

# MOTOR POOL MESSENGER

the official monthly newsletter of the **MILITARY TRANSPORT ASSOCIATION**  
visit us online at [www.MTAofNJ.org](http://www.MTAofNJ.org)

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Editor: David Steinert



## *Inside This Issue...*

The WWII Autocar U.S. Army U-7144-T and U-8144-T Tractors.....	Page 2
The MTA June 2, 2022 Meeting Minutes.....	Page 4
The Port Jervis Transportation History Center Grand Opening....	Page 5
The MTA 2022 Memorial Day Parade Coverage.....	Page 6
Classifieds.....	Page 7

## ON THE COVER...



Ivan Dmitri/Michael Ochs Archives/Getty Images).

GOOSE BAY, LABRADOR, CANADA- DECEMBER 1942: U.S. Airmen use an Autocar U-7144-T 4.5-ton tractor to tow a U.S. bomber onto the tarmac on the U.S. Air Base in Goose Bay, Labrador, Newfoundland, Canada. (Photo by

In the late 1930s, as the war approached, the Autocar Company, that had been selling trucks to the U.S. Army since 1909, began adapting their commercial cab over engine (C.O.E.) trucks for military duty. In 1939 Autocar began developing their two-wheel drive, 5-ton Model U70 truck, into a four wheel drive range—the 2-½-ton U-2044, U-4044 and U-4144 trucks and U-4044-T and U-4144-T tractors; the 5-ton model U5044-T and the 4- to 5-ton, model U-7144-T, 4x4, tractor trucks—and the largest: the U-8144 and U-8144-T trucks and tractors. In the nomenclature, "U" indicated "engine Under the seats" (for C.O.E.); the first two numerals were the core model number, the next two numerals indicated the wheels and drive (44 for 4x4), and "T" indicated "tractor.



The Autocar U7144-T or (G-510) was a shorter version of the U8144-T tractor truck, with the same driveline, but with a shorter wheelbase and without the toolbox behind the cab. Nor did it have the U8144's oversize tires – using 9.00x20s instead, and it was rated at 4-tons off-road.

The model was also built by White Motor Company, who bought Autocar in 1953, their Model 444T (G-691), and there was the mechanically equivalent Federal G-513. Together, these were the U.S. Army's standard 4- to 5-ton, 4x4 tractor trucks, used for towing a variety of semi-trailers, like the 25-foot and 40-foot, 12-½-ton type C-2 flatbeds (for wrecking, moving aircraft, and general hauling), and

the AAF type F-2 and F-2A fuel tankers. The U-7144-T also towed a trailer with SCR-270 antenna support components.

The U-7144-T and White 444T had a maximum towed load capacity of 30,000 lbs, and both were powered by the same Hercules RXC 529 cu.in., 112HP, six-cylinder gasoline engine.—Autocar built 11,104 of these from 1941 through August 1945, and White built another 2,751 units from mid-1944 to 1945.



For all intents and purposes, the White 444T was an exact double of the Autocar U7144-T, in every aspect, and the U.S. Army published not a single technical manual (TM) specific to the White truck. Nor did any of the Autocar's manuals mention the existence of White-built units. Nevertheless, White assigned its own parts numbers for their trucks, so the only official "manual" publication for the White was the SNL G-691 supply parts catalog.

Additionally, the Federal 94x43 Tractor, 4- to 5-ton, 4x4 (G-513), was functionally and completely equivalent. Although Federal used entirely its own coachwork for the cab, their truck used the same Hercules engine, and many of the same major chassis components as the Autocar and the White; the TM 9-2800 manual for 'Standard military motor vehicles' of 1943 even listed the Autocar (G510) and the Federal (G-513) as two versions under one heading.

From 1941 to 1945, Federal built 8,119 units of their 4- to 5-ton, 4x4, tractor trucks—bringing the total procurement of such trucks, according to the U.S. Ordnance Division to 21,974 units.

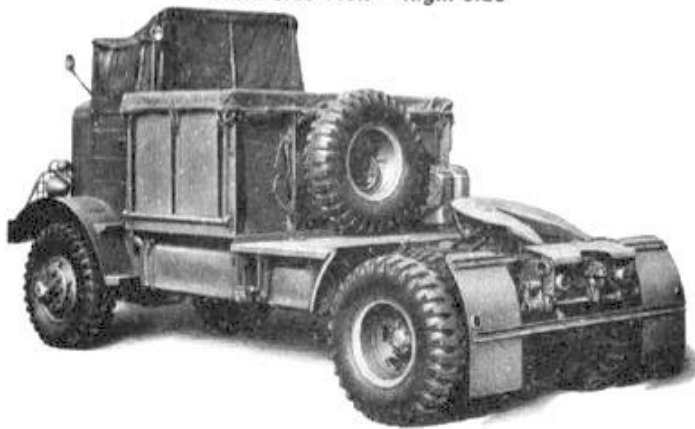
The Autocar Model U-8144-T, officially "5- to 6-Ton, 4x4, Ponton Tractor Truck", (supply catalog number G511) was the largest, and most heavy-duty, of a family of heavy four-wheel drive trucks that were developed for, and quickly deployed primarily with,

the United States Army in World War II. They were of a "cab over engine" design, and produced by the Autocar Company.



RA PD 321945

Figure 2 – 5- to 6-ton, 4 x 4, Ponton, Tractor Truck (Open Cab) – Front Side View – Right Side



RA PD 321946

Figure 3 – 5- to 6-ton, 4 x 4, Ponton, Tractor Truck (Open Cab) – Rear Side View – Left Side

The U-8144-T tractor was used to tow semi-trailers with either large 10-ton or 25-ton ponton bridging equipment. Directly behind the cab was a large toolbox. There were 2,711 built between 1941 and 1945, of which 42 went to the Soviet Union under the Lend Lease Act.

For the U-8144-T models, a Hercules RXC engine was used. This 529 cu in L-head inline 6 cylinder gasoline engine could developed 131 hp at 2300 rpm and 368 lbf-ft of torque at 900 rpm.

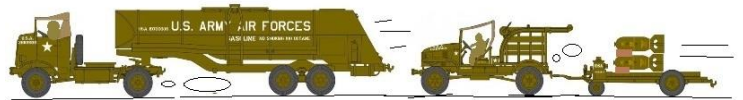
The five-speed manual transmission was direct in 4th gear and had an overdrive gear. A 2-speed transfer case also engaged or disengaged the front axle.

The ladder frame had a 21 feet 11 inches wheelbase with a two banjo style live beam

axles on leaf springs. Brakes were full air, the tires were 12.00x20.



The U-8144 had a similar chassis with van bodies built by York-Hoover. They were used by the Signal Corps for the SCR-270 early warning radar. The K-30 was the operating truck and the K-31 was the power generator truck. The K-30 had a window on the left and right front side of the van body and the K-31 did not. There was also a K-62(-A) operating truck; 607 of all types were built.



### MTA 2022 Officers and Key Committee Heads

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## ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, July 7th 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

Thursday, May June 2, 2022 at the American Legion Hall in Whippany, NJ

Submitted by **Jean Swanick**, Secretary

The meeting called to order at 7:08pm by Vice President **Gary Schultz** with the Pledge of Allegiance and a moment of silence following. There were no changes to the minutes from last month's meeting, a motion to approve was made by **Pat Tipton** and seconded by **Dennis Vecchiarelli**, motion carried.

The monthly financial report created by **Al Mellini** was read as follows:

### Financial Report – Ending May 31, 2022

Beginning Balance:	\$47,450.09
Income:	\$ 1,945.00
Expenditures:	\$ 1,697.54
Closing Balance	\$47,706.55

**MTA 50<sup>th</sup> Anniversary Celebration:** A mailer has gone out to the entire club for the picnic with directions. If you have not signed up, please contact **Gary Schultz** so we have an accurate headcount for June 18th. This is a BYOB event. We are happy to report that several of our club founders will be attending.

**Swap Meet:** We will be in need of volunteers to make our meet a success. Sign-up sheets should be ready at next month's meeting. In the meantime, if you know you will be able to help, please contact Gary. Vendor spots continue to sell. **Pat Dolan** has been in contact with re-enactment units that are interested in participating.

**Parade Report:** The Memorial Day parades were successful. Captain **Art Swain** reported the club had nine vehicles in Secaucus, three in New Milford and eight in Wyckoff. Midland Park's parade was cancelled. Captain **Pat Dolan** provided that three vehicles attended Madison, seven in Morris Plains and seven in Parsippany. Captain **Dennis Vecchiarelli** noted that five vehicles participated in Nutley and five in Paramus. The sheet for 4<sup>th</sup> of July parades is going around tonight. Please contact **Al Mellini** if you wish to sign up. Randolph's parade will be held on Saturday, July 2<sup>nd</sup> this year.

**Railroad Operating Battalion:** **Bill McKelvey** and **Tim Farrell** reported the Port Jervis open house weekend was a huge success with 1,900 visitors. The exhibits and displays were enjoyed by all and one particular treat was the steam

calliope brought from Bethlehem PA. You don't see one of those everyday. The History Center's next event will be held on July 3<sup>rd</sup>. Check out the Port Jervis Transportation History Center website for more information.

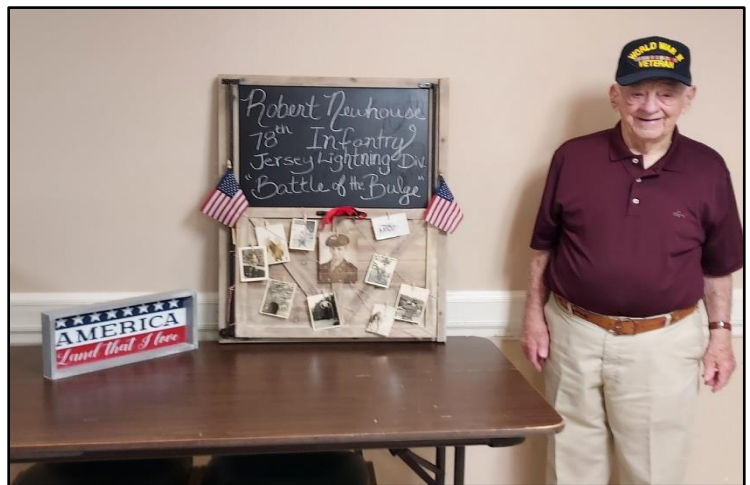
**Guest Speaker:** At the June 2nd MTA meeting member **Michele Heusel** introduced her father WWII Veteran **Robert Newhouse**, to share his experience during WWII. Michele set up a nice picture diorama of her father's time in service

Robert stood up for a half hour sharing experiences from his time in boot camp all the way through D-Day; the Battle of the Budge and the Ardennes Offensive. Robert served as a wireman with the 78<sup>th</sup> Division of the Signal Corps, which was responsible for keeping communication lines active and intact from the battalions to the regiments to the outposts. The room respectively went quiet as we listened to the riveting experiences Robert was sharing.

Michele mentioned that her father was turning 98 two days later on Saturday. We surprised Robert with standing ovation and sang happy birthday

Again, the MTA wants to wish a sincere thank you to veteran **Robert Newhouse**, of Livingston, who was able to join us tonight with his family. *Happy 98<sup>th</sup> Birthday Robert!*

The door is always open for Robert to come back and share more experiences soon. Thank you Robert for your service!



**Good of the Club:** **Pat Tipton** mentioned the MVPA Convention is coming up next week 6/9- 6/11 in South Bend, In. **Tim Swanick** mentioned the 31<sup>st</sup> annual Reading WWII Weekend is this weekend, 6/3-6/5 in Reading, Pa.

With no further business to be discussed, a motion to adjourn at 7:58pm was made by **Jim Mescher** and seconded by **Jack Stuart**, motion carried!



# Port Jervis Transportation History Center Grand Opening!

Saturday, May 28<sup>th</sup>, 2022

Story by Capt. Bill McKelvey  
Photos by Rudy Garbrly

Memorial Day Weekend, was the first day for the big event, which was initiated with the first equipment arriving on the site in December, 2021 – just six months prior. The first-ever Port Jervis Transportation Festival was held on the three days – Sat., Sun., and Mon. of the holiday weekend. It should be noted that Port Jervis is located just one mile from New Jersey and is directly across the Delaware River from Pennsylvania.

The Port Jervis Transportation History Center (PJTHC) is the nucleus of a collaborative effort between four local non-profit organizations: *Operation Toy Train* of New York; the *Outdoor Club of Port Jervis*; the *Friends of Port Jervis Art & History*; and the *Tri-States Railway Preservation Society* (not to be confused with the *Tri-State Railway Historical Society*, a NRHS Chapter in NJ). In addition, the *Dining Car Society* has moved their fleet of cars from Scranton, PA to Port Jervis, NY with the funding assistance of *Liberty Historic Railway*.

The PJTHC City-owned site is ten acres, which includes the historic, operational, Erie Railroad turntable, with several original yard tracks accessible to it, the locomotive sand towers, and the over one-mile long Delaware & Hudson Canal right-of-way parallel to it on the north side. This initiative is a wonderful interpretive transportation history exhibit and an asset to the surrounding community.



Visitors make their way into the Port Jervis Transportation History Center

Originally served by the Erie and New York, Ontario & Western Railroads, current operators are Metro-North Railroad with commuter service from Hoboken, NJ and freight service operated by the New York, Susquehanna & Western, the Middletown & New Jersey and Norfolk Southern. Port Jervis was the destination of a series of over two dozen excursions powered by the famous former C & O No. 614 steam locomotive, promoted by Iron Horse Enterprises. Surely, the transportation history of the free-flowing Delaware River and Delaware & Hudson Canal will be included in the center when fully developed.

Although the PJTHC looks quite distant on the map, I traveled there on good roads in 80 minutes from Berkeley

Heights. The PJTHC is also accessible by trains of Metro-North and their station is adjacent to the Erie turntable.

Visitors to the PJTHC are greeted by the very first NJ Transit Comet I commuter coach ever built, displayed on the turntable along with one of their small diesel locomotives. Nearby are the exhibit cars of the *Tri-States Railway Preservation Society* and the exhibit, theater, and sales car of *Operation Toy Train*.



NJ Transit Comet I commuter coach ever built, displayed on the turntable along a small diesel locomotive

The growing collection of rolling stock at the PJTHC includes three Ringling Brothers and Barnum & Bailey circus cars, two of which were circus worker dormitory cars and the third transported horses. Another car contains the Detroit Diesel generator set which powers the Lackawanna dining car No. 469 and the other coaches.



Historic rolling stock railroad cars are aligned around the turntable

The PJTHC currently has a total of eight coaches and seven boxcars (three of which are Fruit Growers Express). There are two cabooses and three locomotives: Middletown & New Jersey No. 2, a GE 44 tonner (which *Liberty Historic Railway* funded the purchase and trucking to the site); U.S. Army No. 7299, an 18-ton Plymouth; and a very rare Baldwin Lima Hamilton 25-ton switch engine. Local volunteers have gotten the 18-tonner, 25-tonner, and half of the 44-tonner

operating. The National Museum of Industrial History's rubber tired "TUG" was on display just for the weekend. It was an airport tug, acquired by Bethlehem Steel, who installed a RR coupler on one end and used it to move rolling stock at their Bethlehem, PA facility before it was donated to NMIH.

The highlight of my visit was dinner in the Lackawanna dining car No. 469 for the inaugural railroad culinary event at its new home in Port Jervis. This car was built in 1949 for the Lackawanna Railroad and was assigned for use on their famous Hoboken-to-Buffalo train "Phoebe Snow". In 1960, this car became Erie Lackawanna No. 769 and in 1966, the car was reassigned to run on the Hoboken-to-Chicago "Lake Cities" which ran through Port Jervis. After retirement in 1970, this dining car was stored in the railyard at Port Jervis for two years before being sold to a series of owners. The non-profit *Dining Car Society*, finally purchased the car in 2010 and has fully restored it. The car is now based at PJTHC and is available for stationary and moving culinary events both for the general public and for private charters or rental.



MTA Member Frank Eichenlaub's WWII Jeep

Additional attractions available in the Port Jervis area include; The *Erie Hotel & Restaurant*, 9 Jersey Avenue, built in 1890, is filled with character and many historic elements including an 18<sup>th</sup> century German hand-carved back bar, railroad momentos and photos of early Port Jervis.

The former Erie Railroad Port Jervis station at the corner of Jersey Avenue and Fowler Street was built in 1892 in the Queen Anne style. It was listed on the National Register of Historic Places in 1980, was subsequently renovated, and now houses several small shops.

Fort Decker, 125 – 133 East Main Street, built in 1793, is the oldest building in Port Jervis and houses the *Minisink Valley Historical Society*.

The Delaware River separates Port Jervis from Matamoras, PA and is part of the National Wild and Scenic Rivers System. It is also one of the few remaining large free-flowing rivers in the US. At one time coal and timber were shipped down the Delaware to tidewater consumers as well as to the Delaware & Raritan Canal.

High Point State Park and New Jersey Veteran's Memorial is 1,803 feet above sea level and is the highest

elevation in New Jersey. It is located about 8 miles south of Port Jervis and has unrivaled views of New Jersey, New York, and Pennsylvania.

## The 2022 MTA Memorial Day Parades

Here are some random pictures taken by MTA members at various Memorial Day parades that the MTA participated in over the Holiday Weekend. I'm not sure who to credit with what picture...but thank you to all who took the time to capture a few *Kodak Moments!*





# CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at [dsteinert@mtaofnj.org](mailto: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: 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](mailto:Matrziegler@gmail.com)

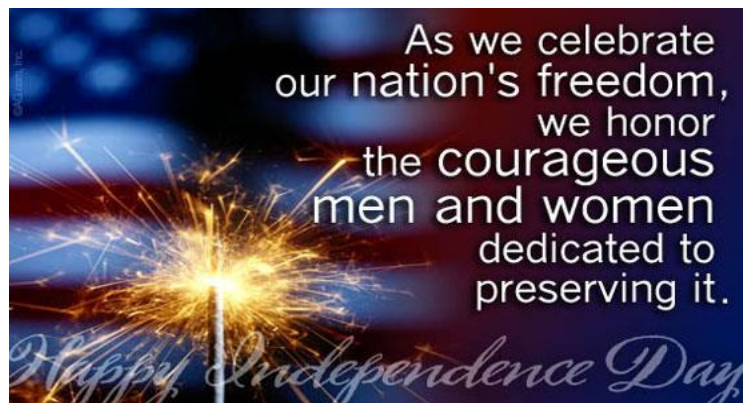
## MTA Parade Schedule for 4<sup>th</sup> of July

July 2-Saturday-Randolph Twp.-9:00am line up 10:00am Kick off. Line up on Quaker Church Road, ½-mile west of Centergrove Rd. Gary Schultz is the Parade Captain\_973-207-8955.

July 4-Chatham Boro-9:30am line up 10:30am Kick off. Line up on Hillside Ave. Pat Dolan is the Parade Captain\_973-220-9169.

July 4-Florham Park Boro -8:30am line up 9:30am Kick off. Line up on Brookdale Rd. and Ridgedale Ave. Pat Dolan is the Parade Captain\_973-220-9169.

July 4-Maywood Boro -8:00am line up 9:00am Kick off. Line up on E. Hunter Ave. Art Swain is the Parade Captain\_201-916-6487.



**Our 50th Anniversary Founders Day Celebration on Saturday, June 18<sup>th</sup> was a huge success. We had approximately 70 members and guests in attendance, good weather, over 20 MVs, trail ride and of course a great BBQ lunch provided by our cook team. Due to press time, we will have much more detailed event presentation, photos and links to drone coverage in the following months newsletter, it will be dedicated to coverage of our 50th anniversary Founders Day celebration!**

# Military Transport Association

P.O. Box 391  
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL  
BE HELD ON JULY 7th  
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](http://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.*