



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION

visit us online at www.MTAofNJ.org

Issue: NOVEMBER 2021

Editor: Dave Steinert



In
This
Issue

Happy Thanksgiving!

ON THE COVER...



WIKIPEDIA
The Free Encyclopedia

THEN- If you're a military vehicle enthusiast like me with a passion for seeking information on the history of such vehicles, I'm sure you have seen the occasional photo from WWII of U.S. Soldiers packed inside and all over a Jeep. Similar to college kids in the 1960s and 1970s jamming themselves into a vintage Volkswagen Beetle. Of course the idea is amusingly unique, but not practical. Both the WWII Jeep and the original Volkswagen Beetle had their limitation for safely and comfortably carrying its occupants any lengthy distance.



The smallest unit of infantry in the U.S. military is called a squad, which is define as an organized group of six to ten soldiers. At the very least, a squad would probably be doable in a jeep for a short distance. Anymore and you'll need a troop carrier.

But good old "Yankee" ingenuity has not been abolished by our modern age of technology and computers, the U.S. Army has introduced the... **NOW-** Infantry Squad Vehicle (ISV), is an air-transportable high-speed, light utility vehicle selected by the United States Army in 2020, based on the Chevrolet Colorado ZR2 platform. An ISV can carry 9 infantrymen. Fielding begins in 2021, along with Initial Operational Test and Evaluation

(IOTE); 649 ISVs are to be allocated to 11 Infantry BCTs by 2025.

GM Defense has since converted one of its bid vehicles for the ISV to an all-electric in 2019, the U.S.



The Army awarded three ISV prototype contracts to the:

GM Defense plc consortium;

Oshkosh Defense and Flyer Defense LLC consortium;

and the *Science Applications International Corporation (SAIC)/Polaris Inc.* consortium.



The operational requirements of the ISV are nine passengers, a payload of 3,200 pounds (1,500 kg), transportable by external sling load by a UH-60 Black Hawk helicopter, internal load/external lift by CH-47 Chinook helicopter, low-velocity air drop by C-130 or C-17 transport aircraft and exceptional mobility over all terrains

allowing Infantry Brigade Combat Teams to move with their equipment over difficult terrain.

The GM/Ricardo prototype was based on the Chevrolet Colorado ZR2 and uses 90% commercial (foreign-sourced) off the shelf parts. The Oshkosh/Flyer prototype was based on the Flyer Ground Mobility Vehicle 1.1 and the SAIC/Polaris prototype was based on the Polaris DAGOR. Prototype trials took place at Aberdeen Proving Ground in November-December 2019 followed by further trials at Fort Bragg in January 2020.

In June 2020 the U.S. Army awarded GM/Ricardo a \$214m contract to build 649 ISVs. The total Army requirement is 2,065 ISVs. The first delivery is to be made to the 1st Brigade, 82nd Airborne Division. The vehicles will rely heavily on motorsport technology, with suspension modifications from Rod Hall Products, which sells modifications for the road-going version of the Colorado ZR2, and chassis modifications are to be built in Mooresville, North Carolina by Hendrick Motorsports. Vehicles will be delivered from GM's new Charlotte Technical Center in Concord, North Carolina.

A variant of the ISV, carrying a .50 caliber gun and five infantrymen was on display at AUSA in October 2021.



ATTENTION MEMBERS!
THE DECEMBER 2nd MEETING HAS BEEN MOVED TO WEDNESDAY, DECEMBER 8th, MEETING WILL BE HELD AT THE WHIPPANY AMERICAN LEGION
THE MEETING ROOM IN BASEMENT
Food at 6:00PM...Meeting starts at 7:00PM

MTA 2021 Officers and Key Committee Heads

President- Al Mellini
 Tel: 973-723-2166 email: albert.mellini@gmail.com

Vice President- John Sobotka
 Tel: 862-266-6284 email: jsobotka@hotmail.com

Recording Secretary- Anita Roberts
 Tel: email: akroberts356@gmail.com

Treasurer -Ginnie McDevitt
 Tel: 845-987-7896 email:

Sergeant at Arms-Andrew Salzano
 Tel: 973-831-0920

Membership Chairman- Dave Steinert
 Tel: 973-347-9091 email: dsteinert@mtaofnj.org

News letter Editor- Dave Steinert
 Tel: 973-347-9091 email: dsteinert@mtaofnj.org

Parade Coordinator- OPEN

Swap Meet Chairman- OPEN

Webmaster- Rudy Garbely
 Tel: 973-800-9251 email: rgarbely@gmail.com

Quartermaster and MTA Archives Custodian Gary Schultz
 Tel: 973-207-8955 email: garyrschultz@gmail.com

MTA Meeting Minutes

MTA Meeting Minutes – Thursday, November 11th 2021 at Legion Hall

Submitted by Anita Roberts, Recording Secretary

The November 11, 2021, meeting of the MTA was called to order by President **Al Mellini** and opened with the *Pledge of Allegiance* and a *Moment of Silence*. Al called for a motion to approve the October 7, 2021, minutes. **Ken Gardner** made the motion which was seconded by **Alan King**. Motion carried.

Al gave the financial report informing the membership of the club's financial status post our first Swap Meet since 2019:

Financial Report

Oct. 31, 2021

Beginning Balance:	\$40,866.09
Income:	13,888.14
Expenditures:	<u>-5,922.62</u>
Ending Balance:	\$48,151.01

The Sarge (Andy Salzano) and Al made a few comments recognizing Veteran's Day. Al informed the club that the **December meeting was being rescheduled. It is now scheduled for Wednesday, December 8.** The member email list is having issues, neither **Pat Dolan** and **Tim Swanick** did receive recent emails. The issue is being addressed.

Parade Report - Clifton Veterans Day Parade was Nov 7. Al informed the membership that he received a \$500

payment from the town and asked **Art Swain** to give the after-action parade report. Art indicated that there were 10 vehicles. He thanked all that came out for the parade stating a great time was had by all. It was also the last parade of the year. Al indicated that we'd had a so-so season with parades. Many of them were cancelled. The Memorial Day Parades were ruined due to Covid and the July 4th Parades were so-so. Hopefully, next year we'll get back on track with 10 to 15 or parades.

Club Business – Al reported that effective Jan 1st a new slate of officers would be in place:

- John Sobotka – President (can sign checks)**
- Gary Schultz – Vice President (can sign checks)**
- Jean Swanick – Recording Secretary (can approve payment requests)**
- Albert Mellini – Treasurer (can sign checks)**

We'd like to express our thanks to the out-going MTA officers for their good stewardship of our club, especially **Ginnie McDevitt** who has given us 17 years of service as our Treasurer. **Thank you Ginnie!**

Operation Toy Train Report – **Carolyn Hoffman** gave the Railroad Operating Battalion *Toys for Tots* update and was very happy to report that *Operation Toy Train* would be running this year. Kicking off with the first run on Saturday, Dec 4 (Dover & Delaware River) and Dec 5 the Dover & Rockaway River Railroad. The on Saturday, Dec 11 (New York Susquehanna & Western RR) and Dec 12 (Middletown & NJ RR). Carolyn mentioned that Port Jervis is the new home of the OTT RR engine and RR cars as well as the Transportation History Center and Museum. Port Jervis is celebrating this with a big event on Sunday, Dec. 12 and is requesting MTA vehicles for this event as the MTA is a big partner of OTT.

Al informed the membership that he had large T4T boxes if anyone needed them. Membership was informed that Covid protocols would be followed. Discussions ensued as to the location of the cars and access for preloading activities. Carolyn informed the membership that we would have both the Hickory Creek and the 43 cars as well as several box cars and a newly acquired caboose as well as a 15-member contingent of Marines. She also informed the membership that OTT has funds but they were tied up in the procurement of train cars. She proposed to the membership a request for a food donation to OTT. Al called for a motion to open the proposal for discussion. **Ben Cave** made the motion; **Gary Schultz** seconded. MTA Donation of \$500 – this being an MTA/OTT joint venture, the motion carried. Check to be sent to OTT.

OMS 7 Report – Al asked **Pat Tipton** to give an update on the state of the *WWII Weasel Project* and welcomed any help to work on them over the winter and that the transmission still had to be rebuilt.

For the Good of the Club: **Sarge** gave a big shout out and a thank you to **Pat Dolan** for his expertise and patience when he reached out to Pat for help with restoring the body on his M38 Jeep.

New member **Michele Heusel** introduced both her 15-year old son and her 97-year old father, **Robert Newhouse** who served in the 78th Infantry. He's a WWII Vet who fought at the Battle of the Bulge who and promised to come to one of our

meetings and talk to us about that fearsome time in our history. Al said he is targeting the December meeting.

Motion to adjourn the meeting was made by **Carolyn Hoffman**, seconded by **Al Mellini**.
Motion carried!



FINAL MESSAGE FROM THE PRESIDENT

Dear Members, as my term as your President sunsets, I thought I would take a moment to give thanks to those of you who made my term fun. First to my fellow officers, **John Sobotka**, **Anita Roberts** and **Ginnie McDevitt** who were always there when I needed them. (AND Ginnie as Treasurer for 17 years!!). And Carolyn Hoffman for my first term. Thanks also go to my Executive Board **Fred Schlesinger**, **Gary Schultz** and **Dave Steinert**. Also, I want to thank **Pat Kruger** and **Pat Dolan** for informative OMS7 reports. And **Ken Gardner** for taking on parades and now Sign Chair and always at parades in MY Jeep. There are dozens of others too long to list so thanks to everyone that helped me. I leave the Presidency with the Club financially healthy and administratively strong. I think 2019 was our bang up year with 33 events and \$15,000 in donations. Then COVID beat us up. I know your new officers **John Sobotka** as President, **Gary Schultz** as VP and **Jean Swanick** as Secretary will do a bang up job building membership and events. As Treasurer in 2022, I will be there to help. This is a great Club, and I am proud of all of you!! Thank you!

Sincerely, Al Mellini



A report from our MTA Embedded AZ Southwestern Correspondent, **Phil Francis**:



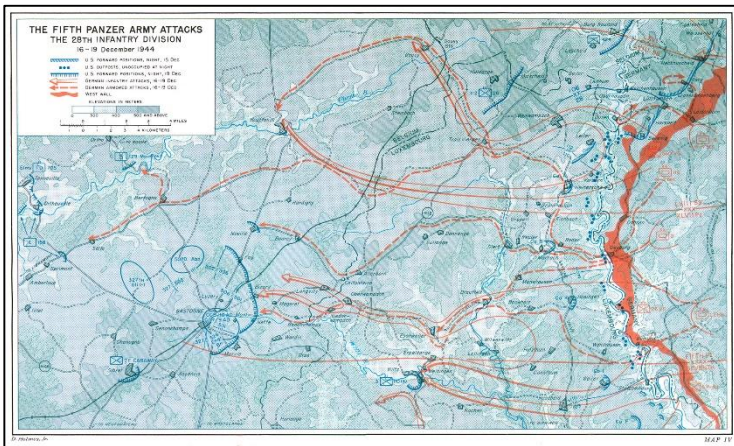
The equivalent of the MTA in AZ, the Arizona Military Vehicle Collectors Club, supported three Veterans Day Parades in AZ on November 11: Phoenix, Mesa, and Apache Junction. Attached pics are from Apache Junction where the group fielded five jeeps mostly of WW2 vintage, one 2-1/2-ton truck, and two 5-ton cargo trucks.

Most military vehicle activities in AZ take place between October and May. There are no 4th of July parades when it is 100 degrees by 100% humidity.



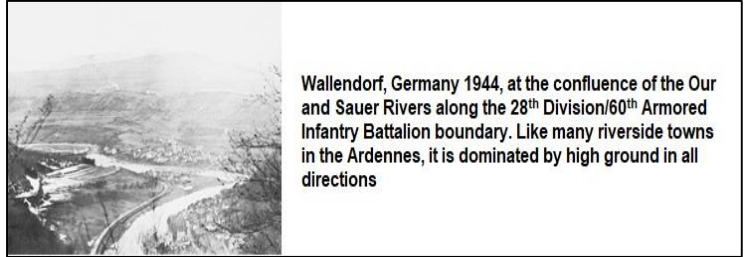


**The U.S. 28th Division Stands
in the Breach
(16-19 December 1944)
Part V of the Battle of Bulge Series
By Jim Swanick**



North of LXXX Corps the German assault fell on Maj. Gen. Norman D. Cota's 28th Infantry Division. Arrayed opposite the Keystoners were Lt. Gen. Baptist Kniess's LXXXV Corps (the second half of Brandenberger's *Seventh Army*) and two armored corps of Lt. Gen. Hasso von Manteuffel's *Fifth Panzer Army*. Comprised of the *352d Volksgrenadier* and *5th Parachute Divisions*, Kniess's command had orders to cross the Our River in the vicinity of Vianden-Wallendorf and run west along Manteuffel's flank before establishing blocking positions along the Gedinne-Libramont-Martelange-Mersch line. On its right the southernmost

element of *Fifth Panzer Army*, Lt. Gen. Heinrich Freiherr von Lüttwitz's *XLVII Panzer Corps*, was to strike in the Dasburg-Gemünd sector using the *2d Panzer*, *Panzer Lehr*, and *26th VG Divisions* and drive westward via Clervaux and Bastogne, crossing the Meuse south of Namur. To the north Lt. Gen. Walter Krüger's *LVIII Panzer Corps*, with the *116th Panzer* and *560th VG Divisions*, would cross the Our on both sides of Ouren and attack through Houffalize with the intention of crossing the Meuse between Andenne and Namur. An additional armored formation, the *Führer Begleit Brigade*, Manteuffel would hold in reserve and commit through the first bridgehead he achieved over the Our. The unit boundaries were such that Kniess would strike Lt. Col. James Earl Rudder's 109th Infantry, Lüttwitz Col. Hurley Fuller's 110th Infantry, and Krüger Col. Gustin M. Nelson's 112th Infantry.



Wallendorf, Germany 1944, at the confluence of the Our and Sauer Rivers along the 28th Division/60th Armored Infantry Battalion boundary. Like many riverside towns in the Ardennes, it is dominated by high ground in all directions

The critical point in Dutch Cota's line was destined to be his center, held by Fuller's 110th Infantry. To its rear lay the "excellent" St. Vith-Diekirch highway, a paved ridgetop road crossed by several roads leading westward from Germany. Although most of these were poor, one was paved and led to Clervaux and Bastogne beyond. The value of the road network was not lost on Fuller, and he accordingly had placed company-sized strongpoints at six villages, five of which lay on the highway (dubbed the Skyline Drive by the Americans) where it intersected with the east-west roads. While this enabled him to cover the roads (and, conceptually, his yawning 13-mile front), it also required him to commit the entirety of his combat power forward, as his 2d Battalion had been retained as division reserve. To the north Nelson's 112th Infantry manned 3.5 miles of front with two battalions on the east bank of the Our, while to the south Rudder's 109th Infantry, strung out for ten miles with a 2,000-yard gap between the two forward battalions, held two strongpoints on its left and the heights within the angle of the Our and Sauer on its right.



The village of Ouren, Belgium, which contained two bridges over the Our behind the 112th Infantry. In the top of the photo the Weiswampach road runs along a tall ridgeline overlooking the town

In the *Fifth Panzer Army* sector the assault troops would infiltrate through the American lines prior to dawn and attack on the heels of a short, violent barrage conducted at 0530. To aid their advance searchlights would be directed off the low-hanging clouds, bathing the battlefield in artificial moonlight to allow for better command and control. In the north, where Krüger's *LVIII Panzer Corps* would attack the 112th Infantry, there would be no bombardment. Here the *116th Panzer* and *560th VG Divisions* would infiltrate through the wooded draws characteristic of the

sector intent on seizing intact several bridges over the Our behind the Americans.

Manteuffel considered all four of his armored formations to be good attack units, but the two infantry divisions he would throw at the 28th Division were a mixed bag. Though the repurposed sailors and airmen of the 26th VG Division were led by an "outstanding" cadre of veterans, the 560th VG Division was comprised entirely of green garrison troops from Denmark and Norway. The Seventh Army units were in worse shape. The 5th Parachute Division was such in name only, as the majority of its men were reassigned Luftwaffe ground crews untrained in infantry combat, and the 352d VG Division was a mix of new conscripts, ethnic Germans from Poland, and Russian volunteers, with only a few experienced soldiers among them.

The initial objectives of the attacking forces were bridges. As the 116th Panzer Division shot for a pair north of Lützkampen and the 560th VG Division went for two flanking Ouren, the right wing of XLVII Panzer Corps, the 2d Panzer Division, was to make for Clervaux via the paved Dasburg-Bastogne road. The 26th VG Division, the corps left, would drive on Drauffelt and Wilwerwitz. All three objectives lay on and contained crossings over the Clerf River. To the south, meanwhile, the 5th Parachute Division and the 352d VG Division, the right and left of Seventh Army's LXXXV Corps, would advance toward Wiltz and Ettelbruck respectively.



**Maj. Gen. Norman D.
"Dutch" Cota,
28th Division CG**

Penetration of the American line commenced with the opening barrage. As shellfire befuddled the sleepy Keystone Division, 80-man shock

companies, many of which were already across the Our, began stealing forward. The first sign that something was wrong came in the zone of Fuller's 110th Infantry. At 0615 Co. L at Holzthum reported seeing unidentified figures approaching in the half-light. Five minutes later Nelson's 1st Battalion reported that it was receiving artillery fire; at 0630 it confirmed it was under attack. In the sector of the 109th Infantry, meanwhile, German infiltration was so complete that it was not until 0900 that Rudder learned that the enemy had crossed the Our.

All hell broke loose as the Americans became aware of shadows in the darkness speaking German. In the 3/112 sector a heavy weapons man was charged by several panzergrenadiers after a nearby rifleman took them under fire. Elsewhere a surrounded platoon leader was forced to make a break for it to get to his CP. He made it, despite physically colliding with a group of Germans along the way. Others were not so lucky. At Vianden a 2/109 OP and the regimental Intelligence and Reconnaissance platoon were wiped out in rapid succession, and south of Hosingen a platoon of K/110 was overwhelmed to a man.'

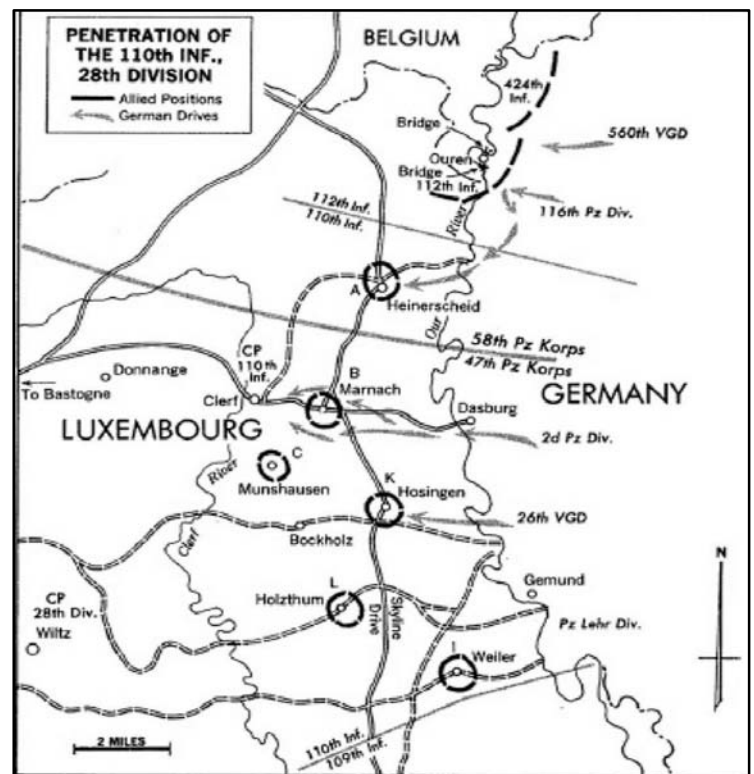
In Rudder's sector the 5th Parachute Division wormed its way through the lines of the 2d Battalion by exploiting gaps between Co.'s F and E and along the regimental boundary, seizing Walsdorf unopposed in the process. To the south the right of the 352d VG Division slipped between Rudder's forward battalions, reaching Longsdorf and Tandel by noon, but the left ran into a brick wall. Laden down with heavy packs the men of the 916th VG

Regiment ran "wildly, screaming and firing their weapons until killed or wounded" into 3/109 on the heights at the confluence of the Our and Sauer, suffering 400 casualties in three failed assaults as fire from the 107th and 108th FA Battalions pinned the survivors at the river. In the north, meanwhile, elements of the 116th Panzer Division got in behind 1/112 as the lead echelon of the 560th VG Division penetrated to the kitchen areas of 3/112. One party of approximately 40 men even made it as far as the stone bridge south of Ouren before being dispersed by men of the Cannon Co. and battalion HQ. Such success was short-lived, however, as



Lt. Col. James Earl Rudder, 109th Infantry CO, at Pointe du Hoc on D+1. Rudder led the 2d Ranger Battalion through fighting in Normandy, Brest, and the Hurtgen Forest before taking over the 109th less than two weeks before the Battle of the Bulge began.

flanking fire from the 424th Infantry to the north combined with that of 1/112 to chew up the panzergrenadiers and 81 mm mortars tore into volksgrenadiers that had stopped to eat after overrunning the Co. L kitchen. German infiltration was no less prolific in the center of the 28th Division line, as 2d Panzer Division elements reached Marnach around 0800 and the leading battalions of the 26th VG Division surged north and south of Hosingen.



The American response was immediate. In the north Nelson counterattacked at 0830, ordering two rifle companies from his reserve across the Our toward 3/112. In the south 2/109 committed Co. G at 1000, inserting it between Co.'s F and E to try and stem the tide of paratroopers streaming westward between them. C/109 was later committed in the same area. In the center Fuller, lacking a reserve, was initially unable to take action. At 0830 Lt. Col. Paul, his 1st Battalion CO, ordered Co. A to send a patrol toward Co. B in Marnach. The regimental right, however,

was unable to do even this, as by 0730 the entire 3d Battalion, including the reserve company, had become engaged. Within three hours the situation had deteriorated to the point that any immediate shifting of manpower was impossible. At 0900 Fuller, aware of the danger his regiment was in and under shellfire himself at his CP, called Cota and demanded use of his 2d Battalion. Cota refused, instead attaching Co.'s A and B of the 707th Tank Battalion to the 110th Infantry and Co.'s C and D to the 109th and 112th Infantry, respectively.

With the opening moves complete the battle devolved into a chaotic dogfight. At 1030 an air OP of the 687th FA Battalion spotted enemy troops moving toward the positions of its own Battery C at Consthulm. A scratch defense of the town was organized just in time to beat off five attacks before noon. Three miles to the north at Bockholz, enemy infantry broke into the gun pits of C/109th FA and the battery, assisted by the guns of A/447th AAA Battalion, lowered their muzzles to blast their attackers with direct fire. Fuller, meanwhile, sent his armor streaming to the front. On the advice of Paul, he sent two platoons of A/707 to link up with C/110 in Munshausen, which at 1043 had been ordered to attack toward Marnach. He also sent two platoons of B/707 toward Bockholz, one to support the gunners and another to hold a nearby crossroads. Rudder counterattacked with armor as well, at 1300 sending a platoon of C/707 and two companies of his reserve battalion toward the volksgrenadiers in Longsdorf and Tandel, which they reached at dusk. As these actions unfolded Nelson's counterattack picked up speed; by the end of the day the line of 3/112 had been restored.



Members of K Company, 110th Infantry Regiment, 28th Infantry Division, make a heroic Stand at Hosingen

Although it did not yet know it, the 28th Division was fighting a losing battle. Even as its counterattacks played out the enemy was beginning to call on his full strength. At 1600 both the Dasburg and Gemünd bridges went into action, allowing the tanks of the 2d Panzer and Panzer Lehr Divisions to enter the fight. An hour later the point of the 116th Panzer Division's armored regiment began driving west, accompanied by hundreds of infantry, it crashed into B/112, which had been fighting all day. Now again the GI's inflicted dreadful casualties on the infantry, but seven tanks, at least one of which mounted a flamethrower, threatened to overrun the company. Only at the last moment did salvation arrive, as fire from a towed 3-inch gun of B/820th TD Battalion half a mile to the north in the zone of the 424th Infantry tore into five tanks in rapid succession and forced the enemy to retire.

In the division center confusion erupted. C/110, driven off the road by enemy fire, was missed entirely by the tanks sent to support it; thus, the armor trundled on into Marnach, where one platoon was sent back to find Co. C and the other soon ordered to drive on Hosingen. Both tasks were accomplished, but this left Marnach without any armor. The last word from the troops there was that enemy halftracks could be heard advancing on the village. Hosingen, meanwhile, came under attack from enemy tank-infantry teams, and for the rest of the night the Americans

there worked to keep these forces at arm's length. A similar pattern emerged at Holzthum, where L/110 repeatedly drove off enemy armor with artillery fire. At Weiler, however, the German pressure was too much; at 2100 I/110 split into two groups and evacuated the surrounded village.

At the close of the day the 28th Division was in mortal danger, and Cota knew it. Having been in contact with Middleton at various points throughout the day he was aware that a major attack was in progress. In addition, Middleton, who had already guessed Bastogne as the objective of the enemy forces to his front, had ordered Cota to hold at all cost as he attempted to organize a defense for the crossroads town. With this in mind and aware of the need to keep the enemy off-balance, at 2130 the division commander rang Fuller. If he was to return to him his 2d Battalion, Cota inquired, what would he do with it? The reply was immediate: Fuller would attack... ***The U.S. Army in the Battle of the Bulge continues with Part VI in the next issue of Motor Pool Messenger!***

CLASSIFIEDS

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

For Sale: 1963 Dodge M43 B1 w/o winch in very good condition. Comes with a large amount of spare parts and accessories. If there is an interest, contact Michael Maglio at 973-697 9419.

For Sale- Military 500 Gallon Water Buffalo for sale; \$300 or BO. Call John Sobotka at (862)-266-6284.

For Sale: 1971 M35A2 W/OW, solid body, original canvas top in very good condition. Comes with 11 brand new NDCC OZ tires and MANY brand new parts. Buy to complete or to use as parts. Asking \$2000.00. Clean transferable New York registration, in New Hampton N. Y. Please contact Dave at, dmz0462@gmail.com or text 845-490-1082

For Sale: 1952 M37 unrestored with good bill of sale, \$3000. Call Tom Weaver @ 973-627-9448.

For Sale - M725 \$3,800.00, Ammo trailer \$350, 1957 DAF 1- ton troop carrier. Rare, not many of these around \$6,000, M109A3-shop van with benches and shelves. Good shape \$4,500. Call or text Jude Meehan 732-433-3359.

Parts for Sale- 230 CI M725 motor, ran when pulled, burns oil \$200, M725 litter racks-best offer, M725 Rear doors, some dents, no rust \$200 for the pair, M715 windshield frame, minor surface rust \$150, NOS in packing Southwind heater for M725 possible M-43 best offer, M37 windshield frame outer only \$75, M725-M715 rims with lock rings -make offer. Many more items available, too many to list. Call for more information. Call Matt Ziegler, cell 973-445-3890, email : Matrziegler@gmail.com

REQUEST FOR INFORMATION

I am trying to research and document Military or National Guard convoys which operated in or through NJ.

Contact:

William J. (Capt. Bill) McKelvey, Chairman, Liberty Historic Railway, Inc. www.LHRY.org

103 Dogwood Lane, Berkeley Heights, NJ 07922 908-464-9335

email: erie5012@hotmail.com

2021 Operation Toy Train **CREW** Schedule

Saturday, December 4, 2021 - Dover & Delaware River Railroad

City	Location	Address	Arrive	Depart
<i>Kenvil, NJ</i>	<i>Train Crew on duty at 7:30 AM, drives to Rockaway</i>	<i>15 Berkshire Valley Road</i>	<i>7:30 AM</i>	<i>-</i>
Rockaway, NJ	Staff call at 8:30 AM at former Potbelly's	26 E. Main St.	8:30 AM	9:00 AM
Rockaway, NJ	Main St. Crossing – STAFF FOLLOWS IN VEHICLES	26 E. Main St.	9:00 AM	9:30 AM
Dover, NJ	<u>Dover Town Hall</u> – STAFF FOLLOWS IN VEHICLES	37 N. Sussex St.	10:00 AM	10:50 AM
Port Murray, NJ	Borealis Compounds – STAFF PARKS, boards train	176 Thomas Road	12:10 PM	12:15 PM
Port Murray, NJ	<u>Port Murray Post Office</u>	218 Main St.	12:25 PM	12:55 PM
Washington, NJ	Washington Borough Park & Pool	150 Broad Street	1:15 PM	1:45 PM
Stewartsville, NJ	Warren Street Grade Crossing	425 Warren St.	2:40 PM	3:05 PM
Phillipsburg, NJ	Brainard Street Playground	80 Brainard St.	3:30 PM	4:00 PM
Port Murray, NJ	Borealis Compounds – staff is done at 5:50 PM	176 Thomas Road	5:50 PM	<i>6:00 PM</i>
<i>Kenvil, NJ</i>	<i>Train Crew brings train to Kenvil, off duty at 7:30 PM</i>	<i>15 Berkshire Valley Road</i>	<i>7:15 PM</i>	<i>7:30 PM</i>

Sunday, December 5, 2021 - Dover & Rockaway River Railroad

City	Location	Address	Arrive	Depart
<i>Kenvil, NJ</i>	<i>Train Crew on duty at 7:00 AM</i>	<i>15 Berkshire Valley Road</i>	<i>7:00 AM</i>	<i>-</i>
Kenvil, NJ	Staff call at 7:30 AM at Kenvil Team Track	15 Berkshire Valley Road	7:30 AM	8:00 AM
Flanders, NJ	<u>Flanders Fire Co. #1 and Rescue Squad</u>	27 Main St.	9:00 AM	10:00 AM
Ledgewood, NJ	<u>Mattress Firm</u>	310 Route 10 West	10:30 AM	11:15 AM
Kenvil, NJ	<u>Morris County Marine</u>	745 Route 46 West	11:30 AM	11:45 AM
Succasunna, NJ	<u>Kuiken Brothers</u> – TOY UNLOAD, staff remains on train after unload to return to Kenvil Team Track	33 Route 10 East	12:30 PM	3:00 PM
Kenvil, NJ	Staff is done at 3:45 PM <i>Train Crew off duty at 4:00 PM</i>	15 Berkshire Valley Road	3:45 PM	<i>4:00 PM</i>

Saturday, December 11, 2021 - New York, Susquehanna & Western Railway

City	Location	Address	Arrive	Depart
Vernon, NJ	Staff call at 6:45 AM, bus departs at 7:15 AM	50 Vernon Crossing Rd.	6:45 AM	7:15 AM
<i>Ridgefield Park, NJ</i>	<i>Train Crew on duty at 7:30 AM, leaves yard at 8:15 AM</i>		<i>7:30 AM</i>	<i>8:15 AM</i>
Rochelle Park, NJ	Bus arrives at 8:30 AM, train also arrives at 8:30 AM	150 Rochelle Ave.	8:30 AM	-
Rochelle Park, NJ	<u>CVS Pharmacy</u>	150 Rochelle Ave.	9:00 AM	9:30 AM
Hawthorne, NJ	Warburton Ave. Grade Crossing	207 Warburton Ave.	9:50 AM	10:20 AM
Midland Park, NJ	<u>Hot Dog Caboose (Wortendyke station)</u>	211 Greenwood Ave.	10:30 AM	11:00 AM
Wyckoff, NJ	<u>Wyckoff PTO Economy Shop (Wyckoff station)</u>	399 Main St.	11:05 AM	11:45 AM
Oakland, NJ	<u>Enterprise Rent-a-Car</u>	393 Ramapo Valley Rd. (Route 202)	12:00 PM	12:50 PM
Pompton Lakes, NJ	<u>Station 1 Books & Vinyl Shop (Pompton Lakes station)</u>	1 Station Plz.	1:05 PM	1:50 PM
Butler, NJ	<u>Butler Museum (Butler station)</u>	235 Main St.	2:05 PM	2:30 PM
Oak Ridge, NJ	TOY UNLOAD ONLY – no pickup	West of Cozy Lake Rd. Crossing	2:55 PM	3:25 PM
Sparta, NJ	<u>Sparta Train Station (Sparta station)</u>	30 Station Rd.	4:00 PM	4:15 PM
Vernon, NJ	Veterans' Memorial Park NO UNLOAD – staff is done at 5:15 PM	50 Vernon Crossing Rd.	4:45 PM	5:15 PM
<i>Warwick, NY</i>	<i>Train Crew brings train to Warwick, off duty at 6:00 PM</i>		<i>-</i>	<i>6:00 PM</i>

Sunday, December 12, 2021 - Middletown & New Jersey Railroad

City	Location	Address	Arrive	Depart
Port Jervis, NY	1 st half of staff call at 7:15 AM, bus departs at 7:45 AM	86 Port St.	7:15 AM	7:45 AM
<i>Warwick, NY</i>	<i>Train Crew on duty at 8:00 AM, leaves yard at 8:30 AM</i>		<i>8:00 AM</i>	<i>8:30 AM</i>
Warwick, NY	2 nd half of staff call at 8:30 AM, bus arrives 8:30 AM	33 South St.	8:30 AM	-
<i>Warwick, NY</i>	<i>Train arrives at downtown Warwick</i>	33 South St.	<i>8:40 AM</i>	<i>-</i>
Warwick, NY	<u>Kuiken Brothers</u>	33 South St.	9:30 AM	10:00 AM
Sugar Loaf, NY	<u>Anne Marie's Country Deli</u>	1398 Kings Hwy.	10:15 AM	10:55 AM
<i>Hudson Jct., NY</i>	<i>Wait for eastbound train #76 to clear at 11:23 AM</i>		<i>-</i>	<i>11:25 AM</i>
Campbell Hall, NY	<u>Hamptonburgh Caboose Museum</u>	3 Erie St.	11:45 AM	12:45 PM
<i>West Hall, NY</i>	<i>Wait for westbound train #73 to clear at 12:52 AM</i>		<i>-</i>	<i>12:55 PM</i>
Middletown, NY	<u>Middletown Train Station (Metro-North station)</u>	301 N. Galleria Dr.	1:15 PM	1:45 PM
<i>Port Jervis, NY</i>	<i>Shove train into turntable lead, turn NYS&W engine</i>		<i>2:30 PM</i>	<i>3:00 PM</i>
Port Jervis, NY	<u>Port Jervis Transportation History Center</u>	86 Port St.	3:00 PM	4:00 PM
<i>Port Jervis, NY</i>	<i>Train Crew leaves boxcars and cabooses at turntable, departs eastbound with coaches and locomotives, plus</i>	86 Port St.	<i>-</i>	<i>4:00 PM</i>
<i>Port Jervis, NY</i>	<i>2nd half of staff leaves on train to return to Warwick</i>			
Port Jervis, NY	TOY UNLOAD, 1 st half of staff is done at 4:30 PM (NY toys to Newburgh, remaining NJ toys to Pocatanny)	86 Port St.	4:00 PM	4:30 PM
<i>Hudson Jct., NY</i>	<i>Clear up before westbound train #77 at 5:36 PM</i>		<i>5:00 PM</i>	<i>-</i>
Warwick, NY	2 nd half of staff is done at 5:45 PM	33 South St.	5:45 PM	6:00 PM
<i>Warwick, NY</i>	<i>Train Crew brings train to yard, off duty at 6:30 PM</i>		<i>6:10 PM</i>	<i>6:30 PM</i>



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: _____

Skills or interests of benefit to the group: _____

Street: _____

City: _____ State: _____ ZIP: _____

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

Email: _____

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

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

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

Are you a member of MVPA? Yes No

Military vehicles owned: _____

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.

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE WEDNESDAY, DECEMBER 8th
MEETING WILL BE HELD AT
THE WHIPPANY AMERICAN
LEGION POST AT 7PM**



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