



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION
visit us online at www.MTAofNJ.org

Issue: SEPTEMBER 2019

Editor: Dave Steinert

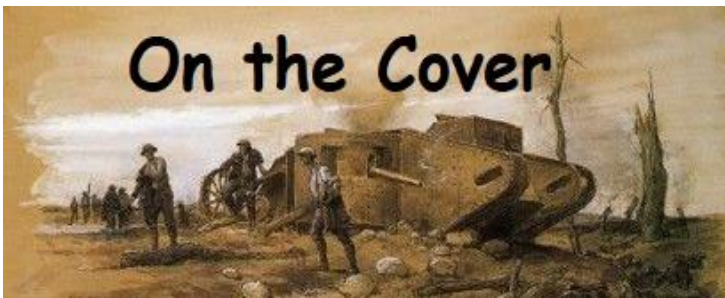


THEN



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On the Cover



WIKIPEDIA
The Free Encyclopedia

THEN- Historically the idea of transporting heavy military equipment by rail dates back to the invention of the steam locomotive. Both the Union and Confederate armies widely used rail transportation to quickly move military equipment when needed on the frontlines.



On the cover is pictured a couple of British tanks being transported to the frontlines by rail during WWI. The railroad made it convenient to haul these heavy monsters quickly from one area of battle to another. The hardest part was getting them on the flat cars.

NOW- The U.S. military has always been a staunch practitioner of the concept of “if you have to move something big, use something bigger.” While this may not be the most practical way to get your deuce-and-a-half to the Sussex County Fairgrounds, it’s certainly one of the better methods to get your M1 Abrams across the country. Pictured here on February 2, 1992, this M1 is riding on Department of Defense (DODX) flatcar #40512 through Sterling Heights, Michigan. *(The Garbely Publishing Company collection)*

MEMBERS, PLEASE BE ADVISED THAT THIS MONTH'S NEWSLETTER INCLUDES THE MTA BALLOT FOR THE 2019 ELECTION OF OFFICERS. PLEASE TAKE THE TIME TO VOTE AND MAIL IT IN OR BRING IT TO THE OCTOBER MEETING.

MTA 2019 Officers and Key Committee Heads

President- Al Mellini

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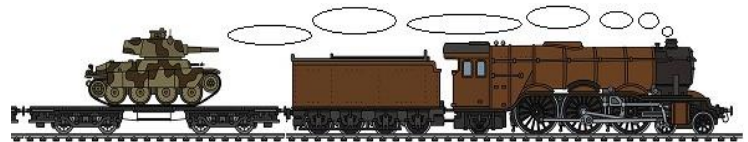
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Military Transport Association

The MTA August 1st 2019 Monthly Meeting Minutes

The meeting was called to order at about 7:00PM by MTA President **Al Mellini** beginning with The Pledge of Allegiance followed by a moment of silence.

Al asked for a motion to approve the July 2019 Minutes as printed in the newsletter; motion to approve was made by **Jim Mescher**; seconded by **Jack White**. *Approved unanimously!*

Al presented the financial report:

Military Transport Association, Inc.

Summary of Funds Activity

For the Month Ending July 31, 2019

	All Funds
Beginning balance from last month	\$63,710.00
Income	1,334.00
Expenditures	(4,708.00)
Closing balance	\$60,336.00

Al invited Michael Leyden to discuss Operation Chill Out and their Vets Summer Fest, an annual benefit to help homeless vets, that takes place August 10th at Vasa Park, Budd Lake.

Jim Mescher made a motion to consider a donation to Vets Summer Fest/Operation Chill Out, seconded by **Pat Dolan**. Recommendation of \$500 donation was discussed and voted on by the membership, *Vote carried!*

UPCOMING MTA EVENTS

The membership discussed the following upcoming events:

Sven's Picnic: August 3rd

MTA Picnic: Scheduled for September 15th, at the Rockaway Fireman's Field; families and vehicles invited. *Details to follow!*

Lead East: Rte. 10, Parsippany Troy Hills Hilton, Labor Day Weekend. The club will have a spot there. **Pat Dolan** is managing this.

United Railroad Historical Society Event: to be held on September 29th.

Andy Sternick presented MTA Logo Magnets for the Jeeps to use in parades and when on display, which were very well received. Andy received a round of applause for the magnets. Al used magnets at NJ State Fair static display in Sussex. *Al says Andy is "all right"!*

MTA CHARITABLE DONATIONS:

Discussion of the July second reading donations ensued. The donation for \$750 to *Wheelers for the Wounded* was approved and the donation for \$762 to *421 Fighter Squadron* was approved.

Motion to budget another \$5,000 for donations was made by **Dennis Dutcher**; seconded by **Frank Shane**. *Motion carried unanimously.*

Dennis Vecchiarelli suggested making a \$500 donation to each of the following in s \$1500 donation:

Smart Home Program

Gold Star Families

First Responders Home Program

Bill Dekker made a motion to approve the donation, which was seconded by **Fred Schlesinger**. Since the donation is for \$1500, the donation will be brought forward for second reading and approval at the September meeting.

2019 MTA ELECTIONS:

Gary Schultz said the Nominating Committee, as appointed by the president, included himself as chair, **Dave Steinert** and **Fred Schlesinger**.

He stated that nominations will be taken at the September meeting, ballots will go out with the September newsletter, votes received by mail or in person at the October meeting, results announced at November meeting and officers installed at the December meeting. Al mentioned Carolyn Hoffman has declining to run again as recording secretary. Al called for a 10-minute break to allow members to caucus at which point the following people nominated themselves:

Al Mellini – President (what the hell – why not?)

John Sobotka - Vice President by phone (SOB loves the limelight)

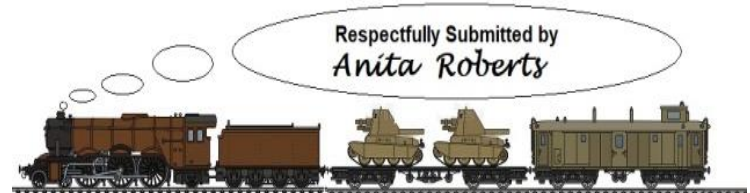
Ginnie McDevitt – Treasurer by phone (Goddess of Cash)

Anita Roberts - Recording Secretary (welcome). *Thank you sooo much Anita! It's greatly appreciated by the Newsletter Editor!*

Jack McDevitt was given the floor to discuss having food trucks at the 2020 Swap Meet. Jack provided contact information for food truck vendors who might be interested in coming to the 2020 Swap Meet. **Andy Sternick** will provide contact information for the NJ Food Truck Association broker and suggested the Vendor Dinner be moved to Saturday instead of Friday and to have the dinner catered. Discussions re: food trucks vs. Cookie's Kitchen ensued. *(A cloud of depression could be seen hovering over Al's head after the meeting).*

Food truck discussions to continue after contact is made with Jack's vendors and Andy's food truck broker.

Motion to adjourn the meeting was made by **Pat Dolan**, seconded by Bill Dekker at 8:45PM.



MVPA Mega Membership Drive

The Goal is to Double the Membership in 2019!

To accomplish this goal we need every member to recruit a new member, or to give a gift membership to a friend or relative.

To make membership more attractive, the Board decided that from now through 1 January 2019 the dues for new or returning members will be reduced by \$5.00!

Active members renewing on or before their due date already receive a \$5.00 discount, and until 1/1/2019 EVERYONE does!

This offer is only valid on Regular U.S., Canadian and Overseas memberships. Electronic memberships are excluded.

A personalized gift card will be included with all gift memberships.

Recruiting and gift giving members receive \$5.00 in MVPA bucks for each new member, so its a win-win situation!

ALSO in 2019 all active MVPA members are welcome to attend the York, PA convention with no registration fee charged! Proof of membership will be required.

REGULAR MEMBERSHIPS - All included in the above offer:		OUTREACH MEMBERSHIP:
<input type="checkbox"/> U.S. Second Class Postage - \$60.00	<input type="checkbox"/> Overseas Air Mail - \$70.00	<input type="checkbox"/> To Organization
<input type="checkbox"/> U.S. First Class Postage - \$70.00 \$45	<input type="checkbox"/> Canada Air Mail - \$60.00 \$55	or School - \$60.00 \$45
\$5.00 discount not valid after 1 Jan 2019		

Gift from or Recruited by: _____ MVPA Number: _____

Name of recipient: _____

Address: _____

City: _____ State/Prov: _____ Zip: _____

Telephone: _____ E-mail Address: _____

16 Digit Credit Card #: _____ / _____ / _____

Exp. date: ____ / ____ / ____ Signature: _____

Mail application with a check or money order in U.S. funds to: MVPA, PO Box 520378, Independence, MO 64052

Call HQ to use a Visa, MasterCard or Discover at (816) 833-MVPA (6872) or (800) 365-5798

Gift memberships are not available online, please, contact MVPA-HQ

MTA Members attend the MVPA 2019 Convention

Story and Pictures by Gary Schultz

Several members of the MTA met early morning on Thursday, August 8th for the ride to York, PA for the 2019 International MVPA Convention. Attending for the ride down to York was Jim Mescher, Al Burghardt, Al Mellini, Frank Shane and Gary Schultz. Also attending were Tim and Jean Swanick, Art Swain, Vinny Schwartz and Jack McDevitt (checking out the food trucks). Apologies to anyone missed.



Gary Schultz, Al Mellini and Al Burghardt

Upon arrival at the convention center in York, we were met with many friends from the MTA, Red Ball, as well as the Central Jersey Chapter.



We had a chance to catch up directly with members of the MVPA headquarters team they had a great presentation at their table.



Al Mellini and MTA "Old Fart" Member Vinny Schwartz

Both Pat Tipton and Pat Dolan were manning the Portrayal Press table.... Indoor vendor tables were filled to the max as well as the outdoor vendor stables providing a huge supply of military MV parts for browsing.



MTA Members Jim Mescher and Al Burghardt

All of the high quality restored vehicles that were presented for judging were in a separate air conditioned building which was a nice departure and created a MV museum atmosphere.



The outdoor displays were equally as impressive with vehicles from World War II heavily prominent.



Possibly the highlight of the day was the vintage Army Tank and track vehicle races that took place in the inner fairgrounds horse racing track.



The race included two Sherman tanks, a WWII half-track, a M8 Armored Car and bringing up the rear a World War II D5 Army bulldozer!

Military Transport Association

2019 Voting Ballot

(For Elected Officers)

ONE VOTE PER FAMILY MEMBERS

President

- Albert "Cookie" Mellini
- _____ (*Write In*)

Vice President

- John Sobotka
- Jonathan Berkemeyer

Recording Secretary

- Anita Roberts
- _____ (*Write In*)

Treasurer

- Ginnie McDevitt
- _____ (*Write In*)

Print Name/Signature _____ (*Mandatory*)

(Directions: To mail ballot, fold in half staple or tape edges and place stamp where indicated. Ballots must be mailed with a postmark no later than October 3rd or handed in at the Thursday, October 3rd MTA meeting. Final voting results will be read at the November meeting)

STAMP
HERE

**Military Transport Association
P.O. Box 391
Budd Lake, NJ 07828**

Moving the Military by Rail

By Rudy Garbely

The MTA's Railroad Operating Battalion (ROB) has been in full operation since Plymouth locomotive #7299 was acquired in 2003. The locomotive (and the ROB as a whole) is one of those MTA topics that is rarely heard about (unless someone gets John Sobotka going on a story about it!). So, this article will take a brief look at the MTA's locomotive, and then delve into the broader history of military transportation that it represents.



The MTA's Plymouth locomotive #7299 rests in the rail yard in Morristown, NJ on May 11, 2010. (Rudy Garbely photo)

The #7299 was built in October of 1941 by the Plymouth Locomotive Works, an Ohio company based in its namesake town that specialized in small industrial locomotives. The engine, a JLB Type 2 (18-ton) with serial #4252, was built as U.S. Army Transportation Corps (USAT) #7299 and eventually wound up assigned to Somerville, NJ. In the mid-1970s, the 1941 Buda diesel engine was replaced with a Detroit diesel, allowing the military to standardize its smaller locomotives with its truck fleet. The small engine was acquired by the MTA in 2003 and was moved by truck in July of that year from Somerville to Morristown, where it has been stored and maintained in operating condition on the Morristown & Erie Railway for the past 16 years.

The MTA's preservation of this locomotive speaks to the larger history of military transportation by rail. Starting with the Civil War, railroads played a crucial role in the transportation of troops, munitions, and supplies to battle fronts, ports, and other military facilities.



U.S. Navy 0-4-0T steam locomotive #3 was built by the Baldwin Locomotive Works of Eddystone, PA (a suburb of Philadelphia) in 1918 for use at the Naval Ammunition Depot in Dover, NJ, otherwise

known as Picatinny Arsenal. This is the "builder's photo," taken by the manufacturer before the locomotive left the factory. (Railroad Museum of Pennsylvania collection)

By the early 1900s, most military installations had their own on-base railroads. These rail lines were used to move munitions and supplies around within the base, as well as shuttle personnel. In the case of Picatinny Arsenal, weapon parts that were under development were shuffled between buildings, commuting civilian personnel were brought out of the base to make passenger connections with the Central Railroad of New Jersey, and completed weapons were stored in boxcars in earthen bunkers built into the natural hillsides.



U.S. Army Transportation Corps locomotive #1232 shuttles a train of Navy personnel around inside Picatinny Arsenal in August of 1960. This DE44 locomotive, built in 1953 by the Davenport Locomotive Works in the firm's namesake city in Iowa, was subsequently sold to Cargill (a nationwide agricultural company) during the military's 1960s equipment purge. It survived into the early 2000s at a grain mill in Alta, Iowa, but its disposition beyond that point is unknown. (Note: I believe this image is taken along the north side of Picatinny Lake, looking roughly east. Anyone with better information as to the exact location, I'd love to hear from you!) (The Garbely Publishing Company collection)

The nearby Naval Weapons Station Earle took the bunker idea to the extreme, with an entire network of hundreds of bunkers in neatly laid out rows designed to store munitions in railcars, ready at a moment's notice to bring them to port via the on-base railroad and load them onto waiting ships.

The World Wars were a turning point in military railroad operations. Railroads often had entire shops full of young men drafted, necessitating the training of a female workforce (made popular in the famous "Rosie the Riveter" ads). Railroad men serving abroad would often be sent to work in the U.S. Army Transportation Corps, a special railroad group designed to transport goods to and from battle fronts by rail. This group was comprised of Railway Operating Battalions that were each sponsored by a major railroad in the United States. Thus, a group of men from the New York Central Railroad could find themselves working together in locations like Paris or Berlin, operating steam locomotives built in Philadelphia and charged with laying and repairing tracks, transporting goods, and maintaining and repairing rail

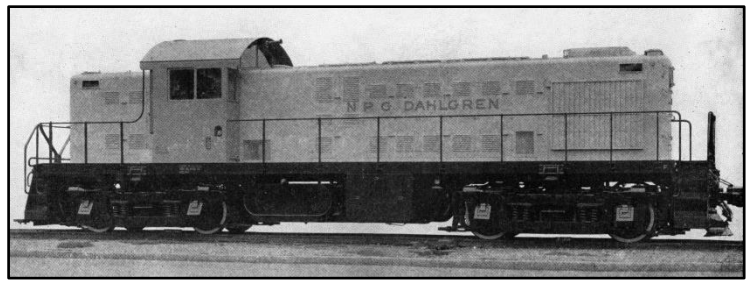
equipment – much the same tasks they would have performed at home. These front-line Battalions are where the MTA's ROB gets its name.



During World War II, the New Haven Railroad sponsored the U.S. Army's 749th Railway Operating Battalion, which was composed almost entirely of New Haven personnel. The 749th Railway Operating Battalion was deployed to Europe after D-Day and operated trains and railroad facilities in France, Belgium, and Germany during the Allied advance. The veterans of the 749th Railway Operating Battalion participated in various Army reunions during the immediate postwar era. This 2.25-inch metal pinback button was apparently worn by 749th Railway Operating battalion veterans at these reunions during the 1940s and 1950s. (Marc Frattasio collection)

Railroads proved to be so integral to military operations that all of the railroads stateside (including private companies) were taken over by the U.S. government during World War I and World War II. In fact, the years 1945 and 1946 were the two busiest years in American railroading history in terms of goods and people carried, which accounted for the previous four years' worth of material and personnel returning home to the States.

Most of the various on-base railroads were consolidated during World War II under the Department of Defense. Following the war and with the acquisition of diesel locomotives, much of the Department of Defense's rail equipment was standardized across all military installations, with equipment relocated to keep mechanically similar engines together. Rebuilding and repowering programs were instituted in the 1960s and 1970s for some locomotives to further standardize the prime movers, while those that were not rebuilt were sold to other railroads. In fact, the Morristown & Erie (which currently hosts the MTA's locomotive) purchased a second-hand diesel locomotive from the U.S. Navy in 1963.



U.S. Navy RS1 #6 was built in September of 1944 by the American Locomotive Company of Schenectady, NY. It was assigned to Naval Proving Ground Dahlgren in Virginia, as seen in its 1944 builder's photo. In 1963, it was deemed surplus (as the Department of Defense standardized locomotives built by the Electro-Motive Division of General Motors) and was sold to the Morristown & Erie Railroad. It became M&E #15 and operated until 1985. It is pictured here in Cedar Knolls, NJ on November 21, 1968. (B&W image, Rudy Garbely collection; color image, Bob Wilt photo)

With the Department of Defense's major rail consolidation effort in the 1950s and early 1960s (where like equipment was consolidated to single bases for ease of maintenance), some military installations became havens for some older and rarer equipment that was maintained to military precision and standards. By the 1980s, the U.S. military was the largest operator of locomotives constructed by the Baldwin Locomotive Works, which had been defunct since 1956.



Two U.S. Navy locomotives built by the Baldwin Locomotive Works lead a public excursion at Naval Weapons Station Earle on May 31, 1981. This railfan excursion specifically featured these two rare locomotives. The lead engine was subsequently donated to the United Railroad Historical Society of New Jersey (URHS) in the 1990s and was painted for the Baltimore & Ohio Railroad. It is currently operational and on long-term lease to SMS Rail Lines in Bridgeport, NJ. (Bob Wilt photo, Rudy Garbely collection)

Replacement rail equipment began trickling into the military in the 1990s. Luckily, the Department of Defense realized the value of its fleet of operable historic diesels, and most were donated to museums, tourist railroads, or other organizations that would preserve them. The MTA's venerable Plymouth locomotive was among this group.



The date is September 8, 2018, and the protective coverings have just been removed, revealing the striking new paint job on GP10 #1823. The locomotive was built in November of 1955 by the Electro-Motive Division of General Motors for the famous New York Central Railroad, and it served during the Vietnam War shuttling wartime goods between eastern ports. It is a fitting recipient of a paint job that celebrates the military veterans that this locomotive helped to support for many years. The engine is currently in service pulling freight trains around Kenvil, NJ. (Rudy Garbely photo).

The MTA has continued its celebration of the military's involvement in railroads with the dedication of a special locomotive. On September 8, 2018, the MTA's Railroad Operating Battalion partnered with the Dover & Rockaway River Railroad to dedicate a special locomotive honoring military veterans in the state of New Jersey. It was unveiled in Succasunna at the town's annual Succasunny Day celebration, with attendees from the National Guard providing a color guard for the ceremony.

If you'd like to get involved in the MTA's ROB and the important military transportation history that it preserves, seek out John Sobotka ask him to tell you a story!



To add or remove listings from the Classifieds, please email Dave Steinert at dsteinert@mtaofnj.org, or call 973-347-9091.

For Sale: 1964 Ford M151, current Odometer: 34252. Currently registered and inspected in New York State. Comes with Army radio, mounted machine gun (disabled firearm) w/ mount and cartridges, trailer, plastics to go over vehicle (no photo included, but available at request) as well as two large boxes of extra parts. Vehicle has always been garage kept. Buyer is responsible for pick-up or to arrange for shipment for out of town sales. This vehicle has not been cut. Asking \$18,000. Located in Pine Island NY. Please contact Lodzia - 845-258-4493 or Vince - 845-728-9191.

For Sale: Replica 81mm mortar. M1 tube and bi-pod. M4 sight. Has incorrect M23A1 two piece base (Nam era?). The tube is original with 1 pin cross welded and a dummy cup welded on. Comes with one practice round (inert) in a newer tared tube. And a wooden ammo crate. Asking \$3000.00. Will take a M35a2 ring mount in trade. Kirk Stinson 862-209-0933

For Sale: I have many Jeep and M37 parts for sale, call Tom Weaver @ 973-627-9448.

Wanted : Rims for a Ford F250 16" x 6" 8-Lug (6.6") Bolt Pattern Rim. Call Bob @ 201-226-9289

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828



a chapter of the Military Vehicle Preservation Association

The Military Transport Association is dedicated to the education and preservation of historic to present military vehicles. Members enjoy restoring, displaying, and operating military vehicles of all types, from bicycles to tanks.

But trucks and Jeeps aren't all we do! Join today and participate with us at our annual Toys for Tots train ride and toy drive, help at our annual Swap Meet at the Sussex County Fairgrounds, or attend our special events for veterans. Our lively, informative monthly meetings are held in Whippany, NJ.

You do not have to own a military vehicle to be part of this exciting and active hobby - you just need a desire to do your part in keeping our military history alive. All you need to join the MTA is to fill out the the form below, include your dues payment, and mail it to the address below. Alternately, you can give your form and dues to any MTA member you meet at any of our events.

for more information, visit our website at www.MTAofNJ.org

Name: _____

Street: _____

City: _____ State: _____ ZIP: _____

Phone: (_____) _____-_____ (cell preferred)

Email: _____

MTA Membership Level: Single (\$30) Family (\$35)

Are you a member of MVPA? Yes No

Military vehicles owned: _____

Return form with \$____ annual dues and \$____ donation to:

Military Transport Association, Inc.
P.O. Box 391
Budd Lake, NJ 07828

Contributions, gifts, or membership dues made or paid to the Military Transport Association, a 501(c)(4) organization, are non-refundable or transferable, and are NOT deductible as charitable contributions for federal tax purposes.