

MOTOR POOL MESSENGER

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

Issue: September 2022

Editor: David Steinert



IN THIS ISSUE...

- The U.S. Army M16 Half-Track.....Page 2
- The MTA August 4, 2022 Meeting Minutes.....Page 3
- Collector's Corner: 441st WWI Phonograph.....Page 4

ON THE COVER...

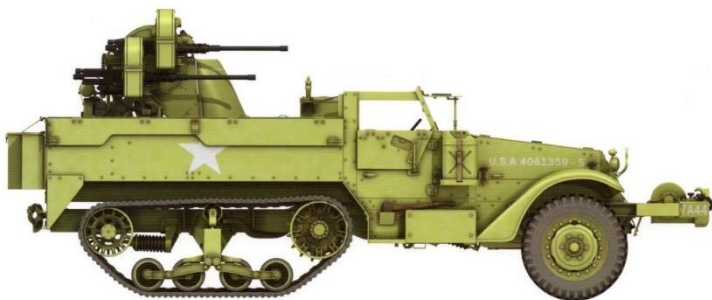


A U.S. Army M16 Half-Track (with mounted quadruple .50 caliber machine guns) belonging to the 3rd Anti-Aircraft Artillery AW Battalion during the Battle of the Kumsong Salient, the largest battle of the last two years of the Korean War, in July 1953.

The M16 Multiple Gun Motor Carriage (MGMC), also known as the M16 half-track, was an American self-propelled anti-aircraft weapon built during World War II. It was equipped with four .50 caliber M2 Browning machine guns in an M45 Quadmount. There were 2700 produced by White Motor Company from May 1943 to March 1944, with 568 M13 MGMCs and 109 T10 half-tracks converted into M16s as well.



The chassis was derived from the T1E2 chassis, an earlier version of the M13. Based on an M3 half-track chassis, it replaced the M13 MGMC half-track after early 1944. As aircraft became more advanced, the usefulness of the M16 was reduced. In the Korean War, it was relegated primarily to the ground-support role, being put out of service in the U.S. Army in 1954.



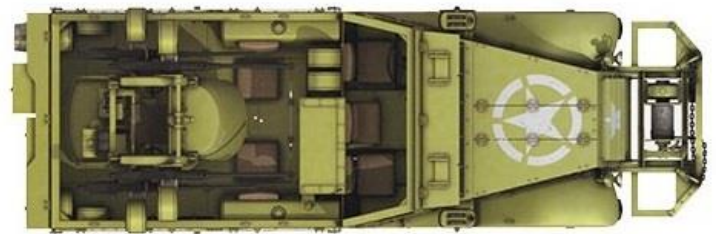
Nicknamed the "Meat Chopper", the M16 was famous for its effectiveness against low-flying aircraft and infantry, making it extremely popular with soldiers.

It was used by the United States Army, the British Commonwealth, and South Korea.



The specifications of the M16 were similar to those of the M3 half-track. It was 21 ft. 4 in. long (with a wheelbase of 135.5 in., 7 ft. 1 in. wide, and 7 ft. 8 in. high and weighed 9.9 short tons (9 t). It had a suspension consisting of vertical volute spring suspension for the tracks and leaf springs for the wheels.

It was powered by a 128-horsepower White 160AX 386 cubic inch, 6-cylinder gasoline engine. It had a compression ratio of 6.3:1 and a 60 US gallon fuel tank. It could reach a top speed of 41.7 mph and a range of 175 miles and a power to weight ratio of 15.8 horsepower per ton. It had 12 millimeters of armor on the front and the sides.



In addition to its anti-aircraft role, the M16 was used in an infantry support role, frequently accompanied by the M15 half-track.

The M16 saw service with United States forces in the WWII Italian Campaign, and Operation Overlord, the Battle of Arracourt, and the Ardennes Offensive in northern Europe. Small numbers were supplied to the United Kingdom and France under Lend-Lease. The vehicle was also used widely in the Korean War by the South Korean army, the United States Marine Corps, and the U.S. Army.

As aircraft became more advanced over the M16's lifetime, its role as a mobile anti-aircraft weapon

became limited. During the Korean War, it served mainly in the ground-support role, at which it was highly effective. In late 1951, it was declared as "limited standard" and largely taken out of service from the U.S. Army in Korea, although a few examples served until the end of the war. It was declared obsolete by the U.S. Army in 1958.



ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, SEPTEMBER 1ST 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, August 4, 2022 at the American Legion Hall in Whippany, NJ

Submitted by **Jean Swanick**, Secretary

The meeting was called to order at 7:05 pm followed by the Pledge of Allegiance and a moment of silence. A motion was made to approve the submitted minutes from July by **Dennis Vecchiarelli** and seconded by **Pat Dolan**. *Motion approved!*

The Treasurer's Report as presented by **Al Mellini**:

Financial Report – Ending July 31, 2022

Beginning Balance:	\$47,412.00
Income:	\$ 2,556.07
Expenditures:	\$ (2,835.69)
Closing Balance	\$47,132.38

Message from President John Sobota: Thank you to those involved with the articles for the newsletter, we have a very nice write-up regarding the picnic. Also, the attendance at the parades this season is greatly appreciated, putting us in the position to resume doing what we do, making donations for worthy causes. That being said, if you have a cause you would like to present, you are required to do the legwork in obtaining the pertinent information.

Parade Report: **Al Mellini** reports there will be one more parade, Veterans Day in Clifton for the season. More details TBD. Our club participation to this point has brought in revenue of \$6,450-nice job everyone. Another thank you was received from Randolph for the outstanding number of vehicles. Once the season is complete, gas checks will be distributed.

Quartermaster: **Gary Schultz** reports there are a few remaining 50th anniversary shirts along with just a handful of tan MTA shirts and hats left in our inventory. It was suggested that perhaps we should consider ordering some sweatshirts for the fall, perhaps with no date on them as a standard club item.

Swap Meet Update: Please let **Gary Schultz** know if and when you are able to help out at the meet, particularly on Sunday

afternoon to help with tables and chairs clean up. Dash plaques are in featuring **Pete Shaw's** Bantam.

The vendor space update provided by **Tim Swanick** is that there are only two uncovered outdoor spaces left to rent, 67% of the space in the Richards building is sold and the covered outdoor spaces are completely sold.

It has been confirmed that a Blackhawk from the National Guard will be landing on Saturday while the State Police bird will be landing on Sunday. We are awaiting confirmation of the availability of the Vietnam era Forest Fire helicopter.

Website/Advertising: Thank you to **Rudy Garberly** for his efforts in continuing to provide updates and show video on Facebook.

New Members: We welcomed four new members **Justin Kross**, **Joe Bastedo**, and **Gabe Silva** who joined this evening. *Welcome Guys!*

OMS7: A few members have reported their long-term projects will be completed and on exhibit at the Swap Meet-we know who you are and look forward to seeing them.

Good of the Club: **Pat Dolan** mentioned that *Lead East* is coming up the first weekend in September. Please contact him as soon as possible if you are interested in going as there are a limited number of spots for our group at the Parsippany Hilton venue.

Looking for someplace new to visit? **Tim Swanick** spoke of the recently opened *WWII American Experience* museum located in Gettysburg. Check out their website and calendar regarding this private collection on display by the Buck family. Event weekends are held which include time displays, a large selection of vehicles both static and moving and a USO dance

Motion made to adjourn the meeting at 8:20 pm made by **Dennis Vecchiarelli** and seconded by **Ken Gardner**.

Respectfully submitted,
Jean Swanick, Secretary

MTA 2022 Officers and Key Committee Heads

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441st WWI Phonograph

In Tribute to the Soldiers of WWI

by Charley Hummel and Ben Levinsohn

When war broke out in August of 1914, more than 500,000 phonographs were being produced each year. It wasn't long before the armed forces on both sides of the conflict found they could use these machines to help enlist young men in the service and provide instructions to new recruits. However, machines that made it overseas during WWI were brought by individual service members or units for the purposes of entertainment. Countless RPPCs (real photo postcards) show groups of soldiers or sailors gathered around a phonograph to pass the time.

As the war dragged on, patriotic and war-themed songs made up a shrinking percentage of popular music in Britain. However, the United States did not join the conflict until April of 1917, so many of the top hits in the U.S. still centered around the war. "Over There," "Goodbye Broadway, Hello France" and others topped the charts in 1917-18.

Although the United States was only an active participant in the war for a year and a half, nearly five million Americans served in uniform with approximately 2.8 million of these going overseas. When US troops began sailing for Europe in the summer of 1917, they not only brought their music with them but their music players. While a number of these machines made it back home, very few can be definitively linked to the war 100 years after the guns fell silent. I am fortunate to own one of the few that can and with a bit of research I found it had a very interesting story to tell.

The machine shown here is a Columbia Grafonola produced around 1918. Costing around \$50 at the time, today it is a rather common phonograph and is easily obtainable for collectors. However, this particular Grafonola has something that makes it unique. Scratched into the lid are the names of approximately 90 Doughboys and carved along the sides are battles honors earned during and after the war.

I purchased this machine approximately 10 years ago at the Wayne, NJ PAL show. Having owned it for over a decade, it wasn't until recently I decided to try and find out who these men were and in what capacity they served. So, I reached out to a friend, Ben Levinsohn, who





specializes in military items from both World Wars. With his help, I was able to learn a fair amount about the unit that carried this machine to Europe in 1918.

When the United States declared war on Germany on April 6, 1917, we had a standing army of 127,500 officers and men. By the end of the war that number would balloon to nearly four million (with another 800,000 serving in other branches). Providing logistical planning, transportation and supplies for this massive force presented a Herculean challenge. To meet this challenge, The Services of Supply (SOS) was created. SOS provided a wide variety of logistical support, some of which included: operating ports, monitoring and transporting cargo, repair-

ing rail lines, overseeing automobiles and animal drawn vehicles, feeding the entire American Expeditionary Force (AEF) and more.

One unit of the SOS was designated the Motor Transport Corps (MTC). Roughly three years prior to the MTC's formation in 1918, matters pertaining to the Army's motor transport were performed by the Quartermaster Corps. It was during the Mexican Border War (1910-1919) that the US military realized the importance and necessity of motor transport. With just months between the withdrawal of troops from Mexico and US entry into WWI, the military had little time to study the lessons learned south of the border. However, it quickly became apparent that the Army needed standardized vehicles to fight a modern conflict. Amazingly, the newly formed MTC, in conjunction with automotive engineers, designed, produced, assembled and operated the first standard American military truck in just 75 days!

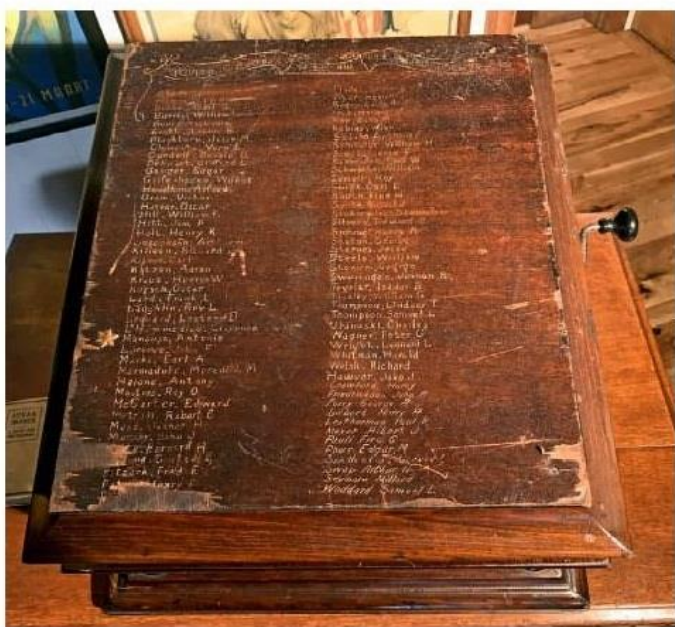


The general order under which the MTC was organized outlined the functions of the organization. Among these were the following:

- The technical supervision of all motor vehicles.
- The design, production, procurement, reception, storage, maintenance and replacement of all motor vehicles.
- The establishment and operation of all MTC garages, parks, depots and repair shops.
- The salvage and evacuation of damaged motor vehicles.
- The procurement, supply, replacement and preliminary training before assignment to combatant organizations, of personnel for operation of motor vehicles.

The MTC was broken down into companies. A company within the Motor Transport Corps was headed by a company commander. Generally, a second lieutenant and a first sergeant reported to the commander and oversaw the company. The men in the company included truckmasters, mechanics, clerks, cooks and others.

Some of these companies were designated Motor Truck Companies. A Motor Truck Company was typically organized into three sections of nine trucks, with each section under the command of an assistant truckmaster. One of these companies was the 441st. And here is where we return to the phonograph in question!



Scratched into the very top of the lid is a scroll containing two names - William C Berry and William C Dowd. Separating the names, is the notation "M.T.C. 441". Because these two names were separated from the 90 or so listed further down the lid, we assumed these were the commanding officers of the unit. Going on this hunch, we logged into fold3 (an online archive containing millions of military records) and searched both names. Bingo! A passenger list from the *Matsonia*, an ocean liner converted to a transport ship, showed that both men left Newport News, VA for France on July 10, 1918. The list also confirmed that they were both officers with Motor Truck Company 441.

Immediately after finding this document, we found the passenger list for all the enlisted men of the company. It was a satisfying feeling to find the names on the phonograph listed on the *Matsonia's* manifest. The 90 or so men of the 441st were just a few of the 13,000 soldiers brought overseas aboard *Matsonia* between March and November of 1918.

It is interesting to note that these young men came from all over the United States: New York, Iowa, Illinois, Alabama, Florida, California, Oklahoma and elsewhere. Some were from big cities like New York City and others from small towns

Sheet No. 1
1st Class

HEADQUARTERS PORT OF EMBARKATION
NEWPORT NEWS, VIRGINIA

UNITED STATES ARMY TRANSPORT SERVICE
PASSENGER LIST OF ORGANIZATIONS AND CASUALS

INSTRUCTIONS FOR FILLING OUT THIS FORM
Separate line of FIVE COPIES EACH will be filed out by each company or detachment commander as follows:
1st Line: Officers arranged according to rank order, if any; other personnel, if any. These names should be numbered consecutively beginning with No. 1.
2d Line: Non-commissioned officers above Grade 1st (Paragraph 3, Army Regulations), arranged according to grade.
3d Line: Enlisted men below Grade 1st (Paragraph 3, Army Regulations), arranged according to the usual formation of the Company that is, by squads. These names should be numbered consecutively beginning with No. 1.

To be filed by Company Commander
To be filed by Army Transport Service

MOTOR TRUCK COMPANY NO. 441, MOTOR SUPPLY TRAIN NO. 616.
NEWPORT NEWS, VA.

MATSONIA JUN 10 1918 AM

No.	NAME (Family name followed by Christian name in full)	Rank Grade or Degree etc.	NOTIFY IN CASE OF EMERGENCY (Give name in full)	Relationship (Give name in full)	ADDRESS (Street, City, State and Postal Office)
1	BERRY WILLIAM C.	1ST LT. U.S. A.	MSG. C.O. BERRY	WIFE	5 ARBOREVIEW CORPORATION, 8150 RAILWAY SQUARE BUILDING, ST. LOUIS, MO.
2	DOWD, WILLIAM C. JR.	2ND LT. U.S. A.	MRS WILLIAM C. DOWD JR.	WIFE	1215 SO ADAMS ST., FORT WORTH, TEXAS

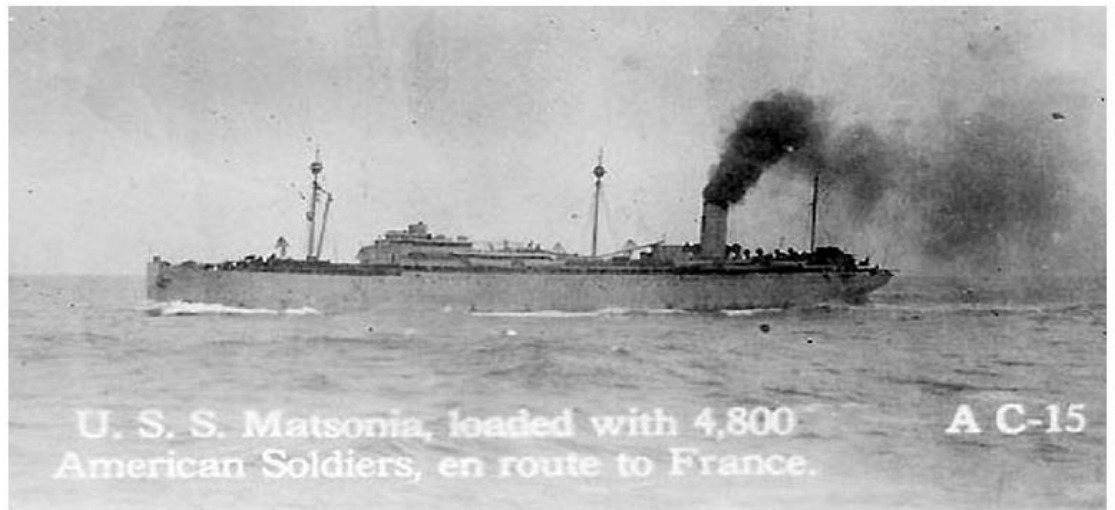
NOTE—Leave blank space between names. DO NOT abbreviate names of streets, streets or other. Make copies legible. All transcripts must be in capital letters and information must be obtained directly from the individual and not from his service record.



such as Jenner H Mead who hailed from Flippin, AR (population approx. 300). Another, even more interesting thing, struck me as I compared the names on the lid to the names on the passenger list. The passenger list tells us that 76 men (plus officers Berry and Dowd) sailed with the 441st. However, there are 88 names on the machine lid. If you look closely, you can see that the last 12 names scratched into the lid were done in a different hand, likely at a different time, and none of these names appear on the passenger list. Further research needs to be done, but it is likely these men were added to the unit while stationed in France. Their names were must have been added

to the gramophone while the 441st was overseas or returned to the States. This leads us to believe the machine went overseas with the men in July 1918 as opposed to being acquired while in France.

So, the unit departed Newport News at 10am on July 10, 1918 and arrived in France later that month. The 441st assisted various Army/Marine Corps



U. S. S. Matsonia, loaded with 4,800 American Soldiers, en route to France. A C-15



Round Trip to France
U.S.S. Matsonia #6

units near the end of the war which accounts for the battle honors etched into the sides of the phonograph. In addition to the three battles listed, the city of Coblenz can be found as this was the center of American occupation forces from 1919-1923. Arriving just a few months before the Armistice was signed on November 11, 1918, the 441st stayed overseas as part of the occupation force, returning to the States July 5, 1919.



20th Annual



MILITARY VEHICLE SHOW & SWAP MEET

OCTOBER 22-23, 2022

Join us for our 50th Anniversary events!



FOR VENDORS:

Heated indoor tables & covered outdoor spaces available!

VENDOR CHECK-IN:

Friday, October 21st
10:00 AM - 7:00 PM

Saturday, October 22nd
starting at 6:00 AM

AMENITIES:

Onsite camping
Heated bathrooms
Free hot showers

CONTACT:

Tim Swanick
170 Church Street
Rockaway, NJ 07866
973-647-0148
spaces@mtaswapmeet.com

held rain or shine at the

SUSSEX COUNTY FAIRGROUNDS

37 Plains Road, Augusta, NJ 07822

SATURDAY

October 22, 2022

8:00 AM - 6:00 PM

SUNDAY

October 23, 2022

8:00 AM - 3:00 PM

ADMISSION

adults - \$7.00

veterans & active duty military with ID - \$5.00

children 12 & under - free!

anyone in active military uniform - free!

Boy Scouts & Girl Scouts in uniform - free!

**NO LIVE
FIREARMS
OR AMMO!**

**VEHICLE DISPLAYS - REENACTORS
FOOD - CAMPING - MILITARY SURPLUS
SPECIAL EVENTS & DISPLAYS
VEHICLES, PARTS, UNIFORMS, & MORE!**

Visit our website for more information:

WWW.MTASWAPMEET.COM

The MTA is an MVPA affiliated club.



MTA Founding Members



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

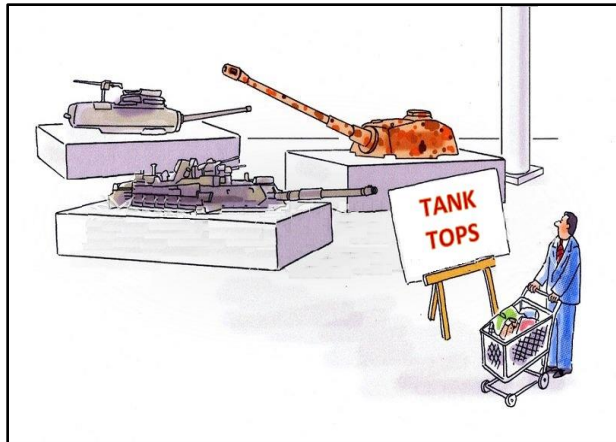
Military vehicles owned: _____

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 NEXT MTA MEETING WILL
BE HELD ON SEPTEMBER 1st
AT THE WHIPPANY AMERICAN
LEGION POST AT 7PM**



a chapter of the MVPA



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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:

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P.O. Box 391
Budd Lake, NJ 07828

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