

BOXCAR BULLETIN

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☆☆ Rolling Boxcar Updates ☆☆

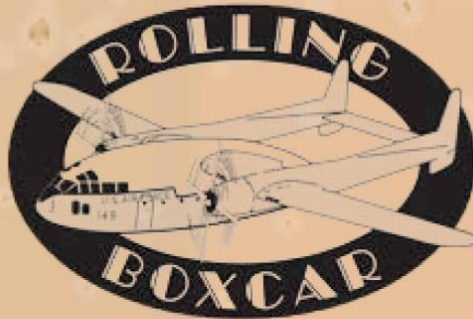
For the Tech Corner

RBC's City/Highway Suspension

One day while drinking coffee and chewing on sour gummy worms in the RBC think tank it occurred to us that due to RBC's 60' overall length and the rear overhang of some 15 plus feet, that while turning a corner on a city street, we might knock over every mailbox on the far side of the street. So...we engineered the "City/Highway Suspension System" that, I'm sure, is exclusive to RBC.

Let's set the stage. RBC has a total of 4 axles. One "Steer" axle in the front that is attached to the removable steering wheel in the cockpit and a three-axle set in the rear consisting of a "Drive" axle that is attached to the transmission that propels RBC down the road. The other two are "Tag" axles. The "Tags" have no inner axle but simply roll along and are there for stability and to help in braking.

One toggle switch up front in the cockpit labeled "City/Highway Suspension" determines what mode you are in. When RBC is tooling down the highway on its way to a town near you, the three rear axles are in "Highway" mode. The "Driver", the one in the lead, has airbags that have 80-90 pounds of air pressure in them and the two rearward "Tags"



Rolling History to the Vets Who Helped Make It

have 60-70 psi in their bags. Pressures are controlled by automatic load levelers that constantly monitor uneven road surfaces and adjust accordingly to keep RBC both level front to rear but also side to side. They also ensure that the "Driver" is carrying more of the weight and thus the traction needed to move RBC down the road.

But when you hit the offramp and need to make 3 left turns, a right and three more lefts to the fairgrounds, well this is when things can get a little dicey. The three-axle set has enough traction that if you were to turn a corner on icy pavement or wet grass, you could find yourself turning the wheel, but RBC keeps on in a straight line. Opps!

So, to alleviate what could be an embarrassing and rather expensive event, the engineers at RBC came up with work around. When you come into town and need to maneuver tight streets, we flip that little switch to "City" which in turn puts the three-axle set into another

configuration. One motorized valve will close, cutting off air to the tag axle's air bags and service brakes. Eight seconds later another motorized valve opens dumping the air from the tag axles air bags causing them to not lift but to unload all the weight they are carrying from RBC.



The auto levelers on the drive axle sense this and adjust to carry all the weight of RBC. So now the tags are just rolling along with none of the load and the service brakes are made to not work because the tires would lock up and drag.

All this is done so that when you need to make that sharp turn, RBC will pivot on the drive axle and with no weight on the tags, they simply slide to the right if making a left turn and to the left if making a right turn. Now you have some 20 feet of swing, but it should be easier to cruise through town...we will see. All this with just a flip of a small switch in the cockpit. As for those mailboxes...well...maybe we will carry a few spares just in case!



Where do You Wear Your RBC T-Shirt?

We wanna know.

President of the Fall River Mills "Fort Crook Museum" (www.fortcrook.com), Tom Glaze, an Army Veteran, in Waikiki Beach Hawaii sporting his Boxcar tee shirt. Let's hope he doesn't get a sunburn.



Story Corner

Story corner is for those who have reached out to us with their personal adventures in the military and/or related to C-119s. Thanks for allowing your words to grace the pages of the Boxcar Bulletin.

Here's what they have to say: Joe Morris: "I got about a half hour stick time on one of these when I was a Civil Air Patrol cadet. I was so concerned with maintaining the heading that I failed to notice the slow, steady climb. When I finally noticed, I descended rather rapidly! The adult CAP officers were socializing and had not given me a thought until then. My turn at the controls came to an abrupt end. When I joined the other cadets in the cargo bay, I found I had caused a couple of them to be sick."

Ed Gilbert: It's been a long time since the end of the Korean War, but my two strongest remaining memories of my flights between Japan and Korea, on those (L or C?) 119's, are (1) upon boarding & buckling up in a Mae West flotation vest, a oneman life raft & a parachute, our only instruction was what to do when we hit the water (ouch!), and (2) the struggle those "boxcars" made when lifting off from the very near end of that very long main Tachikawa runway, near Tokyo. You could hear & feel the structural flex & strain as the plane struggled to lift short of the end runoff & overrun barrier. Oh my, but it was a different story on the return flights from Kimpo (K7), south of Seoul & the Han River, in Korea, where they had way more runway for liftoff, and no overrun barrier to be seen. Dem were da days . . . to remember!"

Thank you for your service.

~President John Will

