



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...



WIKIPEDIA
The Free Encyclopedia

Early WWII U.S. Army Chevrolet Darley Class 300 4 X 4 Fire Truck.

The U.S. Army fire truck on the front cover was a collaboration of the chassis being built by Chevrolet, the truck body built by W.S. Darley, Central Fire Truck and American Fire Apparatus Co. The water pump was manufactured by W.S. Darley.

The category of fire fighting trucks portrays crash trucks as being used on airstrips and airfields in the event of an airplane crash landing, while fire trucks are for general use in firefighting. There are also pieces of motorize fire equipment categorized as Rescue Trucks, Pumpers, Ladder Trucks etc., but all are commonly recognize as fire trucks.

The responsibility of purchasing and organizing “fire trucks” for the U.S. Army was first assigned to the Quartermaster Corps, but that responsibility transferred to the Corps of Engineers in 1941.



The Class 325 was designed for all around fire protection in isolated areas with little or no water supply. It was built on the Dodge, Chevrolet and Ford 1-1/2 ton 4 X 2 and the Chevrolet 4 X 4 chasis The bodies were manufactured by various major fire apparatus manufacturers.

As the United States entered World War II, fire trucks were categorized by classes, from Class 100 to Class 700 and fire equipment with trailers in Class 1000. This practiced continued into the 1950s. The exact class number was

determined by the following factors: the tank size, pump capacity, hose reels and vehicle mission.

Dozens of fire vehicle types were procured within these parameters during World War II, as well as before and for a short time afterward. Individual vehicles fell into subclasses such as Class 110 High Pressure CO2 4x4. Very few fire trucks were shipped overseas during WWII and those that did were Class 150 Low Pressure CO2 6x6, arriving in-theater late in the war.



1942 Dodge-American Fire Apparatus at Camp Myles Standish, Mass.

In 1947, the U.S. Air Force was established as an independent service, separating itself from the U.S. Army. Thereafter, the USAF procured its own fire and crash trucks. Early USAF vehicles in the 1950s included the 530 and 750 series pumpers.



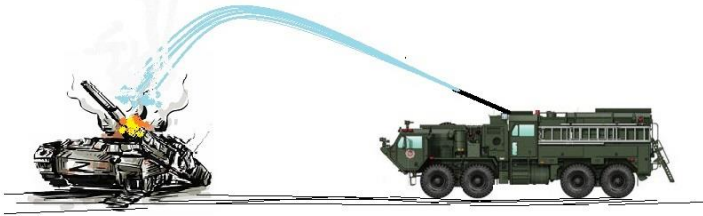
Technical Manual view of a Class 335 mounted on a CCKW

By the 1960s, trucks for all the services fell into the P-series, ranging from the P-2 ARFF to the P-31 Hazmat truck of post-2000 vintage.

ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON
THURSDAY, JANUARY 5th 2023... 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, December 1, 2022 at the American Legion Hall
in Whippany, NJ

The meeting began at 7:02 pm followed by the Pledge of Allegiance and a moment of silence. **Al Mellini** made a motion to approve the submitted minutes and **Jack McDevitt** seconded the motion. *Motion approved!*

Treasurer's Report: Report ending as of November 30, 2022, was presented by **Al Mellini** as follows:

Beginning balance	\$48,669.13
Income	1,015.00
Expenses	\$ 706.80
Ending balance	\$48,977.33

Message from the President: President **John Sobotka** thanked everyone for attending the meeting tonight and reminded all not to forget to winterize your vehicle with the change of weather already upon us and looking ahead it will not be warming up soon.

Membership: **Dave Steinert** advise the membership that now is the time to pay your annual dues if you have not already done so. The dues can be paid by cash, check or with a credit card through *Square*. See **Ken Gardener** if you are paying with a credit card through *Square*.

The group was informed of the passing of MTA member **James McCall**. **Art Swain** reflected that James was known by many as an all-around nice guy who enjoyed being helpful to others and loved a good parade. **The club sends its condolences to the family.**

Newsletter: **Dave Steinert** thanked all who continue to contribute to our publication. New articles continue to be welcomed.

Quartermaster Report: We have limited apparel inventory left in all categories. See **Gary Schultz** if you are looking for something he may not have brought tonight.

April 2023 Swap Meet Update: A preliminary 2023 show meeting was held prior to the start of tonight's meeting tonight. Members commented on both the positive and negative aspects and tossed around suggestions to possibly improve and tweak the show now that we are back in full swing post-covid.

Parade Report: Club member and their vehicles were in attendance at the Clifton Veteran's Day parade on November 6th as well as the St. Joseph's Hospital Children's parade on November 26th in Totowa. The latter will be added to the parade list going forward.

New Business: *Operation Toy Train* departs this weekend! See the sign-up sheet to drive from stop to stop, due to there being only one coach this weekend.

Next weekend's train will be larger and will feature two Ringling Brothers coaches and extra boxcars. **John Sobotka** enlightened the group with some historical facts about the red cars and blue cars.

To date the collection of toys numbers 271,777 since the start of the program. Toys collected the first weekend will support seven counties in NJ and be dispensed from Picatinny Arsenal. The following weekend's collection supports lower NY state through Newburgh's Air Base.

Good of the Club: A thank you was received from the *Fort Lee Historical Park* for the donation towards the replacement of their display cannons.

Motion made to adjourn the meeting at 8:03PM was made by **Al Mellini** and seconded by **Tim Swanick**.

Respectfully Submitted by
Jean Swanick, Secretary

MTA 2023 Officers and Key Committee Heads

President- **John Sobotka**

Tel: 862-266-6284

email: jsobotka@hotmail.com

Vice President- **Gary Schultz**

Tel: 973-207-8955

email: garyrschultz@gmail.com

Secretary- **Jean Swanick**

Tel: 973-647-0148

email: jswanick170@msn.com

Treasurer - **Al Mellini**

Tel: 973-723-2166

email: albert.mellini@gmail.com

Sergeant at Arms-**Andrew Salzano**

Tel: 973-831-0920

Membership Chairman-**Dave Steinert**

Tel: 973-347-9091

email: dsteinert@mtaofnj.org

News letter Editor- **Dave Steinert**

Tel: 973-347-9091

email: dsteinert@mtaofnj.org

Parade Coordinator- **VACANT**

Swap Meet Chairman- **Gary Schultz**

Tel: 973-207-8955

email: garyrschultz@gmail.com

Webmaster- **Rudy Garbely**

Tel: 973-800-9251

email: rgarbely@gmail.com

Quartermaster and MTA Archives Custodian
Gary Schultz

Tel: 973-207-8955

email: garyrschultz@gmail.com

IN MEMORIAM

James McCall



Devoted son, brother, husband, father, uncle and grandfather, James "Jimmy" E. McCall, 82, passed away on October 17, 2022. A Teaneck resident since 1954 and a Teaneck High School graduate, James was a veteran of the United States Marine Corps who served in the military from 1958-1962.

Jimmy was born on October 14, 1940 in French Hospital in New York City to his parents Edward J. McCall and Anna J. McCall (nee Birong). The oldest of four boys, he grew up in Hell's Kitchen in New York City before moving to Teaneck. At the age of 18, Jimmy enlisted in the Marine Corps. Jimmy was a Marine who served most of his time in the Mediterranean and then in Cuba for the Cuban Missile Crisis. Towards the end of Jimmy's service he was an MP (Military Police) at the Naval Air Station in Lakehurst, NJ. It was during this time that he met the love of his life, his wife of 59 years, Margaret. They settled in Teaneck where they later raised four daughters and where Jimmy served as a police officer in the Teaneck Police Department for almost 30 years.

An avid reader, he had a love for both books and movies and could be frequently found at the local library, which Marge called his second home. Jimmy, along with his wife Marge, spent his retirement further serving his community and many organizations such as the Marine Corps Toys for Tots program, both the Gooney Bird and Devil Dog Marine Corps detachments, the American Legion, VFW and a member of the Military Transport Association.

Jimmy and Marge were chosen to receive the Four Chaplains Award from the Gooney Bird Marine Corps detachment, which is an award that is given for collegial selfless behavior while rendering religious support to the military community regardless of faith or race in keeping with the spirit of the sacrifice of the Four Chaplains.

Anyone who had the privilege of knowing or meeting Jimmy can tell you of his giving, caring nature and willingness to help those in need. Jimmy spent his life giving back to the community that he loved and this kindness that he has always had for others is his family's legacy.

Jimmy was predeceased by his parents, Edward and Anna, his brother, Edward James McCall, and his nephew, James Robert McCall. James is survived by his wife of 59 years Margaret, his daughters and sons-in-law Stacy and Ron, Julie and Wayne, Ellen and Todd, Marilyn and Greg, his grandchildren James, Tamara, Amanda, Chelsea, Melissa, Shawn, Kerry, Jaclyn, Kevin, T.J., great-granddaughter Rose, and his brothers and their wives Frances and Trish and Kevin and Mary

Semper Parati
UNITED STATES MARINES®

The US Army 530 Fire Truck

The Class 530 fire truck was built on the GM CCKW, 2-1/2 ton, 6X6, chassis with the bodies manufactured by McCabe-Powers Body Works of St. Louis, Missouri in April 1945.



CCKW-McCabe Powers Class 530 Fire Truck

The Class 530 was designed and equipped for combating all types of fires. The truck as equipped with 11.00 x 18.00 low pressure tires that provided greater off road mobility. Principal equipment consisted of fire extinguishers, hose, water tank and pump. A Barton American, Type F, 500 gpm, centrifugal pump was mounted between the front bumper and radiator.

TRUCK, FIRE, POWERED, PUMPER, CLASS 530, 6 x 6, 500 GPM, OVERSEAS TYPE



Manufacturers: General Motors Truck and Coach Division (GMC); Equipment: General Detroit Co.
Classification: Standard.

Purpose: Used by Corps of Engineers in combating fires, involving ordinary combustible materials as well as gasoline and oil, in overseas areas.

GENERAL DATA	
Crew	6
Weight (lb)	20,000
Rear Axle Gear ratio	6.8:1
Tires: 6, Ply-8; Size-7.50 x 20:	
Pressure (psi)	Front-33; rear-35
Tread, center to center (in.)	Front-62 1/2
Vehicle dimensions:	
Ground clearance (in.)	18
Electrical system (volts)	6
No. of batteries	1
Capacities:	
Fuel (72 octane gasoline) (gal)	40
Cooling system (qt)	19
Crankcase (oil) (qt)	7 1/2
Transfer case (qt)	3
Transmission (qt)	4 1/2
Differential (qt)	Front-3
Boogie (qt)	Front-3; rear-2 1/2
Brakes: Manufacturer-GMC Bendix	
Type	hydraulic-hydrovac
Dimensions (in.)	Front-35; rear-3
Transmission: Speeds	5
(Gear ratio: High-2.799 over; 4th-direct; low-6.06:1)	
Transfer Case: Speeds	1
(Gear ratio: High-1.16:1; low-2.63:1)	
PERFORMANCE	
Maximum computed gradability (percent)	81
Turning radius (ft)	Right-35; left-33
Fording depth (in.)	30

Fuel consumption (loaded) (mpg)	7 1/2
Cruising range (loaded) (mi)	390
Allowable speed (mph)	45
Maximum recommended towed load:	
On highways (lb)	4,000

ENGINE

Manufacturer: GMC	Model	270
Type: Valve-in-head, 4-cycle	No. of cylinders (in line)	6
Displacement (cu in.)		360.5
Bore (in.)		3 7/8
Stroke (in.)		4
Maximum governed speed (rpm)		2,750
Brake horsepower		91.5 at (rpm) 2,750
Torque		216 ft-lb at (rpm) 1,400

ADDITIONAL DATA

It was direct-driven and was connected to a 640 gallon elliptical shaped water tank by a suction and return line. Hose reels were mounted on each side of the body and carried 150 feet of 1-inch booster hose. 600 feet of 2-1/2 inch and 400 feet of 1-1/2 inch hose was carried in the hose bed. Ladders, fog applicators and suction hose were mounted to the right side of the body.

Nozzles, fittings and strainers were mounted on the tail board at the rear of the truck. A variety of fire extinguishers were mounted on the left side of the vehicle.

Twenty-four of the units were built and 20 were assigned to the Engineer Fire Suppression School at Fort Lewis, WA. There, they were further assigned to the Engineer Fire Fighting Platoons training at the school. The Class 530s saw service in the postwar Pacific Theater serving with Fire Fighting Platoons and or Army fire units.



The US Army 530B Fire Truck

In 1953, the Army Corps of Engineers began designing a new fire truck to replace the Class 530A. Because the front mounted pump on the 530A could not be winterized and its firefighting equipment was exposed to the elements. The new vehicle, Class 530B was built with insulated compartments, midship mounted pump and provisions for body heaters.

The first series of 530Bs were constructed in 1954 on the M-44, 2-1/2 ton, 6x6 chassis with single tires on 2 rear axles. It was equipped with a 500 gpm midship mounted single stage pump and mounted a 400 gallon water tank and a 40 gallon foam tank. Foam was supplied from a proportioning system that introduced foam into the discharge side of the pump. The pump and booster reels were contained in an insulated compartment just behind the cab, but it was soon discovered that the pump compartment door hindered firefighting operations. The pump compartment was discontinued and the booster reels were located in compartments above the pump. The dual booster reels each held 150 ft. of 1 in. hose and a metal rack for holding ground ladders was mounted over the hose bed. The bed could carry 1200 ft. of 2 1/2 in. and 800 ft. of 1 1/2 in. hose. The 530B carried standard firefighting equipment for combating all classes of fires.

The second version of the Class 530B appeared about 1968 and was built on the M-35, 2 1/2 ton, 6x6 chassis. It was powered by a 140 hp multi-fueled engine. The body style of the rig remained the same as the first version. The two rear axles now mounted dual tires. The bodies on the 530Bs were manufactured by Hesse, Firemaster, Ward LaFrance, American Air Filter, Fire Trucks Inc and Loadcraft. The 530B was used by the US Army, Air Force and Marine Corps.

Vietnam War US Military Firefighters and their Fire Apparatus

During the Vietnam War, the majority of the firefighting responsibility was categorized as Facilities Engineering, which included non-combatant tasks, such as building construction or even pest control, which fell within the Army Reserves.



No fire station for this 530B, crew was quartered in the Hootch behind pumper, Quang Tri, 1970

The limitations put on troop strength in Vietnam prohibited the Army from mobilizing the reserve units, so civilian contractors were hired to provide maintenance and construction projects. Pacific Architects and Engineers became one of the major contractors for assisting U.S. Army operations in Vietnam. One of PA&E's responsibilities was to provide fire protection to many of the Army combat bases in the country.



Fire Station No. 2 Long Binh Combat Base, RVN, 1968. Rigs include a former Navy Federal-General Fire Truck 750, two Army 530Bs and a water tanker

Although there were some Army Firefighting Detachments assigned to Engineer Units, the majority of the firefighting protection was handled by PA&E. As fire stations were constructed, the number at each base was determined by the size of the base and the potential hazards associated to each installation. Experienced Fire Chiefs were recruited stateside and Assistant Chiefs were often hired from other countries.

The size of the firefighting force varied. In Long Binh, there was a mix of military firefighters and Vietnamese civilians. Dong Ha firefighters were Vietnamese under the direction of an American fire chief. Fire protection at smaller Army bases was often provided by military firefighters assigned to Firefighting Detachments.



PA&E Vietnamese firefighters on a call at Dong Ha, 1970

The Class 530B pumper fire truck was the primary piece of fire equipment used by the U.S. Army during the Vietnam War. Many firefighting units also used water tankers, manufactured on civilian and military truck chassis to support the water usage when fighting a large fire because the 530B only held 400 gallons of water.



Long Binh's M-113 foam unit conducting a control burn on the combat base. August 1969

Many fire departments in Vietnam modified the 530B trucks to meet their individual needs. Also, many military vehicles were converted into fire trucks. For example, the Long Binh Fire Department converted armored personnel carrier into a foam unit.

ATTENTION MTA MEMBERS

MTA MEMBERSHIP RENEWALS ARE EXPECTED BY JANUARY 31, 2023. THE MTA WOULD APPRECIATE YOUR DUE DILIGENCE IN YOUR PROMPT PAYMENT.

MEMBERSHIP DUES OUR AN IMPORTANT FACTOR IN THE SUCCESSFUL OPERATIONS OF THE CLUB IN ITS ABILITY TO PROVIDE ITS MEMBERS WITH A NEWSLETTER, PICNICS, AND DONATIONS TO VETERAN AND FIRST RESPONDER ORGANIZATIONS.

YOUR ADDRESS LABEL ON THIS ISSUE OF THE NEWSLETTER WILL INDICATE IF YOUR 2023 DUES ARE PAID. (MTA LIFE MEMBERS ARE EXEMPT FROM THE MTA MEMBERSHIP RENEWAL POLICY, BUT ANY DONATIONS ARE ALWAYS APPRECIATED).

AFTER JANUARY 31, 2023, IF THE MTA HASN'T RECEIVED YOUR MEMBERSHIP DUES, THE MTA WILL ASSUME YOU DO NOT WANT TO BE A MEMBER ANY LONGER AND YOU WILL NO LONGER RECEIVE A NEWSLETTER.



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Boys & Girls Club of Union County
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CLASSIFIEDS

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

REAL MAGAZINES, not digital copies. Military Vehicles #1 to #176. \$500. Army Motors #2 to #156 + Supply Line (55 issues with articles) + TM (6 issues 1975-76), 216 in all, \$600. PS (preventive Maintenance Monthly) #12 to #658, a few missing, \$1,500. Offers accepted. Don't call, telephone is hard for me to use. Dave Ahl, swapmeetcave@aol.com. Can arrange pick-up or delivery.

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

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



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: _____

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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