

DEVELOPMENT OF TRANSPACIFIC TRANSPORT ROUTES BY THE U.S. ARMY DURING WORLD WAR II

By

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Introduction

Pan American Airways' transpacific services west of Hawaii were terminated after the United States entered World War II. However, airmail service west of Hawaii clearly did continue. Tens of thousands of U.S. servicemen stationed on the South Pacific islands and on ships sent and received airmail letters. Commercial airmail also crossed the Pacific, and the Post Office Department published new rates to certain Pacific islands.

What has not been well published in the philatelic literature is the story of how both the US Army and Navy established airlines that carried airmail over established and evolving routes throughout the Pacific during the war. Boyle [1] gave a good overview of worldwide Army and Navy transport routes and airmail services, and Startup [2] covered South Pacific airmail services, from the perspective of New Zealand. This paper describes establishment and operation of the Army's Air Corps Ferrying Command Air (ACFC) and its successor Air Transport Command (ATC) in the Pacific during World War II. Pacific routes and service frequencies are given in Appendix I, and Alaska routes are shown in Appendix II.

The need for rapid transpacific air cargo services grew rapidly after the entry of the United States into the war. The Japanese were expanding further into New Guinea, the Solomons, and other islands in the southwest Pacific, and they were threatening Australia. The United States was stepping up the delivery of war materials, fighting units, and support personnel into the South Pacific. In response, both the United States Army and Navy created air transport services to carry urgent cargo, critical service personnel, and airmail to U.S. service personnel in the Pacific theater.

The huge influx of service personnel into the Pacific theater and the granting to them of low preferential airmail rates combined to create an unprecedented demand for transpacific airmail services. By April 1942, about 80,000 American personnel, many using airmail, were spread across the Pacific from Hawaii to Australia [2]. To meet the demand, the Army and Navy transport systems carried increasing volumes of airmail throughout the war, the vast majority to and from service personnel, but also some commercial and civilian airmail. The Army's system was, by war's end in September 1945, the world's largest airline.

Air Corps Ferrying Command South Pacific Route

The Army created the Air Corps Ferrying Command (ACFC) on 29 May 1941 to deliver lend-lease aircraft from the factories to U.S. East Coast embarkation points, from where British pilots flew them to across the North Atlantic to England. Northeast Airlines was contracted to provide this service. After Pearl Harbor the ACFC also began ferrying aircraft to British forces in the Middle East via South America and Africa. The ACFC contracted with Pan American Airways to operate this service.

The situation in the Pacific was dire for the Allies in early 1942. The Japanese were rapidly expanding to the south with the oil resources of the Dutch East Indies the prize, and they were showing signs of expanding into the South Pacific.

There was urgent need for the United States to send heavy bombers and transport aircraft to the East Indies and the Philippines. The air route across the Atlantic, Africa and Asia was long and would result in considerable attrition. A secure route was needed from Hawaii through the South Pacific to Australia.[3]

A rapid program had begun in late 1941 to prepare adequate airfields and place defensive air squadrons on Christmas Island, Palmyra Atoll (Line Islands), Canton Island, Fiji and New Caledonia for landplane routes that to a large extent would parallel Pan American Airways' pre-war FAM-19 seaplane route. The ACFC's Hickam Field (Oahu) – Christmas Island – Canton Island – Nandi (Fiji) – Tontouta (New Caledonia) – Sydney route is shown in [Figure 1](#).

The first four-engine B-17 bombers bound for Java flew the Hickam – Sydney route during the first two weeks of 1942, detouring to the Naval Air Station on Palmyra because the Christmas Island airfield was not quite ready. A secondary route fed aircraft from Australia to The Philippines. [Figure 2](#) shows an early cover flown on an ACFC transport from San Francisco to Sydney, destined for an airman in The Philippines (code name PLUM).

The pace of deliveries quickly outpaced the supply of available military pilots. The ACFC contracted with Consairways, Consolidated-Vultee Aircraft Company's transport division, to supplement the ferrying service by returning ferrying pilots from the South Pacific, using Consolidated LB-30 aircraft, an early model of the B-24 bomber. Before Pearl Harbor, Consolidated had been flying bombers from its factory across the Central Pacific (Hawaii – Midway – Wake – Port Moresby – Darwin – Manila) for delivery to the Army Air Force in the Philippines with the pilots returning to the U.S.A. by ship.

Consairways' started their supplementary transport service on 23 April 1942. During May 1942, fifteen trips carried 120 passengers, nearly a ton of mail, and almost thirteen tons of freight [4]. An airmail cover flown from Christmas Island by Consairways is shown in [Figure 3](#).

Air Transport Command South Pacific Routes

The ACFC was combined with other Army Air Force groups and re-designated as the Air Transport Command (ATC) on 20 June 1942. The newly-created ATC was charged with (1) ferrying all aircraft worldwide, (2) transporting personnel, material and mail for all War Department agencies (except troop carrier units) and (3) controlling, operating, and maintaining facilities on air routes outside of the U.S [4] (Even though the ACFC had been chartered to conduct all transport, the Navy continued operating its Naval Air Transport Service (NATS), which had been created just after Pearl Harbor. Conferences were held and agreement was reached to coordinate Army and Navy services, but this did not happen in practice until mid 1944.)

The ATC began with five wings, including the South Pacific Wing for operations from the West Coast. The Alaskan Wing was added in October 1942. The South Pacific Wing divided into the Pacific and West Coast Wings in early 1943. The West Coast Wing's operations were limited to between the West Coast and Hawaii. The wings were recombined by the end of 1943 in order to better coordinate service.

ATC Continuation of ACFC South Pacific Routes

Transport and ferrying operations continued to accelerate, and the ATC contracted with United Airlines to supplement the transport service. United flights from Hawaii to Australia began on 23 September 1942. Beginning 15 June 1943, the main route from Hickam to Australia was changed to Hickam - Canton - Plaines des Gaiacs (New Caledonia) - Amberley Field (Brisbane). Every fifth southbound flight flew the old Hickam – Christmas – Tutuila – Nandi route, bypassing Canton.

Consairways and United continued as operators with fourteen trips scheduled each week between California and Australia using fifteen Liberator-type (B-24, LB-30 and C-87) aircraft and Douglas C-54 (reinforced DC-4) Skymaster transports, [Figure 4](#). The C-87 Liberator Express was the purpose-built transport version of the B-24, [Figure 5](#).

The pace of operations accelerated. Effective 6 October 1943, all Australia routes originated from Hamilton Field (San Francisco). The original route was flown eleven trips monthly and the route through Canton fourteen trips weekly. A third route was added with four weekly trips. On this route, southbound flights followed Hamilton – Hickam – Canton – Plaines des Gaiacs – Amberley, and northbound flights also stopped at Nandi. Consairways and United continued as operators on all of these routes. [Figure 6](#) shows the ATC routes in early February 1944.

The “Milk Run” Route

Another South Pacific route was started in April 1943. The “Milk Run” served additional South Pacific islands on an alternate more southerly ferrying route. ATC crews in C-87 aircraft flew the route Hickam Field – Christmas Island – Penrhyn Island (Cook Islands) – Bora Bora (Society Islands) – Aitutaki (Cook Islands) – NAS Tutuila (American Samoa) – Nandi every seven to ten days. The “Milk Run” carried supplies and mail to Army and Navy personnel on the route. [Figure 7](#) shows a cover mailed by a soldier on Bora Bora that was carried on the “Milk Run”. Regular service on the route ended in August 1944.

Intra-Theater Rest & Recreation Shuttle Routes

Two intra-theater shuttle routes were established during 1943 to ferry personnel to Australia and New Zealand for rest and recreation. These shuttles carried mail in addition to troops.

Auckland – Espiritu Shuttle

Started in February 1943, this shuttle carried soldiers and Marines personnel stationed on Guadalcanal and neighboring islands to New Zealand. It was operated by United Airlines with C-87 Liberator Express transports. The initial route was Espiritu Santo (New Hebrides) to Auckland via Plaines des Gaiacs. A typical cover carried on the route from Auckland to connect with the South Pacific route is shown in [Figure 8](#).

The Auckland – Espiritu route was extended northwards in January 1944 to Guadalcanal, and was flown by ATC pilots when two more C-87's became available. This service supplemented the South Pacific Combat Air Transport Command (SCAT) service, which began in Guadalcanal in late 1942 evacuating

wounded to Espiritu Santo and Noumea (New Caledonia). **Figure 9** shows a cover sent by a Marine on Guadalcanal to Los Angeles in December 1943, which was carried by SCAT to Espiritu Santo and onwards by the ATC.

“Sacktime” Shuttle

The “Sacktime” shuttle carried soldiers stationed in the New Guinea area to Australia. It was operated from July 1943 with five Douglas C-47 aircraft (cargo versions of the DC-3) flown by ATC crews on the route Port Moresby (New Guinea) – Townsville – Sydney. An example of a cover carried on the shuttle is shown in **Figure 10**, mailed by a medical corpsman stationed in Port Moresby. The route was later extended to Nadzab Airfield, near Lae on the northeastern coast of New Guinea. Other non-ATC transport assets eventually took the place of ATC.

Shift to the Southwest Pacific

Effective 23 February 1944, the ATC began shifting emphasis from the South Pacific routes northwards to the Solomon Islands and New Guinea. Three routes emerged. The Hamilton - Amberley route via Hickam, Canton, Nandi and Plaines des Gaiacs was flown eleven times weekly by Consairways. Two new Hamilton – Townsville (Australia) routes via Hickam, Canton, and Guadalcanal were flown fourteen times weekly by United. On half of these, Port Moresby (New Guinea) was inserted as a stop between Guadalcanal and Townsville.

Figure 11 shows a cover sent from a Netherlands East Indies Air Force APO in Hollandia to Curacao in October 1944. The letter was carried over the Port Moresby – Guadalcanal – Funafuti – Canton – Hickam – Amberley route. The sender was required to pay FAM rate postage (actually overpaid by five cents) as the letter was addressed to a non-military addressee in a foreign country.

The Hamilton - Townsville route was dropped by early November 1944. The remaining South Pacific Hamilton - Amberley route was now flown twice weekly by ATC C-54 transports via Christmas, Canton, Nandi, and Tontouta. In December, Consairways took over the route, flying LB-30 transports, until at least April 1945. **Figure 12** shows the ATC South Pacific and Southwest Pacific routes in early November 1944.

The ATC carried civilian mail on a space-available basis. **Figure 13** shows a registered commercial cover mailed in December 1944 from Buenos Aires, Argentina to Sydney and carried on the ATC (or the NATS) South Pacific Route from San Francisco. Registry markings indicate six days time between receipts in Honolulu and Brisbane, too fast for transport by sea.

New Guinea Routes

ATC transport service to Port Moresby from the South Pacific route was too late in coming, as the fighting had moved to the other side of the island. Transport was really needed off the north coast of New Guinea, at Nadzab airfield, which had been secured before the end of 1943. Cargo offloaded from ATC aircraft at Port Moresby had to be lifted 200 miles across New Guinea by local U.S. Army and Australian transports. **Figure 14** shows a cover carried by intra-theater Army transports across New Guinea from Oro Bay on the northeast coast to Port Moresby in June 1943.

Under pressure to more closely service the fronts, ATC's Pacific Wing was split to create the Southwest Pacific, South Pacific, Central Pacific and West Coast wings. By the end of June 1944, the new ATC Southwest Pacific Wing assumed the cross-New Guinea lift, flying C-47 transports four trips daily from Sydney to Nadzab, parallel to the "Sacktime" shuttle route. In September, the shuttle was extended to Hollandia on the north coast of Dutch New Guinea and Townsville was bypassed.

From August 1944, ATC operated a third shuttle between Brisbane and Hollandia on alternate days in C-54 transports. Another shuttle flew the route Nadzab – Lae – Milne Bay – Finschhafen – Dobodura (New Guinea northeast coast).

In yet another round of reorganization the South Pacific and Central Pacific Wings were combined into the Pacific Ocean Areas Wing. The Far Eastern Air Forces, made up from elements of 13th and 5th Army Air Force assets, assumed control of the Australia – New Guinea shuttles, which after General McArthur fulfilled his promised return to the Philippines, were extended to Leyte (Philippines).

The ATC shifted its terminus from Port Moresby to Nadzab on 23 June 1944. On 5 August, Consairways began running two trips a day from Hamilton field to Nadzab. **Figure 15** shows a cover that was carried by Consairways from Nadzab to San Francisco in September. On 15 August, United left Townsville and also began flying two trips a day to Nadzab. But, the war continued moving northwards. Biak Island (Schouten Islands), off the north coast of Dutch New Guinea, replaced Nadzab as the route terminus on 15 November.

Between September 1944 and January 1945, the ATC evacuated wounded from the Palau (Caroline Islands) campaign from Manus (Admiralty Islands) via Los Negros (Admiralty Islands) to Guadalcanal. The shuttle was flown by ATC personnel using C-47 transports. **Figure 16** shows a registered cover flown by the ATC in late July from Los Negros to Hamilton Field via Guadalcanal, Funafuti, Canton, and Hickam Field. A second ATC shuttle from Nadzab to Dobodura Airfield, near Buna in eastern New Guinea, was operated in September and October 1944, also using C-47 transports.

On New Year's Day 1945, Fairfield-Suisun Army Air Base northeast of San Francisco became the point of origination for ATC transport flights to Guadalcanal, New Guinea, and Australia. Hamilton Field remained the base for trips to the Marianas and the Philippines.

Connection with ATC in India

The milestone of a round-the-world air route was achieved on 22 January 1945 as ATC established regularly scheduled transport service between its Pacific and India-China routes. The connecting route was Calcutta – Colombo (Ceylon) – Exmouth Gulf (Australia) – Biak. Perth was designated as an alternate for Exmouth Gulf. The initial schedule included twice weekly flights in C-54 transports piloted by ATC crews.

ATC Central Pacific Routes

A review of Pacific transport operations in late 1943 highlighted the fact that the war had moved northwards and the ATC services had not kept up. As a result the ATC rapidly began to rearrange existing routes and add new routes to the Southwest and Central Pacific areas.

Tarawa Evacuation Routes

Beginning 15 November 1943, the ATC had been evacuating casualties from the invasion of Tarawa (Gilbert Islands) on a new route from Funafuti (Ellice Islands) to Hickam via Canton. By 5 January 1944, the ATC was flying directly into Tarawa. Tarawa was to become part of the ATC's Central Pacific routes. **Figure 17** shows a cover sent by a bomber squadron officer via the Tarawa evacuation route from Funafuti to Hawaii in late November.

Effective 25 February 1944, Tarawa became the terminus of a direct route from Hickam Field via Johnston Island, designed to speed up evacuation of wounded from the Kwajalein (Marshall Islands) invasion (**Figure 6**).

Southwest Pacific via Johnston Island

Effective 1 November 1944, the route from Hawaii to Tarawa was extended to Guadalcanal. The route was operated by the ATC using C-54 transports with five trips weekly to Guadalcanal. The route connected with to the South Pacific route leading to Los Negros and Biak. Fourteen additional weekly through trips to Biak were added during the month of January 1945. **Figure 18** shows these routes at the end of January. An official registered letter following the Johnston Island route from Los Negros to San Francisco in April 1945 is shown in **Figure 19**.

Marshall Islands, Marianas Islands, The Philippines

Island hopping across the Central Pacific proceeded at a rapid pace from June 1944. Saipan was liberated in early July, Guam in late July, and Leyte was invaded on 20 October. ATC scheduled services began to catch up with the opening of a new route from San Francisco to Kwajalein in the Marshall Islands in late May 1944. A cover sent in April 1945 from Kwajalein via Johnston Island is shown in **Figure 20**.

The ATC extended regular transport service to Saipan by mid August 1944. The movement of the new B-29 Superfortress Bombers to Saipan, Guam and Tinian began in November 1944, and the ATC assisted with ferrying and with staging of spare parts and supplies for their maintenance. A cover carried by the ATC from a B-29 squadron on Saipan to an APO address in France in late November 1944 is shown in **Figure 21**.

The ATC Pacific routes extended to Tacloban Airfield in Leyte by early November 1944, soon after the invasion in October. ATC C-54 transports flew this route fourteen times weekly, reduced to seven times weekly after mid December. **Figure 22** shows a cover sent by an army infantryman from Leyte to St. Lucia, British West Indies in January 1945 and carried by the ATC to Miami. Regular transport service to

Guam began on 18 January 1945. Guam was soon established as the major ATC base for supporting the invasions of Iwo Jima and Okinawa. ATC was heavily engaged in evacuation of wounded servicemen eastwards, while carrying cargo westwards. **Figure 23** shows a cover sent from Iwo Jima on the last day of battle.

The routes to Leyte saw several variations in the early months of 1945 and additional flights were added in March. Manila was added as a destination. **Figure 24** shows a cover sent in May 1945 by an army nurse in Manila to her husband serving in China. ATC carried this letter nearly around the world, then all the way back to the sender.

The ATC began evacuation flights from Okinawa (Ryukyus Islands) to Guam on 8 April 1945 and opened scheduled service from San Francisco to Okinawa on 15 April, before the island was completely secure. **Figure 25** shows a cover sent from Okinawa in mid June 1945.

North to Japan

ATC transport service was further beefed up in preparation for operations against the Japanese home islands later in the year. Aircraft were no longer in short supply, and spare C-54's were available at all Central Pacific stops. ATC schedules for 1 August 1945 included six daily shuttle flights with C-54 and LB-30 transports between the Hamilton Field and Hickam Field, twelve daily C-54 flights from Hamilton to the Marianas, five to Okinawa, and five to Manila. An additional shuttle linked the Marianas with Manila.

Everything changed with the prospect of the early conclusion of the war by use of the atomic bomb. ATC's C-54 aircraft were withdrawn from Australia and New Guinea area and moved northwards, leaving Consairways and United to continue those services. The ATC was prepared for the surrender and made its first flight into Atsugi Airport, Tokyo on 28 August, beginning the occupation of Japan. ATC completed 1,336 flights into Japan over thirteen days, carrying over 23,000 troops, 924 jeeps, nine liaison aircraft, 329 other pieces of equipment, 2,348 barrels of gasoline and oil, and over 900 tons of rations. [4]

Figure 26 shows the inclusion of connections from Guam to Tokyo and from Manila to Cumming, China in the ATC Pacific route map as of 1 September 1945. **Figure 27** shows a cover mailed from Yokohama six days after the formal surrender of Japan and carried by the ATC to APO addresses in Germany. **Figure 28** shows a cover carried by the ATC from Cumming to Iwo Jima in October 1945.

ATC Aleutian Island Routes

The U.S. military buildup in Alaska commenced soon after Pearl Harbor. The ACFC and ATC relied heavily on Northwest Airlines, United Airlines and Western Airlines to provide transport services to Alaska using, for the most part, C-47 aircraft supplied by the Army. The ATC Alaskan Wing was activated on 17 October 1942 to coordinate Alaska air transport. Throughout the war, ATC transports carried mail, passengers and cargo to defense units throughout Alaska. The ATC also carried small amounts of cargo and mail for Russian delivery. A map of the ATC routes is shown in **Figure 29**.

The Inland Routes

In January 1942, the ACFC directed Northwest Airlines to set up transport operations from the lower forty-eight states to Alaska. Northwest started operations in February over the inland route from Fargo, North Dakota to Fairbanks, Alaska via Edmonton, Regina, Fort St. John and Whitehorse in Western Canada and Northway just across the Alaska border. Minneapolis soon became the origin point of the route for Northwest flights. Northwest continued servicing the inland route until July 1945.

Alaska was also a delivery point for aircraft destined for Russia. Aircraft were to be flown by the Air Corps Ferrying Command to Fairbanks, where they would be turned over to Russian air crews. The ATC made the first aircraft delivery on 29 September 1942. The ferrying route was also inland, leaving the United States at Great Falls, Montana and carrying through Western Canada to Fairbanks.

In early June 1942, the Japanese attacked the Aleutian Islands, occupying Attu and Kiska Islands and shelling Dutch Harbor. Northwest Airlines assets provided emergency air transport from Minneapolis to Dutch Harbor for the Alaska Defense Command.

Two other airlines provided service along the inland routes. From June to August 1942, United Airlines provided transport service from Salt Lake City to Anchorage. From May to August 1942, United Airlines flew an inland route from Chicago to Fairbanks. From April 1942, Western Airlines flew the route from Great Falls to Nome using C-47 and C-46 Commando transports, extending the route to Kodiak, Dutch Harbor and Attu late in the year.

From January 1944 to July 1945, ATC contracted with Northwest to supply regular transport service along the Aleutian Islands chain. A letter from Adak Island carried by Northwest Airlines to Fargo, North Dakota via Anchorage is shown in [Figure 30](#).

The Coastal Routes

Northwest Airlines began flying a coastal transport route from Seattle to Anchorage for the Army in August 1942. This service was taken over by the ATC in January 1943, and United Air Lines was contracted to provide the service. United transports made stops at Ketchikan, Juneau, Yakutat, and Cordova. In August and September 1943, United extended the route to transport high priority passengers and mail from Anchorage to Adak. [Figure 31](#) shows a cover carried in November 1943 by the ATC from a soldier on Atka Island in the far Aleutians to Ketchikan via the Coastal Route. The Coastal Route was closed on 31 December 1945.

ATC Post War Operations

The ATC had already linked up for round-the-world air service at the beginning of 1945. By 1 September 1945, a better ATC transport connection from Manila to Kunming (China) replaced the Australia – India route ([Figure 26](#)). Well after the end of the war, the ATC provided commercial transpacific passenger and airmail service across the Pacific, until Pan American Airlines services were eventually restored in April 1946.

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Appendix I

ATC Pacific Air Transport Route Tables

Dates	ACFC South Pacific Transport Route	Operator	Equipment	Trips per Week
Jan – Jun 42	San Francisco – Hickam – Christmas – Canton – Nandi – Tontouta – Sydney	ACFC	^a	
23 Apr – 20 Jun 42	San Francisco – Hickam – Christmas – Canton – Nandi – Tontouta – Sydney	Consair	LB-30	^b

^a Southbound trips by ferried bombers. Northbound trips by transport

^b Irregular schedule. Fifteen trips flown during May 1942

Dates	ATC South Pacific Routes to Australia	Operator	Equipment	Trips per Week
20 Jun 42 – Jun 43	San Francisco – Hickam – Christmas – Canton – Nandi – Tontouta – Sydney or Brisbane ^a	ATC, Consair	B-24, C-54	
15 Jun 43 – 5 Oct 43	San Francisco – Hickam – Canton – Plaines des Gaiacs – Amberley (Brisbane) ^c	Consair	B-24, LB-30, C-87	14
		United ^b	C-87	
6 Oct 43 – 22 Feb 44	Hamilton – Hickam – Canton – Plaines des Gaiacs – Amberley ^d	Consair	B-24, LB-30, C-87	14
	Hamilton – Hickam – Canton – Plaines des Gaiacs – Amberley	United	C-87	
		Consair, United	B-24, LB-30, C-87	4
23 Feb 44 – Nov 44	Hamilton – Hickam – Christmas – Tutuila – Nandi – Plaines des Gaiacs – Amberley	Consair, United	B-24, LB-30, C-87	ca. 3
	Hamilton – Hickam – Canton – Nandi – Plaines des Gaiacs – Amberley	Consair	B-24, LB-30, C-87	11
	Hamilton – Hickam – Canton – Funafuti – Guadalcanal – Townsville – Port Moresby – Guadalcanal – Canton – Hickam – Hamilton ^e	United	C-54, C-87	7
1 Nov 44 – 1 Sep 45	Hamilton – Hickam – Canton – Guadalcanal – Townsville	United	C-54, C-87	7
1 Nov 44 – 1 Sep 45	Hamilton – Hickam – Christmas – Canton – Nandi – Tontouta – Amberley	ATC	C-54	2
		Consair ^f	LB-30	

^a From 2 Sep 42

^b From 23 Sep 43

^c Every 5th trip flies Hamilton – Hickam – Christmas – Tutuila – Nandi – Tontouta – Amberley

^d Return trips stop at Nandi

^e Circular route

^f Consairways replaces ATC from 15 Dec 44

Dates	Tarawa Evacuation Shuttles	Operator	Equipment	Trips per Week
15 Nov 43 – 5 Jan 44	Hickam – Canton – Funafuti	ATC	C-47	
5 Jan 44 – 23 Feb 44	Hickam – Canton – Tarawa	ATC	C-54	

Dates	ATC “Milk Run”	Operator	Equipment	Trips per Week
Apr 43 – 10 Feb 44	Hickam – Christmas – Penrhyn – Bora Bora – Aitutaki – Tutuila – Nandi	ATC	C-87	1
10 Feb 44 – Aug 44	Hickam – Canton – Nandi – Tutuila – Aitutaki – Bora Bora – Penrhyn – Christmas – Hickam ^a	ATC	C-87	^a

^a One trip every ten days

Dates	ATC Rest & Relaxation Shuttles	Operator	Equipment	Trips per Week
Jul 43 –	“Sacktime Line” Port Moresby – Townsville, Sydney	ATC	C-87	
Feb 43 – Nov 44	Auckland - Plaines des Gaiacs – Espiritu – Guadalcanal ^a	United	C-87	

^a Guadalcanal added Jan 44

Dates	New Guinea Shuttles	Operator	Equipment	Trips per Week
Jun 44 - Aug 44	Sydney – Amberley - Townsville – Port Moresby – Nadzab	ATC	C-47	28
Sept 44 – Oct 44	Sydney – Amberley – Port Moresby – Nadzab – Hollandia	ATC	C-47	
Sep 44 – Oct 44	Nadzab – Lae - Milne Bay – Finschhafen – Dobodura	ATC	C-47	
Aug 44 -	Hollandia - Brisbane	ATC	C-54	3-1/2 ^a

^a Operated on alternate days

Dates	ATC Southwest Pacific Routes via Canton Island	Operator	Equipment	Trips per Week
10 Feb 44 – 1 Nov 44	Hamilton – Hickam – Canton – Funafuti ^a – Guadalcanal – Port Moresby – Townsville	United	C-54, C-87	7
5 Aug 44 – 14 Nov 44	Hamilton – Hickam – Canton – Guadalcanal – Nadzab	Consair, United	B-24, LB-30, C-87, C-54	14 – 32
5 Aug 44 – 30 Apr 45	Hamilton – Hickam – Canton – Guadalcanal	ATC	C-54	5
1 Nov 44 – 31 Dec 44	Guadalcanal – Los Negros (Admiralty Islands)	ATC	C-47	
15 Nov 44 – 31 Jan 45	Hamilton – Hickam – Canton – Guadalcanal – Biak	Consair, United	B-24, LB-30, C-87, C-54	28
1 Aug 45 -	Fairfield – Hickam – Canton – Guadalcanal	Consair	LB-30	7
	Fairfield – Hickam – Canton – Guadalcanal – Biak			7

^a Funafuti dropped and Nanomea added after 25 Feb

Dates	ATC Southwest Pacific Routes via Johnston Island	Operator	Equipment	Trips per Week
1 Nov 44 – Apr 45	Hamilton – Hickam – Johnston – Tarawa – Guadalcanal	ATC	C-54	5
1 Jan 45 – 31 Jan 45	Hamilton – Hickam – Johnston – Tarawa – Guadalcanal - Biak	ATC	C-54	14
1 Feb 45 – 31 Mar 45	Hamilton – Hickam – Tarawa – Guadalcanal – Los Negros - Biak	ATC	C-54	14
1 Feb 45 – 28 Feb 45	Hamilton – Hickam – Johnston – Tarawa – Los Negros – Biak	Consair	LB-30	28
		ATC	C-54	
1 Mar 45 – 31 Mar 45	Hamilton – Hickam – Johnston – Tarawa – Los Negros – Biak - Leyte	Consair	LB-30	28
		ATC	C-54	
1 Apr 45 -	Hamilton – Hickam – Johnston – Tarawa – Los Negros – Biak - Leyte	Consair	LB-30	21
		ATC	C-54	

Dates	ATC Central Pacific Routes via Johnston Island	Operator	Equipment	Trips per Week
10 Feb 44	Hickam - Johnston Island - Tarawa	ATC	C-54	7
End of May – Mid Aug 44	Hickam - Johnston Island - Kwajalein	ATC	C-54	
Mid Aug 44 – Nov 44	Hickam - Johnston Island - Kwajalein - Saipan	ATC	C-54	
Early Nov 44 – 14 Dec 44	Hamilton – Hickam – Johnston – Kwajalein – Saipan – Leyte	ATC	C-54	14 ^a
15 Dec 44 – 1 Jan 45	Hamilton – Hickam – Johnston – Kwajalein – Saipan – Leyte	ATC, United	C-54	14
1 Jan 45 – 28 Feb 45	Hamilton – Hickam – Johnston – Kwajalein – Saipan or Guam – Leyte	ATC, United	C-54	14
1 Mar 45- 30 Apr 45	Hamilton – Hickam – Johnston – Kwajalein – Saipan – Leyte	ATC	C-54	7
	Hamilton – Hickam – Johnston – Kwajalein – Saipan ^c – Leyte	ATC, United	C-54	7
30 Apr 45 – 1 Aug 54	Hamilton – Hickam – Johnston – Kwajalein – Saipan or Guam – Leyte	ATC, United	C-54	7
1 Aug 45 – 1 Sep 45	Hamilton – Hickam – Johnston – Kwajalein – Saipan – Leyte	ATC	C-54	7
	Hamilton – Hickam – Johnston – Kwajalein – Okinawa			14
	Hamilton – Hickam – Johnston – Kwajalein – Saipan or Guam			63
	Hickam – Johnston – Kwajalein – Saipan or Guam			21
	Hamilton – Hickam – Johnston – Kwajalein – Okinawa			35
	Hamilton – Hickam – Johnston – Kwajalein – Saipan or Guam – Manila			35
	Saipan or Guam – Manila			7

^a Seven weekly trips after 15 December

Dates	ATC New Guinea – India Route	Operator	Equipment	Trips per Week
22 Jan 45 -	Biak – Exmouth Gulf (Western Australia) ^a – Colombo (Ceylon) - Calcutta	ATC	C-54	1/2

^a Perth is the alternate stop

Appendix II

ATC Alaska Transport Route Table

Dates	ATC Alaska Routes	Operator	Equipment	Trips per Week
21 Mar 42- Jul 45	Minneapolis/St. Paul ^a – Edmonton – Grand Prairie – Fort St. John – Fort Nelson – Watson Lake - Whitehorse – Northway – Big Delta - Fairbanks & Anchorage	NWA	C-47	21
Aug 42 – Jan 43	Seattle – Anchorage	NWA	C-47	14
Jan 44 – Jul 45	Anchorage – Dutch Harbor- Adak - Attu	NWA	C-47	21
15 May 42 – 4 Aug 42	Fairfield, Ohio - Chicago – Minneapolis – Regina – Fort St. John – Whitehorse – Northway – Fairbanks - Anchorage	United	C-47	
27 Jun 42 – 4 Aug 42	Salt Lake City – Edmonton - Regina – Fort St. John – Whitehorse – Northway – Fairbanks - Anchorage	United	C-47	
Jan 43 – 31 Dec 45	Seattle – Ketchikan – Juneau – Yakutat – Cordova - Anchorage	United, ATC ^b	C-47, C-54 ^c	10
Aug 43 – 15 Nov 44	Anchorage – Dutch Harbor – Adak – Attu ^d	United	C-47	
Apr 42 – Aug 45	Great Falls – Edmonton Regina – Fort St. John – Whitehorse – Northway – Fairbanks - Nome	Western	C-47, C-46	
Late 42 – Aug 45	Nome – Anchorage - Kodiak – Dutch Harbor - Attu	Western	C-47, C-46	

^a Changed to Minneapolis

^b ATC after 15 Nov 1944

^c C-54's introduced May 45

^d Extended to Attu by Jul 45

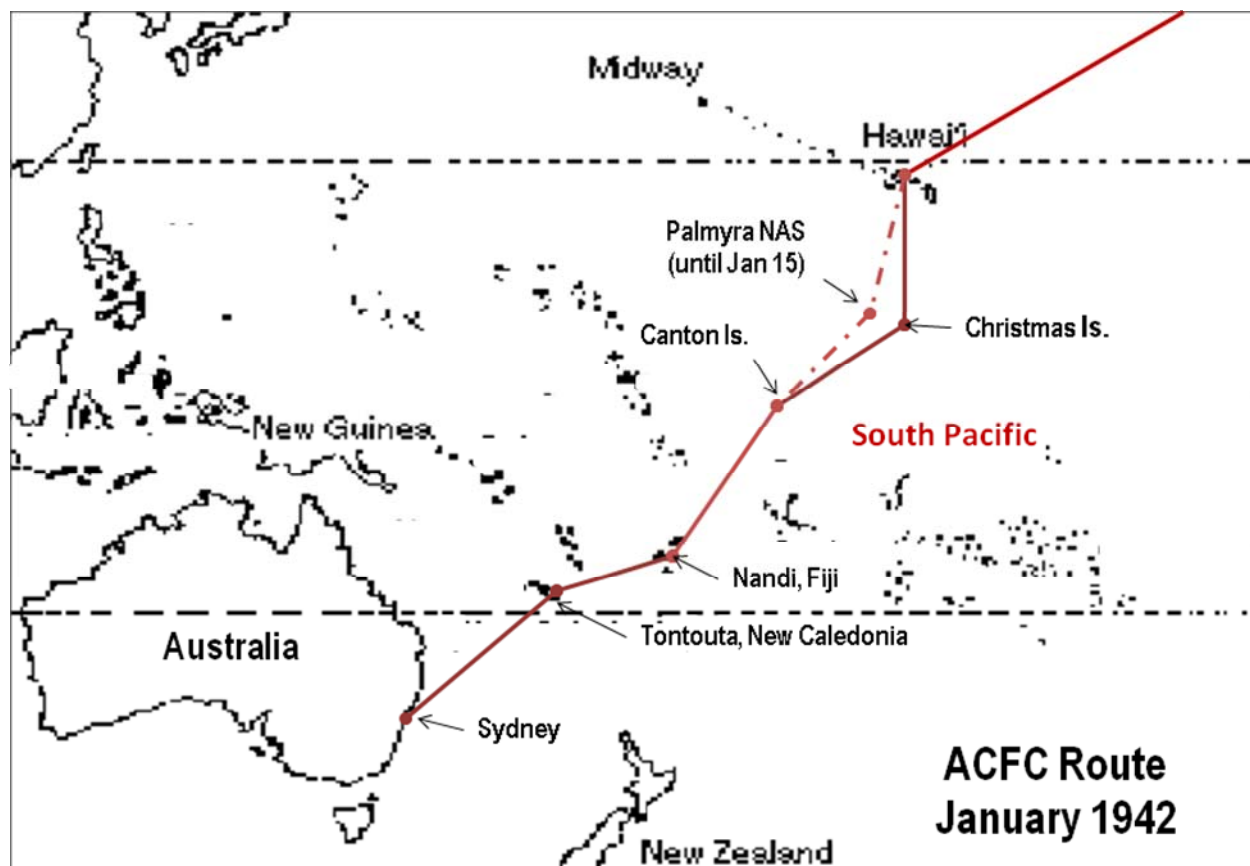


Figure 1. Air Corps Ferrying Command South Pacific Route to Australia



Figure 2. Cover addressed to an Army Air Corps private in the Philippines (Code Address PLUM). Delivered to him after his evacuation to Australia. Carried by ACFC bombers to Sydney



Figure 3. Cover from a soldier on Christmas Island, carried by a ACFC/Consairways transports



Figure 4. Army C-54 Skymaster transport, the military version of the Douglas DC-4 commercial airliner (U.S. Army Air Force photo)

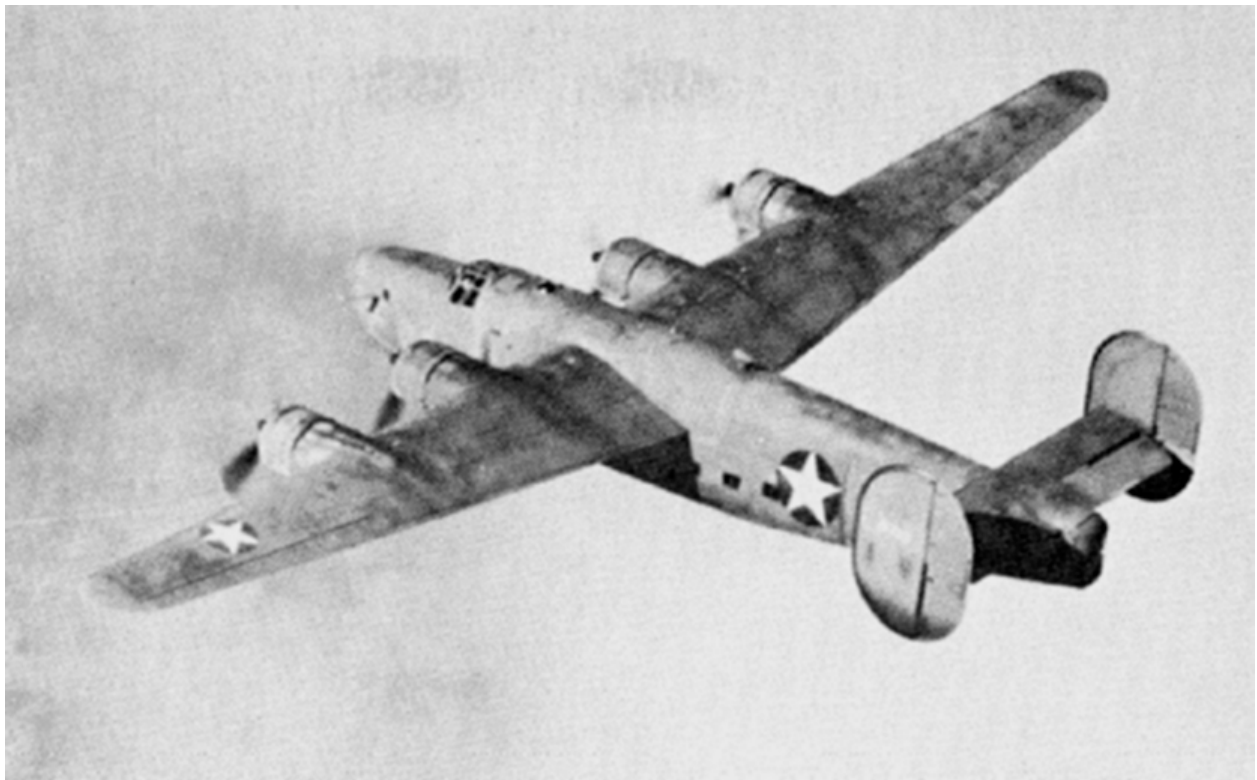


Figure 5. Army C-87 Liberator Express, the transport version of the Consolidated B-24 bomber (U.S. Army Air Force photo)

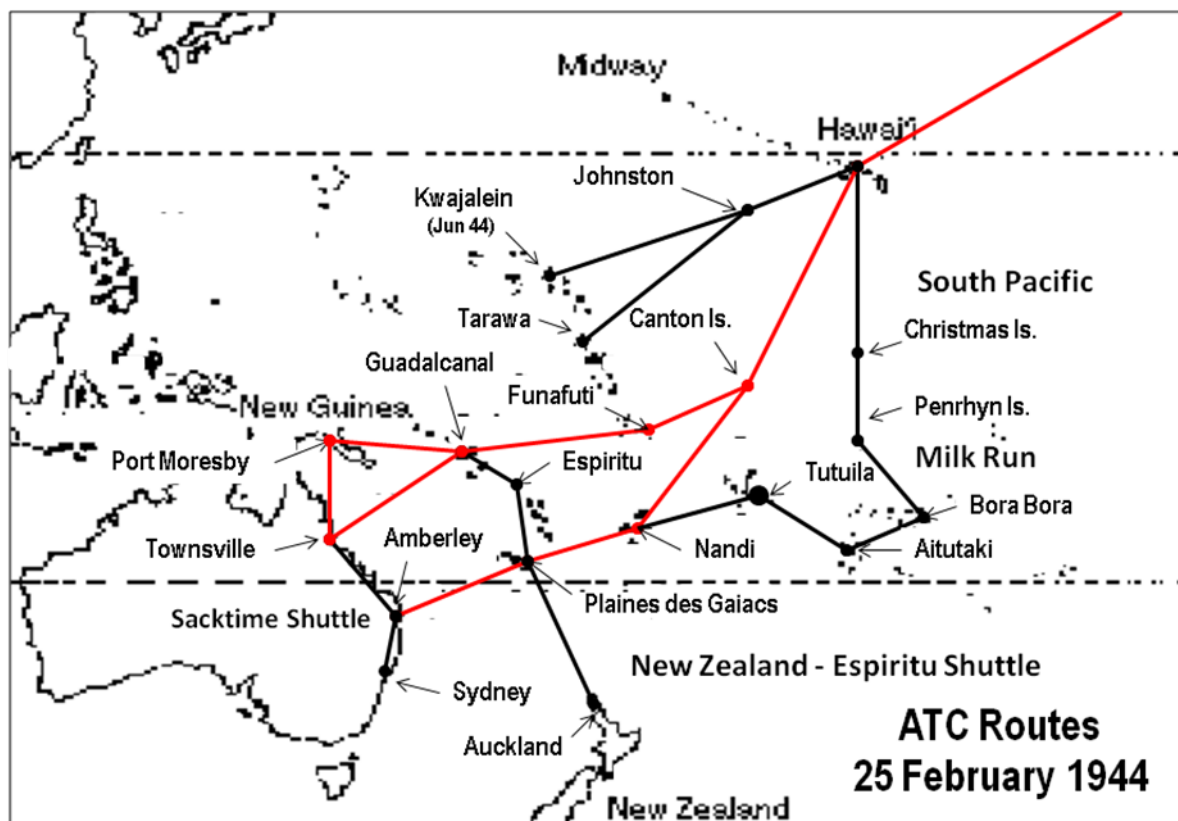


Figure 6. Initial South Pacific transport routes of the Army's Air Transport Command

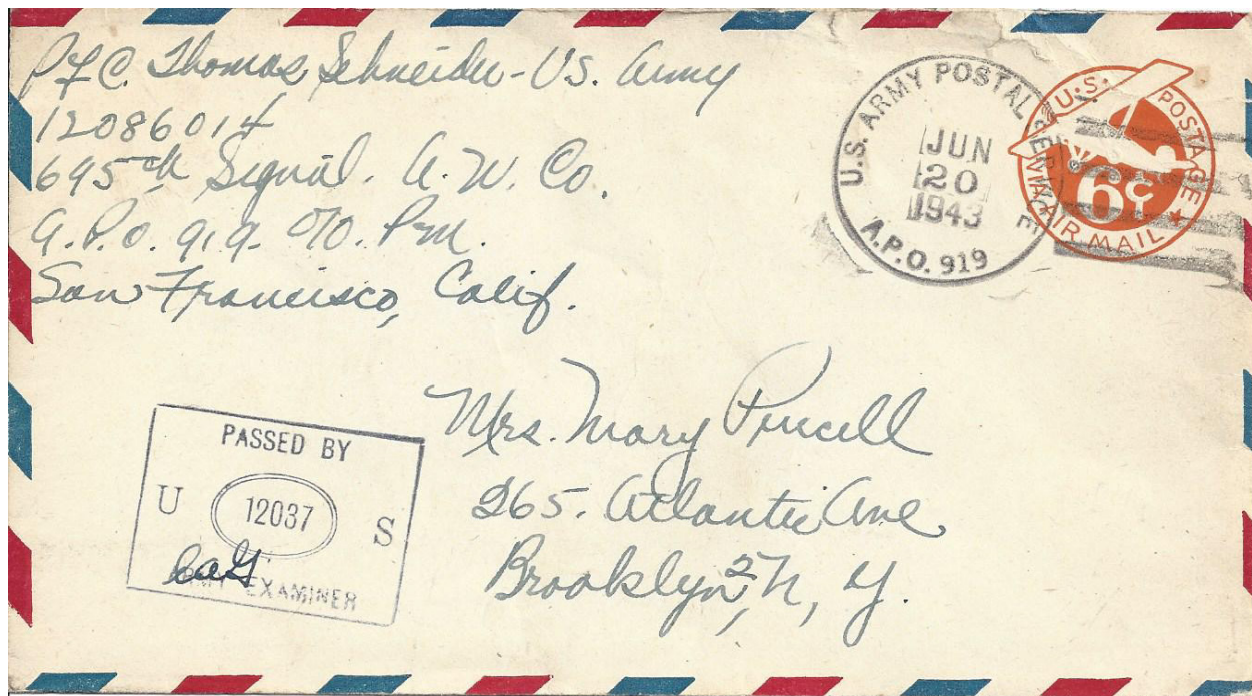


Figure 7. Milk Run cover carried by ATC transports from APO 919 in Bora Bora, French Polynesia

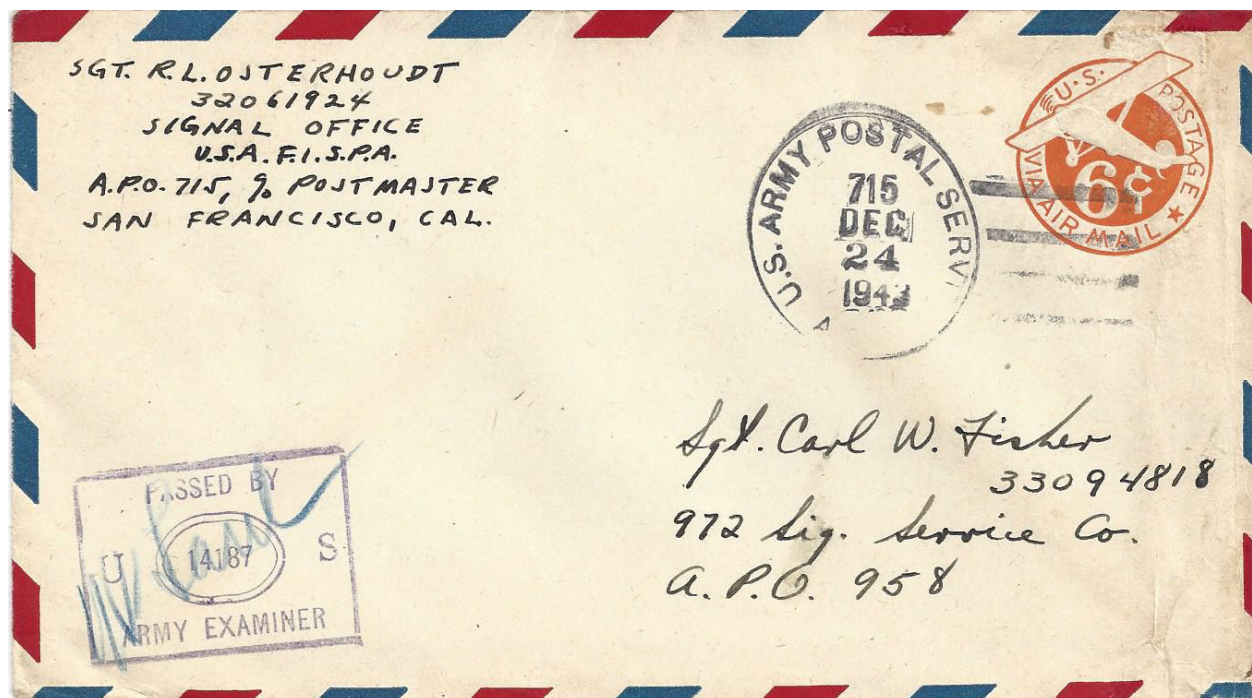


Figure 8. Cover sent between Signal Service personnel in Auckland, New Zealand and Fort Shafter, Oahu. Carried via the Auckland-Espiritu Shuttle and the main South Pacific route

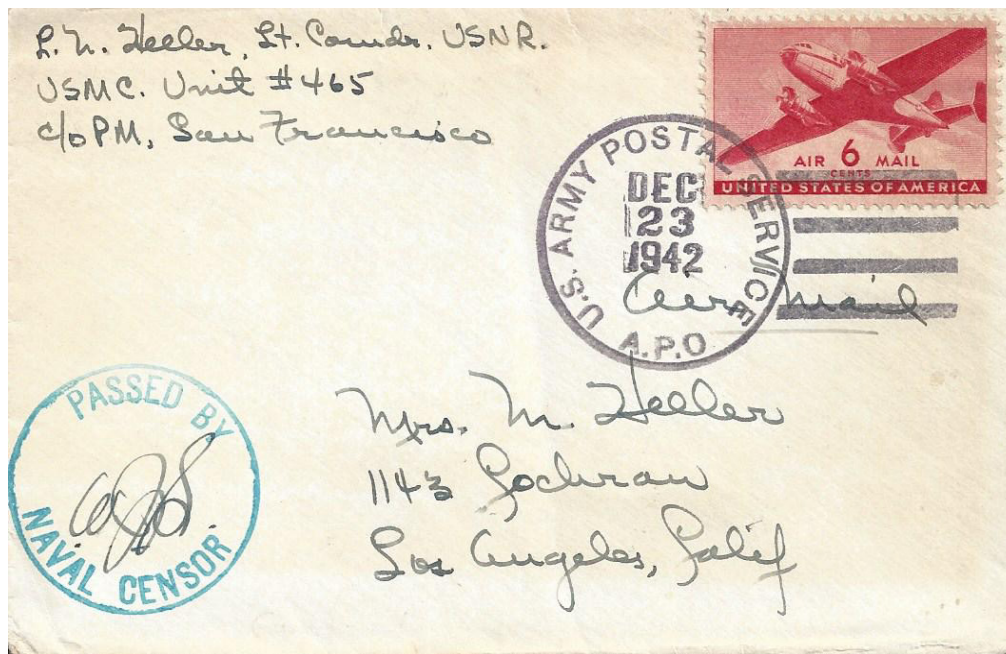


Figure 9. Cover from a Marine Lieutenant Commander on Guadalcanal. Carried by SCAT to New Caledonia and by ATC transport to San Francisco

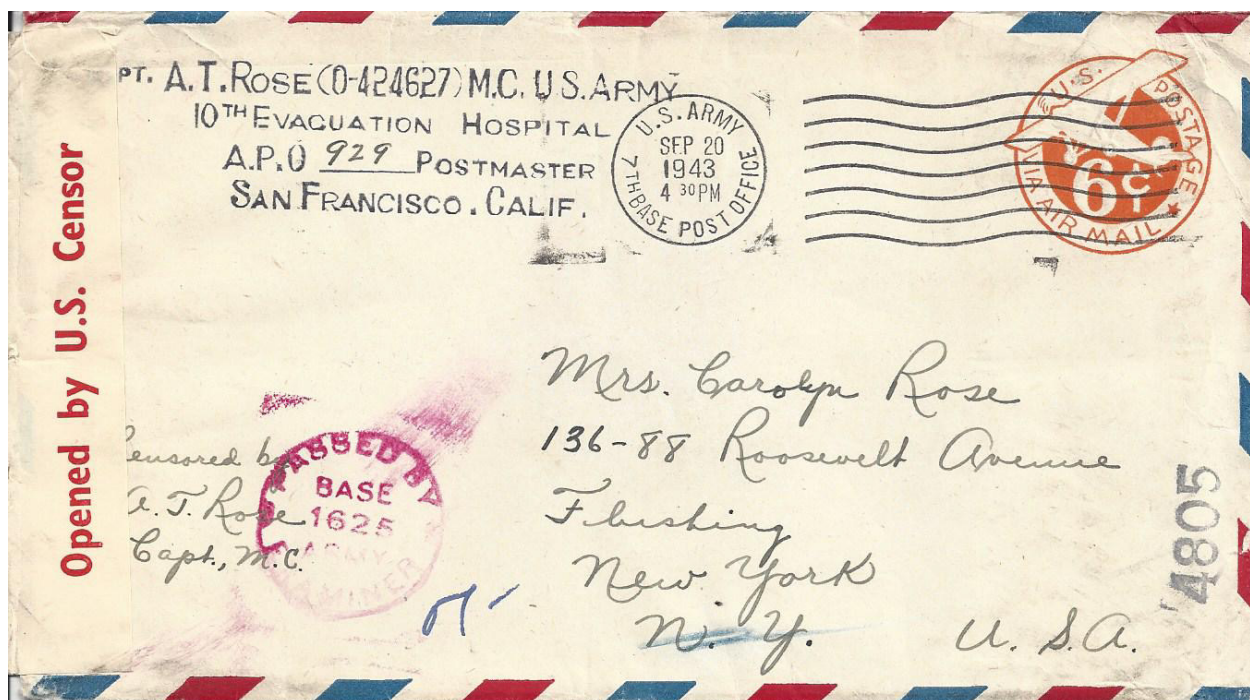


Figure 10. Cover from an Army medic in an evacuation hospital at Port Moresby, New Guinea. Carried by the ATC on the Sacktime Route to Brisbane for connection to the South Pacific Route



Figure 11. Cover from a Netherlands East Indies Air Force sergeant in Hollandia, Dutch New Guinea to Curacao in the Netherlands West Indies. The sender overpaid the required 25 cents FAM rate postage for carriage from Miami to Curacao

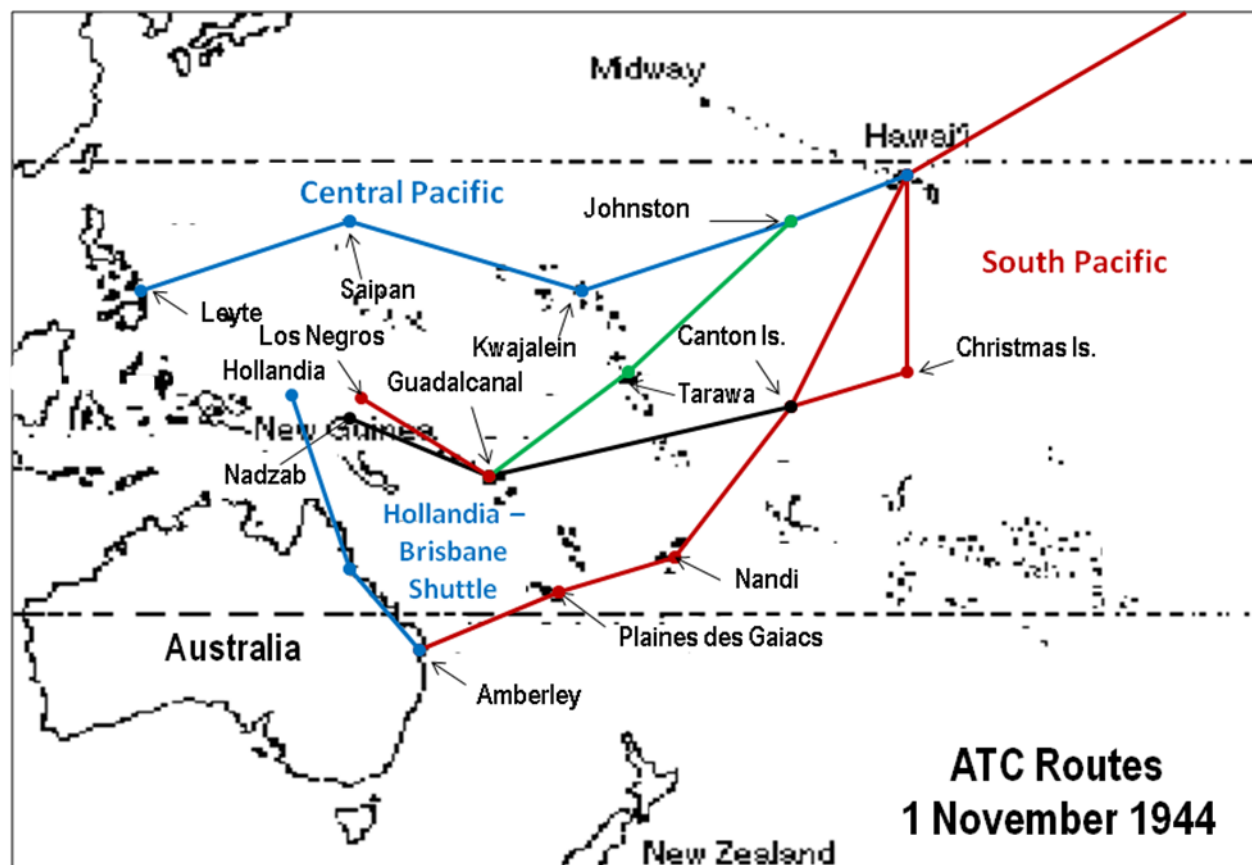


Figure 12. Extension of ATC transport routes into the Southwest Pacific by late 1944



Figure 13. Registered commercial cover from Argentina to Australia carried on space-available basis on the ATC South Pacific route. Registry markings indicate six days transit time between Honolulu and Brisbane



Figure 13a.

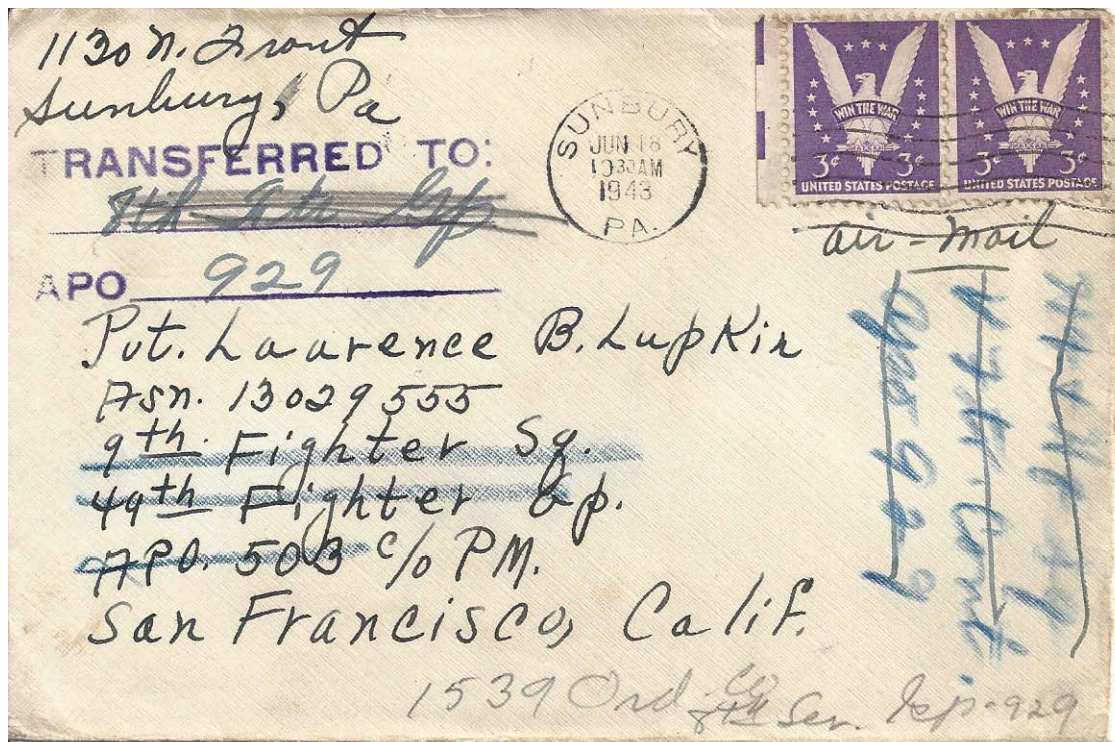


Figure 14. Cover mailed to a soldier at Oro Bay, New Guinea. Carried by ATC transport to Brisbane and then by intra-theater Army transports to Oro Bay, New Guinea (APO 503) and to Port Moresby (APO 929).

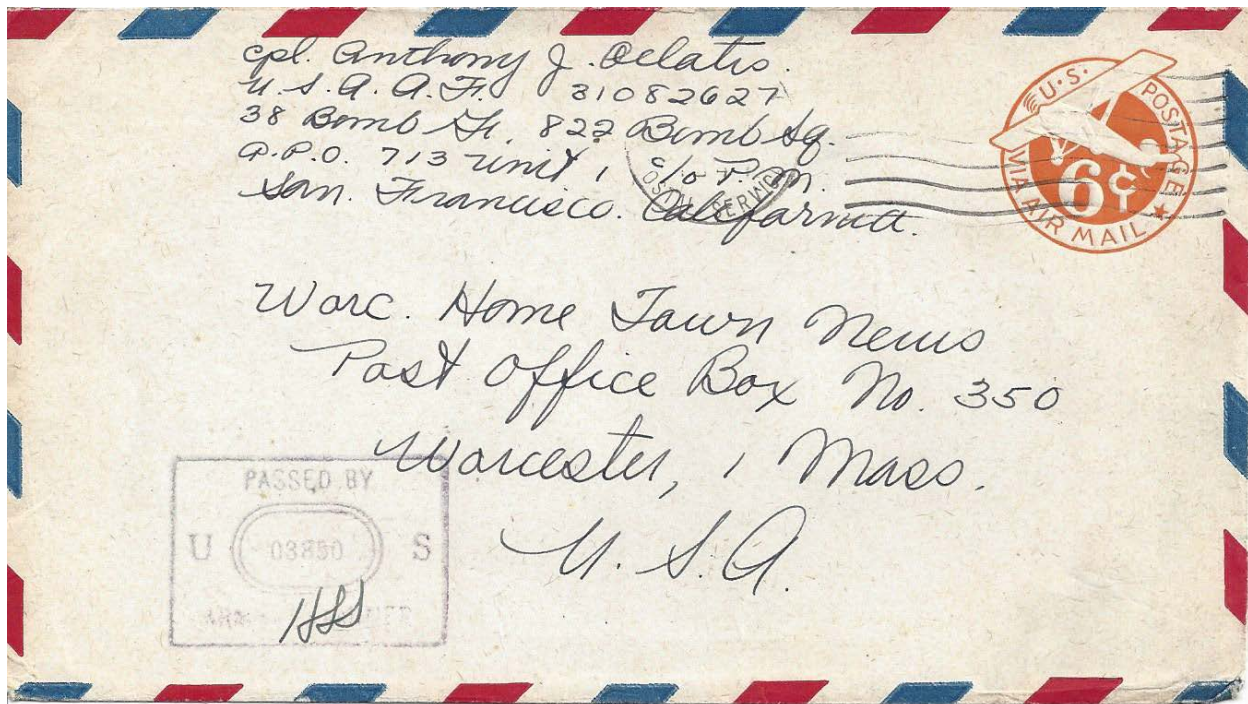


Figure 15. September 1944 cover carried by ATC/Consairways transports from the Army Air Corps field at Nadzab, New Guinea, to Hamilton Field, California.

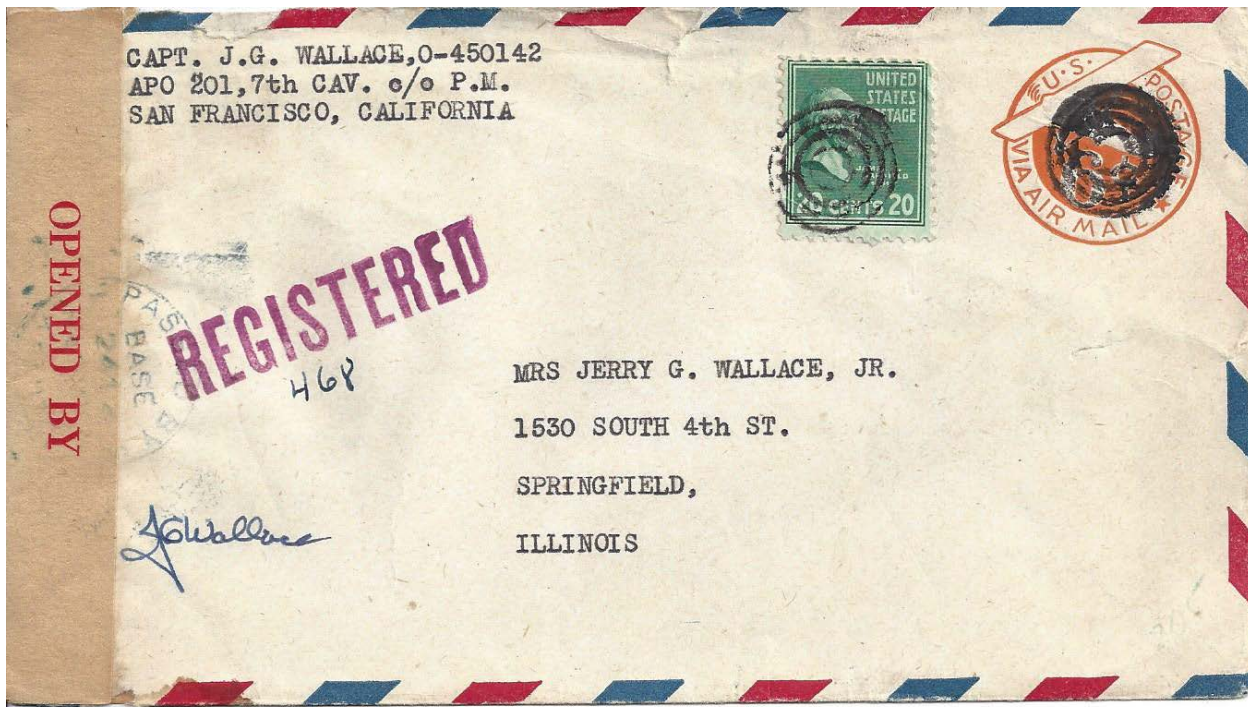


Figure 16. Registered cover from an Army captain on Los Negros, Admiralty Islands. Flown by ATC transports over the Southwest Pacific route via Guadalcanal.



Figure 17. Cover carried by ATC from Funafuti, Ellice Islands to Honolulu, then forwarded to Maui.

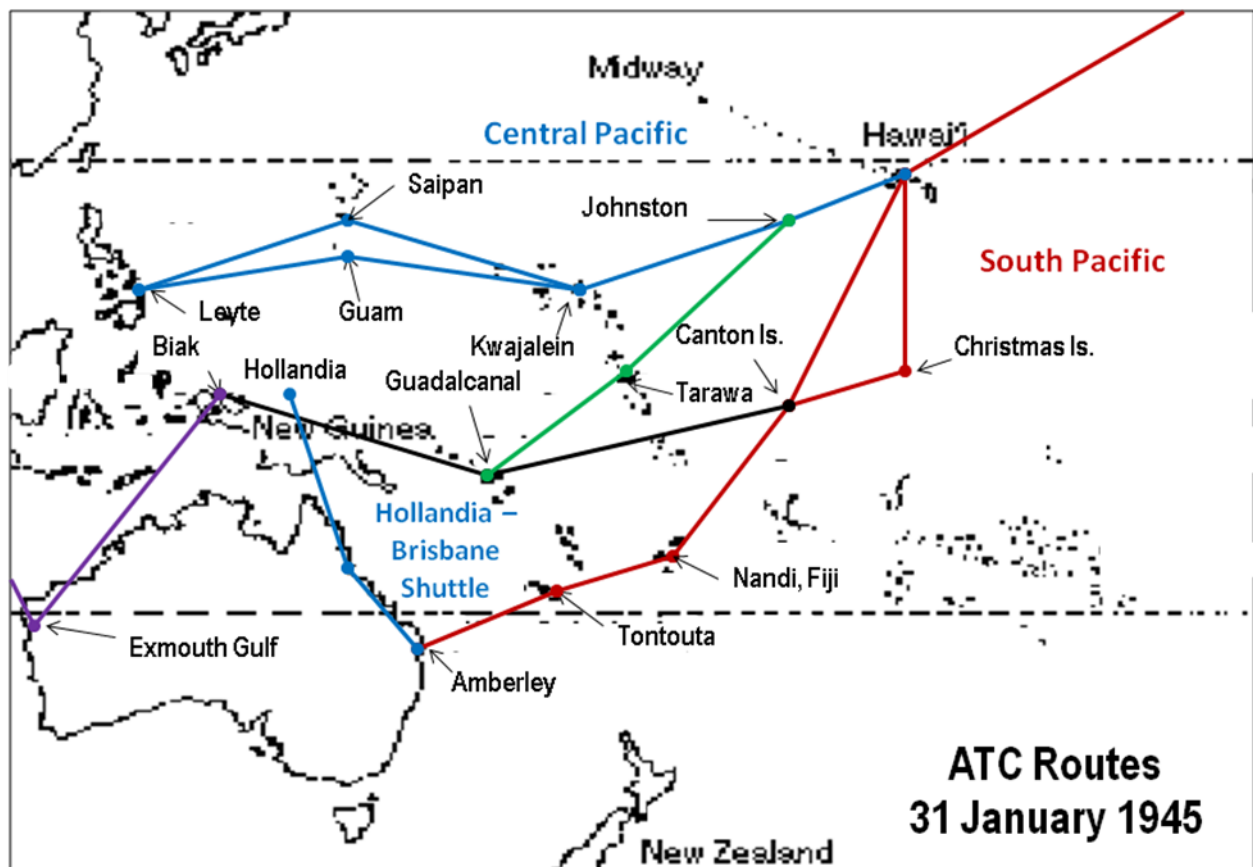


Figure 18. Addition of ATC Central Pacific and South Pacific routes via Johnston Island .

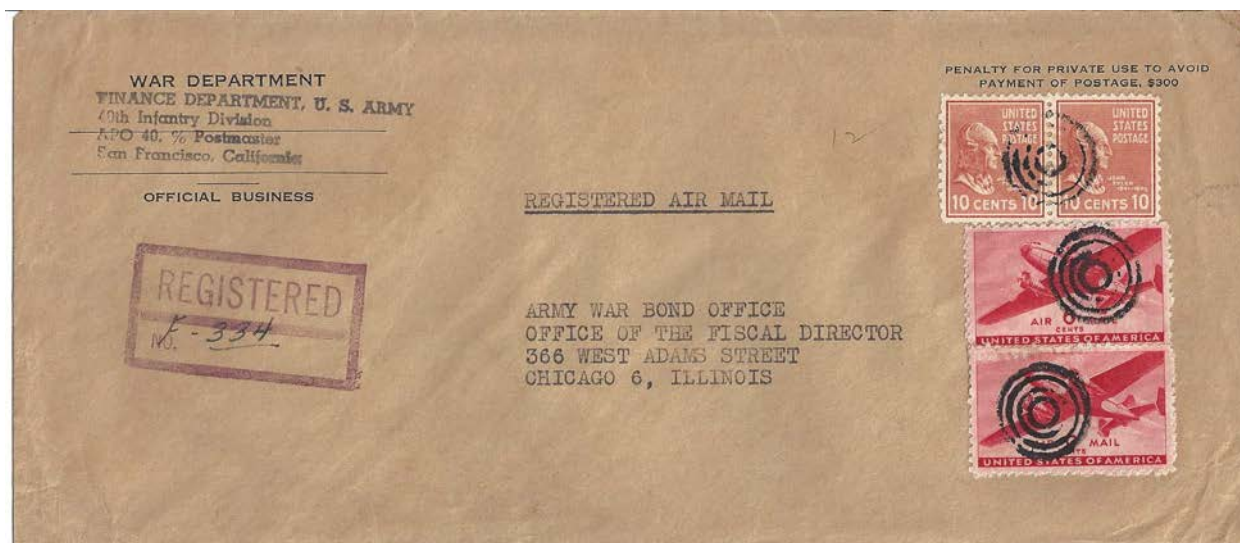


Figure 19. Official registered letter from Los Negros, Admiralty Islands, carried on the ATC Southwest Pacific route via Tarawa and Johnston Island in April 1945.



Figure 20. April 1945 cover from an Army staff sergeant on Kwajalein, carried over the ATC Central Pacific route.

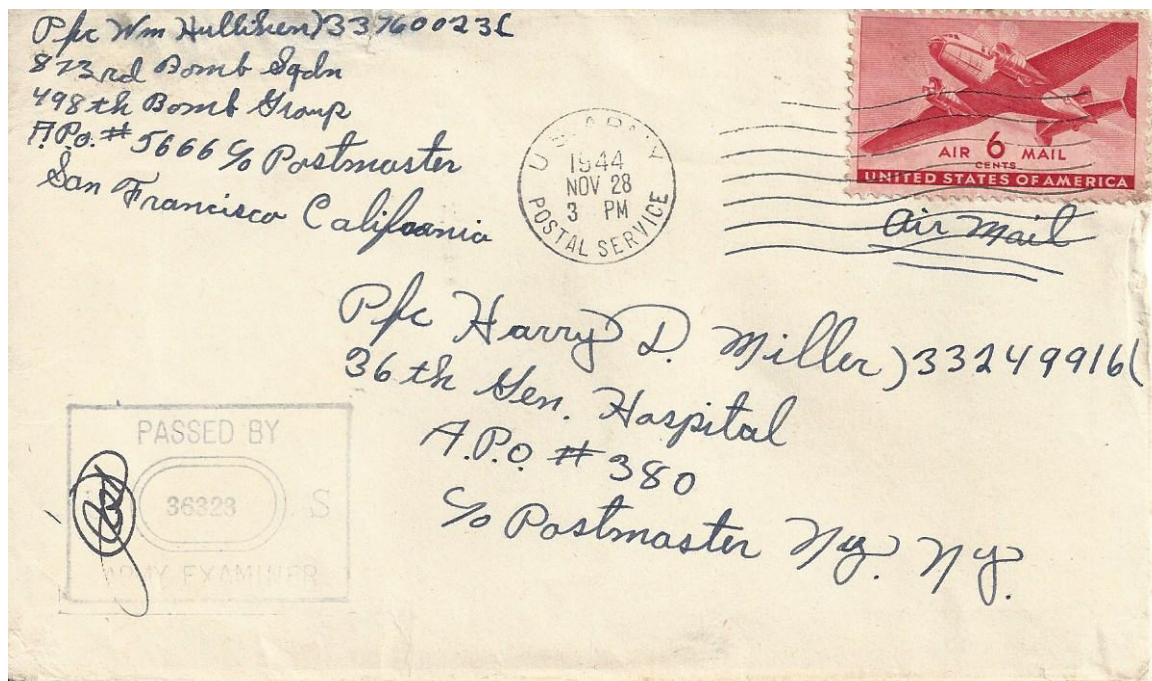


Figure 21. November 1944 cover from a B-29 squadron on Saipan to an APO address in France.



Figure 22. Cover from a soldier on Leyte, the Philippines mailed to a convent on St. Lucia, British West Indies. Carried by ATC transports to San Francisco. The sender paid 30 cents postage for carriage of a two-ounce letter by FAM service from Miami to St. Lucia. Transit time was 11 days.



Figure 23. Cover sent by an Army Air Force lieutenant from Iwo Jima on the last day of battle. Carried over the ATC Central Pacific route.

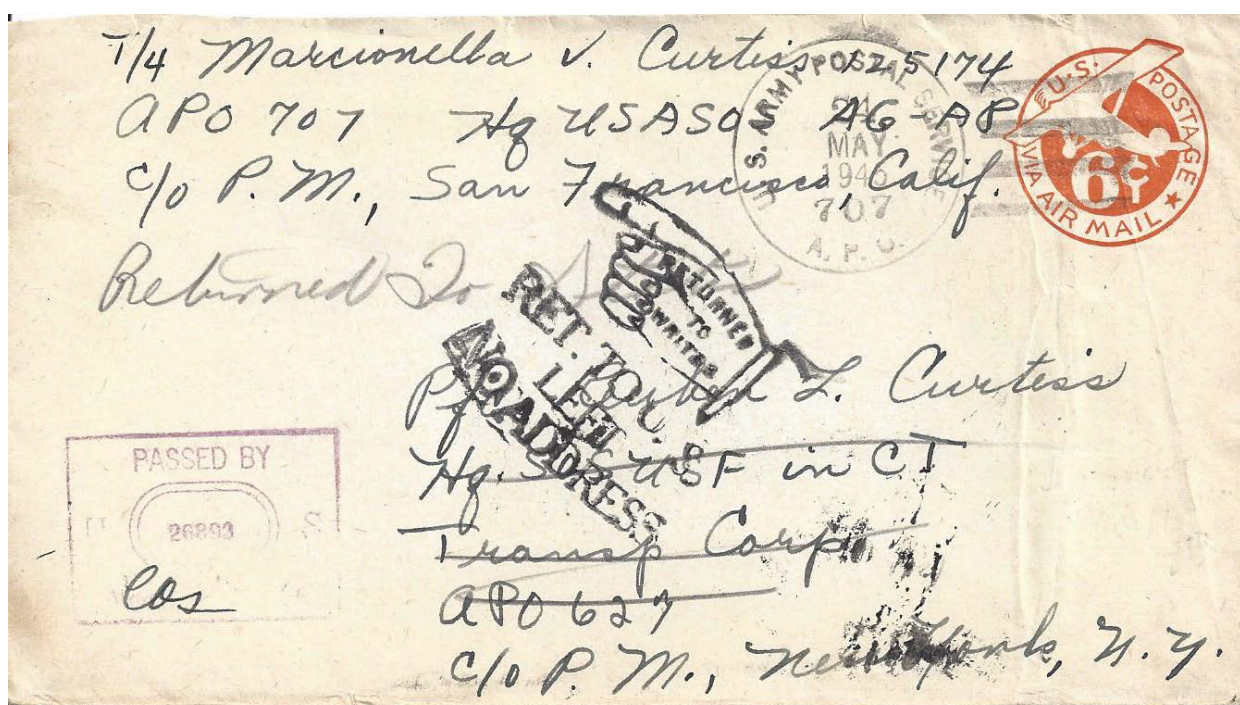


Figure 24. Cover carried by ATC transport from Leyte in the Philippines to San Francisco and across the Atlantic to China in mid-1945, and then returned by air. Part of a large correspondence between an Army nurse serving in the Pacific and her soldier husband serving in Western China and Burma.



Figure 25. Cover from an Army private on Okinawa to a mail order house selling "Cheesecake" photos.

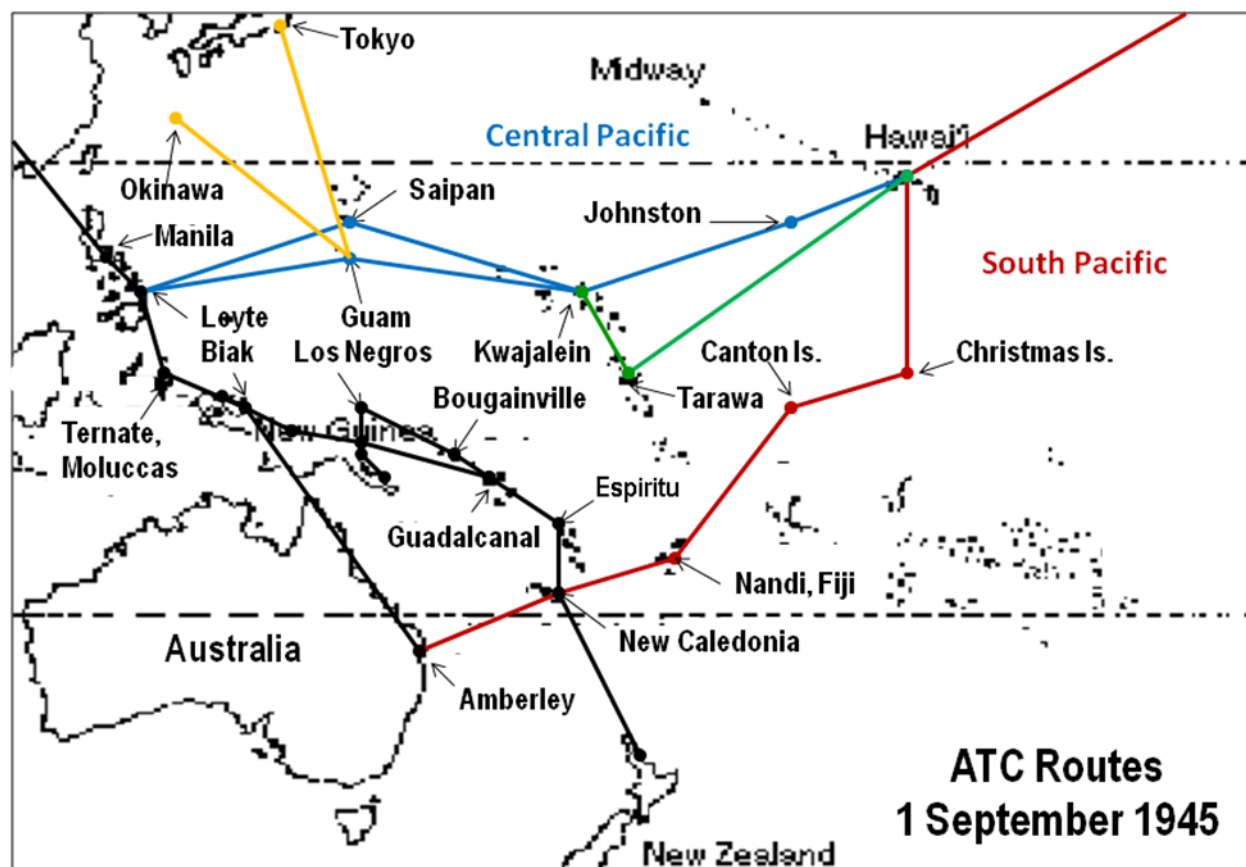


Figure 26. Final development of ATC's Pacific routes at war's end.

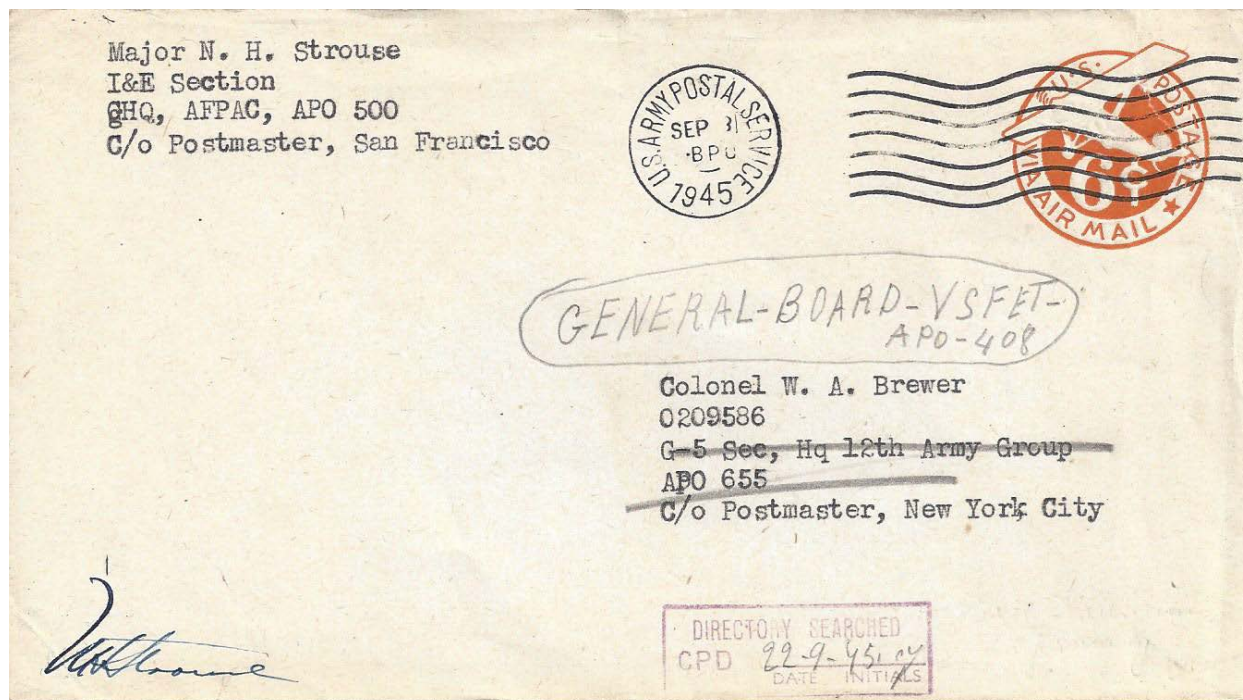


Figure 27. Cover carried by ATC transports from Yokohama to Germany after the surrender of Japan.



Figure 28. October 1945 cover carried by the ATC from Cumming, China to Iwo Jima.

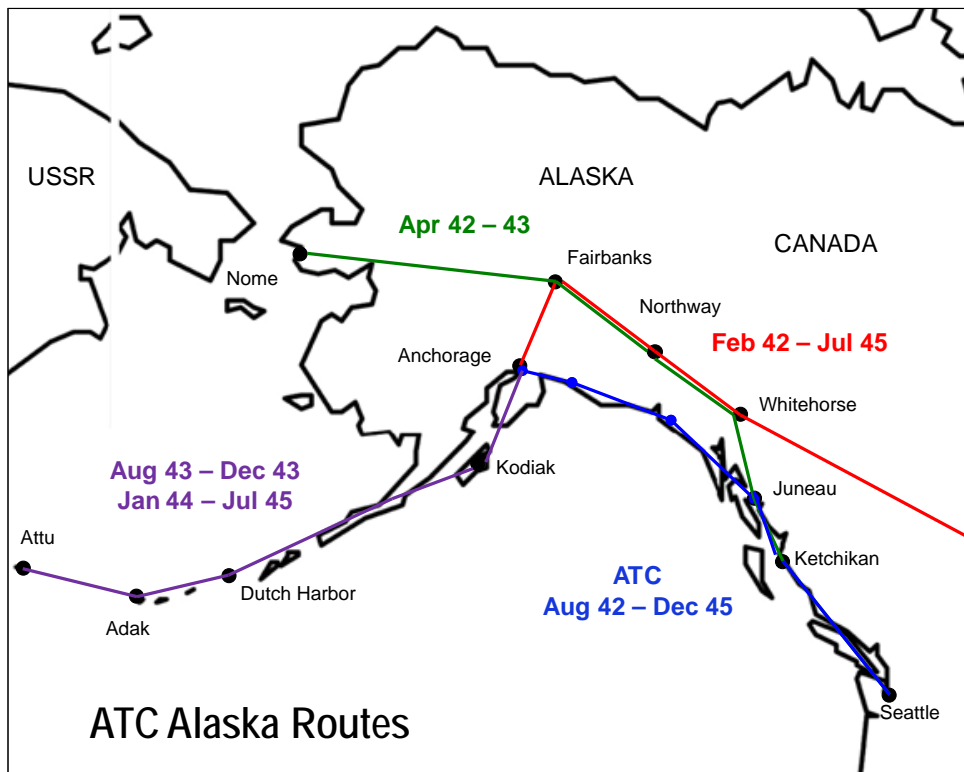


Figure 29. ATC Alaska transport routes during WW-II.



Figure 30. Adak Island cover carried by Northwest Airlines under ATC contact on the Cross-Canada Route to Fargo, North Dakota.

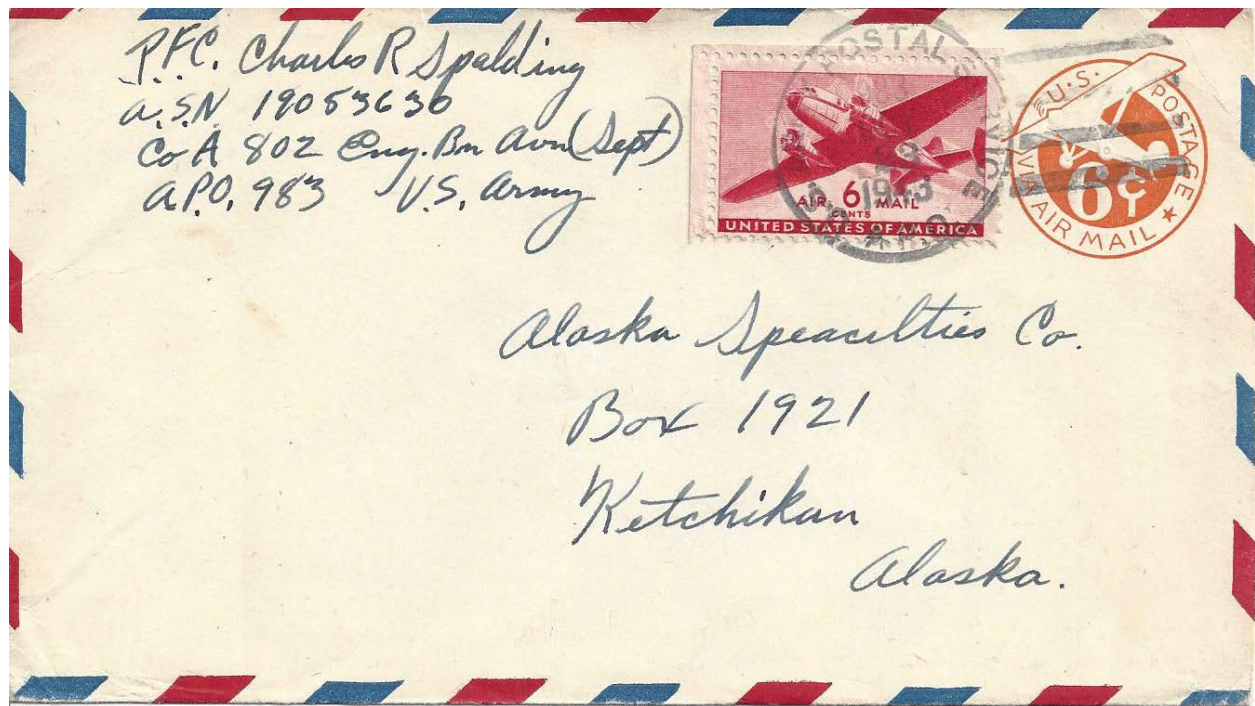


Figure 31. Cover carried by United Airlines under ATC contract on the Coastal Route from Atka Island to Ketchikan, Alaska.