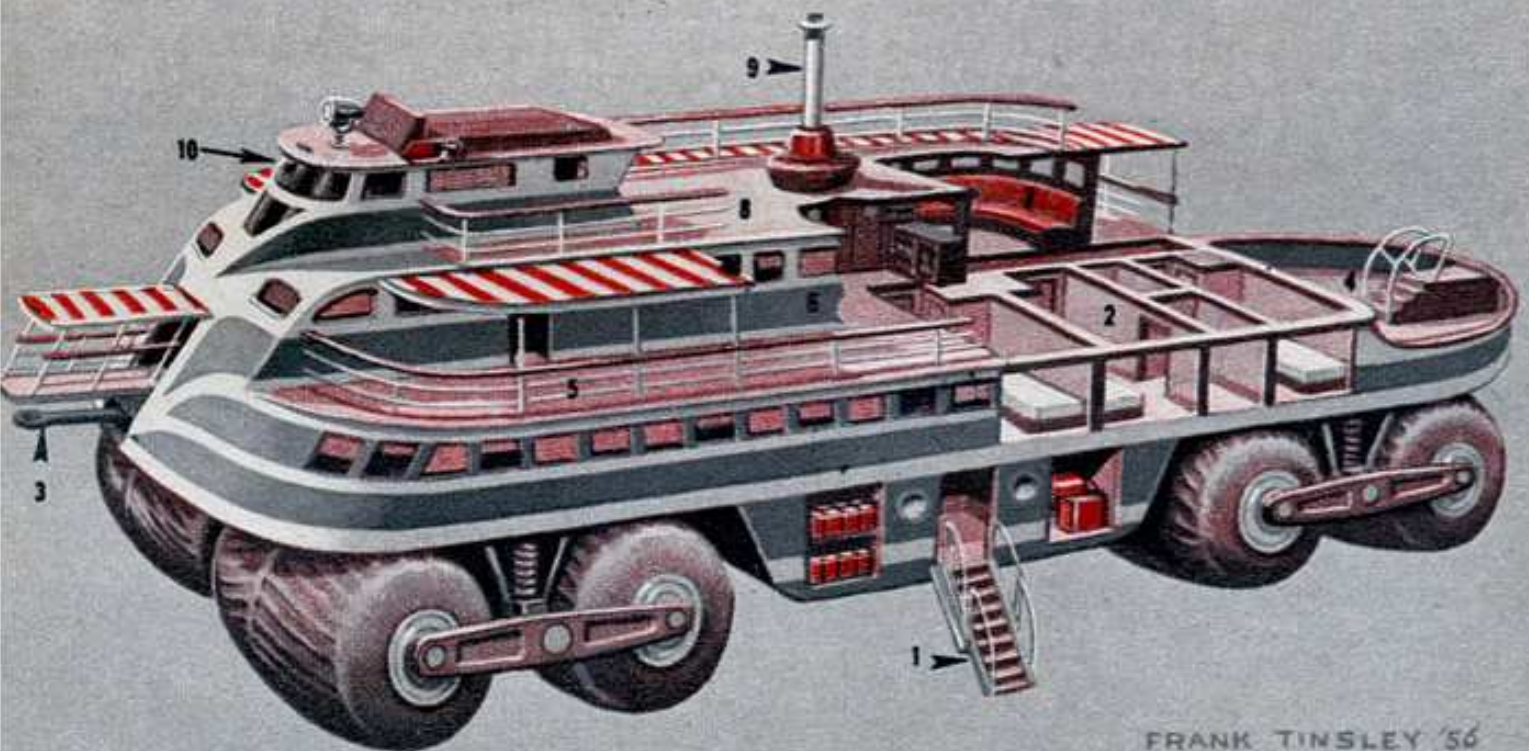
In the accompanying illustrations MI has tried to visualize a modern use of Albee's concept for you. Basically, the machine is an amphibious, off-the-road weight carrier, with a shallow, barge-like chassis and a central, underslung

power compartment.

In this MI design, an electric drive has been selected, with motors mounted inside the rolligon hubs. Current is produced by a diesel generator unit in the watertight power compartment.

This is MI's concept of a rolligon cruise ship. Whatever form the rolligon eventually takes, there can be little doubt that Bill Albee's squashy, Eskimo air-bags have provided mankind with a radically new form of transportation. •

Below, cutaway view of passenger cruiser: 1. Entry: steps retract into watertight deck; 2. Lower deck: gangway and staterooms; 3. Gangway and coupling; 4. Afterdeck, gangway steps; 5. Promenade deck; 6. Upper staterooms opening on promenade deck; 7. Lounge and bars; 8. Sun deck; 9. Air intake, diesel exhaust stack; 10. Pilot house, crew quarters, stairs.



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