

MOTOR POOL MESSENGER

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

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Editor: David Steinert



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ON THE COVER...

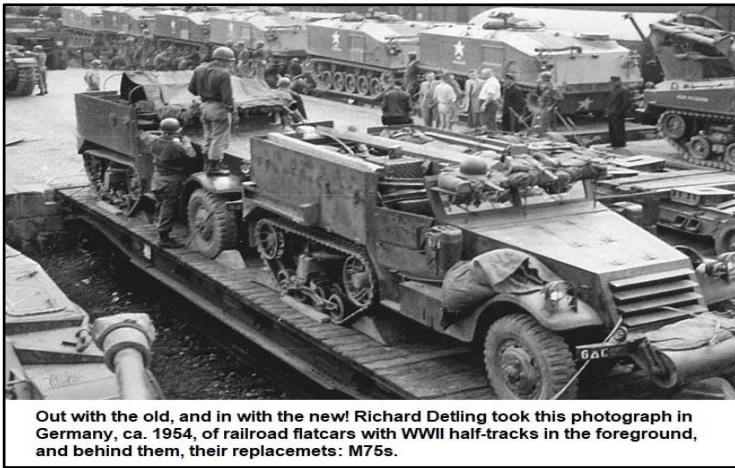


A squad of U.S. Soldiers scramble to "hitch a ride" in a M75 Armored Personnel Carrier.

The M75 Armored Infantry Vehicle is an Cold War era American armored personnel carrier that was produced between December 1952 and February 1954, and saw service in the Korean War. It was replaced in U.S. service by the smaller, cheaper, amphibious M59. The M75s were given as military aid to Belgium, where they were used until the early 1980s (771 units in 1976). 1,729 M75s were built before production was halted.

Towards the end of World War II, a tracked, fully enclosed armored personnel carrier was developed under the designation M44 (T16) that was based on the M18 Hellcat. The M44 was extremely large (51,000 lb combat weight); carrying 24 infantry as well as a driver, bow gunner and vehicle commander.

It was evaluated at Fort Knox and Aberdeen Proving Ground after the end of the war, but, ultimately, the army rejected the M44 as being too large - at the time, their tactical doctrine required infantry squads of ten men. As a result, only a handful of M44s were built, seeing service in a number of auxiliary roles.



On 21 September 1945, a set of requirements were laid down for a squad sized armored personnel carrier, based on the chassis of the T43 cargo carrier.

On 26 September 1946, the development of the Model T18 armored utility vehicle was approved with the International Harvester (IHC) contracted to produce four prototypes.

The original mockup, which was designed to carry 14 people, including crew, featured two remote controlled .50 caliber machine guns, which could be aimed remotely by either the commander or either of the two gunners.

The first prototype T18 dropped the assistant driver, but retained the remote controlled machine guns. The T18E1 pilot was unarmed and had a high cupola for the commander, this is sometimes referred to as pilot number 4. The T18E2 replaced the commander's cupola with a T122 machine gun mount, which could be fitted with either a .30 or .50 caliber machine gun.

Though the original T18E1 prototype was unarmed, the high cupola was replaced with a variety of machine gun mounts before the M13 cupola, with a .50 caliber machine gun, was evaluated.

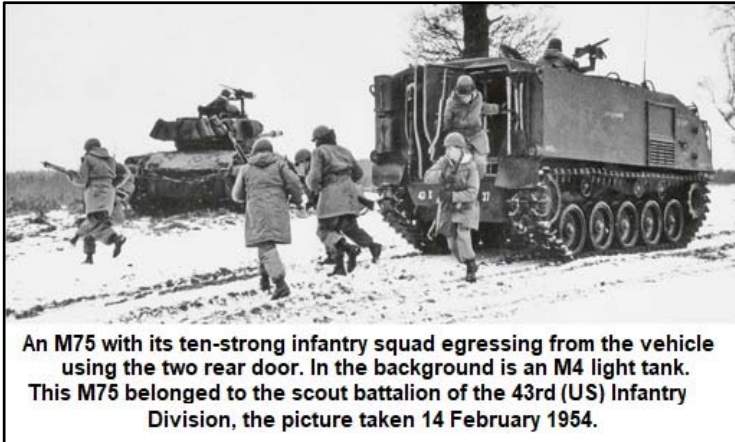
The prototypes were originally powered by a six-cylinder Continental AO-895-2 air-cooled gasoline engine, which exhausted through the hull side grills. This was later replaced with the AO-895-4 in the T18E1, which exhausted through a pipe mounted horizontally across the front of the vehicle.



After acceptance testing, the T18E1 was ordered into production in 1952 as the M75. An order for 1,000 was placed with IHC and another, for 730, with the Food Machinery and Chemical Corporation. Numerous changes were made during the production run to reduce the cost and complexity. The number of shock absorbers was halved from four per side to two, and an auxiliary generator/heater was deleted. The two 75 gallon rubber fuel tanks were replaced by a single 150 gallon metal one.

The M75 shared many chassis/suspension components with the M41 Walker Bulldog light tank, which was also powered by a Continental air-cooled engine. It had a cross-drive transmission (permitting pivoting, etc.), but was steered through two vertical handles, simulating the laterals of earlier vehicles controlled by track clutching/braking.

The M75 has a welded steel hull, which varies in thickness from 1 inch to 1.5 inches with a line of sight thickness on the front hull of between 1.6 inches and 2 inches. Fully loaded, the vehicle weighed approximately 42,000 pounds.



An M75 with its ten-strong infantry squad egressing from the vehicle using the two rear door. In the background is an M4 light tank. This M75 belonged to the scout battalion of the 43rd (US) Infantry Division, the picture taken 14 February 1954.

The M75 has an almost identical layout to later U.S. armored personnel carriers: the driver sits in the front left of the hull, with the air-cooled six-cylinder horizontally opposed Continental AO-895-4 gasoline engine to his right. The driver is provided with an M19 infra-red night vision periscope in later models and four M17 periscopes. Behind the driver and engine, in the center of the vehicle, sits the commander, who is provided with six vision blocks around his hatch. The commander has a cupola that was normally fitted with an M2 Browning, for which 1800 rounds were carried in the vehicle. The infantry sat behind the commander in a large compartment. Additionally, a US M20 "Super Bazooka" was carried along with 10 rockets, and 180 rounds of ammunition for an M1 or M2 carbine.



The engine developed a maximum of around 295 horsepower at 2660 rpm, giving the vehicle a top speed of 43 mph. The vehicle carried 150 US gallons of gasoline, giving it a road range of around 115 miles. It has five road wheels and three return rollers on each side.

The approximate cost of the vehicle was \$72,000, which contributed to the early halting of production. The high profile (height) of the vehicle was also a negative factor. Additionally, the engine air cooling vents were considered to be vulnerable to small arms fire. However, the reliability of its drive system was far superior to that of its replacement, the M59.

ATTENTION MEMBERS!
THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, NOVEMBER 3rd 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, October 6, 2022 at the American Legion Hall in Whippany, NJ

Submitted by **Jean Swanick**

Call to Order: The meeting began promptly at 7 pm with the flag salute followed by a moment of silence.

A motion to approve the minutes from September (kindly taken by **Dave Steinert**) was made by **John Sobotka** and seconded by **Al Mellini**.

Treasurer's Report submitted by **Al Mellini** is as follows:

| | |
|-------------------|---------------------------|
| Beginning balance | \$ 43,741.97 |
| Income | \$ 761.91 (vendor spaces) |
| Expenditures | \$ 4,251.87 (*) |
| Closing balance | \$ 40,252.01 |

(*) It is to be noted that the majority of the expenditures are related to the Swap Meet. Motion to approve the Treasurer's Report as presented made by **Gary Schultz** and seconded by **Dennis Vecchiarelli**.

President's Message- **John Sobotka** stated with the swap meet coming up quickly, we are still in need of help in various areas and would like to finalize the "man-power" list. Please consider giving a helping hand if possible and contact **Gary Schultz**, if you are available to do so.

Membership- **Dave Steinert** reports, while there are no new members tonight, standing membership dues have all been paid in full for 2022. Payments for 2023 will start next month.

Newsletter- Nothing to report at this time.

Quartermaster- Nothing to report at this time.

Swap Meet- Gary updated the group as we are only 3 weeks away from the show. Assignments are mostly set, however we still need additional help. Thank you to **Dennis Vecchiarelli** and **Pat Dolan** for obtaining some re-enactors for the show. **Ken Gardner** brought the new lawn signs for everyone to take. Please put these out one week prior to the show. A new show chair will be needed for next year as Gary will be stepping down from the position. **Tim Swanick** reported vendor space sales are picking up, only 21 spaces are left after sending out the last email, one final email will go out next Wednesday the 12th.

MTA Email Issues- **Bill Murphy** is working with **Fred Schlesinger** on getting an improved email provider.

OMS7-Pat Dolan reported his paratrooper scooter is ready to go and will be on display. This will be on display in the Richards building. **Pat Tipton** will be able to have two WWII army weasels at the show.

New Business- Pat Dolan told the group that the West Paterson Police Department will be kicking off a toy drive for St. Joseph's Children's Hospital with a holiday parade on November 26th at 6 pm. They are looking to have a few military vehicles if anyone is available. There will be veterans in attendance. The event will start at 515 Union Blvd in Totowa and travel to McBride Avenue on November 26th at 6pm.

Good of the Club- Pat Dolan reported that the kickoff of the *Toys for Tots* fundraising went well at Lead East. Approximately \$1,900 along with gifts was collected...thank you to our club members who were able to participate.

John Sobotka mentioned that the Sparta History Group is putting together a re-enactment event for June 11, 2023 and they will be looking for participants-more details to come.

Al Mellini informed the group that the *Operation Toy Train* weekends are Dec. 3 & 4 and Dec. 10 & 11. If interested, please contact **Carolyn Hoffman**.

Jack McDevitt mentioned that the movie filming in Maryland has had a date and location change and those participating have been contacted.

Old Business- John Sobotka mentioned the Lyons train ride for veterans from Ringoes to Flemington went very well. Thank you to **Anita Roberts, Al Mellini** and everyone else who helped with the lunch and gift bags. The veterans were very appreciative for the day out.

The *Tunnel for Towers* donation request of \$1,500 was reviewed and a motion to support was made by **Dennis Vecchiarelli** and seconded by **Jim Mescher**. The vote to approve was unanimous. It should be noted that 95% of the money goes directly to the recipient.

A motion to adjourn the meeting at 7:58 pm was made by **Jean Swanick** and seconded by **Andrea Antonelli**.

Respectfully submitted,
Jean Swanick, Secretary



The MTA Train Trip for Veterans By *William J. (Capt. Bill) McKelvey*

On Saturday, Sept. 24th, the *Military Transport Association* chartered a car on the regular 1 pm Black River & Western RR trip from Ringoes to Flemington and a return trip to Ringoes. It was arranged by John Sobotka, President of the MTA and Assistant System Superintendent & Business Development Lead with the Chesapeake & Delaware, LLC, parent company of the Black River & Western RR and several other east coast railroads.

The event was for patients from the Lyons VA Hospital who arrived at Ringoes by VA bus. MTA members served them

a picnic lunch of hot dogs, hamburgers, potato & macaroni salad, sauerkraut, coffee, soda, chips, cookies and pineapple upside down cake (very good!). While we were eating, a BR&W freight came south with three long, loaded, lumber cars.

Past MTA President., Al Mellini was the picnic organizer. We all proceeded up to the station platform and boarded the special car for our trip.

The train was pulled by a steam locomotive, faithful old No. 60, which produced the desirable, sweet smelling and black bituminous coal smoke, steam, plus stack talk, bell & whistle sounds.

Along the way, a lineside farm has a pumpkin patch. All was ready, including a supply of wheelbarrows to haul in the pickings of passengers on the upcoming Pumpkin Trains.

It was a crisp fall day, and the scenery was lovely. All along the line numerous photographers were poised for photos on the bright day. Among the notables were Steve Barry, Editor of *Railfan & Railroad Magazine*; Carl Perelman, *RailPace* Newsmagazine contributor; and Scott Snell. A wonderful time was had by all.

On the return to Ringoes, the BR&W Museum was located in a former CNJ baggage car on a parallel track. It is loaded with an excellent collection of local railroad artifacts, archive materials, and hundreds of items memorabilia, plus two operating model railroads - well worth spending time to peruse all. The museum curator and docent is Shade Blische, a most knowledgeable historian and guide.

William J. (Capt. Bill) McKelvey, Chairman, Liberty Historic Railway, Inc. www.LHRY.org, 103 Dogwood Lane, Berkeley Heights, NJ 07922 908-464-9335



Schedule and Details in the December MPM



In Memoriam



Harold Ratzburg
(1929-2022)

Harold was a close personal friend, and the first MTA member I met when I joined the club in 1979. Harold guided me through my first restoration on my GPW, and was always there for helpful tips and guidance.

Over the past few years I had the honor to spend many visits to Harold at home in his Man Cave. We chatted for hours over few bottles of Sam Adams (Harold's favorite beer) about the early beginnings of the MTA. Those chats allowed me to document the beginnings and history of our MTA, and the formation of the MVPA (our National Organization). Those documents are a valuable resource for future members, and will remain in our MTA Archives.

Harold was a close friend of my father as well, they did many parades together with Harold's 1942 GPW and my father's 1942 Harley WLA.

The Schultz family sends our deepest sympathy's to the Ratzburg family.

With respect,
Gary Schultz



COLLECTOR'S RESPIN MPH 8-2007
The 1942 Jeep—Love of My Life!
 Story and Pictures by Harold Ratzburg
 I guess that I developed my affection for Jeeps way back in the WWII days. I was twelve years old when the war started, so I saw lots of photos of Jeeps in magazines and newspapers. When we went to the movies on Saturday night, Jeeps could be seen in the old MovieTone war newsreels. As time went on, Jeeps showed up more and more in movies and on TV in such features as "Patrol, Combat, and M*A*S*H", and my interest continued to grow. I was raised on a dairy farm in Wisconsin and when I started producing Jeeps for the civilian market, my brother convinced my Dad that a Jeep would really be a handy "have on the farm with all its available attachments" like cultivators, pulleys, and wood power saws, etc. But comes the day when Dad goes to town, "That darned Jeep dealer says to my Dad, 'Louie, you don't need a Jeep.' A Ford-Ferguson tractor would be better." Yes, the dealer just happened to also handle Jeeps, so there went our dreams of having a Jeep on the farm. The dealer ever since. Of course, he is long gone now, but the dealer was probably correct. My career in the Jeep business has lasted 25 years.



In Memoriam

Edward "Ted" Bromage

June 1, 1937 - September 10, 2022

Mount Desert, Maine- Edward "Ted" Bromage died peacefully at MDI Hospital on September 10, after a long, wonderful life shared with family and countless friends that he gathered along each step of his journey.

Ted was born on June 1, 1937, in Providence, RI, where his father worked for the Providence Journal-Bulletin. He grew up in Barrington, RI, where he spent his youth working in boatyards and sailing on Narragansett Bay. With family, relatives, and friends, he spent as much time as possible on the lakes of Winthrop, Maine, where his parents eventually bought a camp in 1961.

After graduating from Barrington High School in 1955, Ted attended Wesleyan University (class of 1959). On November 1, 1958, All Saint's Day, he met his beloved Joan, his "Sweet Baboo." Ted and Joan immediately connected over their shared love for Maine. Her family spent time in Southwest Harbor when she was growing up. Ted attended Coast Guard Officer Candidate School in Yorktown, VA, in the summer of 1959 where, family legend has it, Joan proposed to him. As ensign he greatly enjoyed his sea time on the cutter Bibb on patrol in the North Atlantic. He and Joan were married on August 13, 1960, in Philadelphia.

Daughter Sally was born in October 1962. Just months later, in December, Ted's father died far too early. After Ted left the Coast Guard, he went to work for Armstrong World Industries in June 1963. Armstrong took the family to Lancaster, PA, California, and, in 1965, to Florham Park, New Jersey which became the family base for the next 29 years. Son Stephen joined in 1966.

At Armstrong, Ted worked with customers to make sure that the company's gasket products fit their needs. The work drew on his love of engines, tinkering, and joy in collaboration, and many customers became lifelong friends. His sales territory included New England (and eventually the South) which gave him the opportunity to travel and see family and friends frequently. He claimed to never have had a bad day at work.

Ted was driven by his personal interests, love for friends, and enthusiasm for meeting new people. He always leaned in and helped wherever and however he could. He collected antique cars, military vehicles, and old boats. In the seventies, he was a founder of the Military Vehicle Collectors Club, a national group of enthusiasts who Joan affectionately referred to as the "jeep nuts." Later, on MDI, he tapped his maple trees and invited all to visit on Maine Maple Sunday. A class trip to the sugar house was a big hit for kids!

Ted retired in 1993 and he and Joan began their wonderful next adventure - building their home, Fragile Earth, in Mt. Desert. Fragile Earth became the place for Ted and Joan to enjoy their many interests and friends, to welcome and share their love with family, and to simply putter on the Island that has always felt like home. His appreciation for MDI led to involvement in many civic activities, including service on the Mt. Desert Harbor Committee. He and Joan were active with Friends of Acadia and enjoyed hiking and monthly lunches with the Footloose Friends.

After a few decades spent landlocked and raising family, Ted and Joan were able to get back on the water, first with their sailboat "Constance" and then powerboat "Landfall." Both boats provided the jumping off point for many family adventures.

Ted took great strength from his faith and involvement in the Episcopal Church. He felt a sense of stewardship for his church communities, and cherished the clergy and dear, dear friends that he and Joan made there. Ted served on the vestry at both Grace Church (Madison, NJ) and St. Andrew and St. John (Southwest Harbor), and as Senior Warden at St. John.

To know Ted, was to know that he always had a song, hymn, or snippet of doggerel on his lips, and a constant word of enthusiasm and support for those around him. He was deeply appreciative for the many blessings in his life and all of the gifts he had been given. His refrain during the family pre-meal grace was to "keep us mindful of our many blessings, and to use those blessings to serve those less fortunate than ourselves."



MTA 2022 Officers and Key Committee Heads

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Swap Meet Chairman- Gary Schultz

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Quartermaster and MTA Archives Custodian
Gary Schultz

Tel: 973-207-8955 email: garyrschultz@gmail.com

CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at dsteinert@mtaofnj.org or call 201-407-4035.

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.

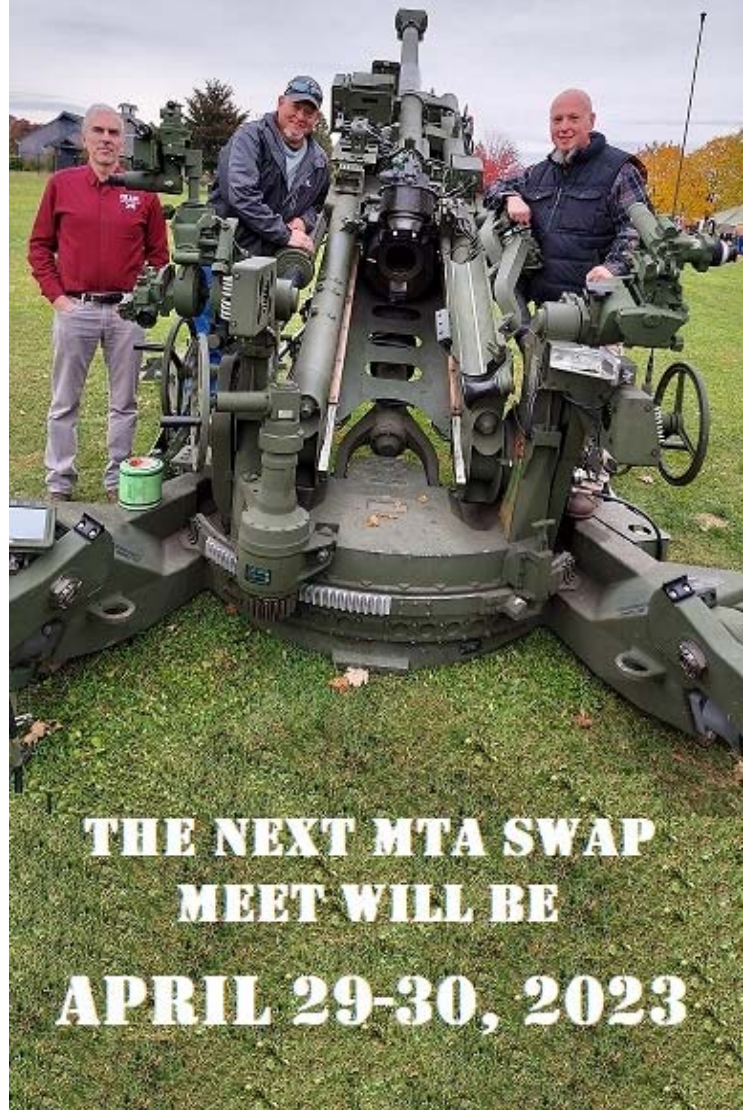
For Sale- Military 500 Gallon Water Buffalo for sale; \$300 or BO. Call John Sobotka at (862)-266-6284.

For Sale - 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

**DID YOU MISS THE
MTA OCTOBER
2022 SWAP MEET?
SEE WHAT YOU MISSED
IN THE NEXT ISSUE OF
MOTOR POOL MESSENGER**



**THE NEXT MTA SWAP
MEET WILL BE
APRIL 29-30, 2023**

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL
BE HELD ON NOVEMBER 3rd
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.