

MOTOR POOL MESSENGER

the official monthly newsletter of the **MILITARY TRANSPORT ASSOCIATION**
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Editor: David Steinert



The USMC M422 Mighty Mite Jeep in Vietnam

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ON THE COVER...



WIKIPEDIA
The Free Encyclopedia

The M422 'Mighty Mite' Jeep is a lightweight ¼-ton 4x4 tactical truck, suitable for airlifting and manhandling. From 1959 to 1962, the Mighty Mite Jeep was built by American Motors for the United States Marine Corps.

The vehicle was originally prototyped starting in 1946, making it the first all-new jeep to be designed for the U.S. military after World War II, and further developed during the 1950s by a team including four of the original Bantam engineers. A design called MARCO MM-100 by the Mid-American Research Corporation used a Porsche air-cooled engine and independent suspension. A unique feature was the absence of a conventional exhaust system. The prototype did not have a muffler or pipe rather the exhaust was-routed through the frame. This proved to be an inferior design because the condensation and acidic fumes caused premature frame failure. A competing prototype by Willys, the 1953 Bobcat or "Aero Jeep", which would share as many parts as possible with the M38 and M38A1 to save costs, was-ejected in favor of the more advanced M422.



M422 Mighty Mite, 65-inch wheelbase with the early thin windshield

Although the vehicle was to be used only by the U.S. Marine Corps, and it was therefore clear from the beginning that production numbers would remain limited, the vehicle was extensively engineered and incorporated many innovations.

To keep the weight down, the M422 became the first U.S. jeep to be fitted with an aluminum body. At

1,700 pounds, it is the lightest of the U.S. military trucks to date. Also, this was the first U.S. small military vehicle designed with independent suspension all around (front: leading arms/trailing arms rear), sprung by ¼-elliptical leaf springs. Among the M422's many other unique features were front and rear limited-slip differentials, inboard differential mounted drum brakes, center-point steering, and the aluminum "AMC AV-108-4" V4 engine developed by American Motors. The air-cooled 107.8 cubic inch developed 52 bhp and to a top speed of 65 miles per hour, with a 55-mile-90 lb-ft of torque, which propelled it to a top speed of 65 miles per hour, with a 55-mile-per-hour military rating. As with the M151, the transfer case only engages/disengages the front wheel drive and is part of the transmission. The full synchronization meant it could be shifted from 2-wheel drive to 4-wheel drive on the fly.



M422A1 Mighty Mite with a 71-inch wheelbase

Although basically a two-seater, the little vehicle could theoretically move six people, thanks to two additional fold-up seats that were integrated into the functional tailgate, as well as two folding backrests on the rear fenders. Also, the M422 was rated to carry 850 lb. off-road, while all other standard GI ¼-ton vehicles (even the M151) were rated at 800 lb. And, if needed, there was even a version of the M416 trailer specially adapted for towing by an M422: the M416B1.

At over \$5,000 per unit, it was relatively expensive, and by the time the Mite went into full production, the military's helicopters had become so much more powerful that the vehicle quickly became obsolete. The Marine Corps' Sikorsky H-19 with its 2,650-pound cargo limit (including crew and fuel), for which the M422 had been developed, was being superseded by the Vietnam era UH-1 "Huey", that could carry more than 1½ times that load. These factors may account for the small production total, as well as the short production time period.

ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, MAY 5th, 2022... MEETING WILL BE HELD AT THE WHIPPANY AMERICAN LEGION IN THE MEETING ROOM IN BASEMENT

Food at 6:00PM... Meeting starts at 7:00PM

MTA Meeting Minutes

MTA Meeting Minutes – Thursday, April 7th 2022 at the American Legion Hall in Whippany, NJ
Submitted by **Jean Swanick**, Secretary

The April 7, 2022 meeting of the MTA was called to order by President **John Sobotka**, who opened the meeting with the *Pledge of Allegiance* and a *Moment of Silence* at 7:08 pm. A motion was requested to approve the minutes from March. **Jim Mescher** made a motion and it was seconded by **Pat Tipton**, *motion carried!*

Al Mellini presented the financial report as follows:

Financial Report - March 7, 2022

Beginning Balance: \$ 45,427.15
Income: + 3,234.07
Expenditures: - 1,119.85
Ending Balance: \$47,541.37

There are still outstanding membership dues to be paid – DON'T FORGET! The payment deadline is actually today, 4/7, but payments will be accepted at the May meeting.

From the President: President **John Sobotka** explained that the club is having some ongoing email issues and we are finding that list emails are going to spam. Please be patient while we try to figure this out. **Fred Schlesinger** is working hard on the matter and the group discussed the possibility of going to another domain. Available options will be explored that would work successfully and eliminate wasted time.

Swap Meet: Digital advertising and signage order to advertise the meet is underway as reported by **Gary Schultz**. Ads will also be in *Military Trader* and *History in Motion* to reach outside the area. **Pat Tipton** suggested Facebook promoting also may be a very viable option to consider. **Tim Swanick** updated the group that all covered outdoor spaces are sold out. A limited number of uncovered outdoor spaces are available at this time and about 40% of the tables in the Richards building are sold.

Parade Report: Sign ups continue tonight and please note some of the July 4th parades are on the Saturday. Fuel reimbursements will be available per parade, per vehicle. The club goal is to have at least 5 vehicles in each of the parades. **WE CAN DO IT!**

ATTENTION ALL MEMBERS WHO ARE PLANNING ON PARTICIPATING IN A PARADE

The parade season is upon us this month. First parade is May 21 in Secaucus (great parade), followed by Midland Park and Morris Plains on May 28. Then a slew of parades on Memorial Day. It is important we have lots of vehicles. Please sign up

with the Captains. NOTE: Those of you doing Madison or W. Caldwell in the AM can get to Parsippany for their 12 noon parade.

MTA 2022 Memorial Day Parades					
TOWN	DATE	LINE UP	KICK OFF	MUSTER LOCATION	MTA CAPTAIN
East Hanover	NONE	9:30	10:00	411 Ridgedale Ave	
Hanover	30-May	TBD		TBD	Dolan
Lodi (MAYBE)	30-May	9:30	10:00	Felician U at 262 South Main St	Vacant
Madison	30-May	9:00	9:30	31 Kings Road	Dolan
Midland Park	28-May	9:00	10:00	280 Godwin Ave	Swain
Morris Plains	28-May	8:30	9:00	Franklin Place and Speedwell Ave	Dolan
New Millford	30-May	8:30	9:00	Cecchino Dr by H.S. & River Rd	Swain
Nutley	30-May	10:30	11:00	The Nutley Oval on Franklin Ave	Vecchiarelli
Parsippany	30-May	11:30	Noon	No. Beverwyck Road Lake Hiawatha	Dolan
Secaucus	21-May	10:30	Noon	North End Lot, 1520 Paterson Plank Rd	Swain
West Caldwell	30-May	9:00	9:30	Bloomfield Ave and Forest Ave	Vecchiarelli
Wyckoff	30-May	10:30	11:00	Comerstone Church, 495 Wyckoff Ave	Swain
PLEASE CALL OR EMAIL PARADE CAPTAIN TO SIGN UP OR SIGN UP AT MAY CLUB MEETING.					
CAPTAINS					
Pat Dolan		Art Swain		Dennis Vecchiarelli	
973-220-9169		201-916-6487		973-900-1969	
pdol1461@hotmail.com		aws1@optonline.net		dvecc907@gmail.com	
Saturday parade					

50th Anniversary: **Jack Pellington** was in attendance tonight and was presented with his hat and shirt for Life Membership. **Sign-ups are underway for the Founder's BBQ club picnic on June 18th at Firemens Field in Rockaway. Save the date!**



Newsletter: A sincere thank you from **Dave Steinert** to all the newsletter contributors, especially **Jean Swanick** for taking the meeting minutes and **James Swanick** for his series of articles on the Battle of the Bulge

Donation Request: A donation request was presented by **Gary Schultz** to outfit the 60th Fighter Squadron with a commercial grade popcorn machine for their unit. Discussion followed and a motion was made to approve the request for no

more than \$735 and a second motion made to include the butter by **Panos Diamandopoulos**.

Presentation: Thank you to **Pats' Tipton** and **Dolan** for sharing some knowledge on the book and photo printing process from earlier decades to advances made today. They shared examples of several vehicle manuals original and reproduction.

For the Good of the Club: We are still taking sign-ups for the April 30th Trail Ride to Hot Dog Johnnys. Breakfast beforehand at the same spot as last year-the old general store which is now called "The Taste", then rendezvous to Buttsville. Rain date will be Sunday, May 1st.

Bill McKelvey reported the group is invited to tour the Mahan Trucking Museum collection in Basking Ridge later this year, a date yet to be determined, most likely in late summer or early fall.

A Historical Tour ride of Picatinny Arsenal organized by **Tim Swanick** will be scheduled for June 5th. More information to follow. If interested, all vehicle information and background forms for clearance to visit the base must be turned in to Tim by May 23rd.

Pat Dolan was asked if the Intrepid was holding their annual event, he is waiting on more information. There being no further business to discuss, a motion to adjourn at 8:35PM by **John Sobotka** and seconded by **Pat Dolan**, *motion carried!*

Respectfully submitted,
Jean Swanick
Secretary

Crisis in the North: Forming the Defense of St. Vith

Jim Swanick

The assault on Maj. Gen. Alan Jones' 106th Infantry Division resumed early on 17 December. The first to fall was Bleialf, overrun at 0636 by the southern wing of the 18th Volksgrenadier (VG) Division. Andler, on the northern flank, followed at 0830, precipitating the northern wing's capture of Schönberg at 0845. Thus, even before the sun had risen on the second day, the Germans were on the brink of cutting off 2/3 of Jones' division.

Jones spent the morning trying to respond to the enemy onslaught as best he could. He had already directed Brig. Gen. William Hoge's CCB of the 9th Armored Division to bolster the sagging 424th Infantry, and even as Schönberg fell Hoge's armored infantry were attacking toward Winterspelt. The 7th Armored Division had not yet arrived. As a result, with his left crushed and Hoge committed to stabilize his right, Jones could do little more than place a thin screen of engineers east of St. Vith and wait.

As Jones tried to stem the bleeding, Lt. Gen. Walther Lucht's LXVI Corps continued to advance. The 18th VG Division, operating at Schönberg and Bleialf, by noon had secured the former; forces attacking north out of the latter reached the Schönberg early in the afternoon to complete the isolation of the 422d and 423d Infantry Regiments on the Schnee Eifel. The 62d VG Division, meanwhile, had seized Winterspelt in the face of tough resistance by the 1st Battalion of Col. Alexander Reid's 424th Infantry. In attempting to continue through Steinebrück, however, it was blunted by CCB/9th Armored's counterattack, and by noon Hoge's command had successfully driven the volksgrenadiers back from the high ground overlooking the town.



These, then, were the events playing out as Brig. Gen. Bruce C. Clarke arrived at the 106th Division CP in St. Vith at 1030. Clarke was an old hand, having led CCA of the 4th Armored Division in Normandy and Lorraine. Clarke's party

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arrived as the CP was bugging out, and little information was passed on by staff officers amidst the chaos. Even Jones had only scattered knowledge of what was going on in the sector, and Clarke's impression was that he seemed to be doing little to improve the situation.

Jones' mental state deteriorated as the morning went on. At 1300 he spoke to Maj. Gen. Middleton, the VIII Corps commander, via phone. During the conversation Middleton asked him how things were going at St. Vith, and Jones answered that "in general, things are looking up... Clarke is here [and] has troops coming... We are going to be all right." When a shocked Clarke asked Jones why he had lied to Middleton, Jones answered that "General Middleton had enough troubles already." Then at 1330, Col. Mark Devine of the 14th Cavalry Group burst into Jones' office, raving that he had been chased into the building by a Tiger tank and that they had to evacuate. Clarke's impression of Devine was that the man had lost it, and Clarke suggested they send Devine to Bastogne to brief Middleton on the situation at St. Vith. But Jones neither sent Devine to the rear nor relieved him of his command, and Devine returned to his command post.

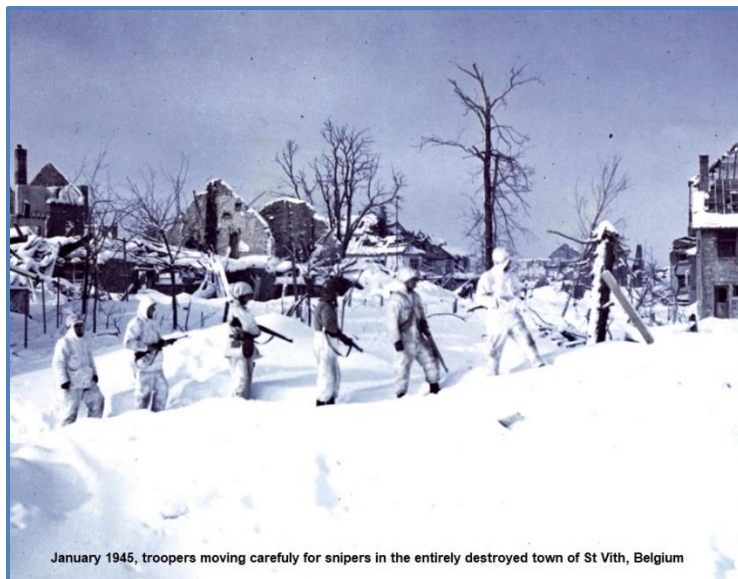


American M4 Sherman tanks in defensive positions near St. Vith

At 1430 Jones and Clarke spotted what appeared to be German infantry two miles from their position and former turned command of the sector over to the latter. At this time, the 18th VG Division was probing westward, running into the engineers Jones had placed on the Prümerberg, a low ridge just over a mile east of St. Vith. This was where the defense of St. Vith would begin to materialize. The first units of CCB began to arrive at 1600, with elements of the 87th Cavalry Reconnaissance Squadron (CRS) in the lead. Clarke sent them east to fight with the engineers. They were soon joined by B/23d Armored Infantry Battalion (AIB), A/31st Tank Battalion (TB), and the 38th AIB, the last of which Clarke technically "stole" from CCR.

Brig. Gen. Hasbrouck also arrived at about this time. Hasbrouck, like Clarke, was a battle-tested officer, having taken over CCB/7th Armored in late September before leading it in heavy action in Holland the following month. It was his place, in fact, that Clarke had taken when Hasbrouck was given

command of the division on 30 October. Hasbrouck took stock of the developing battle and decided to commit the whole of his division, though Middleton had not authorized him to do so. He also confirmed Clarke's appropriation of the 38th AIB as well as the decision of CCR's executive officer, Lt. Col. Fred Warren, to defend the town of Recht northwest of St. Vith. Brig. Gen. Dwight Rosebaum's CCA, meanwhile, assembled at Beho as



January 1945, troopers moving carefully for snipers in the entirely destroyed town of St Vith, Belgium

the division's mobile reserve.

A convoluted command structure, or lack thereof, developed in the St. Vith sector as the 7th Armored Division arrived. Jones, a major general, was the ranking officer; but he was "out on his feet" and his command had been eviscerated. Furthermore, he had turned the defense of the town over to Clarke, who, as a brigadier general in charge of a combat command, was junior to him in both rank and command. Hasbrouck, as CG of the 7th Armored Division, held a command superior to Clarke's but did not outrank him, as he was also a brigadier general. And then there was Hoge, whose CCB/9th Armored was attached to the 106th Division and therefore beholden to Jones for its orders. Middleton did nothing to help the situation, as he asked the four general officers simply to cooperate with one another rather than appoint an overall commander of the St. Vith sector.

Hasbrouck, Clarke, and Hoge shared a common background that would aid in their effective cooperation. All three had come into the Armored Force between 1940 and 1942, each helping to build formations from the ground up. Their intimate involvement with the organization and training of armored units had resulted in their contributing to the development of American armored doctrine, which was in its infancy, and so they understood it inside and out. These shared experiences and mutual understanding of how best to fight their commands thus made the three generals well prepared to conduct the defense of the sector. Jones, for his part, was disinterested in retaining control of the battle, and as a result Middleton's failure to appoint an overall commander would not have as great a negative effect as it could have.

As Hasbrouck maneuvered the "Lucky Seventh" into position, Brig. Gen. Hoge and Col. Reid were fighting their own

private war south of the Schnee Eifel. CCB/9th Armored's counterattack made good progress throughout the day and Hoge was preparing to drive on Winterspelt when he received word that he would have to pull back across the Our at the end of the day. Not one to needlessly sacrifice lives and materiel, Hoge cancelled the attack, ordering the 27th AIB to hold fast in preparation for the withdrawal. Reid's 424th Infantry, meanwhile, was holding its own. Although the entire regiment was engaged only 1/424, at Winterspelt, had been forced to give ground, and at 1140 Reid reported to Jones that he could hold his present position. Like Hoge, however, Jones ordered Reid to withdraw across the Our during the night, and under cover of darkness both commands were able to do so successfully, settling into positions that stretched along the bank of the Our from Weppeler to Stupbach.

Jones' earlier failure to relieve Devine had meanwhile sent the 14th Cavalry Group into chaos. At approximately 1530 Devine ordered the group to pull back from its positions along the Born-Wallerode axis, where it was blocking the northern approach to St. Vith. This decision was supposedly the result of Devine's concerns regarding German penetrations west of Born to the north. When Jones learned that the cavalry had withdrawn, he ordered Devine to St. Vith, where he ordered him to move the group back into position. As he returned to his CP at Poteau, however, Devine and his party, which included group executive officer Lt. Col. Augustine Dugan, ran into a German patrol and were scattered. Devine made it back to the CP before Dugan and handed over command of the group to the commander of the 18th CRS, Lt. Col. William Damon. Damon was then inadvertently summoned to Bastogne by an



St. Vith lies a desolate ruin on February 7, 1945, days after the desperate fight for control of the key Belgian village was over.

VIII Corps communique addressed to the group CO, meant to bring Devine to Bastogne to answer for his breakdown at Jones' CP earlier that day. Lt. Col. Paul Ridge, the CO of the 32d CRS, subsequently took command, but less than 30 minutes later he himself was relieved by Dugan when he arrived back at the CP following the brush with the German patrol. Under Dugan's control the group, disorganized and trapped in traffic due to its flip-flopping of orders, began to right itself, a process it was still undergoing when the northern flank of the defense was first hit in the early morning hours of 18 December.

As 17 December came to a close there was still an intention in the American camp for the 7th Armored to attack to the east and relieve the 422d and 423d Infantry Regiments, trapped on the Schnee Eifel. The enemy had other plans, however. As the defenses around St. Vith solidified Lt. Gen. Hasso von Manteuffel, *Fifth Panzer Army* commander, was developing plans to seize the crucial crossroads town. To speed its capture Manteuffel had been given the *Führer Begleit Brigade (FBB)*, a heavily armed combined arms force, and he seconded it to Lucht's *LXVI Corps*, which would make the attack on St. Vith. The corps main effort would be conducted by the *18th VG Division*; like the attack on the Schnee Eifel, the division would try to envelop the town from north and south, with the *FBB* following the northern wing of the division.

Transporting the Military in New Jersey Civil War Era (1861 -1865)

Submitted by Bill McKelvey

1861 - On 15 April President Lincoln issued a proclamation asking the states for 75,000 volunteers to combat an insurrection. The Civil War began.

A flotilla of fourteen Delaware & Raritan Canal steam transports were employed to carry 3,000 New Jersey troops and equipment south to the defense of the Capital at Washington, during May, early in the Civil War. The canal propellers which transported the First, Second, Third, and Fourth Regiments of the New Jersey Militia southward were: *W. Woodward, Fannie Cadwalader, Delaware, Raritan, Trenton, Patroon, F. W. Brune, Elizabeth, Farmer, Franklin, J. B. Mollison, Eureka, Fanny Garner, and Octorara*. Most of these vessels were employed in the freighting business through the D & R Canal to and from NY Harbor. Of the hundreds of vessels which aided the Civil War effort the following are other canal boats which have been identified as being from the NY Harbor area: *M. W. Chapin*, of the CT, NY & PA Transportation Co. /U.S.S. *Anacostia*; *New York*, of the Philadelphia & NY Express Steamboat Co.; *Utica*, a steamboat built in NYC in 1836; *Argo*, a side-wheel steamboat built in NYC in 1844; *Naugatuck, John T. Jenkins /USS Saffron / Clifton* and the steam canalboats *New Jersey & Parthenia*.

During the Civil War the government called on the railroads to carry troops between New York and Washington via an alternate inland route due to the pressure of war demands. The route was via Phillipsburg, Allentown, Reading and Harrisburg to Baltimore utilizing the Central RR of NJ, Lehigh Valley RR, East Pennsylvania, Northern Central and Baltimore & Ohio railroads. In this year over 26,000 troops plus a large amount of freight was carried south over this route.

The New Jersey RR and Transportation Co. reported that they had transported as many as 3,000 soldiers, with baggage, in one day and claimed they had the resources to carry 10,000 men in one day.

In November, arrangements were made to run through trains between NY and Washington via the Camden and Amboy RR. The necessity of changing cars at the Susquehanna River was eliminated by running the cars themselves onto the ferry. This cut total travel times to 12 hours or less.

1862-Congress authorized President Lincoln to take possession of any or all US Railroad lines.

A small ironclad steamer (and the first), the *Naugatuck*, was presented to the national government for the war effort by E.A.Stevens. She was rebuilt at Bordentown, received her armament at Hoboken, and traveled through the Delaware & Raritan Canal en route to Fort Monroe, VA.

Paterson built locomotives, *General* (Rogers - 1855) and *Texas* (Danforth Cooke - 1856), were both involved in "the great locomotive chase" of the Civil War. The first federal tax, to help pay for the Civil War, was imposed on railroads.

1863 - A Mr. Lugar took a load of ship's knees to the Brooklyn Navy Yard in a Durham boat and sold them to the government. He cut them in the Blue Mountains and along the Delaware River as far North as Columbia. Lugar's boat floated down the river and at Lambertville he entered the Delaware & Raritan Canal Feeder and was towed by mules to Trenton and New Brunswick. From there he was towed down the Raritan River, through Arthur Kill & Kill Van Kull, across NY Harbor and up the East River to the Navy Yard by steam tug.

The USS *Saffron*, on her way from Norfolk to New York, passed through the D&R Canal and stopped at Trenton. She was under the command of Ensign Daniel Merrill and had a crew of two engineers - Samuel D. Edwards and James Boyd - and sixteen men. She had been engaged in clearing the James River of torpedoes and carries a twelve-pound howitzer. This tug was the first that went up the Dutch Gap Canal and returned. *Daily True American, June 8, 1865*. Note: *Saffron* was built on the D&R Canal at New Brunswick in 1863 as the *John T. Jenkins*, a wood hull, steam powered, screw propelled, vessel of 73 gross tons. After her Civil War service she was re-documented as the *Clifton* and worked around New York Harbor until she was lost in 1885.

1864 - In early July, heavy Civil War fighting at the Battle of Cold Harbor, VA produced a large number of Confederate prisoners. It was decided to move the prisoners to a new prisoner camp at Elmira, NY. A special train of 17 cars departed the Erie RR Jersey City depot bound for Elmira. The train was involved in a tragic head-on collision east of Lackawaxen, PA on 15 July, which killed 17 Union guards and 48 Confederate prisoners. *The Laurel Lines, Vol. 38, Issue 8, September 2011*

1865 - The funeral train of Abraham Lincoln traveled across New Jersey to Jersey City on April 24th where his coffin was placed on a ferryboat to be carried to NYC. However, by this time the new Camden and Amboy straight main line between Trenton and New Brunswick was in service and the train went under the D&R at Trenton and over it at New Brunswick. *Trains Magazine February, 2009*. Lincoln's final journey was our nation's first national funeral. His casket as well as the remains of his son - little Willie Lincoln were carried in the elegant presidential car *United States*, also known as the Lincoln car, which had four 4-wheel trucks. Interestingly, it was never used by Lincoln when he was alive, but was used to carry his remains in the funeral train. "*Last Sight of the Presidential Remains*," *Philadelphia Inquirer, April 22, 1865; reprinted in Civil War Railroads & Models, by Edwin P. Alexander (1989)*. A throng again assembled in the same NJ RR & Transportation

Co. terminal in Jersey City through which Lincoln passed on his way to his inaugural. This time silence replaced the cheers. They then saw his coffin carried through the terminal and onto the ferry on the way to lie in state at NY City Hall.

New Brunswick Boatyards and Boat Builders (there were at least four) built many vessels which operated on the D&R Canal and elsewhere. New Brunswick-built steam vessels which served in the Civil War included the *A.I. FITCH* (as *U.S.S. ROSE*), *ALFRED A. WOTKYNS* (as *U.S.S. ALTHEA*), and *JOHN T. JENKINS* (as *U.S.S. SAFFRON*).

Edited by Capt. Bill McKelvey, Chairman, Liberty Historic Ry. www.LHRy.org

CLASSIFIEDS

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

For Sale: 1970 Kaiser M-36A2, 2.5 ton 6 x 6 "deuce". Continental 6 cyl diesel / multifuel engine - rebuilt in 1989, runs well; 4 speed stick shift; w/winch; tires good; has 16' bed; have all wood/steel hoops for canvass cover support; have fiberglass troop seats; have MTA logos for doors; truck needs to be painted; \$3,000 or best offer. Contact Bill McKelvey: 908-464-9335 or mckelvey@lhry.org.

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: 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 : Mattziegler@gmail.com

Military Transport Association

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**THE NEXT MTA MEETING WILL
BE HELD ON MAY 5th
AT THE WHIPPANY AMERICAN
LEGION POST AT 7PM**



a chapter of the MVPA



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.

Or, join online today 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.