Declassified E.O. 12356 Section 3.3/NND No. 785021

Trans News Letter

Declassified E.O. 12356 Section 3.3/NND No. 785021

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CONFIDENTIAL

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. II, No. 4 9 October, 1945 Page 1

TELETYPE SUPPLY CONFERENCE OPENED AT LEGHORN 2 OCTOBER

Ref. this story 56-1

Transfer of responsibility for daily teletype supply conferences between the Mediterranean Theater and the New York Port of Embarkation from MTOUSA to Peninsular Base Section was accomplished 2 October.

In the first message from Leghorn, PBS oriented NYPE on details of the MTO supply situation, pointing out that while PBS now is authorized to deal directly with Embark on supply operation matters, theater supply responsibility still rests with MTOUSA located in Caserta 300 miles away. TWX messages concerning policy will be referred to MTOUSA.

Peninsular Base Section is organized in two main echelons with Main Headquarters at Leghorn and the subordinate Southern District Headquarters at Naples. Approximately 65 percent of common items are located in Leghorn and the remainder in Naples.

Adriatic Base Command, Bari, has approximately 80,000 tons of common items at Bari, but it is anticipated closing this out within 60 days. ABC is responsible directly to MTOUSA.

(Effective at 0001A hours 15 October, Adriatic Base Command ceases to function as a major command, and is relieved from assignment to Headquarters, MTOUSA, and assigned to PBS. Concurrently, PBS will be responsible for carrying out missions heretofore assigned to Adriatic Base Command.)

QM COAL SECTION, AFHQ, DISSOLVED ON 1 OCTOBER

Ref. this story 56-2

The Quartermaster Coal Section, AFHQ, was dissolved and quartermaster responsibility for the supply of coal in the Mediterranean Theater removed effective 1 October.

636

Procedure for the supply of coal for military use was set up as follows:

1. Coal requirements of the United States Army will be obtained through normal supply channels.

2. Instructions for the supply of coal to British Forces including military, civil and railway requirements of the British Zone of Austria, will be issued by General Headquarters, Central Mediterranean Forces.

Civil requirements for Italy will be a responsibility of the Allied Commission. Civil requirements for Venezia Giulia and Udine Province will be the responsibility of the Allied Military Government, XIII Corps, in coordination

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Civil requirements for Italy will be a responsibility of the Allied Commission. Civil requirements for Venezia Giulia and Udine Province will be the responsibility of the Allied Military Government, XIII Corps, in coordination with and through Allied Commission, AFHQ.

Matters affecting both military and civil coal in Italy such as railway requirements, allocation of ships to ports, etc., will be coordinated by Allied Commission with the appropriate headquarters. Military requirements will receive first priority.

(Reference: AFHQ cable C 25416 dated 5 October)

DDMRS ITALY RETURNING TO U.S.

Ref. this story 56-3

Col. William P. Wilson, deputy director, Military Railway Service Italy, and commanding officer of 774th Railway Grand Division is returning to the United States and is to be succeeded in both duties by Col. E.F. Barnes, formerly assistant deputy director.

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PATIENTS, POWs, INTERNEES GIVEN PRIORITY FOR RETURN TO STATES

Ref. this story 56-4

Patients scheduled for U.S. hospitalization, released prisoners of war and internees are being given first priority subject to special operational requirements in the scheduling of the return of overseas personnel to the United States under a policy formulated 14 September by the Joint Chiefs of Staff in Washington.

The complete list of priorities:

First. Patients scheduled for U.S. hospitalization and released prisoners of war and internees, subject to special operational requirements.

Second. Units scheduled for redeployment to overseas stations in accordance with approved operational plans, personnel required by the War and Navy Departments for duty, and personnel granted leave in emergency or hardship cases.

Third. Personnel eligible for discharge and units to be demobilized.

Fourth. Units being returned to the United States as strategic reserve.

Fifth. Remaining military personnel and civilian personnel such as technicians, Red Cross, U.S.O. and press personnel. The commander concerned may, at his descretion, adjust the priority of these personnel upwards.

Sixth. All remaining personnel.

(Reference: J.C.S. Policy Memorandum No. 26 dated 14 September, 1945)

Policies for coordinating all transportation phases including the location and use of ports of debarkation and separation installations for returning personnel from overseas for all branches of military service also has been set up.

The assembly and embarkation of personnel in Europe being a going operation, no joint coordination has been found necessary. In the Pacific theaters, however, it may be necessary to use embarkation facilities jointly for Army and Navy and arrangements for proportionate shares of these facilities must be made.

Where possible lifts allocated to the Army will be employed for moving Army personnel and lifts allocated to the Navy will be used for lifting Navy personnel. This policy, however, will not preclude joint loadings in order to obtain maximum utilization of vessel capacities.

(Reference: J.C.S. Policy Memorandum No. 27 dated 21 September)

NUMEROUS DIVERSIONS LIKE TANKERS UNSUITABLE FOR LIFTS TO STATES

Ref. this story 56-5

Army personnel no longer will be embarked for the United States aboard tankers because of the difficulties in obtaining advance notice of debarkation

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(Reference: J.C.S. Policy Memorandum No. 27 dated 21 September)

NUMEROUS DIVERSIONS MAKE TANKERS UNSUITABLE FOR LIFTS TO STATES — Ref. this story 56-5

Army personnel no longer will be embarked for the United States aboard tankers because of the difficulties in obtaining advance notice of debarkation ports and times of arrival and the consequent delay in reception and processing of returnees aboard. Tankers are subject to numerous diversions while en route.

Tankers may be used, however, for the lifting of passengers on inter-theater voyages.

(Reference: AGWAR cable 10998 dated 5 October)

VIAREGGIO RTA DISCONTINUED — Ref. this story 56-6

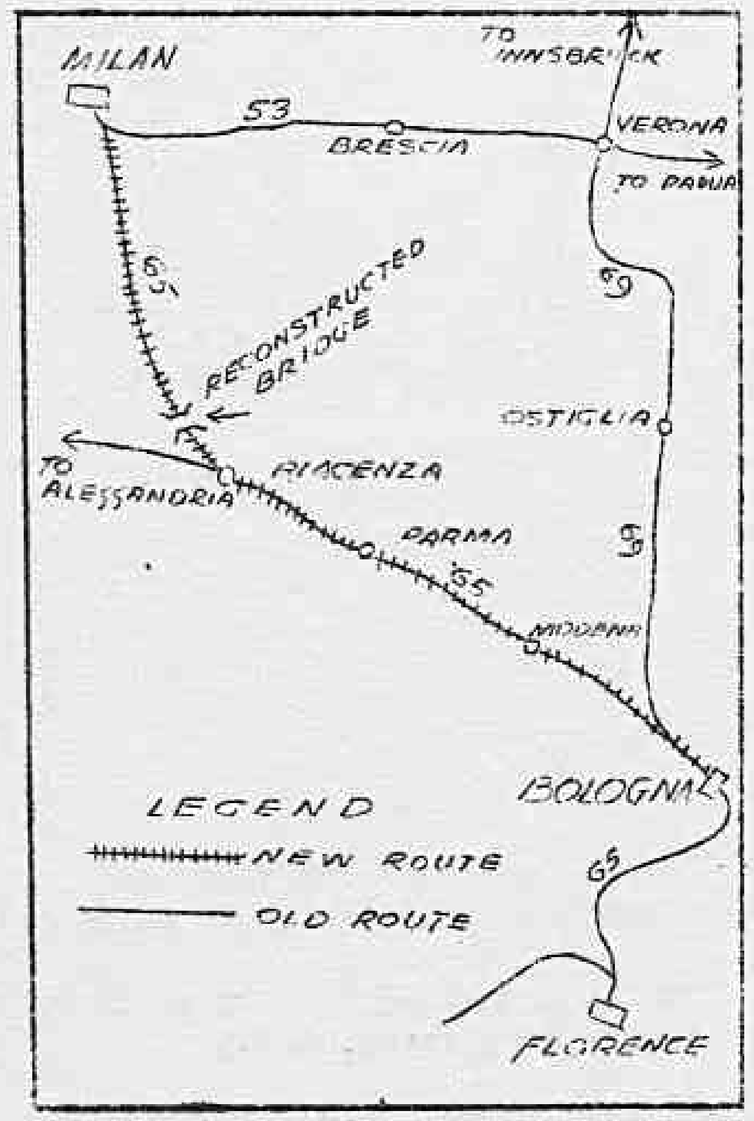
The Viareggio Redeployment Training Area will be discontinued at 0001A hours 10 October. Present commitments of the RTA will be assumed by the 92nd Infantry Division pending departure from MTO.

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RAIL BRIDGE AT PIACENZA TO BE TESTED 10 OCTOBER

Ref. this story 56-7



Reconstruction of the railroad bridge at Piacenza on Line 65 has been completed and will be tested 10 October. If satisfactory, the bridge will be opened to traffic approximately 14 October.

It may be necessary to close the line for several hours each day, however, for additional construction and reinforcing.

The bridge is the only remaining block to direct rail connections between Milan and Bologna. At present traffic must be routed from Bologna over Line 69 to Verona and thence west on Line 53 to Milan.

MILITARY TRAIN SET UP FOR ROME-MILAN SERVICE

Ref. this story 56-8

Daily military train service will open between Rome and Milan 10 October to accommodate Swiss Tour personnel from the Rome and Naples areas. Present service is from Naples to Rome to Florence by bus and to Milan by train.

Originally the journey between Southern Italy and Milan was made by air transportation, but this was discontinued when the inclement weather made such travel uncertain.

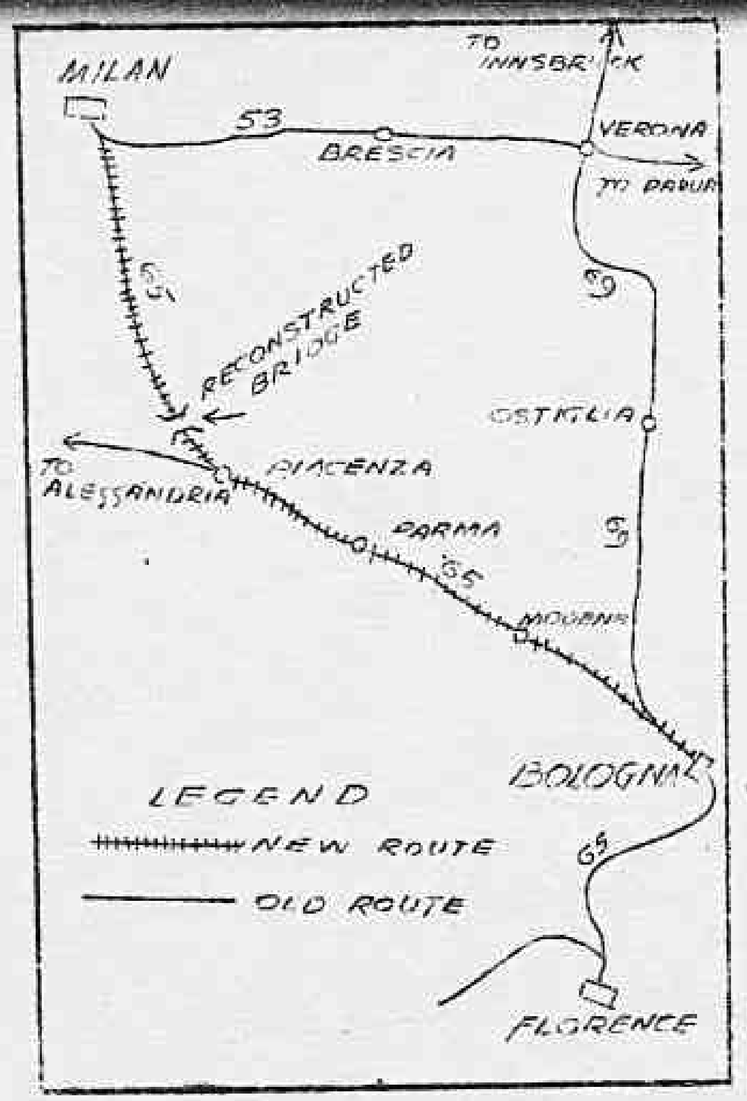
635

Unit transportation will be provided to move tour groups from points in Southern Italy to Rome. After overnight stays at the U.S. Rest Center there, the groups will leave Rome by train at 0700 hours. Arriving in Pisa at 1620 hours, the train will lift tour groups from the Pisa and Leghorn areas. At Florence there will be a one-hour stop for supper. Tour groups from the Florence area will board the train at 1855 hours.

The train will leave Florence via Line 65 at 1955 hours. At Bologna the train will be routed over Line 69 to Verona, thence over Line 53 to Milan, arriving at 0900 hours the following day.

The southbound train will leave Milan at 1740 hours, arriving in Florence at 0655 hours, Pisa at 1000 hours and Rome at 1940 hours the follow-

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The southbound train will leave Milan at 1740 hours, arriving in Florence at 0655 hours, Pisa at 1000 hours and Rome at 1940 hours the following day.

The last scheduled MTOUSA motor transportation will depart from Naples, Rome and Leghorn on 9 October.

The Rome-Milan train, in addition to lifting Swiss tour groups, will provide transportation for 25 officers and enlisted men daily en route to or from the rest center in Rome. This group, personnel of the U.S. Forces in Austria, will spend five nights and four days in Rome. It will travel by motor from Austria to Milan.

The train will consist of five coaches, one heater car and one baggage car, and will have a seating capacity of 400.

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Ref. this story 56-9

RAIL CONNECTION ITALY-CZECHOSLOVAKIA VIA VENICE AND LINZ SEEN POSSIBLE

A rail connection for the shipping of cargo from Italy to Czechoslovakia via Venice, Villach and Salzburg may be made provided rail lines in Russian-occupied Austrian territory between Linz and the Czechoslovakian border can be utilized.

Another route to Linz is open at present via Brenner, Innsbruck, Munich, Rosenheim and Salzburg. The Brenner-Villach-Linz line is blocked at present by a washout at San Candido, while the line east from Innsbruck to Linz is closed for bridge reconstruction near Brixlegg. Neither line is expected to open until November.

Rail connections between Italy and Czechoslovakia have been made through American-occupied Austria and Germany for the transportation of prisoners and displaced persons. This line operates through Munich to Pilsen in western Czechoslovakia.

CORRECTION---HEAVIER PAYLOADS AUTHORIZED FOR TRUCKS

Column headings in Transportation News Letter story 51-7 (Vol. I, No. 51 dated 4 September, 1945) dealing with new payload capacities authorized for general purpose transport vehicles by the War Department, it has been pointed out, were in error. The headings read "Average Daily Capacity" and "Maximum Weight Permitted." Correct headings appear below.

The table of load ratings for general purpose transport vehicles as published in War Department Circular No. 255 dated 22 August, 1945 is in part:

(For complete table of trucks, trailers & semi-trailers refer to WD Circular No. 255, 1945)	Average Payload Capacity*	Maximum vehicle gross weight permitted**
¼ ton, 4 x 4	¼ ton	4,000 lbs
¼ ton, 4 x 2	¼ ton	4,400 lbs
¼ ton, 4 x 4, with 7.50 x 16 tires	¼ ton	6,600 lbs
¼ ton, 4 x 4	1 ton	7,600 lbs
1½ ton, 4 x 2, with 6.50 x 20 tires	1½ ton	10,200 lbs
with 7.00 x 20 tires	2 ton	11,700 lbs
with 7.50 x 20 tires & helper springs	3 ton	12,500 lbs
1½ ton, 4 x 4	2½ ton	13,000 lbs
1½ ton, 6 x 6	2½ ton	12,500 lbs
2½ ton, 4 x 2	3½ ton	15,500 lbs
2½(5) ton, 6 x 4	5 ton	20,500 lbs
4 ton, 6 x 6	8 ton	34,500 lbs
2½ ton, 6 x 6	5 ton	20,500 lbs
6 ton, 6 x 6	10 ton	42,000 lbs
	10 ton	50,000 lbs

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¼ ton, 4 x 4	½ ton	4,000 lbs
¼ ton, 4 x 2	½ ton	4,400 lbs
½ ton, 4 x 4, with 7.50 x 16 tires	¾ ton	6,600 lbs
¾ ton, 4 x 4	1 ton	7,600 lbs
1½ ton, 4 x 2, with 6.50 x 20 tires	1½ ton	10,200 lbs
with 7.00 x 20 tires	2 ton	11,700 lbs
with 7.50 x 20 tires & helper springs	3 ton	12,500 lbs
1½ ton, 4 x 4	2½ ton	13,000 lbs
1½ ton, 6 x 6	2½ ton	12,500 lbs
2½ ton, 4 x 2	3½ ton	15,500 lbs
2½(5) ton, 6 x 4	5 ton	20,500 lbs
4 ton, 6 x 6	8 ton	34,500 lbs
2½ ton, 6 x 6	5 ton	20,500 lbs
6 ton, 6 x 6	10 ton	42,000 lbs
7½ ton, 6 x 6	10 ton	50,000 lbs
10 ton, 6 x 4	12 ton	46,500 lbs

* To determine the exact permissible payload capacity for highway operations of trucks and trailers deduct the net vehicle weight as shown on the vehicle name plate from the maximum permitted gross vehicle weight as shown in the table.

** Vehicle plus payload.

VULCANIA DOCKS AHEAD OF SCHEDULE

Ref. this story 56-10

The Italian liner, Vulcania, converted to a troopship at Trieste in September completed its trip from Italy to New York 4 October, one day ahead of schedule. The Vulcania left Naples 25 September with 4,[illegible] passengers aboard.

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56 SOLDIERS' WIVES TO SAIL TO UNITED STATES IN OCTOBER AS EMERGENCY DEPENDENCY CASES

Ref. this story 56-11

Space for transporting 56 foreign wives of U.S. soldiers and their children from Naples to the United States has been allotted for the month of October. The lift will be made in two vessels, the troopships Wakefield and Monticello.

The wives, to be selected by American Red Cross workers who are investigating hardship dependency cases, will be those in greatest need of medical assistance or financial aid as a result of their husbands' being returned to the United States.

The Red Cross maintains investigators in Bari, Naples, Leghorn, Florence and Rome to carry on welfare work among the wives of American soldiers and to investigate the hundreds of requests received each month for emergency transportation to the United States.

The Red Cross estimated that approximately 1,000 wives have appealed for transportation, and reported that this number is increasing rapidly as the number of soldiers redeployed becomes greater.

The War Department policy grants authority to provide spaces for wives in emergency cases only. The following has been set up to be used as a guide in determining emergency dependency:

"Those cases involving an expectant mother and small children in need of medical assistance.

"Those hardship cases due to the husband having been discharged from the army and his allotment automatically discontinued."

Except in emergency dependency cases, the following policy governs with respect to the return of dependents from overseas: 634

"When available shipping spaces are in excess of spaces required for demobilization and return of eligible military personnel to the U.S. they may be utilized for the return of dependents. The return of dependents will at no time interfere with or retard the return of military personnel eligible for discharge."

(Reference: AGAR cable W 72663 dated 3 October)

MOVES FOR 78,327 PERSONNEL SET UP DURING SEPTEMBER

Ref. this story 56-11

A total of 78,327 personnel were transported in moves set up by MTOUSA during the month of September. The moves include:

Moves to United States 55,276

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Monticello.

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(Reference: AGWAR cable WX 72663 dated 3 October)

MOVES FOR 78,327 PERSONNEL SET UP DURING SEPTEMBER — Ref. this story 56-11

A total of 78,327 personnel were transported in moves set up by MTOUSA during the month of September. The moves include:

MTO to United States	55,276
MTO to Brazil (Brazilians)	8,035
S. France to N. Africa (French)	4,723
N. Africa to Italy (Italians)	925
U.S. to Italy (Italians)	6,269
France to Italy (Italians)	3,099
	78,327

27 LIBERTIES SET UP FOR LEGHORN — Ref. this story 56-12

A total of 27 fitted Liberty ships were set up for the month of October to lift personnel of the Leghorn Staging Area and 27th Replacement Depot from Leghorn. Both are scheduled to close out by the end of the month. This lift does not include 4,745 personnel of the 92nd Infantry Division who are to be embarked from Leghorn on the Victory ships, Sea Scamp and J. W. Andrew.

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PORT SITUATION---NAPLES AREA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
26 Sept.	0	3471	1222	4693	1058
27 Sept.	0	4431	1153	5584	1635
28 Sept.	0	2649	1473	4122	1309
29 Sept.	0	2413	1578	3991	1009
30 Sept.	0	472	464	936	198
1 Oct.	23	1217	1645	2862	1035
2 Oct.	0	2207	2436	4643	1960
Total	23	16860	9971	26831	8204
Daily Av	3	2409	1424	3833	1172

*Includes all cargo other than British cargo.
Weight of vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
26 Sept.	0	0	0	0	1521
27 Sept.	0	0	0	0	1470
28 Sept.	0	0	0	0	1764
29 Sept.	0	0	0	0	1482
30 Sept.	0	0	0	0	660
1 Oct.	0	0	0	0	693
2 Oct.	0	0	0	0	1309
Total	0	0	0	0	8899
Daily Av	0	0	0	0	1271

Weight of vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged		Loaded	
	No. Veh	General Cargo	No. Veh	General Cargo
23 Sept.	0	0	0	0
24 Sept.	0	0	0	1261
25 Sept.	0	0	0	2158
26 Sept.	0	0	0	1985
27 Sept.	0	0	0	1540
28 Sept.	0	0	0	1588
29 Sept.	0	0	0	890
Total	0	0	0	9422
Daily Av	0	0	0	1346

Weight of vehicles and bulk POL not included.

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29 Sept.	0	0	0	0	1482
30 Sept.	0	0	0	0	660
1 Oct.	0	0	0	0	693
2 Oct.	0	0	0	0	1309
Total	0	0	0	0	8899
Daily Av	0	0	0	0	1271

Weight of vehicles and bulk POL not included.

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	Discharged		Loaded	
	No. Veh	General Cargo	No. Veh	General Cargo
23 Sept.	0	0	0	0
24 Sept.	0	0	0	1261
25 Sept.	0	0	0	2158
26 Sept.	0	0	0	1985
27 Sept.	0	0	0	1540
28 Sept.	0	0	0	1588
29 Sept.	0	0	0	890
Total	0	0	0	9422
Daily Av	0	0	0	1346

Weight of vehicles and bulk POL not included.

PORT SITUATION---BARI

	Discharged		Loaded	
	No. Veh	General Cargo	No. Veh	General Cargo
23 Sept.	0	1210	0	0
24 Sept.	0	2536	0	3010
25 Sept.	0	2676	0	3076
26 Sept.	0	2925	0	3236
27 Sept.	0	2864	0	2364
28 Sept.	0	2866	21	1756
29 Sept.	0	2615	82	3343
Total	0	17692	103	16738
Daily Av	0	2527	15	2391

Weight of vehicles and bulk POL not included.

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STATUS OF VESSELS IN MAJOR PORTS

NAPLES as of 8 Oct.

Discharging

Samuel Griffin 10
Cartago 10
Booker Washington 10
Isonzo 10
James Hoban 10

Loading

Wendell Wilkie
Raphael Sommes
Henry Watterson

Awaiting Orders

James Gunn

S. FRANCE as of 8 Oct.

Discharging

Ivernia 12
Empire Call 12
M.M. Guhin 11
James Jackson 11
Joseph Le Conte 16
Dickinson Victory 13
Robert Randall 9
Norman E. Mack 11

Loading

Chief Osceola 9
Joseph Warren 9
George Seger 9
Bertram Goodhue 10
Admiral Capps 10
Harold Torsvick 15
Wm Bevan 17
Ameriki 11

LEGHORN as of 9 Oct.

Awaiting Berth to Load

Sam Houston
Christopher Gadsen

Loading

William Richardson
Fini
Commeford
William Giles
Amagmos
George Leonard
Thomas Sumpter
Richard Bassett
James Duncan
Esek Hopkins
Fini

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NOTE: Figures following names of vessels indicate estimated date of completion.

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TRANSPORTATION NEWS LETTER

DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-29	Tpn

AFHQ

30	G-4(M & Tn) Br
31	G-4 Log Plans
32	G-3
33	APB Naples
34	PSTO (Attn: SOPO) Naples
35	USN, Navy House, Naples
36	Pet Sec
37-56	COT ASF WD
57	CG, Deltabase
58	CG, Penbase
59	CG, RAF MEDME
60-62	CG, MAFSC/MTO
63	CG, USOFA (Attn: G-4)
64-65	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
66-67	COT, USFET
68-69	COMH, Eighth Fleet
70	CG, Pembark
71	DMRS, Italy, Rome
72	DDMRS, Italy, Rome
73	CO, Adriatic Base Command
74	CO, Penbase South
75	Rail Tpn O, Penbase South
76-77	CO, 10th Port
78-79	CO, 8th Port
80	CO, 8th Port (Attn: I & E)
81	Tpn O, Deltabase
82	Tpn O, Penbase
83	Tpn O, Penbase South
84	Tpn O, Adriatic Base Command
85	D. & G/G 3 Dist
86	DGTR, APO 887, Paris
87-88	MLTS, Naples

89-90	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
91-92	Chief, Trans Service, SOS USAF IBT APO 885, c/o pm, New York
93-94	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
95-96	Tpn O, MTET, APO 787, c/o pm, New York
97-98	Port Tpn O, PGC, APO 795, c/o pm, New York
99-100	Theater Tpn O, USAFSA, APO 670, c/o pm, Miami
101-102	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
103-104	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
105-106	COT, USF, China Theater, APO 879, c/o pm, New York
107-108	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
109-110	Tpn O, POA, APO 958, c/o pm, San Francisco
111-112	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
113-114	Allied Commission, Rome, (Attn: Tpn Sub Com)
115-	Joint Railway Control Board, PBS, Naples
116	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col Kerr)
117-118	Commandant, Tpn Corps School, New Orleans Army Air Base, La.
119-120	CO, ASF Training Center, Camp Plauche, New Orleans, La.
121-122	Chief Tpn O, US Army Service Command O, APO 404
123	AG M & P

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4	G-1	58	CG, Penbase
5	G-2	59	CG, RAF MEDME
6	G-3	60-62	CG, NAFSC/MTO
7-8	G-4	63	CG, USOFA (Attn: G-4)
9	G-4 Plans	64-65	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
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11	G-4 S & R	66-67	COT, USFET
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13	Sig O	70	CG, Pembark
14-15	Surg	71	MTRS, Italy, Rome
16	Engr	72	DDMRS, Italy, Rome
17	CWS	73	CO, Adriatic Base Command
18	Ord	74	CO, Penbase South
19-29	Tpn	75	Rail Tpn O, Penbase South
		76-77	CO, 10th Port
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32	G-3	83	Tpn O, Penbase South
33	APB Naples	84	Tpn O, Adriatic Base Command
34	PSTO (Attn: SOPO) Naples	85	DL & QMG 3 List
35	USA, Navy House, Naples	86	DGMR, APO 887, Paris
36	Pet Sec	87-88	MATS, Naples

89-90	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
91-92	Chief, Trans Service, SOS USAF IBT APO 885, c/o pm, New York
93-94	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
95-96	Tpn O, ANDT, APO 787, c/o pm, New York
97-98	Port Tpn O, PGO, APO 795, c/o pm, New York
99-100	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
101-102	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
103-104	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
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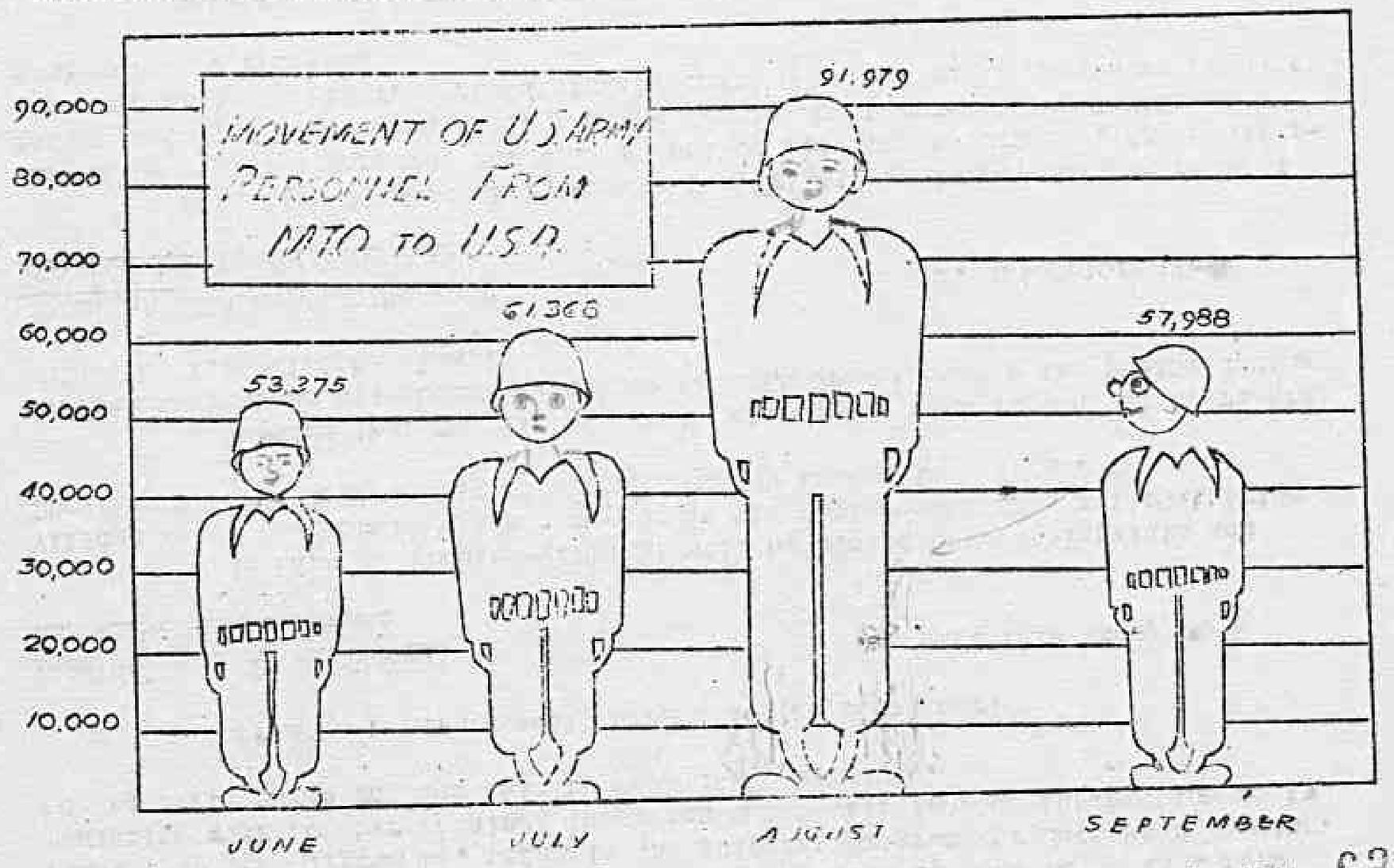
MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, ETOUSA
Vol. II, No. 3 2 October 1943

57988 ARMY PERSONNEL LEAVE MTO IN SEPTEMBER

REF. THIS STORY · 55-1



A total of 58,347 persons including 57,988 army and 359 quasi-military personnel left the Mediterranean Theater for the United States by air and water routes during September.

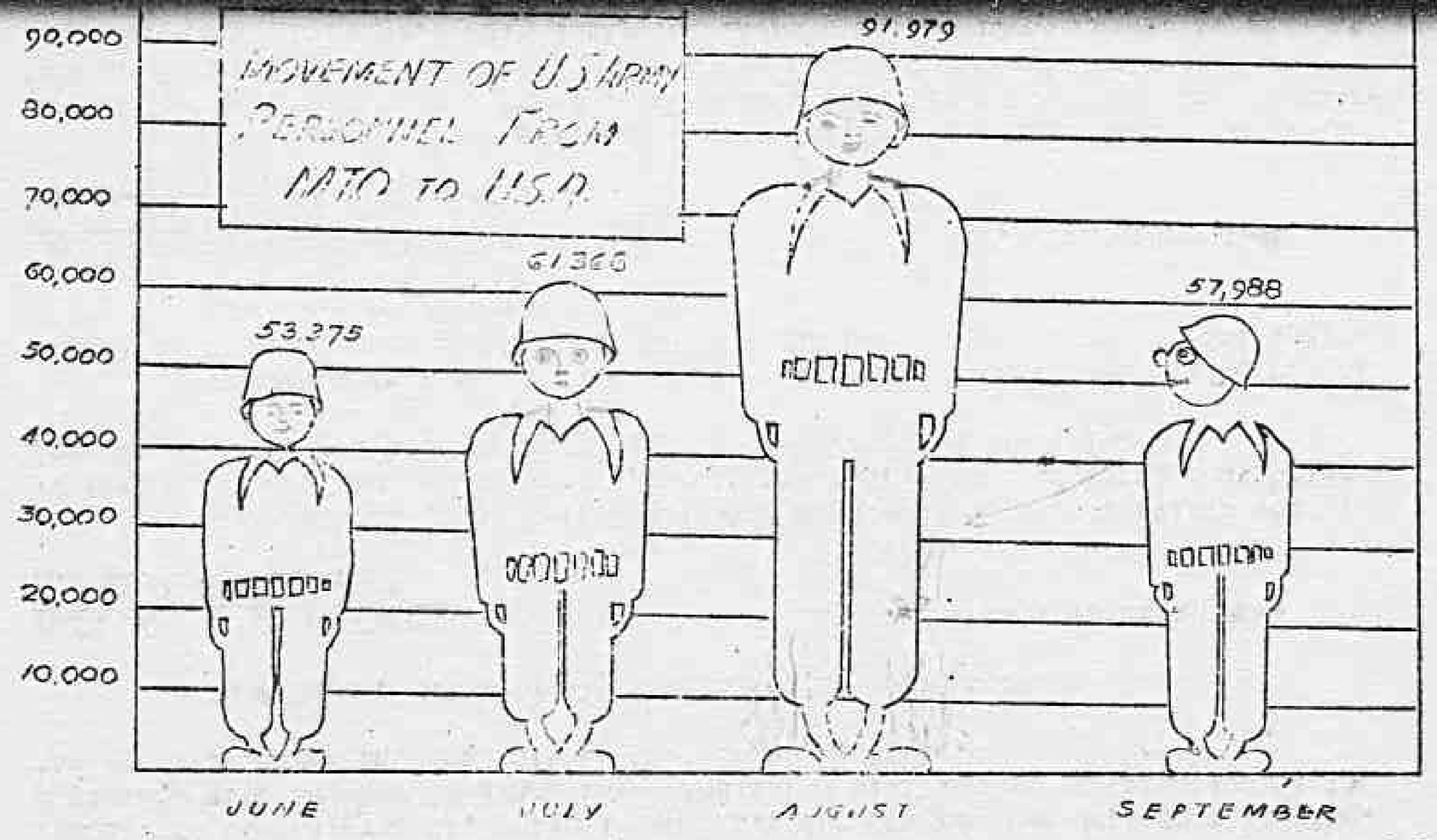
The air lift included approximately 2,000 persons lifted by Green Project, which ended 11 September for MTO and 1,073 lifted by regularly scheduled ATC flights to the United States. It is anticipated that normal air lift will be reduced during the coming months because of the decrease in the number of suitable flying days.

The sea lift was 55,274 for the month although only 50,938 spaces had been allotted by the War Department. A total of 594 unallocated spaces was obtained from the Italian personnel ship, Pestriere, which was sent to the United States for transfer to another theater, while the remainder of the unallocated spaces resulted from the use of unfitted vessels which put in to Naples.

Ref. this story 55-2

USE OF CARRIER UNITS TO BE DISCONTINUED

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632

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USE OF CARRIER UNITS TO BE DISCONTINUED

Ref. this story 55-2

The use of carrier units as mediums for processing men being shipped to the United States will be stopped approximately 20 October when the last of the units designated as carriers are shipped out.

Units scheduled for redeployment to the United States were designated as carriers when the Seventh Replacement Depot was unable to process all of them as casuals. As carriers the units are permitted to process their own personnel as well as personnel attached to them for transportation to the United States.

At present, however, the replacement depot is capable of processing all personnel to be shipped from the theater and carrier units no longer are necessary.

6 OCT 1945

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PROGRAM OF BASIC SUPPLIES SHIPPING PROCEDURE OUTLINED

Ref. this story 36-3

The following shipping procedure for shipments from United States sources under the Program of Basic Supplies has been outlined by the War Department:

A. Ocean bills of lading will show "War Shipping Administrator as principal for account of Foreign Economic Administration", as consignor, and "WSA as agent for the United States Army" as consignee.

B. Bills of lading will bear the following clause: Transfer of property to United States Army will take place at end of ships tackle at destination."

C. One of the original bills of lading will be signed at destination (Italian Port) by WSA as agent for United States Army as receipt for transfer of property from FEA to the Army. This transfer must take place in order to legalize use of FEA funds for this purpose. Receipt is returned to FEA for record.

D. War Department instructing MTOUSA to work out with WSA and Allied Commission in field the procedures for turning supplies over to the Italian Government. This procedure should include transmittal of Italian Government receipt to Allied Commission.

E. Consignments under YB program are being marked "Italy" with no port indication on assumpation that they can be routed from Gibralter under existing Theater procedure.

F. Schedules of loadings under month will be sent to AC in a form similar to COM Airgram 52, which is the shipping program for September loading. Beginning with October loadings these schedules will include information as to the specific cargo on each ship to the extent possible.

(Reference: AGWAR cable 5758 dated 28 September)

RAIL LINE 71 TO BE CLOSED FOR BRIDGE REPLACEMENT

Ref. this story 36-4

Rail Line 71 (Venice-Villach) will be closed between Tarvisio and Villach between 4 and 11 October to permit the replacement of a railroad bridge. The line is used principally to supply British Troops in Austria.

A warning that the line is to be closed has been issued all users and sufficient rations have been moved into the BT. area to cover the period during which the line will be closed.

ANCON. CLOSED AS HOLDING PORT FOR TRIESTE VESSELS 30 SEPT.

Ref. this story 55-2

Effective 30 September vessels for Trieste no longer will be held at Ancona for calling forward, but will be sailed directly to Trieste, the Mediterranean Shipping Board announced. Ancona has no sheltered holding berths suitable for winter weather. Originally the ships were put in at Ancona to prevent

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"USA as agent for the United States Army" as consignee.

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Shipping authorities will phase Trieste vessels to guard against bunching.

Ref. this story 55-6

TSFET OFFICERS STUDY MTO TRANSPORTATION METHODS

Four officers from Theater Service Forces, European Theater, are in the Mediterranean Theater familiarizing themselves with transportation operations and obtaining information for preparation of detailed plans for the consolidating of this theater with ETO. The officers are Colonel B.H.Crosland, Lt. Col. H.W. Arenson, Major C.K. Gravelle and Captain V.F. Kobbey.

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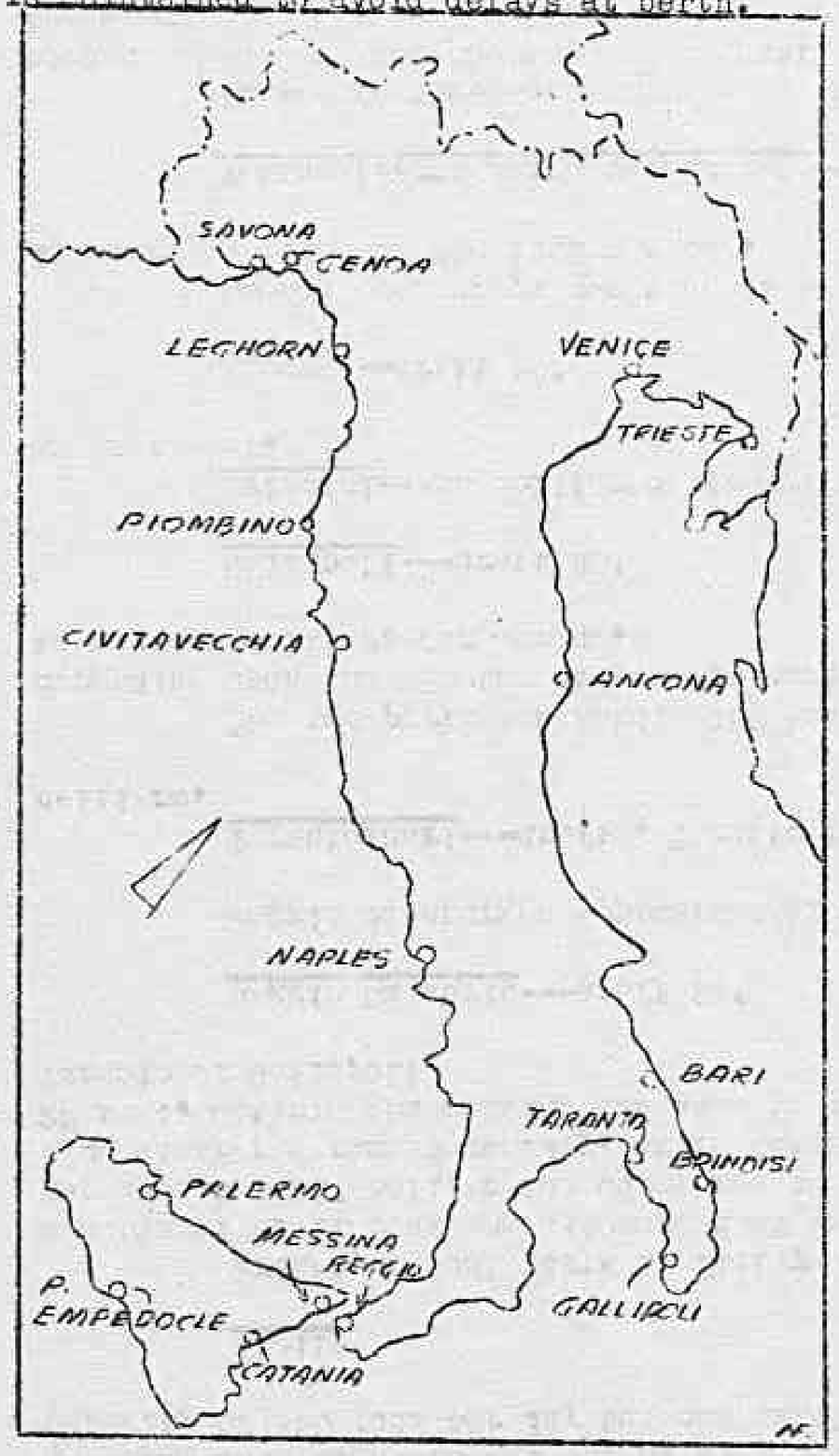
Declassified E.O. 12356 Section 3.3/NND No. 785021

LARGE INCREASE IN COAL ACCEPTANCE BY ITALIAN PORTS SET FOR NOVEMBER

Ref. this story 55-7

Italian ports, through the Mediterrancan Shipping Board, have agreed to accept 521,000 tons of coal monthly from November through March, an increase of 102,500 tons per month over the anticipated October import figure. Coal imports for October will be approximately 418,500 tons. 60,500

The October figure includes 45,000 tons of Sardinian coal while the November figure estimates ~~59,000~~ tons. The coal is brought to Italian mainland in colliers and coasters operated by the Ministry of War Transport, and must be discharged in the same berths as the ocean-going colliers. The larger colliers are given priority over the Sardinian ships for use of the berths. A schedule is maintained to avoid delays at berth.



While at present all colliers for Italy are routed to Naples and then diverted to the proper ports when they reach Gibraltar, the Mediterranean Shipping Board Coal Reception Committee has requested of Washington that the ships be routed to Genoa instead as more than half of them are required for discharge at Genoa and Savona and only the balance would have to be diverted at Gibraltar for other destinations.

A very high percentage of Italy's coal now is being imported from the United States. A small portion comes from South Africa and the remainder from Sardinia. Sardinian coal, which makes up approximately 10 percent of Italy's coal consumption, is limited in use. 631

The ability of Italy's ports to accept coal is limited at present by the lack of rail facilities to clear ports rather than by the inability of the ports to discharge coal. All port capacity figures in this article are based on port clearance facilities. 12

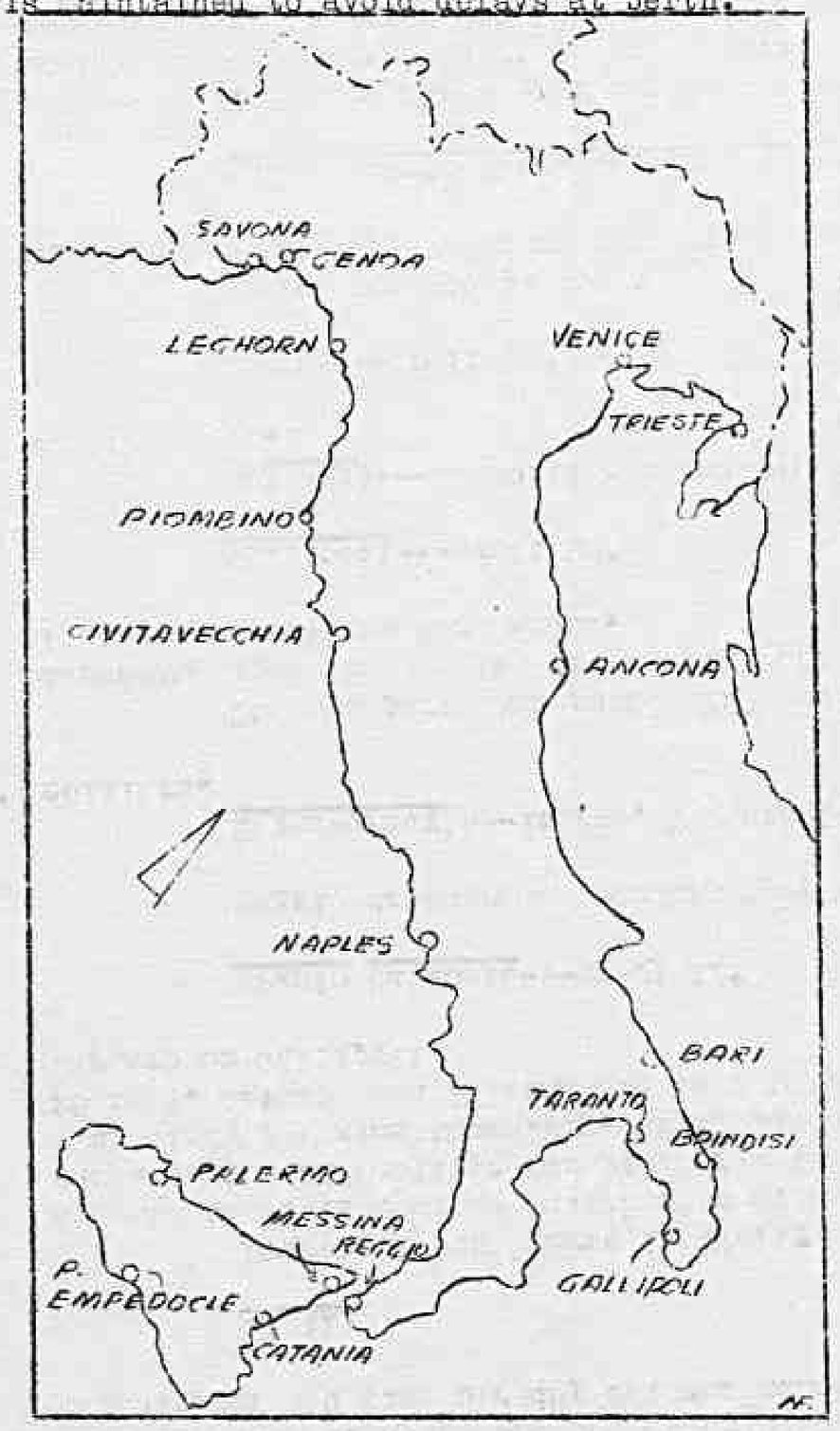
The coal ports:

Genoa/Savona---draft, 28' (can take up to 30' if necessary at Genoa)

Discharge at both ports is extremely rapid, particularly at Savona

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November figure estimates ~~50,000~~ tons. The coal is brought to Italian mainland in colliers and coasters operated by the Ministry of War Transport, and must be discharged in the same berths as the ocean-going colliers. The larger colliers are given priority over the Sardinian ships for use of the berths. A schedule is maintained to avoid delays at berth.



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The coal ports:

Genoa/Savona---draft, 28' (can take up to 30' if necessary at Genoa)

Discharge at both ports is extremely rapid, particularly at Savona where an excellent coal transporter is in operation. The two ports can handle approximately 280,000 tons per month and have rail clearance facilities for 8,000 tons per day. Savona has storage resources for half a million tons of coal

Leghorn---draft 21'

Although Leghorn has no regular coal berth, a suitable Liberty berth is available for coal discharge. Because of the heavy redeployment program, however, no colliers are being sent into Leghorn for discharge. The area is served by the port of Piombino.

(Continued on Page 4)

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LARGE INCREASE IN COAL ACCEPTANCE BY ITALIAN PORTS SET FOR NOVEMBER (Cont'd from Page 3)

Piombino---draft 27'

Piombino can accept 1,000 tons per day. Vessels to be discharged at Piombino are lightened if necessary to 27 feet at Bagnoli or Civitavecchia.

Civitavecchia---drafts 28' and 24'5"

Civitavecchia can handle two colliers simultaneously, one at 28' discharging into lighters and one at 24'5' discharging alongside. The port has a capacity of 750 tons per day but can handle more if necessary.

Sicily

Principal coal ports in Sicily are at Palermo and Catania. Small amounts of civil coal are discharged at Messina and Porto Empedocle. Palermo can accept a 28' collier for discharge to lighters and a 26' collier for alongside discharge simultaneously, while Catania has two coal berths of 29' and 25 feet. Catania and Palermo are used to lighten colliers for Reggio Calabria, Taranto or Gallipoli.

Reggio Calabria---draft 21'

Reggio discharges approximately 2,500 tons per month for civil use.

Taranto/Bari---drafts, Taranto 24'6", Bari unlimited for Liberty-type colliers.

The two ports can handle 750 and 850 tons per day interchangeably, depending upon the placing of gondola cars for rail clearance. Bari is used to lighten colliers for Ancona.

Gallipoli---draft 20'

Brindisi---No collier berth but may be used for coal discharge in an emergency.

Ancona---draft 20'

Ancona can accept two vessels of 20 feet each simultaneouslyand can discharge a total of 750 tons per day.

Venice (Porto Marghera)/Trieste---draft, Venice 26', Trieste 28'

There are three coal berths at Porto Marghera, but only one can be worked because of the shortage of electric power for the operation of the coal transporters. A second collier can be berthed at the Vetrocoke Works provided it is discharging coking coal. Colliers may be lightened for Venice either at Lido or Trieste. Colliers up to 28 feet may put in at Lido for discharge into

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Civitavecchia---drafts 28' and 24'5"

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The bulk of the coal discharged at Trieste is for Venice. Venice and Trieste have a combined capacity of 3,000 tons per day.

(Continued on Page 5)

88th DIVISION ASSUMES COMMAND Ref. this story 55-8

The 88th Division will assume command of the present 34th Division sector in Northern Italy at 1200A hours 3 October. The 34th Division is en route Naples for redeployment to the U.S. on the troopship, Lakefield.

(Reference: 88th Div cable 4408 dated 29 September)

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LARGE INCREASE IN COAL ACCEPTANCE BY ITALIAN PORTS SET FOR NOVEMBER (Cont'd from Page 4)

Estimated breakdown of monthly coal imports:

	October			Monthly Nov. through March		
	Railways & Military	Civilian	Total	Railways & Military	Civilian	Total
NORTH ITALY						
Genoa/Savona	21,000	172,000	193,000	19,000	240,000	259,000
Venice	12,000	40,000	52,000	14,000	55,000	69,000
Trieste	10,000	5,000	15,000	13,000	5,000	18,000
Total	43,000	217,000	260,000	46,000	300,000	346,000
SOUTH ITALY						
Bagnoli (Naples)	14,000	13,500	27,500	19,500	14,500	34,000
Civitavecchia	6,000	16,000	22,000	6,000	17,000	23,000
Leghorn/Piombino	3,000	7,000	10,000	2,000	8,500	10,500
Ancona	10,000	12,000	22,000	12,000	12,000	24,000
Heel	31,500	9,500	41,000	35,500	11,000	47,500
Reggio Calabria	0	2,500	2,500	0	2,500	2,500
Total	64,500	60,500	125,000	76,000	65,500	141,500
SICILY						
Messina	0	3,000	3,000	0	3,000	3,000
P. Empedocle	0	2,500	2,500	0	2,500	2,500
Palermo	0	13,000	13,000	0	13,000	13,000
Catania	0	13,000	13,000	0	13,000	13,000
	0	31,500	31,500	0	31,500	31,500
SARDINIA						
Cagliari	0	2,000	2,000	0	2,000	2,000
GRAND TOTAL	107,500	311,000	*418,000	122,000	399,000	**521,000

*Includes 45,000 tons of Sardinian coal.
**Includes 50,000 tons of Sardinian coal.

RESPONSIBILITY FOR REQUISITIONING SHIFTED TO PENINSULAR BASE SECTION Ref. this story 55-9

Effective 1 October, CG, Peninsular Base Section, assumed responsibility for theater requisitioning for all services. All matters dealing with requisitions are to be addressed to CG, PBS, for action with MTOUSA as information addressee.

Effective on the same date, CG, PBS, will assume responsibility for MTOUSA TWX supply conferences with New York Port of Embarkation.

(Reference: MTOUSA cable FX 45731 dated 25 September)

EIGHTH PORT NEWS SUSPENDS Ref. this story 55-10

Publication of the Eighth Port News, weekly newspaper for personnel

Declassified E.O. 12356 Section 3.3/NND No. 785021

	& Military	Civilian	Total	& Military	Civilian	Total
NORTH ITALY						
Genoa/Savona	21,000	172,000	193,000	19,000	240,000	259,000
Venice	12,000	40,000	52,000	14,000	55,000	69,000
Trieste	10,000	5,000	15,000	13,000	5,000	18,000
Total	43,000	217,000	260,000	46,000	300,000	346,000
SOUTH ITALY						
Bagnoli (Naples)	13,000	13,500	27,500	19,500	14,500	34,000
Civitavecchia	6,000	16,000	22,000	6,000	17,000	23,000
Leghorn/Piombino	3,000	7,000	10,000	2,000	8,500	10,500
Ancona	10,000	12,000	22,000	12,000	12,000	24,000
Heel	31,500	9,500	41,000	36,500	11,000	47,500
Reggio Calabria	0	2,500	2,500	0	2,500	2,500
Total	64,500	60,500	125,000	76,000	65,500	141,500
SICILY						
Messina	0	3,000	3,000	0	3,000	3,000
P. Empedocle	0	2,500	2,500	0	2,500	2,500
Palermo	0	13,000	13,000	0	13,000	13,000
Catania	0	13,000	13,000	0	13,000	13,000
	0	31,500	31,500	0	31,500	31,500
SARDINIA						
Cagliari	0	2,000	2,000	0	2,000	2,000
GRAND TOTAL	107,500	311,000	*418,000	122,000	399,000	**521,000

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630

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(Reference: MTOUSA cable FX 45731 dated 25 September)

EIGHTH PORT NEWS SUSPENDS — Ref. this story 55-10

Publication of the Eighth Port News, weekly newspaper for personnel of the Eighth Port in Naples, was suspended 22 September. Copies of the paper were attached as appendices to the Transportation News Letter.

USE OF SHIPPING DESIGNATORS DISCONTINUED — Ref. this story 55-11

The use of shipping designators when referring to ports in communications may be discontinued except for the ports of Japan which require classification. This does not prevent the use of shipping designators for destination marking of supplies and equipment where such action is considered appropriate.

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PORT SITUATION---NAPLES

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
19 Sept.	27	4862	1792	6674	1917
20 Sept.	4	5899	1499	7398	2036
21 Sept.	0	5175	1773	6948	2493
22 Sept.	11	5525	1477	7002	2857
23 Sept.	11	4446	988	5434	1517
24 Sept.	12	4138	658	4796	954
25 Sept.	0	3943	898	4741	1118
Total	65	33908	9035	42995	12292
Daily Av.	9	4844	1298	6142	1756

*Includes all cargo other than British cargo.
Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
19 Sept.	0	0	0	0	655
20 Sept.	0	0	0	0	499
21 Sept.	0	0	0	0	944
22 Sept.	0	0	0	0	1790
23 Sept.	0	0	0	0	393
24 Sept.	0	0	0	0	394
25 Sept.	0	0	0	0	1220
Total	0	0	0	0	5895
Daily Av.	0	0	0	0	842

Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
16 Sept.	0	0	0	0	0	0
17 Sept.	0	0	0	0	0	1208
18 Sept.	0	0	0	0	0	1271
19 Sept.	0	0	85	85	0	980
20 Sept.	0	0	134	134	0	862
21 Sept.	0	0	145	145	0	198
22 Sept.	0	0	156	156	0	366
Total	0	0	520	520	0	4885
Daily Av	0	0	74	74	0	698

Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	**Brit.	Total

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23 Sept.	11	4446	988	5434	1517
24 Sept.	12	4138	658	4796	954
25 Sept.	0	3843	898	4741	1118
Total	65	33908	9085	42993	12292
Daily Av.	9	4844	1298	6142	1756

*Includes all cargo other than British cargo.
Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
19 Sept.	0	0	0	0	655
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Daily Av.	0	0	0	0	842

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	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
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17 Sept.	0	0	0	0	0	1208
18 Sept.	0	0	0	0	0	1271
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	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	**Brit.	Total
16 Sept.	0	0	0	0	0	0	0	0
17 Sept.	0	0	2769	2769	0	2044	1701	3745
18 Sept.	0	0	2194	2194	0	1997	1497	3494
19 Sept.	0	0	1949	1949	6	2460	833	3293
20 Sept.	0	0	2037	2037	6	*	*	4157
21 Sept.	0	0	1893	1893	0	*	*	4908
22 Sept.	0	0	2380	2380	0	*	*	4442
Total	0	0	13222	13222	12	*	*	24039
Daily Av	0	0	1889	1889	2	*	*	3434

**Includes all cargo other than U.S. cargo.
*No figures available.
Does not include weight of wheeled vehicles or bulk POL.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 2 Oct.

Discharging

Empire Perdita 2
Fort Pembina 3
Andrew Hamilton 5
John Hathorn 7
Booker Washington 7
Empire Barrie 8
Ocean Vigour 8
Fort Lawrence 9
Samuel Griffin 9
White Shell Park 12
James Hoban 12

Loading

John Abel
Nathaniel Bacon
Fort Assiniboine
Wendell Wilkie
Fort Anne
William Rayburn
Empire Perdita

Awaiting Orders

Samuel Livermore

S. FRANCE as of 2 Oct.

Discharging

Joseph Warren 7
Robert Randall 6
Norman A. Mack 8
Lucy Stone 4
Ameriki 3
George Steger 5
William Bevan

Loading

William Rawle 4
George Chamberlain 6
Chief Oszoola 3
George Goethels 3

Awaiting Orders

August Loring

LEGHORN as of 2 Oct.

Awaiting Berth To Load

Esek Hopkins
Emboden Seam

Loading

James Monroe
Leo Duster

NOTE: Figures following names of vessels indicate estimated date of completion.

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Fort Pembina 3
Andrew Hamilton 5
John Hathorn 7
Booker Washington 7
Empire Barrie 8
Ocean Vigour 8
Fort Lawrence 9
Samuel Griffin 9
White Shell Park 12
James Hoban 12

Loading

John Abel
Nathaniel Bacon
Fort Assiniboine
Wendell Wilkie
Fort Anne
William Rayburn
Empire Perdita

Awaiting Orders

Samuel Livermore

Robert Randall 6
Norman L. Mack 8
Lucy Stone 4
Ameriki 3
George Steger 5
William Bevan

Loading

William Rawle 4
George Chamberlain 6
Chief Oszoola 3
George Goethels 3

Awaiting Orders

August Loring

Esek Hopkins
Emboden Seam

Loading

James Monroe
Leo Buster

NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

DISTRIBUTION BY
AG MSD, AFHQ
CPS 791

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-29	Tpn

AFHQ

30	G-4(M & Tn) Br
31	G-4 Log Plans
32	G-3
33	APB Naples
34	PSTO (Attn: SOPO) Naples
35	USA, Navy House, Naples
36	Pet Sec
37-56	COT ASF WD
57	CG, Deltabase
58	CG, Penbase
59	CG, RAF MEDME
60-62	CG, AAFSC/MTO
63	CG, USOFA (Attn: G-4)
64-65	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
66-67	COT, USFET
68-69	COMH, Eighth Fleet
70	CG, Pembark
71	DMRS, Italy, Rome
72	DMRS, Italy, Rome
73	CO, Adriatic Base Command
74	CO, Penbase South
75	Rail Tpn O, Penbase South
76-77	CO, 10th Port
78-79	CO, 8th Port
80	CO, 8th Port (Attn: I & E)
81	Tpn O, Deltabase
82	Tpn O, Penbase
83	Tpn O, Penbase South
84	Tpn O, Adriatic Base Command
85	AQMG(M) Mov 3 Dist
86	DGMR, APO 887, Paris
87-88	MATS, Naples
89-90	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
91-92	Chief, Trans Service, SOS USAF IBT APO 885, c/o pm, New York
93-94	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
95-96	Tpn O, AMET, APO 787, c/o pm, New York
97-98	Port Tpn O, PGC, APO 795, c/o pm, New York
99-100	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
101-102	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
103-104	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
105-106	COT, USF, China Theater, APO 879, c/o pm, New York
107-108	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
109-110	Tpn O, POA, APO 958, c/o pm, San Francisco
111-112	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
113-114	Allied Commission, Rome, (Attn: Tpn Sub Com)
115	Joint Railway Control Board, PBS, Naples
116	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col Kerr)
117-118	Commandant, Tpn Corps School, New Orleans Army Air Base, La.
119-120	CO, ASF Training Center, Camp Plauche, New Orleans, La.
121-122	Chief Tpn O, US Army Service Command C, APO 404
123	AG M & D

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6	G-3	60-62	CG, AAFSC/MTO
7-8	G-4	63	CG, USOFA (Attn: G-4)
9	G-4 Plans	64-65	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
10	G-4 Ops	66-67	COT, USFET
11	G-4 S & R	68-69	COMH, Eighth Fleet
12	QM	70	CG, Pembark
13	Sig O	71	DMRS, Italy, Rome
14-15	Surg	72	DMRS, Italy, Rome
16	Engr	73	CO, Adriatic Base Command
17	CWS	74	CO, Penbase South
18	Ord	75	Rail Tpn O, Penbase South
19-29	Tpn	76-77	CO, 10th Port
AFHQ		78-79	CO, 8th Port
		80	CO, 8th Port (Attn: I & E)
30	G-4(M & Tn) Br	81	Tpn O, Peltabase
31	G-4 Log Plans	82	Tpn O, Penbase
32	G-3	83	Tpn O, Penbase South
33	APB Naples	84	Tpn O, Adriatic Base Command
34	PSTO (Attn: SOPO) Naples	85	ASMG(M) Mov 3 Dist
35	USA, Navy House, Naples	86	DGMR, APO 887, Paris
36	Pet Sec	87-88	MATS, Naples

89-90 CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
91-92 Chief, Trans Service, SOS USAF IBT APO 885, c/o pm, New York
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103-104 Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
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119-120 CO, ASF Training Center, Camp Plaucho, New Orleans, La.
121-122 Chief Tpn O, US Army Service Command C, APO 404
123 AG M & D

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MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. II, No. 2 | 25 September, 1945 | Page 1

MOV & TN REMAINS ALLIED FUNCTION IN ALLIED FORCE HQ REORGANIZATION

Ref. this story 54-1

Movements & Transportation will continue to be an integrated function in the reorganized Allied Force Headquarters. Reorganization of AFHQ for the purpose of eliminating as far as practicable the handling of all but purely Allied matters by that headquarters will go into effect 1 October.

A new organization, General Headquarters, Central Mediterranean Forces, will be set up to handle all matters which are exclusively British, while all exclusively American functions will be the responsibility of MTOUSA. Thus transportation matters which are purely British will be a G Movements, CMF, function, while Transportation, MTOUSA, will handle American matters, and Mov & Tn, AFHQ, a combination of G Movements, CMF, and Transportation, MTOUSA, will handle Allied transportation.

The decision to retain Mov & Tn as an integrated function and a part of AFHQ was based on the large extent to which the same transportation facilities must be used by British and Americans and to the degree to which the movements of one ally affects the other. It was pointed out that so long as there are considerable U.S. and British movement commitments in the theater, a single Allied Mov & Tn authority with overall control of movement is inevitable.

Several other CMF and MTOUSA elements will act as corresponding AFHQ staff sections. For the MTOUSA side they include G-2, G-5, Signal, Adjutant General, Petroleum, Headquarters Command and Liaison. For the CMF side they include Civil Affairs, G Movements, Petrol, G-Operations, G-Intelligence, G-Liaison and Signals.

Personnel now assigned to AFHQ are to be transferred either to CMF or MTOUSA.

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VULCANIA LEAVES NAPLES WITH 4,770 PERSONNEL

Ref. this story 54-2

The former Italian passenger liner, Vulcania, making its first trip as a United States troopship, sailed from Naples for New York at noon 25 September with a total of 4,770 passengers aboard.

The Vulcania was fitted out in Venice and Trieste while it was being made seaworthy for a trip to the United States. Unfitted it would have lifted approximately 1,000 personnel. Fittings for the vessel were obtained from surplus Navy supplies in this theater.

The lift consisted of 4,155 enlisted personnel including 508 WACs and 98 patients; 258 officers including one patient and eight WACs; 329 nurses;

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The lift consisted of 4,155 enlisted personnel including 508 WACs and 98 patients; 258 officers including one patient and eight WACs; 329 nurses; 26 civilians including two patients; and two special agents.

Ref. this story 54-3

7,000 GERMAN POWs TO MOVE FROM NAPLES TO PISA AREA

7,000 German prisoners of war, most of them service troops, will be moved by rail from Naples to the Pisa area in seven days starting 26 September. A special train of boxcars will leave Campi Flegrei with the prisoners at 1800 hours daily.

Prisoners will be held in Pisa for repatriation and other disposition.

The movement is part of the program for speeding up the repatriation of German prisoners of war in Italy.

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34th DIVISION TO RETURN TO STATES ON WAKEFIELD

Ref. this story 54-4

The 34th Infantry Division is scheduled to be returned to the United States on the troopship, Wakefield, leaving Naples approximately 15 October.

Approximately 6,500 personnel are to be lifted by highway from Udine, where the division was on occupational duty, to Pisa, and by rail from Pisa to Naples.

The first convoy of 50 trucks is scheduled to leave Leghorn for Udine on 26 September and to make the first lift from Udine to Pisa on 28 September. 1,000 personnel will be lifted in each convoy, and convoys will leave Udine on alternate days. The distance between Udine and Pisa by highway is 347 miles.

Every other day starting 29 September two special trains of 15 coaches each will leave Pisa for Naples. Troops will be staged near Pisa overnight before boarding trains.

Target date for completion of the entire move is 10 October.

Low score personnel in the 34th Division will be transferred to the 88th Division, which is assuming occupational duties, while high score 88th Division personnel will fill vacancies in the 34th. The division will be filled further from high score casuals.

Scheduled to be lifted by the Wakefield with the 34th Division are 350 nurses and 350 patients. Actual figures will be affected by the overload permitted.

The Wakefield set a theater record for personnel lifted when it left Naples for the U.S. 13 August with 8,227 personnel aboard.

COLLIER ACCEPTANCE INCREASED AT PORTO MARGHERA IN VENICE

Ref. this story 54-5

Porto Marghera, coal discharge dock for Venice, can now accept two colliers drawing up to 26 feet. Previously only vessels of 24-foot drafts or less could be accepted.

Vessels may be moved from Lido anchorage at high water. Maximum draft at Lido entrance is 28 feet.

Colliers arriving in Venice with drafts greater than 26 feet may be lightened offshore at a discharge rate of approximately 100 tons per hatch per eight hour shift. In most cases, however, vessels which require lighting will be put in at Trieste.

CinC MEDITERRANEAN MOVES HEADQUARTERS TO MALTA

Ref. this story 54-5

Headquarters, Commander-in-Chief, Mediterranean, has been moved from

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where the division was on occupational duty, to Pisa, and by rail from Pisa to Naples.

The first convoy of 50 trucks is scheduled to leave Leghorn for Udine on 26 September and to make the first lift from Udine to Pisa on 28 September. 1,000 personnel will be lifted in each convoy, and convoys will leave Udine on alternate days. The distance between Udine and Pisa by highway is 347 miles.

Every other day starting 29 September two special trains of 18 coaches each will leave Pisa for Naples. Troops will be staged near Pisa overnight before boarding trains.

Target date for completion of the entire move is 10 October.

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CinC MEDITERRANEAN MOVES HEADQUARTERS TO MALTA

Ref. this story 54-5

Headquarters, Commander-in-Chief, Mediterranean, has been moved from Caserta to Malta, effective 25 September, and a command post set up in Naples for liaison with Allied Force Headquarters.

The Naples command post will be addressed as CinC Med (Naples) and will receive all admiralty and general cables as well as signals concerning major warship movements and policy and planning matters. Routine cables will not be addressed to CinC Med (Naples).

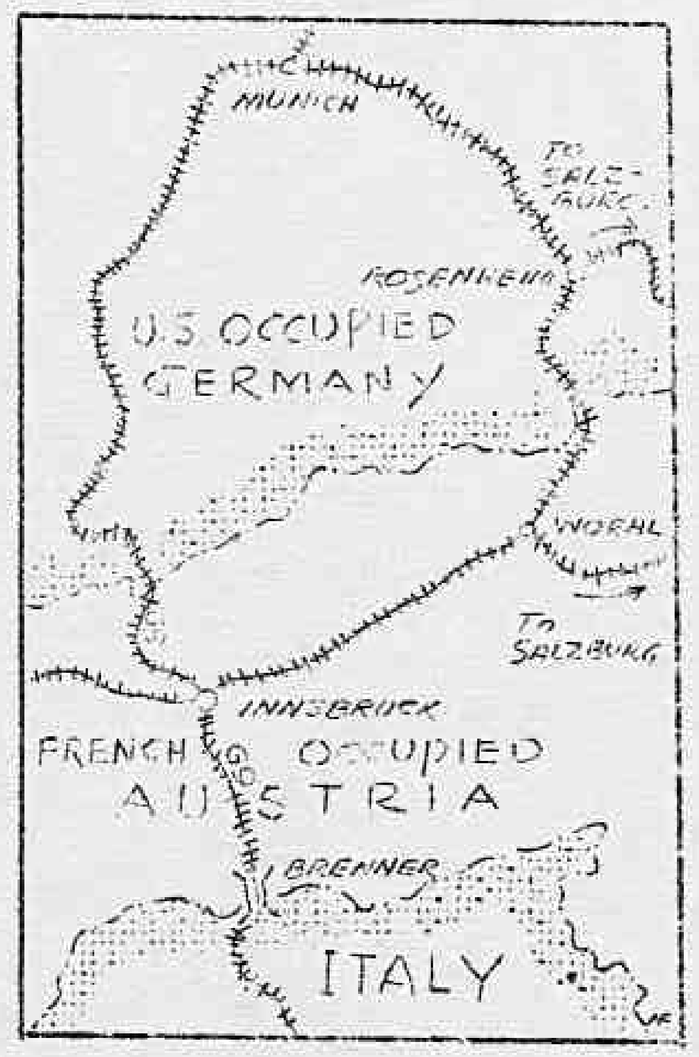
The Shipping Intelligence Room will be discontinued 30 September. Offices of the Ministry of War Transport, Mediterranean; Regional Director, War Shipping Administration, and Principal Sea Transport Officer, Mediterranean, will be maintained in Navy House, Naples.

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EMBARGO ON FRENCH-OCCUPIED AUSTRIAN R.R. LINE LIFTED

Ref. this story 54-6



An embargo placed on all rail traffic on that portion of Line 69 which operates through French-occupied Austria was lifted at 0800 hours 25 September, four days after it had been declared by AFHQ.

USFET declared an embargo on the same line on 19 September and lifted it at 1500 hours 25 September.

The embargo was made necessary when a lack of lubricant for the French locomotives on the line caused a shortage of motive power. The situation was relieved by Allied aid.

Railline 69 is the principal railroad to United States-occupied Austria and Germany from Italy. It runs northward from Bologna through the Brenner Pass, across Austria and into U.S.-occupied Germany. A line connecting Line 69 at Innsbruck provides the main rail route between Italy and U.S.-occupied Austria.

The embargo caused a halt to all displaced personnel, prisoner of war and other personnel moves into and out of Italy.

RECONSTRUCTION WORK COMPLETED ON ORTE-CAPRANICA RAILROAD

Ref. this story 54-7

627

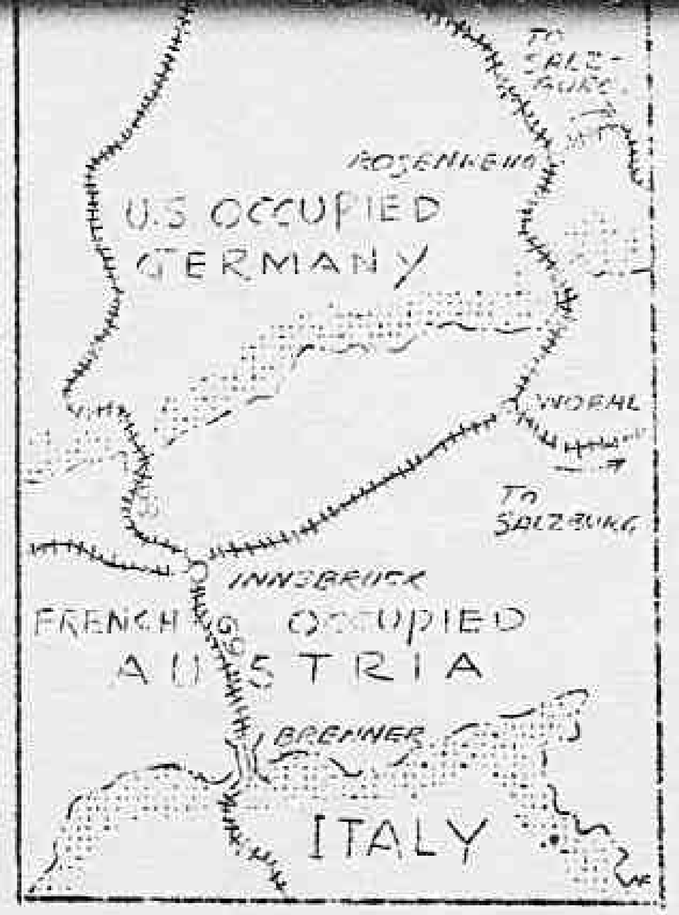
Reconstruction of Railline 255 between Capranica and Orte was completed by the Italian State Railways 19 September and the railroad opened to traffic.

Immediate use for the railroad will be to complete the clearance of the potato crop in that area. Potatoes from Capranica are for use by the military and were planted under Allied Commission supervision.

Line 255, connecting with Line 257 at Capranica forms an emergency alternate route between Rome and Orte. While this is a roundabout route and normally would be uneconomical to use for through traffic between Rome and Orte it would be useful in case of a break on the direct Rome-Orte route, Line 65.

Line 65 with Line 87 is the most direct rail

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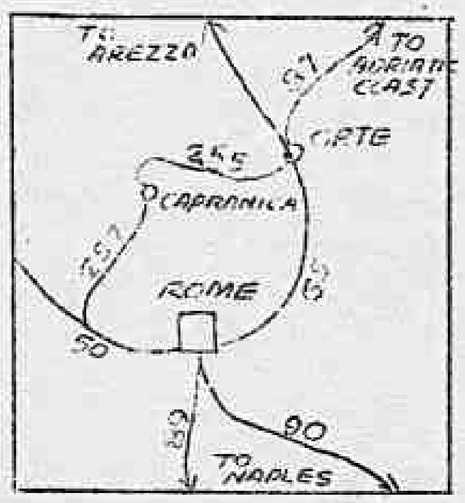
RECONSTRUCTION WORK COMPLETED ON ORTE-CAPRANICA RAILROAD

Ref. this story 54-7

827

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Line 65 with Line 87 is the most direct rail route between the Naples-Rome areas and Italy's central and north Adriatic coast.

TWO DISTRICT HQ MOVES

Ref. this story 54-8

Effective at 2359 hours 30 September, Hq, Two District, will close its present quarters in Monza and open at 16 Foro Bonaparte, Milan.

PERSIAN GULF COMMAND AT KHORRAMSHAHR

Ref. this story 54-9

Headquarters, Persian Gulf Command, closed at Teheran, Iran, and opened at Khorramshahr, Iran, at 1200 hours 19 September. The address, APO 525, c/o postmaster, New York, remains the same.

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PSTO, MTR COASTAL FLEETS
LIFT 178,750 TONS IN AUGUST

Ref. this story 54-10

The coaster fleets operated by the Principal Sea Transport Officer, Mediterranean, and the Ministry of War Transport Representative, Mediterranean, lifted a total of 178,750 tons during August not including the weight of 1,689 mules lifted by MTR coasters.

The PSTO coaster fleet for the month included:

12	British-controlled petrol fitted coasters	19,165 tons capacity
31	British-controlled stores coasters	81,470 tons capacity
7	Italian stores coasters	16,950 tons capacity
50		117,585

This fleet carried 112,463 tons of cargo, 20,394 tons of which was POL. The bulk of the lifts were made between Italian ports.

The petrol coasters averaged 1,700 tons per coaster for the month. One vessel of 1,600 tons made no lifts during the month because of repairs and dry-docking.

The 31 British-controlled stores coasters lifted a total of 72,495 tons or an average of 2,340 tons each, and the seven Italian coasters lifted 19,574 tons for an average of 2,797 tons each.

The coaster fleet is operated as an AFHQ shipping pool.

The MTR coaster fleet in August consisted of:

6	British-controlled vessels	15,370 tons capacity
5	Italian vessels	27,550 tons capacity
1	Greek vessel	5,000 tons capacity
1	Swedish vessel	4,000 tons capacity
1	Polish vessel	4,200 tons capacity
14		56,120

Of these vessels one of 5,000 tons was repairing during the whole period, one of 7,500 tons was repairing during 25 days of the period, and three of 3,170 tons were on MTR service for an average of 15 days each.

Cargo included 36,370 tons of Sardinian coal; 6,390 tons of phosphates; 11,300 tons of pyrites; 1,500 tons of bunker coal; 3,117 tons of timber; 200 tons of coke; 2,500 tons of sulphur; 4,690 tons of general cargo; 220 tons of fodder, and 1,689 mules.

LAST OF BRAZILIANS
CLEARED FROM ITALY

Ref. this story 54-11

The last large group of Brazilians left Italy 20 September aboard the James Parker, bringing to more than 30,000 the number of BEF personnel

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mules lifted by MTTR coasters.

The PSTO coaster fleet for the month included:

12	British-controlled petrol fitted coasters	19,165 tons capacity
31	British-controlled stores coasters	81,470 tons capacity
7	Italian stores coasters	16,950 tons capacity
50		117,585

This fleet carried 112,463 tons of cargo, 20,894 tons of which was POL. The bulk of the lifts were made between Italian ports.

The petrol coasters averaged 1,700 tons per coaster for the month. One vessel of 1,600 tons made no lifts during the month because of repairs and dry-docking.

The 31 British-controlled stores coasters lifted a total of 72,495 tons or an average of 2,340 tons each, and the seven Italian coasters lifted 19,574 tons for an average of 2,797 tons each.

The coaster fleet is operated as an MFHQ shipping pool.

The MTTR coaster fleet in August consisted of:

6	British-controlled vessels	15,370 tons capacity
5	Italian vessels	27,550 tons capacity
1	Greek vessel	5,000 tons capacity
1	Swedish vessel	4,000 tons capacity
1	Polish vessel	4,200 tons capacity
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LAST OF BRAZILIANS CLEARED FROM ITALY

Ref. this story 54-11

The last large group of Brazilians left Italy 20 September aboard the James Parker, bringing to more than 30,000 the number of BLF personnel redeployed since 1 June. The Parker lifted 2,770.

2652nd PACKING SQUAD TO PBS

The 2652nd Packing Squad (Ovhd) will be relieved from assignment with MTOUSA and assigned to Peninsular Base Section effective 30 September. Effective the same date will be the transfer of all packaging and crating functions previously exercised by the Chief of Transportation, MTOUSA.

SHIPS PAPERS TO PBS

Effective immediately all ships papers now being mailed to the COT, MFHQ, Caserta, Italy, will be forwarded to Commanding General, PBS, APO 782, Attention: Transportation Officer.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 24 Sept.

Awaiting Berth to Discharge

Fort Lawrence

Discharging

Oscar Barrett 24
William Richardson 25
George Leonard 25
Carrillo 25
Chilton Seams 27
Alexander Bell 28
Fort Island 28
Samuel Griffin 28
Empire Barrie 29
Richard Bassett 20
Fort Pembina 1
Andrew Hamilton 3
Whiteshell Park 5

Awaiting Berth to Load

Nathaniel Bacon
Fort Assiniboine

Loading

Rufus Choate,
Fred
Mahlon Pitney
James Harlan
John Abel
Empire Cecilia

S. FRANCE as of 23 Sept.

Discharging

William Rawle 27
George Chamberlain 30
Bertram Goodhue 26
Seaman Knapp 27
Ameriki 29
James Rogers
Roy Wells 23
Marmatris 26

Loading

Augustus Loring 29

LEGHORN as of 25 Sept.

Awaiting Berth to Load

[illegible] Cumerford
George Davis
Jonathan Grout
Tillie Lykes

Loading

Leo Duster
Ezra Cornell
Charles Carrol
Thomas Bickett
Thorstein Veblan

NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA:

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	C/S
18	Ord
19-29	Tpn

AFHQ:

30	G-4 (M & Tn) Br
31	G-4 Log Plans
32	G-3
33	APB Naples
34	PSTO (Attn: SOPO) Naples
35	WSA, Navy House, Naples
36	Pet Sec
37-56	COT ASF WD
57	CG, Deltabase
58	CG, Penbase
59	CG, R&F MEDBAR
60-62	CG, AAFSC/MTO
63	CG, USOFL (Attn: G-4)
64-65	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
66-67	COT, USFET
68-69	COMZ, Eighth Fleet
70	CG, Penbark
71	DDRS, Italy, Rome
72	DDRS, Italy, Rome
73	CO, Adriatic Base Command
74	CO, Penbase South
75	Rail Tpn O, Penbase South
76-77	CO, 10th Port
78-79	CO, 8th Port
80	CO, 8th Port (Attn: I & E)
81	Tpn O, Deltabase
82	Tpn O, Penbase
83	Tpn O, Penbase South
84	Tpn O, Adriatic Base Command
85	AMG(M) Mov 3 Dist
86	DGMR, APO 887, Paris
87-88	MATS, Naples
89-90	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
90-91	Chief, Trans. Service, SOS, USAF, IBT, APO 885, c/o pm, New York
92-93	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
94-95	Tpn O, AMET, APO 787, c/o pm, New York
96-97	Port Tpn O, PGC, APO 795, c/o pm, New York
98-99	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
100-101	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
102-103	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
104-105	COT, USF, China Theater, APO 879, c/o pm, New York
106-107	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
108-109	Tpn O, POA, APO 958, c/o pm, San Francisco
110-111	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
112-113	Allied Commission, Rome (Attn: Tpn Sub Com)
114	Joint Railway Control Board, PBS, Naples
115	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
116-117	Commandant, Tpn Corps School, New Orleans Army Air Base, La.
118-119	CO, ASF Training Center, Camp Plauche, New Orleans, La.
120-121	Chief Tpn O, US Army Service Command C, APO 404
122	AG M & D

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6	G-3	60-62	CG, AFSC/ATO
7-8	G-4	63	CG, USOFL (Attn: G-4)
9	G-4 Plans	64-65	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
10	G-4 Ops		
11	G-4 S & R	66-67	COT, USFET
12	QM	68-69	COMA, Eighth Fleet
13	Sig O	70	CG, Penbark
14-15	Surg	71	DMRS, Italy, Rome
16	Engr	72	DDMRS, Italy, Rome
17	C WS	73	CO, Adriatic Base Command
18	Ord	74	CO, Penbase South
19-29	Tpn	75	Rail Tpn O, Penbase South
		76-77	CO, 10th Port
AFHQ		78-79	CO, 8th Port
		80	CO, 8th Port (Attn: I & E)
30	G-4 (M & Tn) Br	81	Tpn O, Deltabase
31	G-4 Log Plans	82	Tpn O, Penbase
32	G-3	83	Tpn O, Penbase South
33	APB Naples	84	Tpn O, Adriatic Base Command
34	PSTO (Attn: SOPO) Naples	85	AMG(M) Mov 3 Dist
35	NSA, Navy House, Naples	86	DGMR, APO 887, Paris
36	Pet Sec	87-88	MATS, Naples

89-90	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
90-91	Chief, Trans. Service, SOS, USAF, IBT, APO 885, c/o pm, New York
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Allied Comms Rome TWS/C
Tpn Sub Corp

124-125

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

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PERSONNEL OVERLOADING OF LIBERTIES TO BE DISCONTINUED ON 1 OCTOBER

Ref. this story 53-1

431/25

The practice of overloading Liberty type troop conversions will be discontinued effective 1 October because of expected inclement weather. Victory type troopships will continue to overload by 30 percent. While regular troopships will be overloaded to a safe figure consistent with weather conditions and physical characteristics of the vessel.

Fitted Liberties are generally overloaded by 30 percent in the Mediterranean Theater. Normal loading in most instances will give the vessels capacities of 550 troops each.

(Reference: AGWAR cable 64775 dated 15 September)

Another change in the Liberty troop loading policy will permit the lifting of officer personnel on Liberties. This is necessary because of the limited number of First Class accommodations available for the increased number of officers awaiting U.S. movement. Officers necessarily will be berthed in Troops Class spaces and will be fed in troop mess.

Berths in Holds No. 2 and No. 3 of fitted Liberties, nominated by the Transportation Section, MTOUSA, will be used. Mattresses will be provided for all standee bunks to be occupied by officers. Similar arrangements also apply to Victory ships.

(Reference: MTOUSA cable FX 43361 dated 14 September)

RAIL LOADING EMBARGO DECLARED ON NAPLES FREIGHT DISCHARGE

Ref this story 53-2

625

An embargo on rail loadings for points within the Naples-Caserta -Battipaglia area was declared from 15 to 20 September to permit a backlog of rail cars to be discharged.

The backlog was built up by several factors including increased redeployment traffic in the area plus a recent three-day Italian holiday during which time sufficient labor was not available to keep up the necessary high speed discharging program.

Excluded in the embargo are 700 tons of pierced steel planking daily from Mondolfo, 300 tons of bombs and ammunition daily from Candelaro, and perishables, mail, personnel and dock clearance tonnage.

TIME IS CHANGED FOR AFHQ FORCES

Ref. this story 53-3

"A" time (Greenwich Mean Time plus one hour) became effective for

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TIME IS CHANGED FOR AFHQ FORCES

Ref. this story 53-3

"A" time (Greenwich Mean Time plus one hour) became effective for all forces under Allied Force Headquarters command with the exception of the forces in Greece, Crete and the Aegean Islands at 0200B hours 16 September. Forces in Greece, Crete and the Aegean Islands will remain on "B" time (GMT plus two hours).

French authorities in Metropolitan France, Tunisia and Algeria and the Italian and Austrian governments also will conform to this change, adopting "A" time in place of "B" time.

The U.S., British and French zones in Austria and the Belgium government also will change to "A" time on 16 September. Norway has proposed adopting "A" time on 1 October.

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QUOTA OF 300 SPACES ESTABLISHED FOR TRAVEL OF CIVILIANS TO U.S.

Ref. this story 53-4

A monthly quota of 300 spaces has been established in the Mediterranean Theater for travel necessary to the national interest sponsored by local State Department representative. The quota became effective in September.

This quota is in addition to one already allotted for quasi-official travel and is intended to include all requests for air or surface travel of personnel whose applications are not initiated by a military agency. Alien government officials and diplomats are included in this category. U.S. citizens desiring repatriation and dependents of military personnel are excluded.

An additional block of 300 spaces per month is allocated for travel of quasi-military personnel. This category covers the American Red Cross, Office of Strategic Services, UNRRA, FAB, FEA and similar agencies.

Only travel orders acceptable by War Shipping Administration agents for authorized travel aboard U.S. Army operated or allocated vessels are those issued by MTOUSA, issued by a major command under authority granted by MTOUSA, or those issued by the War Department and indorsed by a major command.

SPACE ALLOCATION FOR MILITARY DEPENDENTS IS RECOMMENDED

Ref. this story 53-5

Allocation of at least 25 spaces a month for emergency passage of non-citizen wives of U.S. personnel to the United States has been recommended by MTOUSA.

It was pointed out that many military husbands of non-citizen wives already have returned to the U.S. and that their dependents, which include many small children and many expectant mothers, frequently are virtually homeless. Although they do not need financial aid they do require assistance with regard to housing, subsistence, medical care, etc. The children in almost every case have been registered as United States citizens.

The opening of an Administrative Center in Naples to care for these women and children is contemplated, although if these people are to remain in Italy indefinitely, such activity will be expensive particularly in supervisory personnel. If shipping space is granted, such establishment will not be necessary as facilities to care for short term transients awaiting shipment are available.

There are approximately 1,700 dependents in the Theater, 270 of which have applied for transportation. Applications are being received at a rate of 36 per week.

MTOUSA FUNCTIONS TRANSFERRED TO PENINSULAR BASE SECTION

Ref. this story 53-6

Effective 30 September certain Transportation Corps responsibilities are expected to be transferred from Headquarters, MTOUSA, to Headquarters, Peninsular Base Section. These are:

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travel and is intended to include all requests for air or surface travel of personnel whose applications are not initiated by a military agency. Alien government officials and diplomats are included in this category. U.S. citizens desiring repatriation and dependents of military personnel are excluded.

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Ref. this story 53-6

Effective 30 September certain Transportation Corps responsibilities are expected to be transferred from Headquarters, MTOUSA, to Headquarters, Peninsular Base Section. These are:

Responsibility for all freight movements by land, air and water, including documentation.

Responsibility for Transportation Corps supply.

In connection with these responsibilities PBS will compile the Weekly Outloading Report, Estimates of Cargo Available for Outloading, and Semi-Weekly Vessel Report for the Zone of Interior. Intend to Load cables and Loading cables will continue to be dispatched by loading ports to all concerned with information copies to AFHQ.

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CIVILIAN PORT CLEARANCE TRANSFERRED TO E.N.A.C.

Ref. this story 53-7

Military transportation for port clearance of imported Italian civilian supplies from the Italian civilian area of the Port of Naples was withdrawn 17 September. Responsibility for civilian port clearance now is being undertaken by E.N.A.C. (Ente Nationale Autotrasporti d' Cosi), Italian governmental agency for the control of highway transportation.

Demand for transport will have to be made at least 12 hours in advance through the Port Operations Officer to an E.N.A.C. representative on duty in the port area. Port clearance demands will be given priority over other requests for transport.

Transportation will operate for two shifts commencing at 0700 hours and 1900 hours. E.N.A.C. will maintain dispatchers at its offices and at the truck control point in the port area 24 hours per day. Upon arrival, all trucks will report to the truck control point for assignment.

Personnel of the Italian Mercantile Marine will assure that no personnel or vehicles enter the port without proper authorization and will check vehicles and personnel as they leave the port. With the military dispatcher withdrawn, it will be the responsibility of the I.M.M. to insure that vehicles are dispatched correctly and that a copy of the dispatch ticket is retained for permanent port records.

Charges for port clearance transportation are to be borne by receiving agents on a basis of dispatch tickets and, inasmuch as all parties concerned represent a branch of the Italian Government, no transport shall be withheld from use for lack of financial arrangements.

Security of discharge operations and cargo will continue to be an I.M.M. responsibility. U.S. Army Military Police will continue to be maintained at the port area gate as long as there is need for military personnel to enter the civilian port area.

ITALY-FRANCE COASTAL RAILLINE REPORTED NEARING COMPLETION

Ref. this story 53-8

624

Line 61, the coastal railroad line between Italy and France, has been completed from Genoa to Ventimiglia, Italy, and was opened to civilian traffic 15 September.

Work on the line between Ventimiglia and Mentone, France, is progressing, and it is estimated that the track will be ready for use in the middle of November. This will give Italy its first direct post war rail connection with France.

Line 50, which joins the Italian railway system at Turin with the

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by E.N.A.C. (Ente Nationale Autotrasporti d' Cosi), Italian governmental agency for the control of highway transportation.

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Line 50, which joins the Italian railway system at Turin with the French system at Montmelian, France, is still blocked by the damaged Mont Conis Tunnel. Heavily mined and wrecked by the retreating Germans, it is not expected that the tunnel can be reconstructed before the early part of 1946.

(Reference: Tn Main Rome cable, 376 Tn/A/4 dated 12 September)

CORRECTION---PORT OF LEGHORN

Ref. this story 53-9

The map of Italy indicating port classifications in connection with the degree of civil and military control, published in the Transportation News Letter, Vol. I, No. 52, dated 11 September, erroneously classified Leghorn as a Category A port. Leghorn is a Category D port.

Class D ports are those which are under Allied naval or military control but with civilian commitments.

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NEW PROCEDURE SET UP FOR MEETING MAINTENANCE REQUIREMENTS IN MTO

Ref. this story 53-10

A new procedure for meeting the maintenance requirements of forces under Allied Force Headquarters control within the Mediterranean Theater has been published in AFHQ Administrative Memorandum No. 41, dated 9 September, 1945. The memorandum rescinds AFHQ Administrative Memorandum No. 16, 1945.

Allied forces in the Mediterranean receive maintenance supplies by three methods: movements by sea of requirements from extra-Mediterranean sources; intra-Mediterranean movement by sea of existing resources, and internal rail movement.

The loading of vessels from sources outside the Mediterranean for United States and British forces for which AFHQ has maintenance responsibility is arranged by AFHQ for the British, and by the Commanding General, MTOUSA, for the United States. The loading of vessels for coal and civilian supplies is arranged by authorized civilian agencies.

Long Term Procedure

In order to insure that loading of ships in the extra-Mediterranean sailings is related to port acceptance and overall Theater requirements, a long term maintenance bid procedure has been set up.

Ninety days before the first of each month bids will be submitted to G-4, M & Tn (Br) for the British Army and Royal Air Forces, and to G-4, MTOUSA, for U.S. Army Ground and Air Forces. Unless indication to the contrary is given by G-4, M & Tn, or G-4, MTOUSA, these bids may be presumed to have been accepted.

Short Term Procedure

A short term bid procedure has been set up for the bidding for sea movement within or between Italy, North Africa, Sardinia, Sicily and Corsica.

At least 30 days before each successive 30-day maintenance period, Q (Maint) and MTOUSA will receive and examine all bids from British and U.S. users respectively. Finalized demands are submitted to G-4, M & Tn(Br) and Chief of Transportation, AFHQ.

Twenty-five days before each 30-day period G-4 and COT will examine the bids and the details of bids accepted will be published by G-4 (M & Tn). Unless information to the contrary be received, it may be assumed that all bids have been accepted.

The first 30 day period will be from 2 November to 1 December. Bids for this period are due 3 October.

Rail Bids

Requirements for movement by rail will be bid by all headquarters and

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The first 30 day period will be from 2 November to 1 December. Bids for this period are due 3 October.

Rail Bids

Requirements for movement by rail will be bid by all headquarters and users sufficiently in advance so that they reach AFHQ 10 days before the beginning of each weekly maintenance period. The seven-day periods begin each Monday.

Store bids will show tonnages required by commodities, sources of supply and destinations. Acceptance of bids for local movement is delegated in certain instances to subordinated Movements (Br) or Transportation (American) headquarters. Bids for such movement will be submitted direct to the subordinated headquarters involved and not to AFHQ.

In event requirements are in excess of available rail tonnages, a rail POM meeting will be held at AFHQ on the Monday preceding the period and necessary reductions made.

(Continued on Page 5)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

LEAVE PERSONNEL TO SWITZERLAND TO TRAVEL BY BUS AND TRAIN

Ref. this story 53-11

Because of uncertain weather conditions, air lifts of Switzerland -destined leave personnel between Southern Italy and Milan will be discontinued 25 September and will be replaced by bus and train service.

The quota of U.S. personnel who will enter Switzerland from Italy on leave will be reduced from 400 to 300 per day at that time.

Under the new plans, regular bus type vehicles previously used in Special Service motor tours of Italy will lift personnel from Southern Italy to Florence. Here personnel will be transferred to a train for an overnight trip to Milan.

The train will leave Florence at 2030 hours, and travelling without a stopover, will arrive in Milan at 1130 hours the following day. The train will be routed via Line 65 to Bologna, via Line 69 to Verona and via Line 53 through Brescia to Milan. It will consist of eight coaches and one baggage car. A snack bar will be set up in the baggage car as no meals will be served on the train.

Leave personnel will remain in Milan overnight before taking a train for Switzerland.

Returning personnel will follow the same route, leaving Milan at 1730 hours and arriving in Florence at 0800 hours.

Persons lifted in the Naples area will make an overnight stop in Rome before continuing to Florence.

NEW PROCEDURE SET UP FOR MEETING MAINTENANCE REQUIREMENTS IN MTO (Continued from Page 4)

AFHQ will notify all concerned of the firm allocations of rail tonnages. Final loading instructions to supplying agencies then will be issued through normal channels. These instructions will reach supplying agencies before noon each Tuesday.

In an emergency, alterations to bids within existing allocations may be submitted to AFHQ for a decision. Application for adjustment of rail tonnages must be received at AFHQ at least six days before delivery is required.

MATS LIFTS 64,126 PASSENGERS, 9,181,576 LBS FREIGHT IN JULY

Ref. this story 53-11

The Mediterranean Air Transport Service lifted a total of 64,126 passengers and 9,181,576 pounds of freight and mail during the month of July according to figures released recently by Headquarters, MATS. Passenger figures do not include 4,626 sightseeing passengers flown by MATS on tours conducted by Special Service Section, MTOUSA.

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Under the new plans, regular bus type vehicles previously used in Special Service motor tours of Italy will lift personnel from Southern Italy to Florence. Here personnel will be transferred to a train for an overnight trip to Milan.

The train will leave Florence at 2030 hours, and travelling without a stopover, will arrive in Milan at 1130 hours the following day. The train will be routed via Line 65 to Bologna, via Line 69 to Verona and via Line 53 through Brescia to Milan. It will consist of eight coaches and one baggage car. A snack bar will be set up in the baggage car as no meals will be served on the train.

Leave personnel will remain in Milan overnight before taking a train for Switzerland.

Returning personnel will follow the same route, leaving Milan at 1730 hours and arriving in Florence at 0800 hours.

Persons lifted in the Naples area will make an overnight stop in Rome before continuing to Florence.

NEW PROCEDURE SET UP FOR MEETING MAINTENANCE REQUIREMENTS IN MTO (Continued from Page 4)

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MATS LIFTS 64,126 PASSENGERS, 9,181,576 LBS FREIGHT IN JULY Ref. this story 53-11

The Mediterranean Air Transport Service lifted a total of 64,126 passengers and 9,181,576 pounds of freight and mail during the month of July according to figures released recently by Headquarters, MATS. Passenger figures do not include 4,626 sightseeing passengers flown by MATS on tours conducted by Special Service Section, MTOUSA.

The passenger figure for July was slightly higher than the June figure of 61,460 and considerably higher than the May figure of 46,232. The freight figure for July was a decrease of 0.9 percent or 87,568 pounds over June.

Schedule commitments for USAAF/ATC and RAF/TC for July were approximately 3 million air miles. Squadrons assigned to Headquarters, MATS, contributed another one and a half million air miles during July.

FLORENCE RTC INOPERATIVE Ref. this story 53-12

Effective at 2400A hours 18 September, the Florence Redeployment Training Center Area becomes inoperative. All correspondence and matters pertaining to the RTC will be forwarded to Cecchignola RTA.

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0230
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PORT SITUATION---NAPLES

	Discharged				Loaded	
	No. Veh	General Cargo			No. Veh	General Cargo
		*U.S.	Brit.	Total		
5 Sept.	4	3009	1623	4632		576
6 Sept.	5	4853	3015	7868		725
7 Sept.	0	3660	2714	6374		633
8 Sept.	0	3304	1401	4705		193
9 Sept.	0	1669	277	1946		70
10 Sept.	0	1929	730	2659		403
11 Sept.	0	3478	1810	5288		1421
Total	9	26902	11570	38472		4021
Daily Av	1	3843	1653	5490		574

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				Loaded	
	No. Veh	General Cargo			No. Veh	General Cargo
		U.S.	Brit.	Total		
5 Sept.	0	1113	0	1113		933
6 Sept.	0	1303	0	1303		1560
7 Sept.	0	842	0	842		1460
8 Sept.	0	974	0	974		1293
9 Sept.	0	813	0	813		1417
10 Sept.	0	580	0	580		841
11 Sept.	0	714	0	714		412
Total	0	6339	0	6339		7916
Daily Av	0	906	0	906		1131

Weight of wheeled vehicles and bulk POL not included

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo			No. Veh	General Cargo
		U.S.	Brit.	Total		
2 Sept.	0	0	643	643	0	219
3 Sept.	0	0	589	589	52	438
4 Sept.	0	0	732	732	64	452
5 Sept.	0	0	464	464	50	719
6 Sept.	0	0	0	0	44	955
7 Sept.	0	0	0	0	3	720
8 Sept.	0	0	0	0	0	1312
Total	0	0	2428	2428	213	4870
Daily Av	0	0	347	347	30	694

Weight of wheeled vehicle and bulk POL not included.

PORT SITUATION---BARI

	Discharged		Loaded

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9 Sept.	0	1669	277	1946	70
10 Sept.	0	1929	730	2659	403
11 Sept.	0	3478	1810	5288	1421
Total	9	26002	11579	37581	4021
Daily Av	1	3643	1655	5490	574

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
5 Sept.	0	1113	0	1113	933
6 Sept.	0	1303	0	1303	1560
7 Sept.	0	842	0	842	1460
8 Sept.	0	974	0	974	1293
9 Sept.	0	813	0	813	1417
10 Sept.	0	580	0	580	841
11 Sept.	0	714	0	714	412
Total	0	6339	0	6339	7916
Daily Av	0	906	0	906	1131

Weight of wheeled vehicles and bulk POL not included

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
2 Sept.	0	0	643	643	0	219
3 Sept.	0	0	589	589	52	438
4 Sept.	0	0	732	732	64	452
5 Sept.	0	0	464	464	50	719
6 Sept.	0	0	0	0	44	955
7 Sept.	0	0	0	0	3	720
8 Sept.	0	0	0	0	0	1312
Total	0	0	2428	2428	213	4870
Daily Av	0	0	347	347	30	694

Weight of wheeled vehicle and bulk POL not included.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	*Brit.	Total
2 Sept.	0	0	4518	4518	0	0	606	606
3 Sept.	0	0	2379	2379	1	0	148	148
4 Sept.	0	0	1519	1519	1	0	330	330
5 Sept.	0	0	468	468	0	0	527	527
6 Sept.	0	0	394	394	0	832	55	887
7 Sept.	0	0	1987	1987	0	0	2162	2162
8 Sept.	0	0	3481	3481	0	0	2922	2922
Total	0	0	14746	14746	2	832	6750	7582
Daily Av	0	0	2107	2107	0	119	964	1083

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)	43-62	COT ASF WD
3	C/S	63	CG, Deltabase
4	G-1	64	CG, Penbase
5	G-2	65	CG, RAF MEDME
6	G-3	66-68	CG, AAFSC/MTO
7-8	G-4	69	CG, USOFA (Attn: G-4)
9	G-4 Plans	70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
10	G-4 Ops		
11	G-4 S & R	72-76	COT, USFET
12	QM	77-78	COMD, Eighth Fleet
13	Sig O	79	CG, Pembark
14-15	Surg	80	DMRS, Italy, Rome
16	Engr	81	DMRS, Italy, Rome
17	C.S	82	CO, Adriatic Base Depot
18	Ord	83	CO, Penbase South
19-33	Tpn	84	Rail Tpn O, Penbase South
		85-86	CO, 10th Port
AFHQ		87-88	CO, 8th Port
		89	CO, 8th Port (I & E O)
34	G-4 (M & Tn) Br	90	Tpn O, Deltabase
35	G-4 Log Plans	91	Tpn O, Penbase
36	G-3	92	Withdrawn
37	MRS Rep	93	Tpn O, Penbase South
38	APB Naples	94	Tpn O, Adriatic Base Command
39	PSTO (Attn: SOPO)	95	AGWG(H) Mov 3 Dist
40	NSA, Navy House, Naples	96	DGTR, APO 887, Paris
41	Pet Sec	97	Withdrawn
42	AG M & D	98-99	MATS, Naples

100-101	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.
132-133	Chief Tpn O, US Army Service Command C, APO 404

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6	G-3	66-68	CG, AAFSC/MTO
7-8	G-4	69	CG, USOFI (Attn: G-4)
9	G-4 Plans	70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
10	G-4 Ops		
11	G-4 S & R	72-76	COT, USFET
12	QM	77-78	COMZ, Eighth Fleet
13	Sig O	79	CG, Pembark
14-15	Surg	80	DMRS, Italy, Rome
16	Engr	81	DDMRS, Italy, Rome
17	CWS	82	CO, Adriatic Base Depot
18	Ord	83	CO, Penbase South
19-33	Tpn	84	Rail Tpn O, Penbase South
		85-86	CO, 10th Port
AFHQ		87-88	CO, 8th Port
		89	CO, 8th Port (I & E O)
34	G-4 (M & Tn) Br	90	Tpn O, Deltabase
35	G-4 Log Plans	91	Tpn O, Penbase
36	G-3	92	Withdrawn
37	MRS Rep	93	Tpn O, Penbase South
38	APB Naples	94	Tpn O, Adriatic Base Command
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41	Pet Sec	97	Withdrawn
42	AG M & D	98-99	MATS, Naples

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104-105	Department COT, Panama Canal Dept., APO 830, c/o pm San Francisco
106-107	Tpn O, ATET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.
132-133	Chief Tpn O, US Army Service Command C, APO 404

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 17 Sept.

Discharging

Fort Rae 17
Baron Ruthven 17
Malone Pitney 17
Empire Scott 20
Richard Rush 20
Dobytown 21
Henry Longfellow 22
Empire Perdita 22
William Richardson 22
Alexander Bell 25
Fort Island 26
Ward Hunt 27

Loading

Rufus Choate
William Hobson
Anton Cermak
Fred

Awaiting Orders

Porjus

S. FRANCE as of 16 Sept.

Discharging

Augustus Loring 23
Andrew Moore 17
Hagerstown Victory 17
George Davis 17
Ezra Cornell 17

Awaiting Orders

Donald Holland
Robert Stuart
Owen Wister

Loading

Moses Cleaveland 22
Santa Maria 17

LEGHORN as of 17 Sept.

Awaiting Berth To Load

Thomas Benton
Leo Duster

Loading

Jonathan Elmer

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NOTE: Figures following names of vessels indicate estimated date of completion.

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4061

TN. S/C 124.

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA
Vol. I, No. 52 11 September, 1945 Page 1

ITALIAN LINER "VULCANIA" CONVERTED TO US TROOPSHIP

Ref. this story 52-1

431/24

Reconditioning and temporary fitting of the Italian motorship, Vulcania, for use as a U.S. troopship is nearing completion and it is estimated that the former luxury liner will leave Naples with a capacity load of troops approximately 20 September.

The fitting of the vessel to accommodate more than 4,500 troops was accomplished during the time that the ship was being repaired to make it seaworthy. Thus no delay in getting the vessel to the United States will result from the fitting of the ship in Italy.

During the greater part of the war the Vulcania was docked at Venice. Shortly before the occupation of that port by the Allies, the Italian crew aboard the ship sabotaged the main generators in order to prevent the Germans from moving the ship from its berth and scuttling it.

The Germans removed all critical metal from the ship, including the large stainless steel mess kettles. They also took all of the undamaged lifeboats to be used in the crossing of the Po River during their retreat. Many of these boats were recovered at the Po by Allied troops and returned for use aboard the Vulcania.

Reconditioning of the vessel started in July with the War Shipping Administration supervising the reconditioning and U.S. Army authorities supervising the fitting of the ship for the housing and feeding of troops. Skilled Italian shipyard personnel performed the labor.

Reconditioning was started in Venice, but the vessel soon was moved to Trieste in order to take advantage of the skill of Monfalcone Shipyard workers there. The Vulcania was built by the Monfalcone Shipyards in Trieste in 1928. To speed the repair of the sabotaged generators, the generators, some weighing 16 tons, were hauled overland by tank transporters to Milan for rewinding.

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At present the ship is in Taranto where it is to be drydocked for scraping, painting and inspecting. It will then take on 2,000 tons of water at Taranto and sail for Naples for storing and lifting personnel for the United States.

The Vulcania is owned by the "Italia" Societa Anonima di Navigazione, also owners of the Roma, Rex, Augustus, Saturnia and other large liners. She is 631.4 feet in length and 79.8 feet in breadth. She has four decks in addition to the main deck, sport deck, boat deck, promenade deck and veranda deck.

The Vulcania is powered by diesel engines built by Fiat in Turin and is

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former luxury liner will leave Naples with a capacity load of troops approximately 20 September.

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The Vulcania is powered by diesel engines built by Fiat in Turin and is driven by twin screw propellors. She has a cruising speed of 19 knots and it is estimated that she will complete the trip to the United States in 9½ days.

The vessel will have among other facilities two swimming pools, three mess halls and a large lounge. An adequate recreational program including motion pictures is contemplated. The lounge is also a theater and is equipped with a fireproof projection booth.

Hospital facilities aboard include a 32-bed ward, a 24-bed ward, dentist chair, darkroom, x-ray room, operating room, isolation ward and mental ward.

New mess facilities have been installed and the ship's refrigerating system has been overhauled completely. The refrigerator is large enough to assure an ample supply of fresh foods and vegetables. An ice cream freezer has

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(Continued on Page 4)

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TRANSPORTATION NEWS LETTER

Vol. I, No. 52 11 September 1945 Page 2

AAF/MATS OPERATING
50 SCHEDULED FLIGHTS

Ref. this story 52-2

At the time of its dissolution as an integrated Allied function 1 September, the Mediterranean Air Transport Service was reported handling the heaviest loads of its 27-month history with average daily traffic of 2,000 passengers and 300,000 pounds of freight and mail.

The American, British and French air services which joined to make up MATS now operate separately, the American services known as AAF/MATS and the British as RAF/MEDME.

Operations of Air Group, AFHQ, in the screening of passengers for air priority and the preparing of application for passage continues to operate as before the dissolution except that where possible British passengers are placed on British-operated planes and American passengers on American-operated planes.

Air Priorities Board, American, and the Air Transport Command booking office, Naples, moved from 7 Piazza Vittoria to the Provincia Building, Via Armondo Diaz. British APB and air booking offices remain at 7 Piazza Vittoria.

During its existence MATS lifted more than 86,000 passengers and 153 million pounds of freight and mail. At an average load factor of 70 percent this would represent 93,000 plane loads for the C-47 type aircraft.

AAF/MATS now is operating 50 scheduled flights in Italy-North Africa -Southern France areas.

The flights include:

No.	Carrier	Frequency	
505-506	MATD	Daily	Casablanca-Oran-Tunis-Naples
565-566	MATD	Daily	Casablanca-Oran-Tunis-Naples
545-546	MATD	Daily	Casablanca-Oran-Tunis-Naples
707-708	MATD	Daily	Casablanca-Oran-Naples
563-564	MATD	Daily	Casablanca-Oran-Tunis-Tripoli-Benghazi-Cairo
569-570	MATD	Daily	Casablanca-Oran-Algiers-Tunis-Naples
507-508	MATD	Daily	Casablanca-Port Lyautey-Oran-Palermo-Naples
509-510	MATD	Daily	Casablanca-Oran-Tunis-Naples
262-263	EURD	Thursdays return Fridays	Naples-Bari-Bucharest
260-261	EURD	Tuesdays and Fridays	Naples-Budapest
264-265	EURD	Saturdays	Bari-Tirana-Sophia
253-254	EURD	Daily	Naples-Athens-Cairo
280-281	EURD	Daily	Naples-Palermo
266-267	EURD	6 days/week	Naples-Bari-Belgrade
274-275	EURD	Daily	Naples-Rome-Pisa
278-279	EURD	Daily	Naples-Rome-Florence-Milan
208-209	EURD	Daily	Marseille-Paris & return

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gers and 500,000 pounds of freight and mail.

The American, British and French air services which joined to make up MATS now operate separately, the American services known as AAF/MATS and the British as RAF/MEDME.

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During its existence MATS lifted more than 86,000 passengers and 153 million pounds of freight and mail. At an average load factor of 70 percent this would represent 98,000 plane loads for the C-47 type aircraft.

AAF/MATS now is operating 50 scheduled flights in Italy-North Africa -Southern France areas.

The flights include:

No.	Carrier	Frequency	
505-506	NAFD	Daily	Casablanca-Oran-Tunis-Naples
565-566	NAFD	Daily	Casablanca-Oran-Tunis-Naples
545-546	NAFD	Daily	Casablanca-Oran-Tunis-Naples
707-708	NAFD	Daily	Casablanca-Oran-Naples
563-564	NAFD	Daily	Casablanca-Oran-Tunis-Tripoli-Benghazi-Cairo
569-570	NAFD	Daily	Casablanca-Oran-Algiers-Tunis-Naples
507-508	NAFD	Daily	Casablanca-Port Lyautey-Oran-Palermo-Naples
509-510	NAFD	Daily	Casablanca-Oran-Tunis-Naples
262-263	EUAD	Thursdays return Fridays	Naples-Bari-Bucharest
260-261	EUAD	Tuesdays and Fridays	Naples-Budapest
264-265	EUAD	Saturdays	Bari-Tirana-Sophia
253-254	EUAD	Daily	Naples-Athens-Cairo
280-281	EUAD	Daily	Naples-Palermo
266-267	EUAD	6 days/week	Naples-Bari-Belgrade
274-275	EUAD	Daily	Naples-Rome-Pisa
278-279	EUAD	Daily	Naples-Rome-Florence-Milan
208-209	EUAD	Daily	Marseille-Paris & return
202-203	EUAD	Daily	Naples-Marseille-Paris-London
210-211	EUAD	Daily	Naples-Marseille-Paris-London
206-207	EUAD	Daily	Naples-Rome-Marseille-Paris
583-584	NAFD	Daily	Casablanca-Oran-Algiers-Marseille
216-215	EUAD	Daily	Naples-Marseille-Paris-London
212-211	EUAD	Daily	Cairo-Athens-Naples-Rome-Marseille-Paris -London.
204-205	EUAD	Daily	Palermo-Marseille-Paris
218-219	EUAD	Daily	Naples-Rome Marseille-Paris

NAFD---North African Division Air Transport Command
EUAD---European Division, Air Transport Command

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THREE MORE BERTHS AVAILABLE AT GENOA

Ref. this story 52-3

Three more Liberty berths have been cleared and are available for use in Genoa, giving the port an alongside berthing capacity of 10 Liberties and two coasters.

The new berths are No. 3 on Ponte Eritrea and No.4 and No. 5 on Ponte Etiopia.

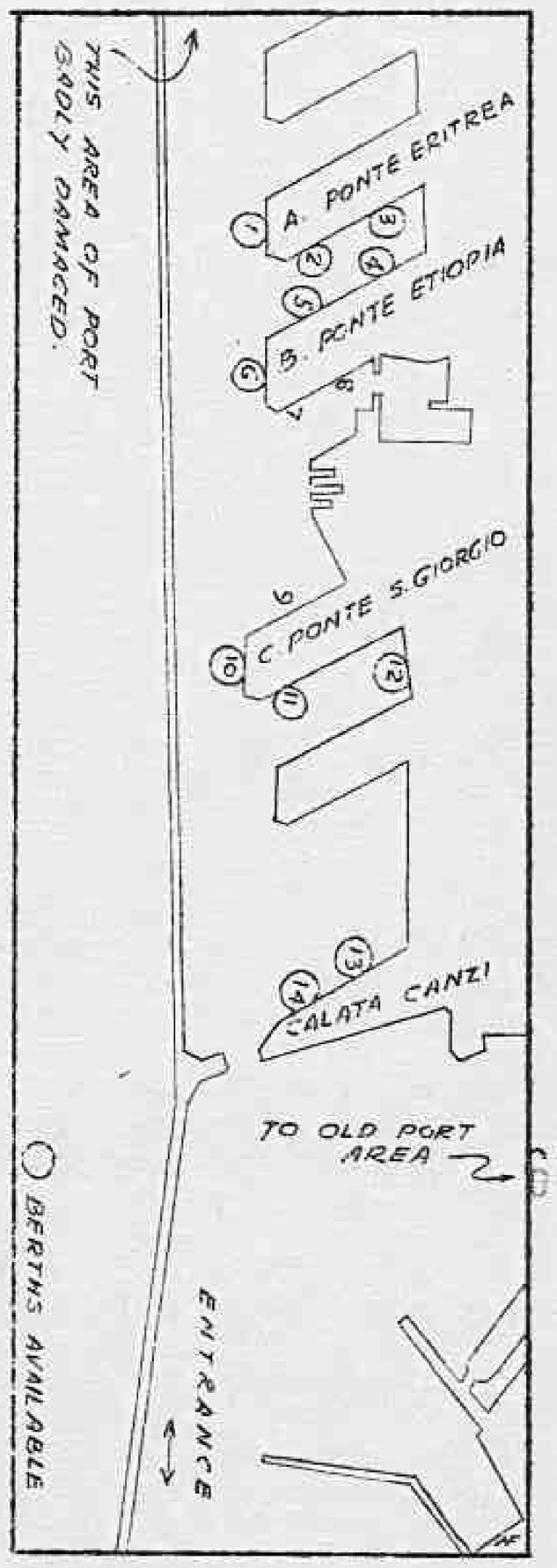
No. 3 together with No. 2 which previously was cleared for use have a total length of 1,390 feet with alongside space for two Liberties and one small coaster. The draft ranges from 29 to 30 feet.

No. 4 and No. 5 have a total length of 1,390 feet also with a draft of 29 feet and alongside space for two Liberties and one small coaster.

Total berthing facilities in Genoa at present are:

Berth No.	Length	Draft	Remarks
1	450	28	Not yet available due to unlocated mine.
2 & 3	1,390	29-30	2 Liberties & 1 small coaster.
4 & 5	1,390	29	2 Liberties & 1 small coaster.
6	450	29	Clear, 1 Liberty
7,8,9			Requires extensive salvage
*10	450	26	Clear, 1 Liberty
11	430	29	Clear, 1 Liberty
12	500	30	Clear, 1 Liberty
13-14	1,050	27	Clear, 1 Liberty at 13. 14 is now occupied with hospital ship being refitted. Can accommodate 1 Liberty with two hatches overside.

* Berth No. 10, while capable of taking a Liberty is not rail served and as extensive rail movement occurs on coal berth No. 12, some delay



PORTION of PORT of GENOA NOW IN USE.

Declassified E.O. 12356 Section 3.3/NND No. 785021

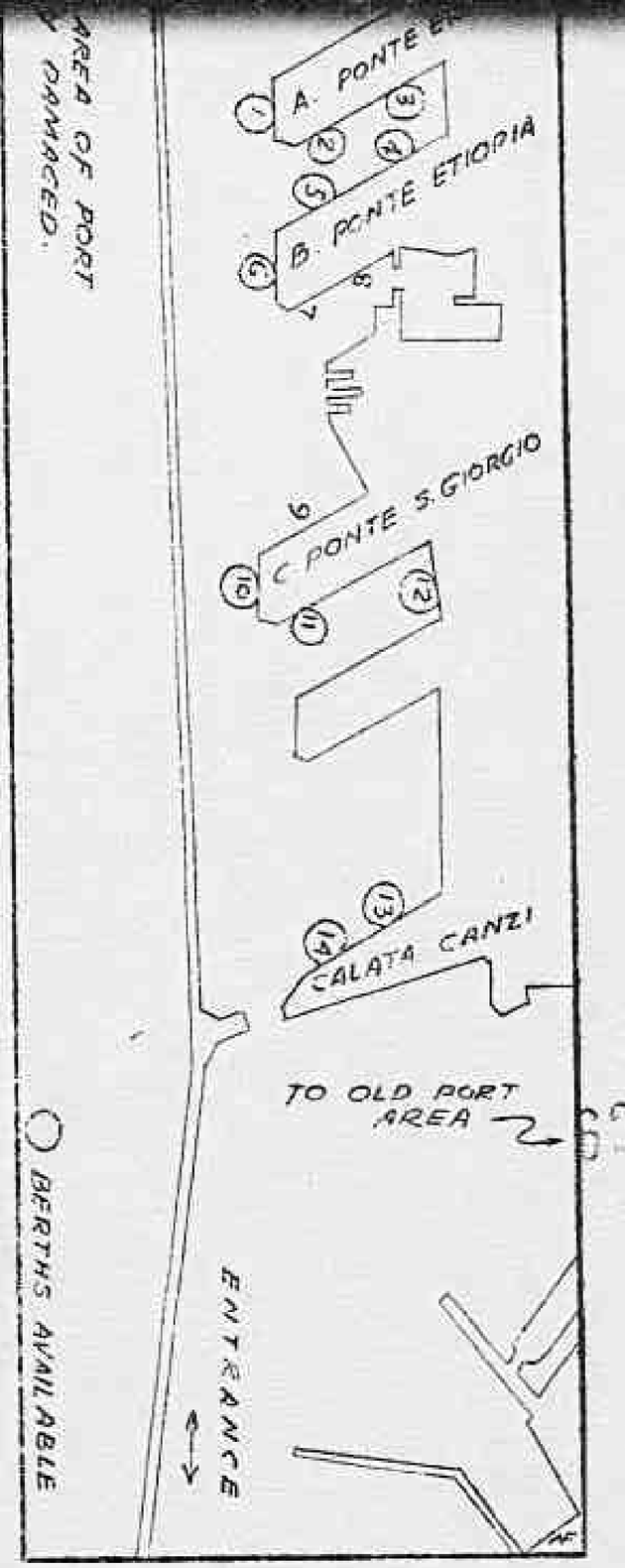
The new berths are No. 3 on Ponte Eritrea and No.4 and No. 5 on Ponte Etiopia.

No. 3 together with No. 2 which previously was cleared for use have a total length of 1,390 feet with alongside space for two Liberties and one small coaster. The draft ranges from 29 to 30 feet.

No. 4 and No. 5 have a total length of 1,390 feet also with a draft of 29 feet and alongside space for two Liberties and one small coaster.

Total berthing facilities in Genoa at present are:

Berth No.	Length	Draft	Remarks
1	450	28	Not yet available due to unlocated mine.
2 & 3	1,390	29-30	(2) Liberties & 1 small coaster.
4 & 5	1,390	29	(2) Liberties & 1 small coaster.
6	450	29	Clear, (1) Liberty
7,8,9			Requires extensive salvage
*10	450	26	Clear, 1 Liberty
11	430	29	Clear, (1) Liberty
12	500	30	Clear, (1) Liberty
13-14	1,050	27	Clear, (1) Liberty at 13. 14 is now occupied with hospital ship being refitted. Can accommodate (1) Liberty with two hatches overside.



PORTION of PORT of GENOA NOW IN USE.

* Berth No. 10, while capable of taking a Liberty is not rail served and as extensive rail movement occurs on coal berth No. 12, some delay is experienced in road clearance. Use of this berth for coasters is recommended.

SEST UNDER TO LEAVE FOR UNITED STATES

Ref. this story 52-4

The Italian motor cargo vessel, "Sestriere," which was converted to a personnel ship late in 1944 when overland transportation facilities between Leghorn and Naples could not meet the demand for movement of troops, will leave approximately 13 September for the United States.

The vessel will lift 750 enlisted men and 30 officers from Naples to Hampton Roads. Disposition of the vessel after it arrives in the United States is not known.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

ITALIAN PORTS RECLASSIFIED BY MEDITERRANEAN SHIPPING BOARD (Refer to Map on Page 5) Ref. this story 52-5

Port classified as category B in respect to military-civilian responsibilities of operation have been reclassified from B to A in compliance with the wishes of the Italian Ministry of Marine. The change was made last week by the Mediterranean Shipping Board.

Port classifications are:

A---Ports handed back to the Italian authorities in their entirety.
B---Ports classified as civilian but with an Allied naval or military commitment.
C---Allied naval or military ports containing civilian operated areas.
D---Ports under purely Allied naval or military control.

In all Category A ports where military commitments continue to exist such as in Genoa, the commitments shall be given the necessary priority to insure that programmed dates are met. In such cases the military responsibility will be exactly as in Category B ports and liaison officers appointed to such ports will insure that civil authorities are advised of full details of military commitments as early as possible. (For fuller description of responsibilities by categories refer to Story 51-1, Vol. I, No. 51, Transportation News Letter dated 4 September, 1945)

Ports classified from B to A are: Torre Annunziata, Castellammare, Messina, Genoa, Crotone, Brindisi, Manfredonia, Venice and Augusta. Brindisi and Venice will be changed effective 1 October. Other changes went into effect immediately.

Bari, because of its importance as a main port for supplies to British Armies in Greece and Austria was declared Category C with approximately 50 percent of its facilities handed back to Italians for civil requirements. The new category at Bari will be effective 1 October.

Taranto's Mercantile port, previously Category C, has been redefined as Category A effective 1 October, while Ancona was reclassified from C to A effective immediately.

ITALIAN LINER, "VULCANIA" CONTINUED TO US TROOPSHIP (Continued from Page 1)

been placed aboard by the Italians.

The vessel will be crewed by Italians. Army officers assigned to the ship are:

*Transport Commander----------Lt. Col. B.P.Ketcham, Jr.,
Assistant Transport Commander------Maj. Earl G. Harris
Mess Officer----------Capt. Earl W. Nls
Assistant Mess Officer----------1st Lt. Charles L. Witter
Chaplain----------Lt. Col. H.E. Edwards

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A---Ports handed back to the Italian authorities in their entirety.
B---Ports classified as civilian but with an Allied naval or military commitment.
C---Allied naval or military ports containing civilian operated areas.
D---Ports under purely Allied naval or military control.

In all Category A ports where military commitments continue to exist such as in Genoa, the commitments shall be given the necessary priority to insure that programmed dates are met. In such cases the military responsibility will be exactly as in Category B ports and liaison officers appointed to such ports will insure that civil authorities are advised of full details of military commitments as early as possible. (For fuller description of responsibilities by categories refer to Story 51-1, Vol. I, No. 51, Transportation News Letter dated 4 September, 1945)

Ports classified from B to A are: Torre Annunziata, Castellammare, Messina, Genoa, Crotone, Brindisi, Manfredonia, Venice and Augusta. Brindisi and Venice will be changed effective 1 October. Other changes went into effect immediately.

Bari, because of its importance as a main port for supplies to British Armies in Greece and Austria was declared Category C with approximately 50 percent of its facilities handed back to Italians for civil requirements. The new category at Bari will be effective 1 October.

Taranto's Mercantile port, previously Category C, has been redefined as Category A effective 1 October, while Ancona was reclassified from C to A effective immediately.

ITALIAN LINER, "VULCANIA"
CONVERTED TO US TROOPSHIP (Continued from Page 1)

been placed aboard by the Italians.

The vessel will be crewed by Italians. Army officers assigned to the ship are:

*Transport Commander----------Lt. Col. B.P.Ketcham, Jr.,
Assistant Transport Commander------Maj. Earl G. Harris
Mess Officer----------Capt. Earl W. Nils
Assistant Mess Officer----------1st Lt. Charles L. Ritter
Chaplain----------Lt. Col. H.B. Edwards
Special Service Officer----------Capt. Daniel Loewenthal
Information & Education Officer----Capt. J.O. Holmlund
Surgeon----------Lt. Col. Franklin P. Husted
*Administrative Officer----------1st Lt. A.M.Burns
*Adjutant----------1st Lt. O.C.Condon
*Officer permanently assigned to MTC. To return to Theater.

CISTERNA RAIL BRIDGE
OPENED 6 SEPTEMBER

Ref. this story 52-6

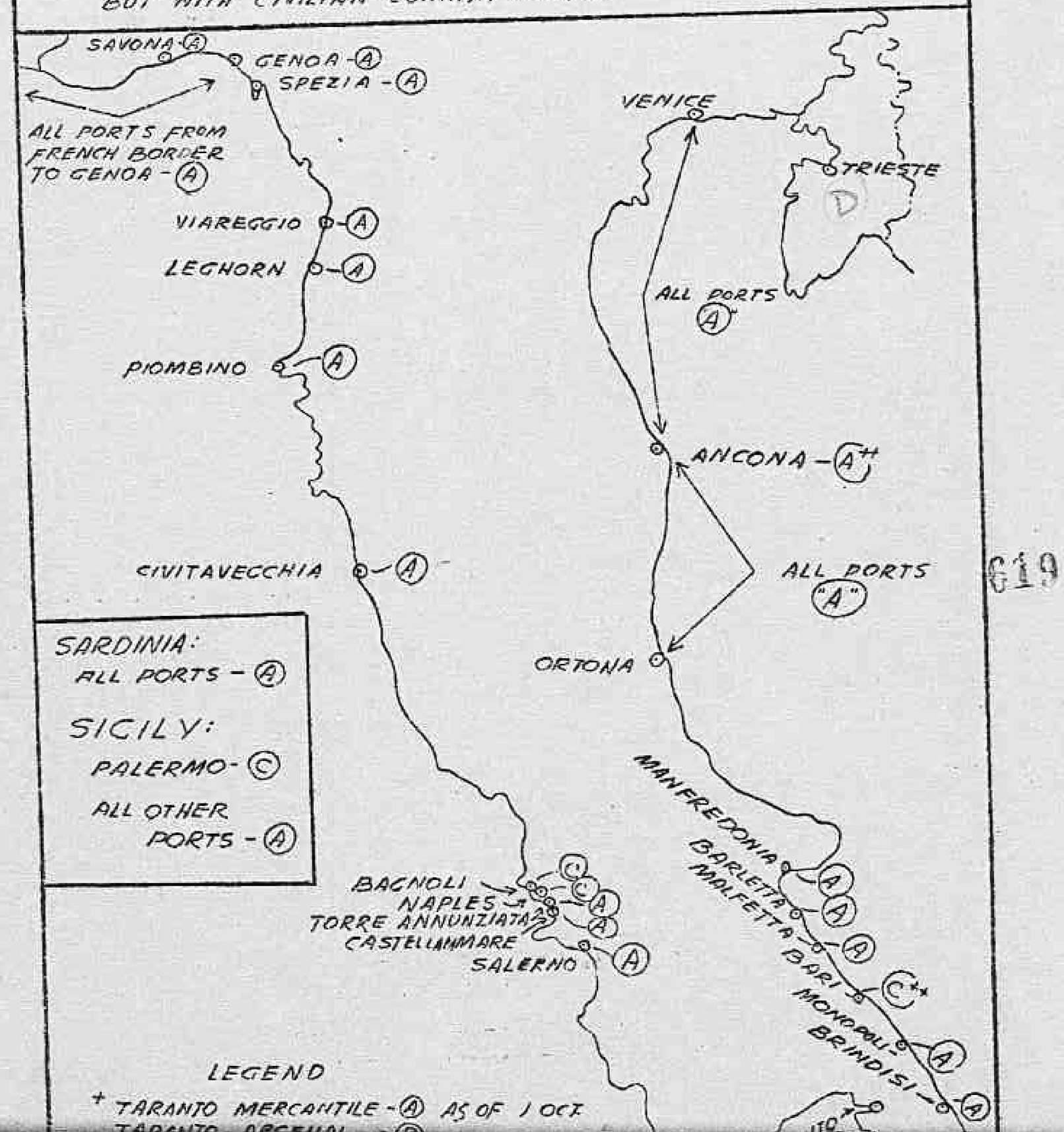
The railroad bridge on Line 89 (Rome-Formia-Naples) near Cisterna which was damaged by an explosion on 1 September was repaired and reopened to normal traffic 6 September.

SECRET

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CLASSIFICATION of ITALIAN PORTS

A - PORTS HANDED BACK TO THE ITALIANS IN THEIR ENTIRETY.
B - PORTS CLASSIFIED AS CIVILIAN BUT WITH AN ALLIED NAVAL OR MILITARY COMMITMENT
C - ALLIED NAVAL OR MILITARY PORTS CONTAINING CIVILIAN OPERATED AREAS.
D. PORTS UNDER PURELY ALLIED NAVAL OR MILITARY CONTROL BUT WITH CIVILIAN COMMITMENTS.



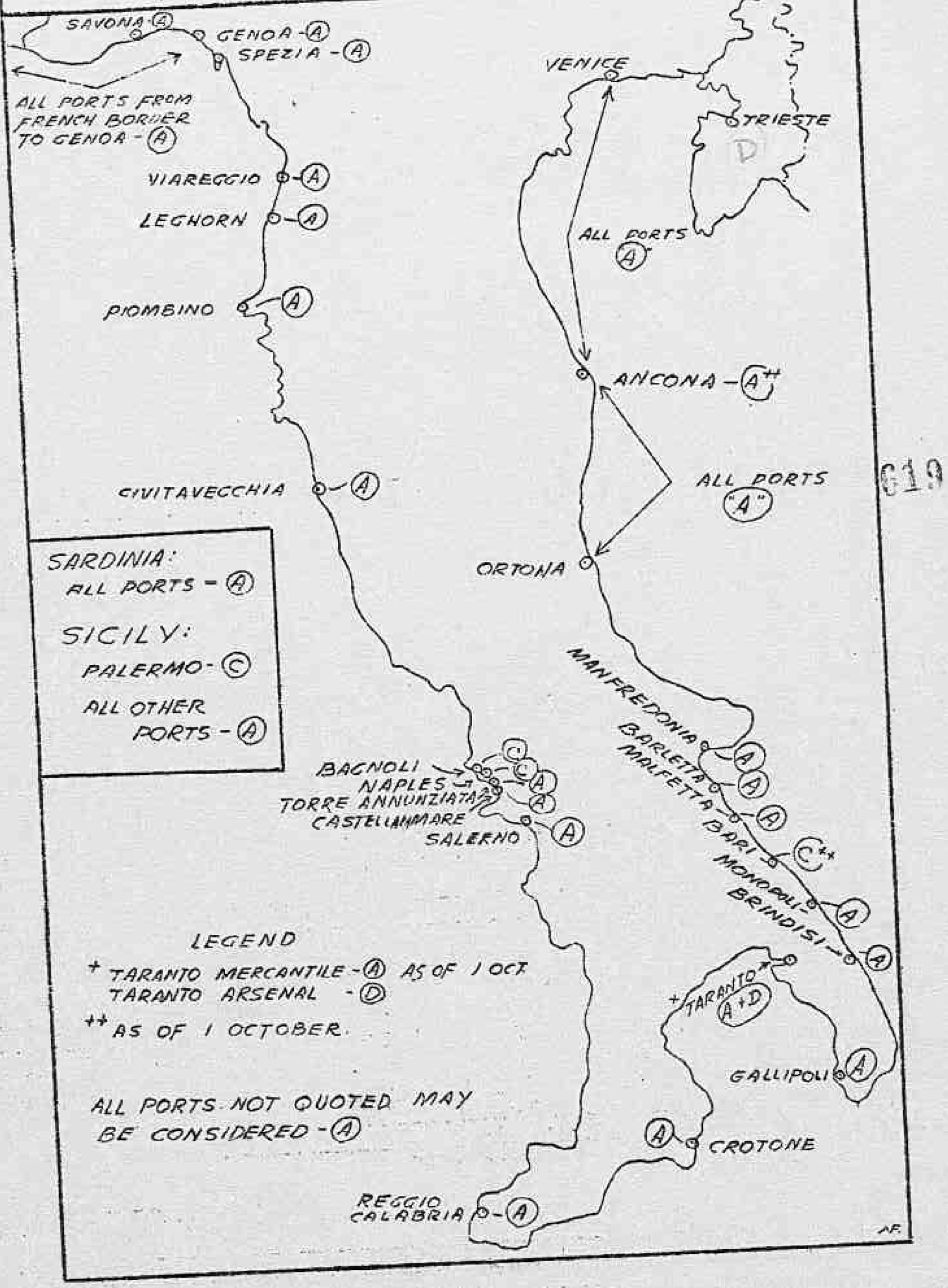
619

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OR MILITARY COMMITMENT.

C- ALLIED NAVAL OR MILITARY PORTS CONTAINING CIVILIAN OPERATED AREAS.

D PORTS UNDER PURELY ALLIED NAVAL OR MILITARY CONTROL BUT WITH CIVILIAN COMMITMENTS.



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PORT SITUATION---NAPLES

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
29 August	4	2749	1463	4212	2843
30 August	0	6480	707	7187	2543
31 August	5	5851	175	6026	1813
1 September	7	5369	560	5929	1072
2 September	14	3525	1396	4921	977
3 September	20	2664	1030	3694	670
4 September	11	4305	971	5276	1010
Total	61	30943	6302	37245	10928
Daily Av	9	4420	900	5320	1561

*Includes cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
29 August	o	4091	0	4091	401
30 August	0	2946	0	2946	208
31 August	0	2724	0	2724	611
1 September	0	2167	0	2167	775
2 September	0	1789	0	1789	1519
3 September	0	311	0	311	476
4 September	0	557	0	537	948
Total	0	14535	0	14565	4940
Daily Av	0	2081	0	2081	706

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	Veh	General Cargo
26 August	0	0	1760	1760	9	1056
27 August	0	0	1681	1681	11	680
28 August	0	0	1805	1805	17	503
29 August	0	0	1385	1385	14	502
30 August	0	0	1653	1653	11	493
31 August	0	0	1622	1622	3	435
1 September	0	0	1419	1419	3	168
Total	0	0	11325	11325	68	3837
Daily Av	0	0	1618	1618	10	548

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged	Loaded

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1 September	7	3358	898	4256	1072
2 September	14	3525	1396	4921	977
3 September	20	2664	1030	3694	670
4 September	11	4305	971	5276	1010
Total	61	30943	6302	37245	10928
Daily Av	9	4420	900	5320	1561

*Includes cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
29 August	0	4091	0	4091	401
30 August	0	2946	0	2946	208
31 August	0	2724	0	2724	611
1 September	0	2167	0	2167	775
2 September	0	1789	0	1789	1519
3 September	0	311	0	311	478
4 September	0	537	0	537	948
Total	0	14565	0	14565	4940
Daily Av	0	2081	0	2081	706

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	Veh	General Cargo
26 August	0	0	1760	1760	9	1056
27 August	0	0	1681	1681	11	680
28 August	0	0	1805	1805	17	803
29 August	0	0	1335	1335	14	502
30 August	0	0	1653	1653	11	493
31 August	0	0	1622	1622	3	435
1 September	0	0	1419	1419	3	168
Total	0	0	11325	11325	68	3837
Daily Av	0	0	1618	1618	10	548

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
26 August	0	0	3099	3099	17	439	980	1419
27 August	0	0	4053	4053	14	600	496	1096
26 August	0	0	5661	5661	0	10	843	853
29 August	0	0	5686	5686	0	0	1206	1206
30 August	5	0	6341	6341	0	0	1236	1236
31 August	0	0	4921	4921	0	0	0	0
1 September	0	0	4994	4994	0	0	1035	1035
Total	5	0	34755	34755	31	1049	5796	6845
Daily Av	1	0	4965	4965	4	150	828	978

Weight of wheeled vehicles and bulk POL not included in totals.

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TRANSPORTATION NEWS LETTER

STATUS OF CARGO VESSELS IN MAJOR PORTS

SOUTHERN FRANCE as of 9 Sept

Discharging

Moses Cleaveland 15
Ezra Cornell
Jonathan Wilmer 13
Santo Domingo

Discharged
Awaiting Orders

Jamaique
Wynne Seale
Donald Holland
Robert Stuart

Loading

Owen Wister 11

LEGHORN as of 10 Sept.

Discharging

William McLean 12

Awaiting Berth
to Load

J.B. Richardson

Loading

Melville Jacoby
R. Ney McNeely
William Wilmer
Rufus Choate
Samuel Babcock
Joel C. Harris
John Merrick

Awaiting Orders

Melville Jacoby

NAPLES as of 10 Sept.

Awaiting Berth
to Discharge

Ward Hunt
Empire Perdita

Discharging

Fred 12
Fort Anne 13
Fort Rael4
Justin Morrill 14
James Riley 16
Elijah Cobb 17
Richard Rush 17
Empire Scott 19

Awaiting Orders

John Sergeant

Loading

Fort Anne

NOTE: Figures following names of vessels indicate estimated date of completion.

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SECRET

DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	C/S
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PETO (Attn: SCPO)
40	WSC, Navy House, Naples
41	Pet Sec
42	AG M & D
43-62	COT ASF WD
63	CG, Deltabase
64	CG, Penbase
65	CG, R.F MEDME
66-68	CG, AAFSC/MTO
69	CG, USOFM (Attn: G-4)
70-71	CG, NYPE (Attn. Overseas Supply Div, Brooklyn)
72-76	COT, USFET
77-78	COMH, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Home
81	DMRS, Italy, Home
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AGWG(M) Mov & Dist
96	DGTR, APO 887, Paris
97	G-4, Fifth Army
98-99	MATS, Naples

100-101	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm San Francisco
106-107	Tpn O, MTET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFBA, APO 676, c/o pm, Miami
112-113	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, PCA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.
	Chief Tpn O, NB Army Service Command O, APO 404

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5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	C/S
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SCPO)
40	WSA, Navy House, Naples
41	Fet Mec
42	AG M & D

65	CG, NATOUSA
66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, USFET
77-78	CCEM, Eighth Fleet
79	CG, Embark
80	DMRS, Italy, Rome
81	DMRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
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94	Tpn O, Adriatic Base Command
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112-113	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.
132-133	Chief Tpn O, US Army Service Command 3, APO 404

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SECRET

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MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter

43/23

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 51 4 September, 1945 Page 1

PORTS CLASSIFIED TO DESCRIBE DEGREE OF MILITARY RESPONSIBILITY

Ref. this story 51-1

Ports of Italy, Sicily and Sardinia have been classified according to the degree of responsibility which the Italian government and the Allied Military assume in the operating of the port.

Category A ports are those in which there is no military responsibility.

Category B ports are those in which military responsibilities are limited to the reception on quay and clearance or delivery to shipside for loading of all military cargoes. The loading and discharging of ships are in accordance with normal civil practices. Movement staffs at such ports assure that military cargoes are given necessary priorities and that an adequate supply of port working equipment and clearance facilities is always available for this purpose.

Category C ports are those which are operated as military controlled ports with civilian areas. The allocation of berths to the civilian areas is made by the Port Control Committee and is subject to review from time to time.

Category D ports are those in which the handling of all cargoes, whether military or civil, is a military responsibility.

Ports have been classified as follows:

Category A (Port handed back to the Italian authorities in its entirety)

All ports from the Italian/French frontier to Genoa, but excluding Genoa
Viareggio, Civitavecchia and subsidiary ports to Naples excluding Bagnoli
Spezia
Salerno
Reggio Calabria
Gallipoli
Monopoli
Molfetta
Barletta
All ports between Ortona and Ancona but excluding Ancona
All ports north of Ancona except Venice and Trieste
All Sardinian ports
All Sicilian ports except Messina, Augusta and Palermo
All ports not otherwise listed

616

Category B (Port classified as civilian but with an Allied naval or military commitment)

Genoa

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Gallipoli
Monopoli
Molfetta
Barletta
All ports between Ortona and Ancona but excluding Ancona
All ports north of Ancona except Venice and Trieste
All Sardinian ports
All Sicilian ports except Messina, Augusta and Palermo
All ports not otherwise listed

616

Category B (Port classified as Civilian but with an Allied naval or military commitment)

Genoa
Torre Annunziata
Castellammare
Crotone
Manfredonia
Messina
Augusta
Venice

Category C (Allied naval or military port containing a civilian operated area)

Naples including Bagnoli
Taranto Mercantile Port
Palermo

(Continued on Page 5)

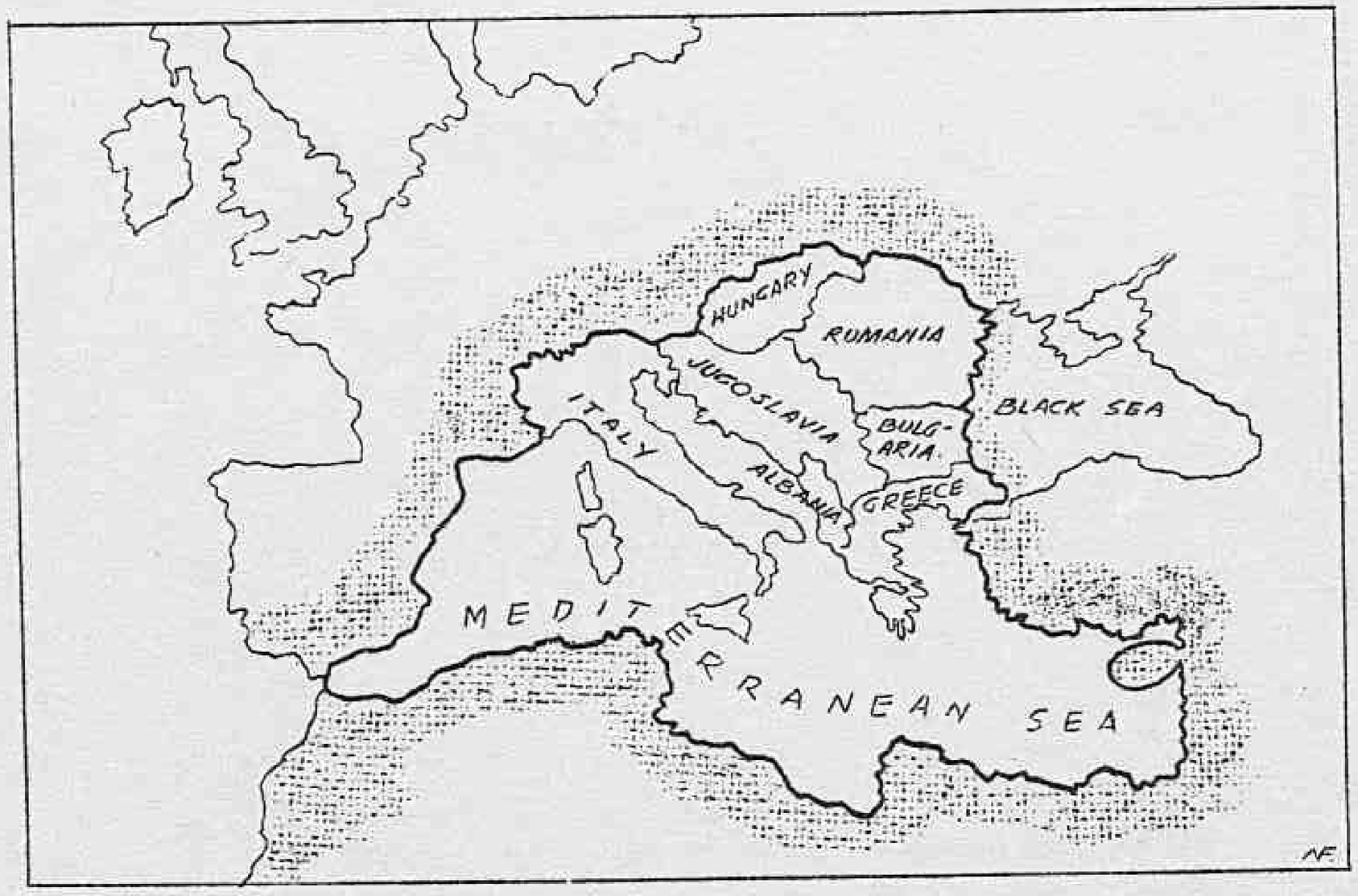
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Declassified E.O. 12356 Section 3.3/NND No. 785021

NEW ETO BOUNDARIES SET EFFECTIVE 1 SEPTEMBER

Ref. this story 51-2



Boundaries of the Mediterranean Theater of Operations were revised effective 1 September to exclude Austria and the Dodecanese Islands. Austria became part of the European Theater and the Dodecanese a part of the Africa-Middle East Theater.

The present MTO boundaries include the entire Mediterranean Sea (excluding the Island of Cyprus and the Turkish Islands adjacent to the Turkish mainland, and the Dodecanese Islands) Italy, Hungary, Rumania, Jugoslavia, Albania Bulgaria and Greece.

(Reference: AFHQ Ltr AG 323/113 GCT-O dated 2 September)

CAMPAIGN OPENS TO REDUCE R.R. PASSENGER CASUALTIES

Ref. this story 51-3

A campaign to reimpress upon troops being transported by rail the dangers of carelessness aboard trains is under way, prompted by several accidents which resulted to death and injury to train riders.

Rail Transportation Officers have been instructed to warn troops boarding trains of the dangers of such practices as smoking in cars bedded with hay, throwing objects from trains, sitting in open doorways, sitting or standing with

Declassified E.O. 12356 Section 3.3/NND No. 785021



Boundaries of the Mediterranean Theater of Operations were revised effective 1 September to exclude Austria and the Dodecanese Islands. Austria became part of the European Theater and the Dodecanese a part of the Africa-Middle East Theater.

The present MTO boundaries include the entire Mediterranean Sea (excluding the Island of Cyprus and the Turkish Islands adjacent to the Turkish mainland, and the Dodecanese Islands) Italy, Hungary, Rumania, Jugoslavia, Albania Bulgaria and Greece.

(Reference: AFHQ Ltr AG 323/113 GCT-O dated 2 September)

CAMPAIGN OPENS TO REDUCE RAIL PASSENGER CASUALTIES

Ref. this story 51-5

A campaign to reimpress upon troops being transported by rail the dangers of carelessness aboard trains is under way, prompted by several accidents which resulted to death and injury to train riders.

Rail Transportation Officers have been instructed to warn troops boarding trains of the dangers of such practices as smoking in cars bedded with hay, throwing objects from trains, sitting in open doorways, sitting or standing with parts of the body protruding from car doors and windows, etc.

One enlisted man was killed and three injured seriously near Naples 3 September when they fell from the vestibule of a moving train.

NAMED PENSOUTH TRANSPORTATION OFFICER

Ref. this story 51-4

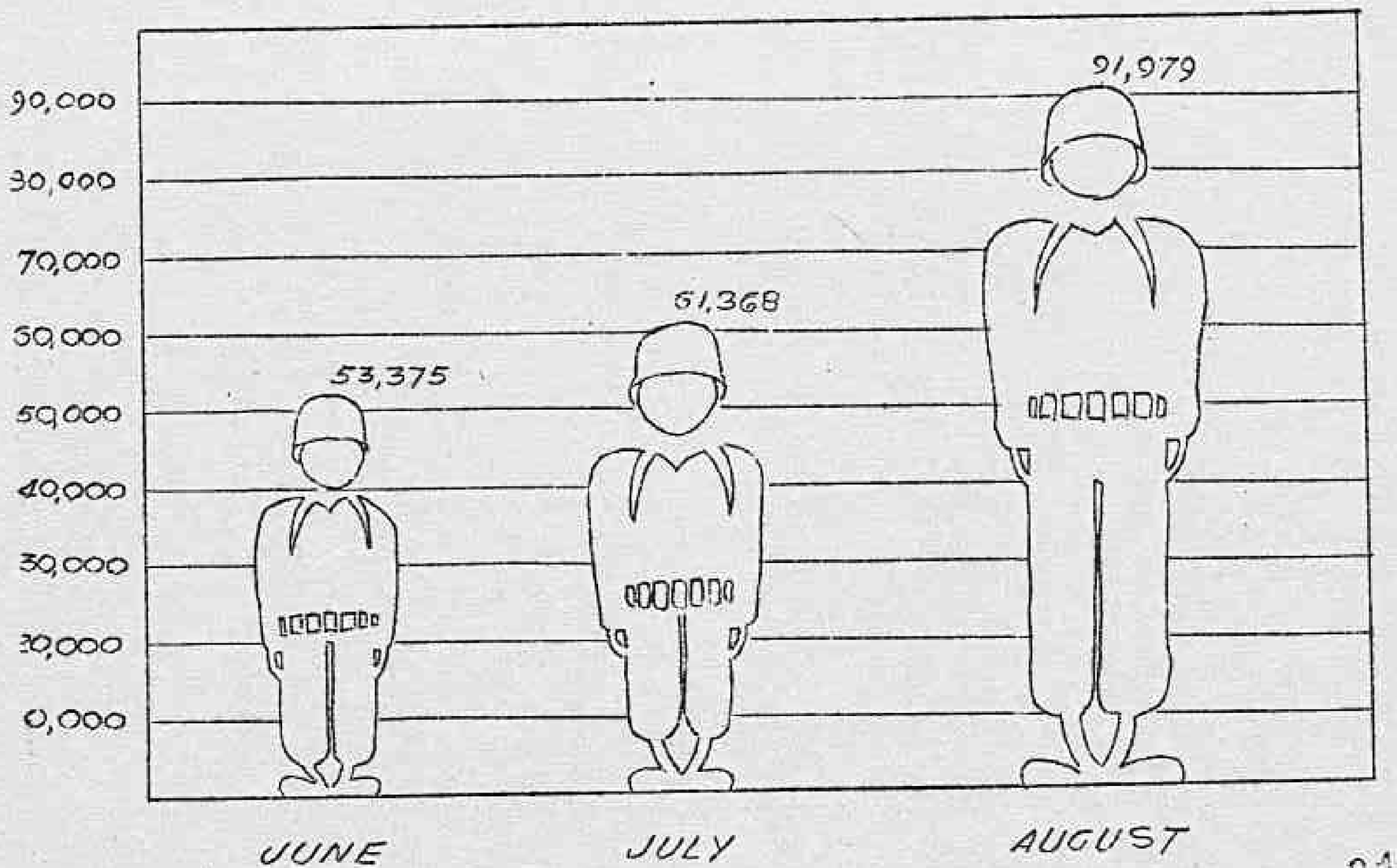
Col. Charles W. Wallace, QMC, acting commanding officer for the 8th Port of Embarkation in Naples, has been designated as acting transportation officer for Southern District, PBS, as an additional duty. Colonel Wallace is acting in both capacities for Col. Harold G. Petz.

(References: General Orders No. 230, Hq, PBS, dated 28 August, 1945)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

MOVEMENT OF U.S. ARMY PERSONNEL FROM MTO.



Ref. this story 51-5

615

91,979 PERSONNEL MOVED FROM MTO TO US IN AUGUST

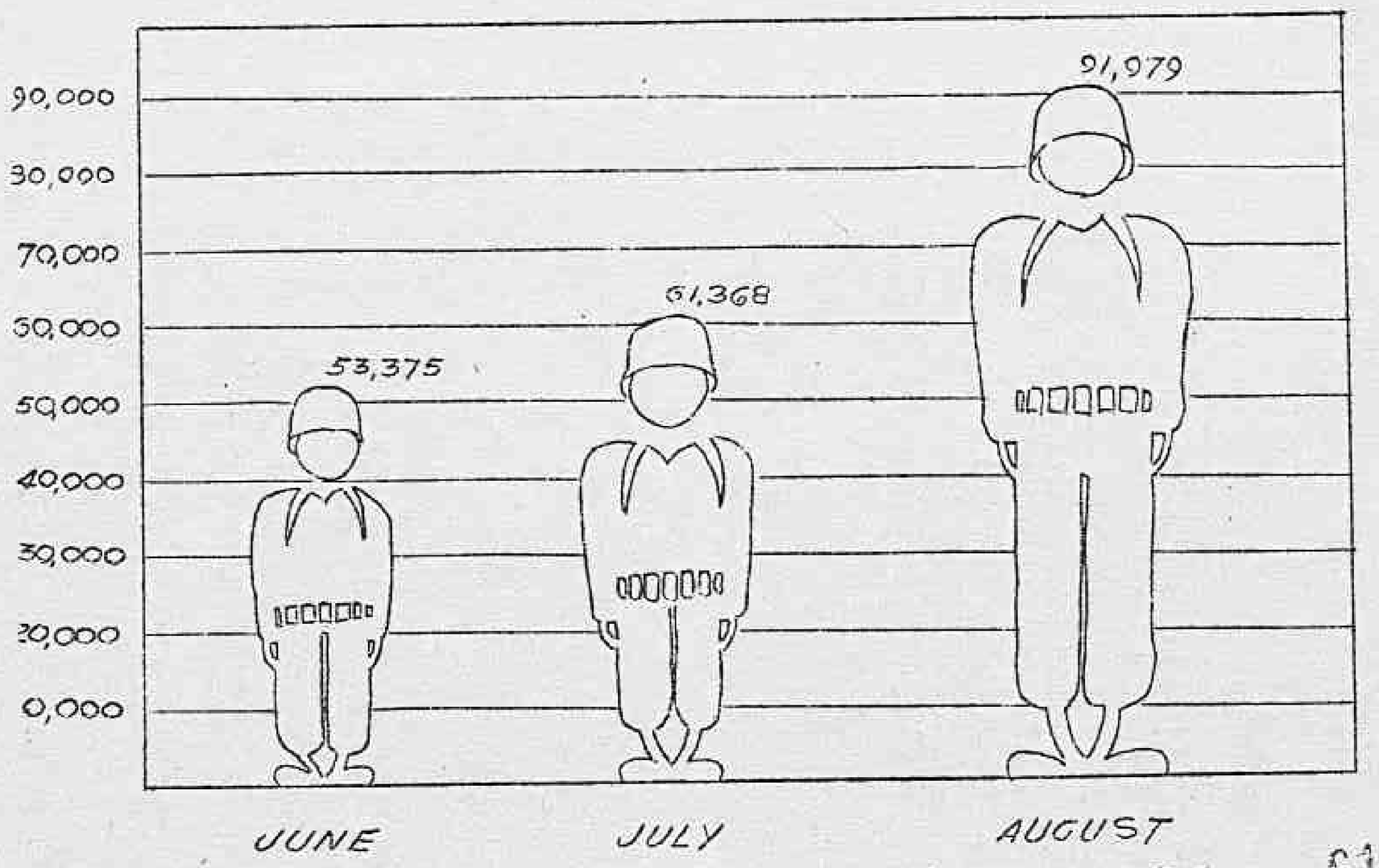
A total of 91,979 personnel were transported by water and air from the Mediterranean Theater to the United States during August.

A total of 17,531 personnel were moved early in the month on July shipping, while 66,378 were lifted by August shipping. Air lifts accounted for 8,070 personnel. Originally 8,693 July shipping personnel and 15,038 August shipping personnel had been scheduled for direct redeployment to the Pacific, but were rerouted.

Breakdown of personnel by categories (sea transportation only):

Patients	764
Category II (direct)	23,731
Category II (indirect)	33,889

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615

91,979 PERSONNEL MOVED FROM MTO TO US IN AUGUST

Ref. this story 51-5

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A total of 17,531 personnel were moved early in the month on July shipping, while 66,378 were lifted by August shipping. Air lifts accounted for 8,070 personnel. Originally 8,693 July shipping personnel and 15,038 August shipping personnel had been scheduled for direct redeployment to the Pacific, but were rerouted.

Breakdown of personnel by categories (sea transportation only):

Patients	764
Category II (direct)	23,731
Category II (indirect)	33,889
High Score	13,787
Low Score	8,918
Casual	2,586
Quasi-military and Navy	234

3,941 FORMER MAAF PERSONNEL MOVED TO EUROPEAN THEATER

Ref. this story 51-6

A total of 3,941 personnel, members of units formerly assigned to the Mediterranean Allied Air Force, were transported to the European Theater by air and overland to serve as occupational forces. The move was completed last week.

During the month of July 89 personnel were lifted. In August 3,945 were moved and in early September 307 were moved.

S E C R E T

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEAVIER PAYLOADS AUTHORIZED FOR TRUCKS BY WAR DEPARTMENT

Ref. this story 51-7

Heavier payloads have been authorized for general purpose transport vehicles by the War Department in order to conserve manpower, fuel and equipment, particularly in highway hauling.

Commanders responsible for vehicle operations may take advantage of the total load carrying ability of a vehicle by loading in excess of the tactical restricted cross-country load capacity. The extent of overloading is to be determined by the nature of the haul.

The objective will be to arrive at a practice which will result in maximum ton-miles of cargo movement with a minimum over-all expenditure including spare parts and maintenance labor.

A table has been set up in War Department Circular No. 255 dated 22 August, 1945, establishing maximum loading for good highways. The table in part:

Trucks	Average Daily Payload	Maximum Weight Permitted
¼ ton, 4 x 4	¼ ton	4,000 lbs
½ ton, 4 x 2	½ ton	4,400 lbs
½ ton, 4 x 4, with 7.50 x 16 tires	3/4 ton	6,600 lbs
3/4 ton, 4 x 4	1 ton	7,600 lbs
1½ ton, 4 x 2 with 6.50 x 20 tires	1½ ton	10,200 lbs
with 7.00 x 20 tires	2 ton	11,700 lbs
with 7.50 x 20 tires & helper springs	3 ton	12,500 lbs
1½ ton, 4 x 4	2½ ton	13,000 lbs
1½ ton, 6 x 6	2½ ton	12,500 lbs
2½ ton, 4 x 2	3½ ton	15,500 lbs
2½(5) ton, 6 x 4	5 ton	20,500 lbs
4 ton, 6 x 6	8 ton	34,500 lbs
2½ ton, 6 x 6	5 ton	20,500 lbs
6 ton, 6 x 6	10 ton	42,500 lbs
7½ ton, 6 x 6	10 ton	50,000 lbs
10 ton, 6 x 4	12 ton	46,500 lbs

BRIDGE DEMOLISHED BY MINE EXPLOSION

Ref. this story 51-8

A railroad bridge north of Cisterna on Line 89 (Naples-Formia-Rome) was demolished by a mine explosion at 1800 hours 1 September. No casualties were reported. Estimated date of completion of repairs on the bridge is 7 September.

All through traffic between Naples and Rome has been diverted to Line 90 (Naples-Cassino-Rome).

(Reference: DMRSI cable CS 691 dated 2 September)

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Commanders responsible for vehicle operations may take advantage of the total load carrying ability of a vehicle by loading in excess of the tactical restricted cross-country load capacity. The extent of overloading is to be determined by the nature of the haul.

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¼ ton, 4 x 2	¼ ton	4,400 lbs
½ ton, 4 x 4, with 7.50 x 16 tires	3/4 ton	6,600 lbs
3/4 ton, 4 x 4	1 ton	7,600 lbs
1½ ton, 4 x 2 with 6.50 x 20 tires	1½ ton	10,200 lbs
with 7.00 x 20 tires	2 ton	11,700 lbs
with 7.50 x 20 tires & helper springs	3 ton	12,500 lbs
1½ ton, 4 x 4	2½ ton	13,000 lbs
1½ ton, 6 x 6	2½ ton	12,500 lbs
2½ ton, 4 x 2	3½ ton	15,500 lbs
2½(5) ton, 6 x 4	5 ton	20,500 lbs
4 ton, 6 x 6	8 ton	34,500 lbs
2½ ton, 6 x 6	5 ton	20,500 lbs
6 ton, 6 x 6	10 ton	42,500 lbs
7½ ton, 6 x 6	10 ton	50,000 lbs
10 ton, 6 x 4	12 ton	46,500 lbs

BRIDGE DEMOLISHED BY MINE EXPLOSION — Ref. this story 51-8

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(Reference: DMRSI cable CS 691 dated 2 September)

RAIL EMBARGO DECLARED IN NAPLES AREA — Ref. this story 51-9

Because of congestion in the Naples area, an embargo has been declared on loadings to consignees within the Caserta-Naples-Torre Annunziata area. The embargo will begin at 0800 hours 5 September and continue for 48 hours. It will cover all Allied military rail traffic except perishables, supplies, mail, personnel and docks clearance from Naples Port. Bridge damage on Line 89 (See 51-8) is responsible for the congestion.

LEAVE TRAIN CANCELLED — Ref. this story 51-10

The British leave train operating between Bari and Salerno was cancelled as of 31 August.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

701st RAILWAY GRAND DIVISION RELIEVED

Ref. this story 51-11

The 701st Railway Grand Division with headquarters at Verona, Italy, was relieved of operational responsibility 27 August. Functions relinquished by the organization were assumed by the 774th Railway Grand Division and the British Increment of the Military State Railway.

Jurisdiction of the 774th, now the only RGD in Italy, includes:

Naples terminal; Line 89 Naples to Rome; Line 90 Naples to Rome; Line 91 Aversa to Cervaro; Line 94 Naples to Potenza; Line 203 Cancello to Codola; Line 284 Codola to Nocera; Line 290 Sparanise to Santo Fe Junction; Line 287 Campi Flegrei to Villa Literno; Line 265 from Nettuno through Campo Leone, Cecchina to Cimpino; Rome Terminal; Rome Tiburtina; Rome Prenestina; Rome Casilina; Rome Tuscolana; Rome Ostiense; Rome Trastevere; Rome Littoria exclusive of Rome Smistamento; Line 50 Rome to Rosignano; Line 227 Vada to Pisa; Line 220 Collo Salvetti to Leghorn; Leghorn Terminal and Port Area including Line 428 to Bocca D'Arno; Line 50 Leghorn to Pisa, Line 218 Pisa to Pistoia; Line 217 Pistoia to Prato; Line 219 Pisa to Rifredi; Florence Terminal Area including the Rifredi yard and Line 65 from Rifredi to Prato.

2,200 TONS RAIL LIFT ALLOTTED FOR SWISS

Ref. this story 51-12

A total of 2,200 tons of rail lift daily has been allotted by AFHQ to be used for the shipment of Swiss imports and exports between Switzerland and the Italian ports of Genoa and Savona.

Details for the transporting of materials overland in Italy between the port and the border were worked out by the Swiss and Italian governments under Allied Commission direction.

The Swiss railroads are to provide the rolling stock, and tonnage is to be allocated at a rate of 2,000 tons per day for imports and 200 tons per day for exports. 614

The first vessel carrying Swiss import material is scheduled to arrive in Genoa 5 September.

PORTS CLASSIFIED TO DESCRIBE DEGREE OF MILITARY RESPONSIBILITY (Cont'd from Page 1)

Brindisi, but with civilian area undefined
Ancona, but with civilian area undefined

Category C (Port under purely Allied naval or military control but with civilian commitment)

Lephorn
Taranto Arsenal

Owing to circumstances at Trieste this port has not yet been classified.

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Naples terminal; Line 89 Naples to Rome; Line 90 Naples to Rome; Line 91 Aversa to Cervaro; Line 94 Naples to Potenza; Line 263 Cancello to Codola; Line 284 Codola to Nocera; Line 290 Sparanise to Santo Fe Junction; Line 267 Campi Flegrei to Villa Literno; Line 265 from Nettuno through Campo Leone, Cecchina to Cimpino; Rome Terminal; Rome Tiburtina; Rome Prenestina; Rome Casilina; Rome Tuscolana; Rome Ostiense; Rome Trastevere; Rome Littoria exclusive of Rome Smistamento; Line 50 Rome to Rosignano; Line 227 Vada to Pisa; Line 22[illegible] Colle Salvetti to Leghorn; Leghorn Terminal and Port Area including Line 428 to Docca D'Armo; Line 50 Leghorn to Pisa, Line 218 Pisa to Pistoia; Line 217 Pistoia to Prato; Line 219 Pisa to Rifredi; Florence Terminal Area including the Rifredi yard and Line 65 from Rifredi to Prato.

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Brindisi, but with civilian area undefined
Ancona, but with civilian area undefined

Category C (Port under purely Allied naval or military control but with civilian commitment)

Leghorn
Taranto Arsenal

Owing to circumstances at Trieste this port has not yet been classified.

GREEN PROJECT PROCESSING TO CLOSE 30 SEPTEMBER

Ref. this story 51-13

Processing of personnel for shipment to the United States will terminate on 30 September, while present operations of the 15th Air Force, now engaged in transporting personnel from Naples to Casablanca and Port Lyautey for onward routing to the U.S. by air, will close 11 September.

Allocation of air space from MTO to the U.S. for the first 10 days of September will be 2,500 Green Project passengers plus 78 tons of normal traffic. Of this 78 tons, 30 tons will be in mail and cargo only, leaving 48 tons or between 20 and 30 persons per day to be transported by regularly scheduled North Africa-U.S. flights.

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PORT SITUATION--NAPLES AREA

	Discharged							General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	Salerno	C'mare	T.Ann	
22 August	1	2241	3710	5951	5951	0	0	0	1330
23 August	0	2437	2863	5300	5300	0	0	0	1622
24 August	0	2410	3609	6019	6019	0	0	0	1046
25 August	0	3465	3253	6718	6718	0	0	0	1302
26 August	0	5785	2458	8243	8243	0	0	0	1433
27 August	0	4461	1905	6366	6366	0	0	0	2036
28 August	0	4509	977	5486	5486	0	0	0	2535
Total	1	25328	18755	44083	44083	0	0	0	12106
Daily Av	0	3618	2679	6298	6298	0	0	0	1729

*Includes all cargo other than British cargo.
Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION--LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
22 August	0	907	0	907	669
23 August	0	1198	0	1198	588
24 August	0	1421	0	1421	24
25 August	0	2000	0	2000	3
26 August	0	2289	0	2289	0
27 August	0	2502	0	2502	2
28 August	0	4527	0	4527	141
Total	0	14844	0	14844	1427
Daily Av	0	2121	0	2121	204

Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION--ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
19 August	0	0	1919	1919	0	579
20 August	0	0	1678	1678	0	558
21 August	0	0	2489	2489	0	332
22 August	0	0	2926	2926	0	192
23 August	0	0	2108	2108	7	449
24 August	0	0	1756	1756	17	864
25 August	0	0	1800	1800	18	1386
Total	0	0	14676	14676	42	4360
Daily Av	0	0	2097	2097	6	623

Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION--BARI

	Discharged		Loaded
			General Cargo

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23 August	0	2437	2863	5300	5300	0	0	0	1622
24 August	0	2410	3609	6019	6019	0	0	0	1046
25 August	0	3485	3233	6718	6718	0	0	0	1302
26 August	0	5785	2458	8243	8243	0	0	0	1433
27 August	0	4461	1905	6366	6366	0	0	0	2036
28 August	0	4509	977	5486	5486	0	0	0	2535
Total	1	25328	18755	44083	44083	0	0	0	12186
Daily Av	0	3618	2679	6298	6298	0	0	0	1729

*Includes all cargo other than British cargo.
Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION--LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
22 August	0	907	0	907	669
23 August	0	1198	0	1198	588
24 August	0	1421	0	1421	24
25 August	0	2000	0	2000	3
26 August	0	2209	0	2209	0
27 August	0	2502	0	2502	2
28 August	0	4527	0	4527	141
Total	0	14844	0	14844	1427
Daily Av	0	2121	0	2121	204

Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION--ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
19 August	0	0	1919	1919	0	579
20 August	0	0	1678	1678	0	558
21 August	0	0	2489	2489	0	332
22 August	0	0	2926	2926	0	192
23 August	0	0	2108	2108	7	449
24 August	0	0	1756	1756	17	864
25 August	0	0	1800	1800	18	1386
Total	0	0	14676	14676	42	4360
Daily Av	0	0	2097	2097	6	623

Does not include weight of wheeled vehicles or bulk POL.

PORT SITUATION--BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
19 August	10	0	3165	3165	0	0	2058	2058
20 August	0	0	2375	2375	0	0	2023	2023
21 August	0	0	3263	3263	0	133	1352	1485
22 August	0	0	2435	2435	9	228	1449	1677
23 August	0	0	499	499	27	260	2104	2364
24 August	0	0	440	440	33	264	1206	1470
25 August	0	0	1081	1081	45	389	916	1305
Total	10	0	13258	13258	114	1274	11108	12382
Daily Av	1	0	1894	1894	16	182	1587	1769

Does not include weight of wheeled vehicles or bulk POL.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

Naples as of 3 Sept.

Discharging

William Travis 6
William Cushing 8
Bret Harte 8
John Sergeant 10
Fort Rae 11
Jesse Metcalf 11
Empire Scott 14

Discharged, Awaiting Orders

Santiago Iglesias
Walter Reed
Betty Zane
Mt. Evans

Loading

Zacapa

Leghorn as of 4 Sept.

Discharging

Leland Stanford
William Graham

Awaiting Berth to Load

Melville Jacoby

Loading

Horace Mann
John Merrick
Joel Harris
R. Rey McNeely
Robert Paine

S. France as of 3 Sept.

Discharging

Mormacmoon 4
Clyde Dunning 7
Joyce Kilmer 4
Owen Wister 4
Santa Domingo 5

Discharged, Awaiting Orders

Wynne Seale
Donald Holland
Robert Stuart
Crawford Long
Leopold Damrosch
Francis Scott Key

Awaiting Orders

Henry Brown

Loading

S.M.Babcock 6
J.M. Meandrew 4

613

NOTE: Figures following names of vessels indicate estimated date of completion.

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0263

William Cushing 8
Bret Harte 8
John Sergeant 10
Fort Rae 11
Jesse Metcalf 11
Empire Scott 14

Discharged,
Awaiting Orders

Santiago Iglesias
Walter Reed
Betty Zane
Mt. Evans

Loading

Zacapa

William Graham

Awaiting Berth
to Load

Melville Jacoby

Loading

Horace Mann
John Merrick
Joel Harris
R. Rey McNeely
Robert Paine

Clyde Dunning 7
Joyce Kilmer 4
Owen Wister 4
Santa Domingo 5

Discharged,
Awaiting Orders

Wynne Seale
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Crawford Long
Leopold Damrosch
Francis Scott Key

Awaiting Orders

Henry Brown

Loading

S.M.Babcock 6
J.W. Honndrew 4

613

NOTE: Figures following names of vessels indicate estimated date of completion.

SECRET

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DISTRIBUTION:

NTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

APHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	NSA, Navy House, Naples
41	Pet Sec
42	AG M & D
43-62	COT ASF WD
63	CG, Deltabase
64	CG, Penbase
65	CG, RAF MEDME
66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, USAFET
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Depot
95	AQMG(M) Mov & Dist
96	DGMR, APO 887, Paris
97	G-4 Fifth Army
98-99	MATS, Naples

100-101	CG, AF & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept, APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.

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6	G-3	66-68	CG, AAFSC/MTO
7-8	G-4	69	CG, USOFA (Attn: G-4)
9	G-4 Plans	70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
10	G-4 Ops	72-76	COT, USAFET
11	G-4 S & R	77-78	COMEM, Eighth Fleet
12	QM	79	CG, Pembark
13	Sig O	80	DMRS, Italy, Rome
14-15	Surg	81	DDMRS, Italy, Rome
16	Engr	82	CO, Adriatic Base Depot
17	CWS	83	CO, Penbase South
18	Ord	84	Rail Tpn O, Penbase South
19-33	Tpn	85-86	CO, 10th Port
AFHQ		87-88	CO, 8th Port
		89	CO, 8th Port (Attn: I & E O)
34	G-4 (M & Tn) Br	90	Tpn O, Deltabase
35	G-4 Log Plans	91	Tpn O, Penbase
36	G-3	92	
37	MRS Rep	93	Tpn O, Penbase South
38	APB Naples	94	Tpn O, Adriatic Base Depot
39	PSTO (Attn: SOPO)	95	AQMG(M) Mov & Dist
40	WSA, Navy House, Naples	96	DGMR, APO 887, Paris
41	Pet Sec	97	G-4 Fifth Army
42	AG M & D	98-99	MATS, Naples

100-101	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept, APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief, Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

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431/22

NEW PROCEDURE SET UP FOR ROUTING MTO SHIPS

Ref. this story 50-1

A new procedure for the routing of ships in the Mediterranean Theater was set up as follows, effective 24 August, by Water Group, Transportation Section, AFHQ, and War Shipping Administration:

1. All WSA dry cargo vessels completing discharge in the Mediterranean Theater will be given instructions by WSA or U.S. Army Port Authority at port concerned to sail vessel to Naples for United States Army account through proper naval authorities. At Naples these vessels are then available to the U.S. Army for embarkation of authorized personnel and cargo for Hampton Roads destination.

2. After arrival at Naples, vessels then will sail when ready for Hampton Roads destination. If ballast is required and the Army cannot provide such ballast at Naples, vessels will sail for Hampton Roads via ballasting port as selected by the War Shipping Administration. U.S. Army Port Commander, Naples and WSA Port Representative, Naples, will expedite the sailing of vessels from Naples for Hampton Roads insuring against loss of ships' time.

3. Occasionally specific instructions on specific vessels will be issued which will alter in said case or cases the instructions contained above. For example, the vessel John Doaks, upon completion of discharge at Civitavecchia, then proceeds to Leghorn to embark U.S. Army troops, then to New York. In such case specific instructions will be issued by the Chief of Transportation or WSA, AFHQ.

(Reference: AFHQ cable C 14164 dated 24 August)

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NEW ROUTING SYSTEM AIDS TROOP LIFTS

Ref. this story 50-2

The new system of routing vessels in the Mediterranean Theater whereby practically all ships put in at Naples is expected to increase the lift of troops by unfitted ships. Unfitted ships are utilizing space formerly occupied by gun crews and other extra room for the lifting of troops and accommodate from 20 to 30 men.

U.S. destined troops are always available in Naples and can be put aboard the unfitted vessels without delay to the ship.

FLOATING EQUIPMENT, BAGGAGE FUNCTIONS GO TO PENBASE

Ref. this story 50-3

Effective 30 August the functions of the Floating Equipment and Baggage groups, Transportation Section, AFHQ, will be transferred to Peninsular

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619

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FLOATING EQUIPMENT, BAGGAGE FUNCTIONS GO TO PENBASE

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Effective 30 August the functions of the Floating Equipment and Baggage groups, Transportation Section, AFHQ, will be transferred to Peninsular Base Section.

The Baggage Group will have quarters in Leghorn and Floating Equipment will be located in Navy House Annex, 5th Floor. The telephone number is Navy 160. Personnel assigned to the groups at AFHQ are being transferred to PBS. Function of Deputy Director of Harbor Craft will remain with Captain Jacob Martin, head of Floating Equipment Group, and will become a PBS responsibility.

SHIPPING INTELLIGENCE MOVES TO NAPLES

Ref. this story 50-4

Shipping Intelligence, Transportation Section, AFHQ, has moved its quarters from Caserta to Navy House, Naples. The telephone numbers there are Navy 3, Navy 49 and Shipping Intelligence Room, Freedom exchange.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

MATS TO DISSOLVE 1 SEPT. AS ALLIED ORGANIZATION

Ref. this story 50-5

The Mediterranean Air Transport Service will be dissolved as an Allied organization effective at 2359B hours 31 August, and thereafter will be subject solely to U.S. command as AAF/MATS. Personnel, units and equipment involved in the dissolution of MATS will revert to their respective national commands.

MATS at present combines the facilities of the United States Army Air Forces Air Transport Command, the Royal Air Forces Transport Command and Le Reseau Des Lignes Aeriennes Francaises. The British and American organizations operated regularly scheduled air routes and all three organizations participated in special transport flights.

(Reference: AFHQ cable FX 38118 dated 24 August)

INN RIVER RAIL BRIDGE COMPLETION DATE 1 NOV.

Ref. this story 50-6

Repair of the railroad bridge across the Inn River near Brixlegg, Austria, is expected to be completed by 1 November, although attempts will be made to open it earlier by providing U.S. aid to the French First Army in whose occupational zone the break occurred.

The bridge, located on the Innsbruck-Worgl-Salzburg railroad, was damaged by floods 15 August. The rail line is an important link between Italian ports and USFA depots at Salzburg, Linz and Vienna. The break will not hold up traffic as alternate routes are available.

It has been recommended that after completion of repairs to the bridge a new bridge be constructed adjacent to the damaged one as the present structure is liable to further damage or destruction by floods because of its weakened condition.

(Reference: Third Army cable F 613 dated 22 August)

FIFTH ARMY CLOSES: PENBASE GETS SUPPLY RESPONSIBILITY

Ref. this story 50-7

Fifth Army will become non-operational at 0900 hours 1 September with responsibility for the supply of U.S. troops north of the Peninsular Base Section boundary passing to PBS at midnight 31 August-1 September.

Responsibility for the operation of railroads in the Bologna and Verona Compartimenti has already been assumed by the British Increment of MRS, the change going into effect at 0800 hours 27 August. The railroads include Line 69 from Bologna to Brennero and Line 53 from Brescia to Vicenza. These are the last of the U.S.-supervised railroads north of Bologna.

Two detachments of the 774th Railway Grand Division will be maintained in northern Italy, one being stationed at Bolzano and [illegible]

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Two detachments of the 774th Railway Grand Division will be maintained in northern Italy, one being stationed at Bologna and Verona to supervise maintenance of U.S. locomotives and the other being stationed at Bolzano for the supervision of German personnel in the reconstruction of the rail line between Verona and Brennero.

The 701st Railway Grand Division was relieved from all operational responsibility in Italy at 0800 hours 27 August. The division maintained its headquarters in Verona.

Three railheads will be operated by U.S. personnel in northern Italy. The 34th Infantry Division will maintain a railhead at Udine, the Prisoners-of-War Command will operate a railhead at Verona, and the 2633rd Service Company will operate a railhead at Milan. Each will submit consolidated requisitions and requirements for all attached units and installations.

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9,470 BRAZILIANS AWAIT TRANSPORTATION TO S.A.

Ref. this story 50-8

Approximately 9,470 Brazilian Expeditionary Force personnel will be in the Francolise Training Area by 31 August awaiting transportation to Brazil. This represents the last of the BEF in Italy.

The Duque d'Caxiax, a Brazilian vessel, will lift approximately 1,800 troops on 29 August, and approximately 5,800 more will be lifted early in September by the troopship, General Meigs.

An estimated 13,366 Brazilian troops were moved from the Theater by water transportation in the past two months. The lifts included the Pedro I, 988 personnel; Pedro II, 860 personnel; General Meigs, 5,276 personnel; Mariposa 6,178 personnel, and miscellaneous cargo ships, 64 personnel.

CIVILIAN PASSENGER RAIL SERVICE SET UP BETWEEN ROME AND MILAN

Ref. this story 50-9

Daily civilian passenger train service between Rome and Milan with connections from Leghorn to Pistoia, Voghera to Genoa and Alessandria to Turin was instituted 25 August, 1945.

Each train consists of one Rome-Pistoia-Rome coach; three Rome-Genoa-Rome coaches; one postal van; three Rome-Turin-Rome couches, one baggage car, four Rome-Milan-Rome coaches and one Rome-Milan-Rome sleeper.

611

The schedule:

Read Down	Train No. 6		Train No. 5	Read Up
	d. 1800	Rome Terminal	a. 0900	
a. 2227	d. 2257	Grosseto	a. 0424	d. 0434
a. 0316		Leghorn		d. 2351
	d. 0407	*Leghorn	a. 2255	
a. 0750		Pistoia		d. 1925
	d. 0336	Leghorn	a. 2331	
a. 0453	d. 0455	Pontedera	a. 2200	d. 2202
a. 0645	d. 0705	Florence	a. 1955	d. 2015
a. 1100	D. 1135	Bologna	a. 1510	d. 1600
a. 1228	d. 1238	Modena	a. 1403	d. 1413
a. 1313	d. 1323	Reggio E.	a. 1320	d. 1330
a. 1400	d. 1412	Parma	a. 1232	d. 1244
a. 1535	d. 1550	Piacenza	a. 1055	d. 1110
a. 1725		Voghera		d. 0925
	d. 1801	*Voghera	a. 0855	
a. 2110		Genoa		d. 0525
	d. 1740	Voghera	a. 0912	
a. 1345		Alessandria		d. 0710
	d. 2000	*Alessandria	a. 0655	
a. 2051	d. 2106	Asti	a. 0610	d. 0616

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The Duque d'Caxiax, a Brazilian vessel, will lift approximately 1,800 troops on 29 August, and approximately 5,800 more will be lifted early in September by the troopship, General Meigs.

An estimated 13,368 Brazilian troops were moved from the Theater by water transportation in the past two months. The lifts included the Pedro I, 988 personnel; Pedro II, 860 personnel; General Meigs, 5,276 personnel; Mariposa 6,178 personnel, and miscellaneous cargo ships, 64 personnel.

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	d. 0407	*Leghorn	a. 2255	
a. 0750		Pistoia		d. 1925
	d. 0536	Leghorn	a. 2331	
a. 0453	d. 0455	Pontedera	a. 2200	d. 2202
a. 0645	d. 0705	Florence	a. 1955	d. 2015
a. 1100	D. 1135	Bologna	a. 1510	d. 1600
a. 1228	d. 1238	Modena	a. 1403	d. 1413
a. 1313	d. 1323	Reggio E.	a. 1320	d. 1330
a. 1400	d. 1412	Parma	a. 1232	d. 1244
a. 1535	d. 1550	Piacenza	a. 1055	d. 1110
a. 1725		Voghera		d. 0925
	d. 1801	*Voghera	a. 0855	
a. 2110		Genoa		d. 0525
	d. 1740	Voghera	a. 0912	
a. 1945		Alessandria		d. 0710
	d. 2000	*Alessandria	a. 0655	
a. 2051	d. 2106	Asti	a. 0610	d. 0616
a. 2245		Turin		d. 0455
	d. 2015	Alessandria (via Mortara)	a. 0640	
a. 2330		Milan		d. 0001

*Connections

WAKEFIELD SETS NEW RECORD FOR ITO PERSONNEL LIFTS

Ref. this story 50-10

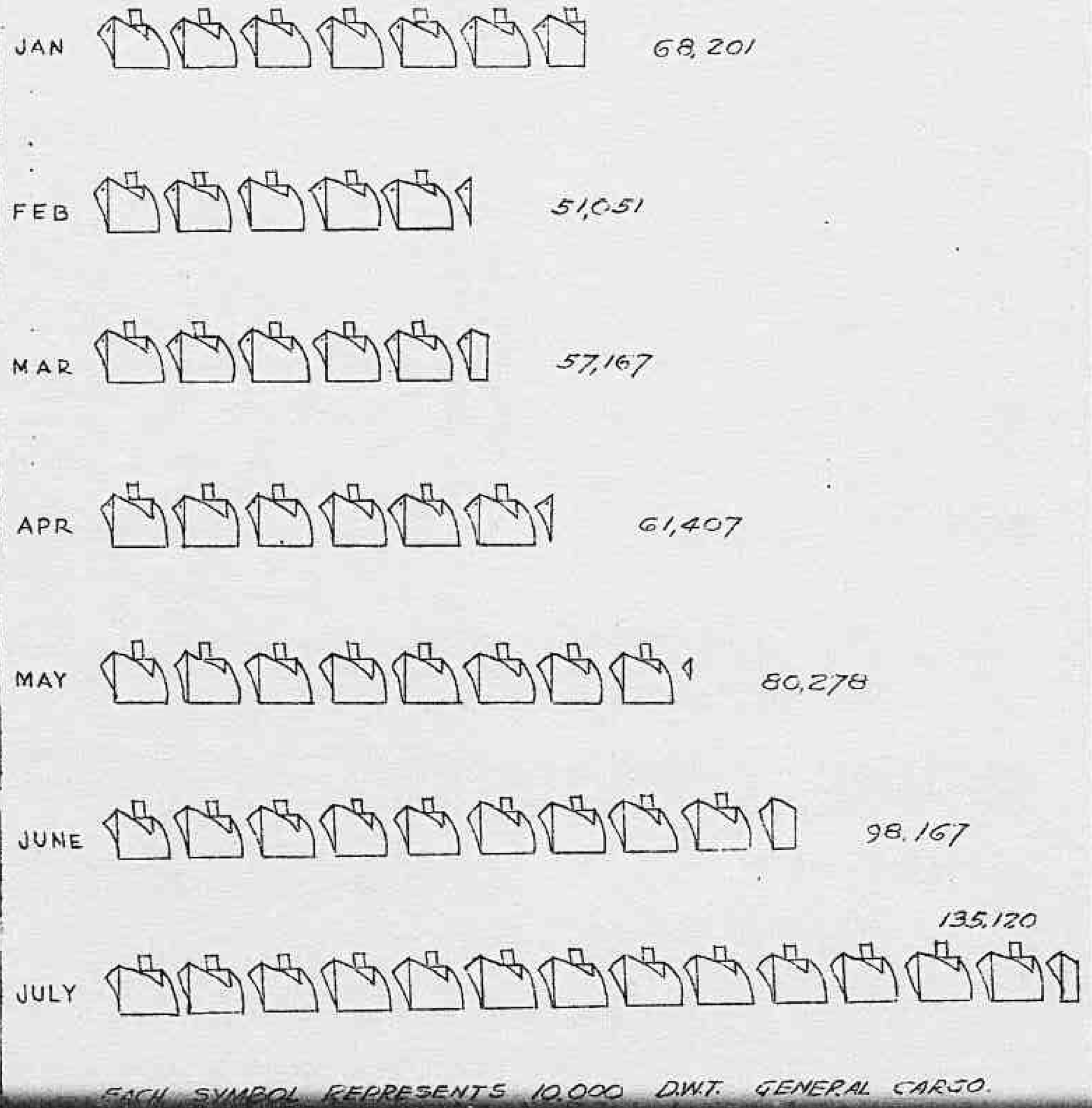
The troopship, Wakefield, left Naples 13 August with 8,227 personnel aboard to set a new record for lifts from the Mediterranean Theater to the United States. Previously the record was held by the West Point which had lifted 7,328 personnel on 9 June. On 16 August the West Point surpassed its own record with a lift of 7,729 personnel at Naples. The Wakefield rated capacity is 6,992.

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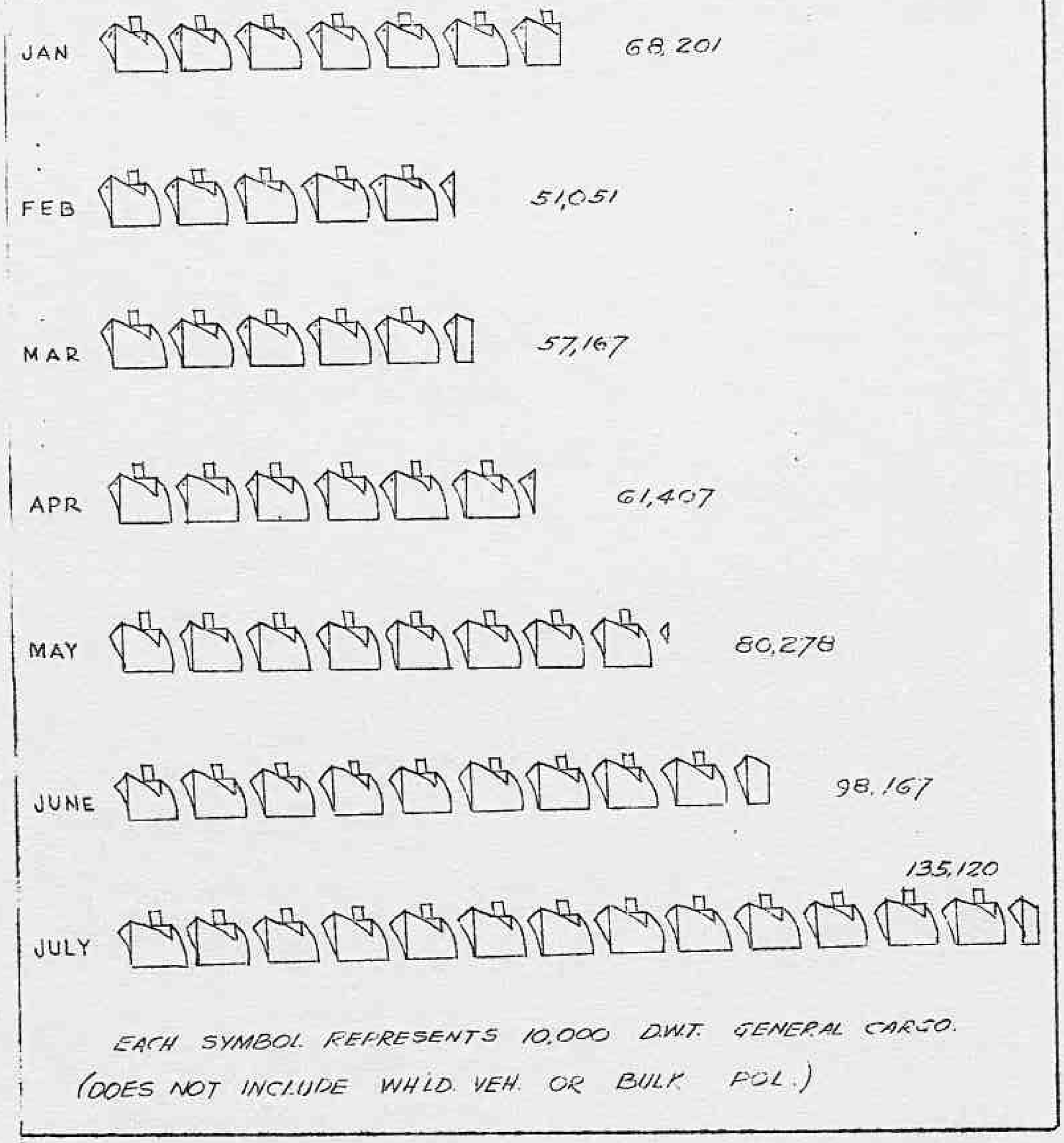
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GENERAL CARGO LOADED
by
U.S. OPERATED PORTS IN 1945



EACH SYMBOL REPRESENTS 10,000 D.W.T. GENERAL CARGO.

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BRIDGE DAMAGE HALTS TRAFFIC OVER LINE 69

Ref. this story 50-11

Swift currents which caused a crack to appear in a cement pier over a small railroad bridge near Ostiglia on Line 69 between Bologna and Verona, caused traffic over the line to be suspended from 1000 hours 22 August to 1800 hours 23 August. Medloc traffic was rerouted over the recently completed Line 65 from Bologna to Piacenza to Alessandria to Milan. POW trains continued to operate over the line with prisoners walking around the break. All other traffic was suspended.

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SHIPPING PROCEDURE POLICY OUTLINED BY G-4, MTOUSA

Ref. this story 50-12

A review, clarification and extension of policy on shipping procedure was issued by G-4, MTOUSA, 27 August.

Packing, marking and shipping of all equipment for units formerly designated as directly redeployed units is to be discontinued and the equipment to be returned to Theater stocks, leaving in the hands of the unit such equipment as authorized by Section 4, Annex B.

Unit marked equipment which was enroute to or at the ports at the time of embargo will continue into the ports and will be loaded. Loading of ships containing this type of equipment will be completed with cargo now authorized to be returned to the United States and the ship will be diverted to the United States without reporting as required in WX 49045.

Ships now in port whose cargo either entirely or in major part consists of equipment and supplies under reinstated redeployment shipping orders for the Pacific will continue to the Pacific without reporting ships as required in WX 47948. In event that items under reinstated redeployment shipping orders for the Pacific form only a minor part of cargo on a fully loaded ship, the ship will be diverted to the United States and a radio report will be made listing the items which should have gone to the Pacific so that compensatory shipment may be made to the Pacific from the United States.

Ships loaded with cargo originally destined for the Pacific under redeployment shipping orders which have not been reinstated will be returned to the U.S. without prior reporting.

Ships now in port whose cargo either entirely or in major part consists of equipment under redeployment shipping orders, shipping orders, special letters and radios for shipment to the United States will sail for the U.S. without prior reporting.

The following instructions will apply to all types of equipment and supplies:

Suspend all processing of equipment and supplies except that necessary to insure protection and preservation prior to receipt of disposition instructions.

Suspend all shipment from depots except where specific orders for reinstatement have been received since the embargo was put into effect.

Additional reinstatements and instructions will be issued for shipments both to the Pacific and U.S. Items which were enroute to or at ports at time of embargo will be loaded.

(Reference: MTOUSA cable FX 38673 dated 27 August) . .

COMZ AVIAN ADMIN MOVES TO PALERMO

Ref. this story 50-13

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ment to be returned to theater ports, leaving in the hands of [illegible] equipment as authorized by Section 4, Annex B.

Unit marked equipment which was enroute to or at the ports at the time of embargo will continue into the ports and will be loaded. Loading of ships containing this type of equipment will be completed with cargo now authorized to be returned to the United States and the ship will be diverted to the United States without reporting as required in WX 49045.

Ships now in port whose cargo either entirely or in major part consists of equipment and supplies under reinstated redeployment shipping orders for the Pacific will continue to the Pacific without reporting ships as required in WX 47948. In event that items under reinstated redeployment shipping orders for the Pacific form only a minor part of cargo on a fully loaded ship, the ship will be diverted to the United States and a radio report will be made listing the items which should have gone to the Pacific so that compensatory shipment may be made to the Pacific from the United States.

Ships loaded with cargo originally destined for the Pacific under redeployment shipping orders which have not been reinstated will be returned to the U.S. without prior reporting.

Ships now in port whose cargo either entirely or in major part consists of equipment under redeployment shipping orders, shipping orders, special letters and radios for shipment to the United States will sail for the U.S. without prior reporting.

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Additional reinstatements and instructions will be issued for shipments both to the Pacific and U.S. Items which were enroute to or at ports at time of embargo will be loaded.

(Reference: HTOUSA cable FX 38673 dated 27 August)

COMNAVNAW ADMIN MOVES TO PALERMO — Ref. this story 50-13

Administrative Headquarters, Commander, U.S. Naval Forces in Northwest African Waters, will be established at Palermo effective 1 September. Its designation will be COMNAVNAW (Adm). COMNAVNAW and a small operational staff designated as COMNAVNAW (Ops) will remain in Naples.

Dispatch traffic on matters of policy, command decision and personnel should be addressed for action to COMNAVNAW (Ops) with information to COMNAVNAW (Adm). Other administration traffic should be addressed to COMNAVNAW (Adm) only.

NEW FLIGHT PLANNED — Ref. this story 50-14

A daily flight between Naples, Bari and Vienna will be added to the MATS schedule approximately 1 September. Special Vienna flights are now available.

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PORT SITUATION---NAPLES AREA

	Discharged							General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	Salerno	Cinare	Termoli
15 August	9	3497	1868	5365	5365	0	0	0	2640
16 August	19	3690	2398	6088	6088	0	0	0	2218
17 August									
18 August	0	3734	2012	5746	5746	0	0	0	2234
19 August	14	3958	2583	6541	6541	0	0	0	1785
20 August	0	6701	2854	9555	9555	0	0	0	1501
21 August	1	3173	2974	6147	6147	0	0	0	745
Total	43	24753	14689	39442	39442	0	0	0	10923
Daily Av.	6	3536	2098	5634	5634	0	0	0	1560

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	Cargo Loaded
15 August	0	2980	0	2980	315
16 August	1	2732	0	2732	1742
17 August	0	1231	0	1231	250
18 August	0	1182	0	1182	273
19 August	0	2085	0	2085	251
20 August	0	2395	0	2395	251
21 August	0	1870	0	1870	579
Total	1	14475	0	14475	3561
Daily Av	0	2068	0	2068	509

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	Gen. Cargo
12 August	0	0	614	614	0	1123
13 August	0	0	797	797	0	743
14 August	0	0	965	965	0	674
15 August	0	0	680	680	0	988
16 August	0	0	0	0	0	0
17 August	0	0	1130	1130	0	206
18 August	0	0	1992	1992	0	567
Total	0	0	6178	6178	0	4201
Daily Av	0	0	883	883	0	600

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

Discharged Loaded

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17 August									
18 August	0	3734	2012	5746	5746	0	0	0	2234
19 August	14	3958	2583	6541	6541	0	0	0	1785
20 August	0	6701	2854	9555	9555	0	0	0	1301
21 August	1	3173	2974	6147	6147	0	0	0	745.
Total	43	24753	14680	39442	39442	0	0	0	10923
Daily Av.	6	3536	2098	5634	5634	0	0	0	1560

*Includes all cargo other than British cargo.
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PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	*Brit	Total
12 August	3	0	2603	2603	0	129	1750	1879
13 August	1	0	3607	3607	0	169	2092	2261
14 August	0	0	2447	2447	0	156	2324	2480
15 August	0	0	1421	1421	0	587	1536	2123
16 August	0	0	1845	1845	0	5	1854	1859
17 August	0	0	0	0	0	0	0	0
18 August	0	0	2498	2498	0	0	2309	2309
Total	4	0	15321	15321	0	1046	11865	12911
Daily Av	1	0	2189	2189	0	149	1695	1844

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 26 Aug.

Discharging

Henry Brown 26
Samindoro 27
Empire Derwent 28
Samur 28
Mirabeau Lamar 29
Emily Dickinson 29
Westbrook Victory 30
Confederation Park 31
Francis Siltz 4

Awaiting Berth To Load

Dexter Fellows

Loading

Charles Glover
Sambrian
Empire Stronghold
W.S. Jennings
Empire Baron
Baron Cawdor

S. FRANCE as of 26 Aug.

Discharging

Roger T. Payne 28
Excelsior 28
Edward Bruce 27
James Berney 27
Joyce Kilmer 31
Samuel Babcock 3
Joseph Brown
Monte Galera
Theodoric Bland 28
Monet Moncayo 28
Owen Wister 31

Awaiting Orders after Discharge

Wynne Seale
Donald Holland
Robert Stuart
Daniel Heister
Crawford Long
Leopold Damrosch
Francis Scott Key

Loading

Thomas Todd 3

Awaiting Orders after Loading

William Gray
Ethan Hitchcock

LEGHORN as of 27 Aug.

Awaiting Berth To Discharge

Haym Solomon
Leland Stanford

Discharging

Park Holland
Theodore Parker
William Graham

NOTE: Figures following names of vessels indicate estimated date of completion.

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Henry Brown 26
Samindorc 27
Empire Derwent 28
Samur 28
Mirabeau Lamar 29
Emily Dickinson 29
Westbrook Victory 30
Confederation Park 31
Francis Siltz 4

Awaiting Berth
To Load

Dexter Fellows

Loading

Charles Glover
Sambrian
Empire Stronghold
W.S. Jennings
Empire Baron
Baron Cawdor

Roger T. Payne 28
Excelsior 28
Edward Bruce 27
James Kerney 27
Joyce Kilmer 31
Samuel Babcock 3
Joseph Brown
Monte Galera
Theodoric Bland 28
Monet Moncayo 28
Owen Wister 31

Awaiting Orders
after Discharge

Wynne Seale
Donald Holland
Robert Stuart
Daniel Meister
Crawford Long
Leopold Damrosch
Francis Scott Key

Loading

Thomas Todd 3

Awaiting Orders
after Loading

William Gray
Ethan Hitchcock

Haym Solomon
Leland Stanford

Discharging

Park Holland
Theodore Parker
William Graham

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NOTE: Figures following names of vessels indicate estimated date of completion.

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SECRET

DISTRIBUTION:

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7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA, Navy House, Naples
41	Pet Sec
42	AG M & D
43-62	COT ASF WD
63	CG, Deltabase
64	CG, Penbase
65	CG, RAF MEDME
66-68	CG, AAFSC/MTC
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, USAFET
77-78	COMH, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AQMG(M) Mov 3 Dist
96	DGMR, APO 887, Paris
97	G-4, Fifth Army
98-99	MATS, Naples

100-101	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief, Tpn O, USASOS, WPA APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco.
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.

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12	QM
13	Sig O
14-15	Surg
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17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA, Navy House, Naples
41	Pet Sec
42	AG M & D

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130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.

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CONFIDENTIAL

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 49 21 August, 1945

GREEN PROJECT REDUCED:
AIRCRAFT TO PACIFIC

Ref. this story 49-1

The Green Project air lift used in the redeploying of troops from the Mediterranean Theater to the United States has been reduced to 7,800 personnel for the month of August and will be reduced still further during the remainder of the year.

Originally it was estimated that in August 330 passengers per day would be lifted, and that passengers would continue being lifted at this rate for several months afterward. The reduction is made necessary by the diversion of C-54 aircraft from the Atlantic to the Pacific.

The lift quota in September will be 7,450; in October 6,775 and in November 7,450. During the first three weeks in August 5,928 passengers were lifted. All Green Project flights from Italy to North Africa are now originating at Naples. Previously half of the flights were made from Pisa.

The air lift to the United States is being reduced further by the completing of the White Project. Under the White Project combat planes being flown back to the United States carried full loads of passengers. It is believed, however, that the last of these combat planes will reach the United States this month, putting an end to the project.

Normal air lift to the United States will continue at the rate of approximately 300 passengers per month. Only emergency personnel and personnel returning to the U.S. with orders authorizing air travel as necessary for the successful completion of their missions are permitted to use normal air lift.

NEW LIBERTY BERTHS
OPENED AT GENOA

Ref. this story 49-2

Destruction of two sea mines by detonation has made three more Liberty berths available for use in the Port of Genoa. This brings to seven the number of Liberty berths available there. In addition it is expected that three more berths will be ready for use within the next two weeks.

New berths are No. 2 on Ponte Eritrea, No. 6 on Ponte Ethiopia and No. 10 on Ponte San Giorgio. To be available soon are No. 3 on Ponte Eritrea and No. 4 and No. 5 on Ponte Ethiopia.

(Reference: Genoa cable Gen 2/103/144 dated 20 Aug)

A map of the port of Genoa showing locations of the piers and berths appeared in Vol. I, No. 45 of the Transportation News Letter dated 24 July.

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(Reference: Genoa cable Gen 2/103/144 dated 20 Aug)

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Clearing the port of mines continues to be an extremely hazardous task. The exact number of mines which were left in the harbor by the Germans was learned from German prisoners, and it is believed that approximately 70 still remain undetonated. The mines do not respond to ordinary methods of minesweeping and their detonation presents a problem.

The floor of the harbor is covered with a thick layer of silt into which many of the mines have sunk. This makes both diving operations and mine locating extremely difficult as the divers find themselves up to their armpits in silt immediately upon reaching the harbor floor.

USFA MAIN MOVES HEADQUARTERS — Ref. this story 49-3

United States Occupational Forces in Austria closed down in Vienna and opened headquarters at Schloss Klessheim, Salzburg, Austria, 13 Aug.

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RAIL WASHOUT IN AUSTRIA BLOCKS SHORT BRENNER-SALZBURG ROUTE

Ref. this story 49-4



A railroad bridge at Brixlegg, Austria, on the Innsbruck-Worgl railroad was washed out 15 August, making it necessary to divert northbound trains between Italy and Salzburg through Munich.

The principal route from Italy to Salzburg, now headquarters for the United States Occupational Forces in Austria, is through Innsbruck, Worgl and Rosenhein. This route is particularly important at present in the moving of displaced persons, prisoners of war and civil affairs supplies.

The break at Brixlegg, however, makes it necessary to take a longer route to Salzburg via Munich and Rosenhein.

Although the washout occurred in First French Army territory, USFET has requested that the U.S. Third Army give all possible assistance to the French in the repair of the bridge as it is unlikely that the French can repair the damage before November with the supplies and equipment available.

Schedules of U.S. trains moving over the Brenner Pass line from Italy to Austria will not be affected seriously by the break. Trains moving northward from Italy include two POW trains per day to Munich; One POW hospital train per day to Munich; two POW hospital trains per week to Belsen, and three wheat trains per day from Genoa to Salzburg.

All breaks in the Brenner Pass Line 69 in AFHQ territory have been repaired. Several washouts occurred on the line two weeks ago.

(Reference: AFHQ cable FX 36716 dated 17 August, and USFET cable SC 6809 dated 15 August)

OUTLOADING SCHEDULE SUSPENDED TEMPORARILY

Ref. this story 49-5

Prior to cessation of hostilities with Japan the War Department had set up the following procedure for the shipment of cargo after that date:

a. Cargo already loaded, enroute to the port or in the port area will continue to be loaded.

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a. Cargo already loaded, enroute to the port or in the port area will continue to be loaded.

b. No further cargo will be called forward from depots and all TSDs will be held in suspense.

c. Vessels now loading will be completed, the War Department advised of cargo aboard, and the vessels held pending War Department instructions.

SUSPENSION HALTS TC SHIPMENTS — Ref. this story 49-6

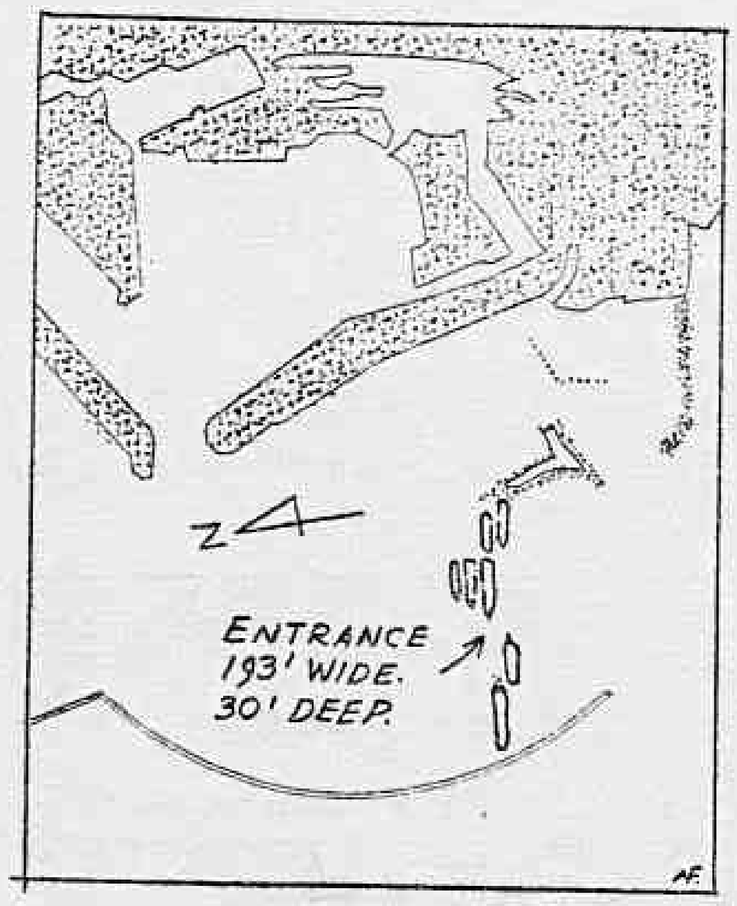
The embargo halted the shipment of approximately 1,765 measurement tons of port operating gear from MTO Transportation Corps depots to the Auburn Holding and Reconsignment Point in Auburn, Washington. The gear, which weighs approximately 1,450 D.L.T, has been declared as excess to the Theater's needs. At present there is approximately 5,500 D.L.T of stock in TC supply depots

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SHIP ACCEPTANCE IN LEGHORN LIMITED BY ROUGH WEATHER

Ref. this story 49-7



In view of doubtful weather expected from now through the winter months at Leghorn, acceptance of vessels more than 520 feet in length at that port will depend upon individual characteristics of the ship such as freeboard, height of superstructure, ease of handling and weather conditions, CinC Med announced.

Since 29 April, 1945, vessels up to 625 feet in length and 28 feet six inches in draft were accepted. Liberty ships have an overall length of approximtely 442 feet and Victory ships an overall length of 445 feet.

Sunken ships block all but the southernmost entrace to the port. Here a path 196 feet wide and 30 feet in depth has been cut through a block of seven ships to make the port accessible.

Vessels entering the port must make a sharp turn to get through the entrance. Breakwaters which were constructed to protect the entrance from the sea were badly damaged by the war and permit hugh swells to enter the harbor during rough weather.

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ESTIMATED 239,559 ARMY PERSONNEL TO BE IN THEATER 1 SEPTEMBER

Ref. this story 49-8

Figures based on planning statistics and reasonably accurate estimates indicate that a total of 239,559 army personnel will remain in the Mediterranean Theater on 1 September.

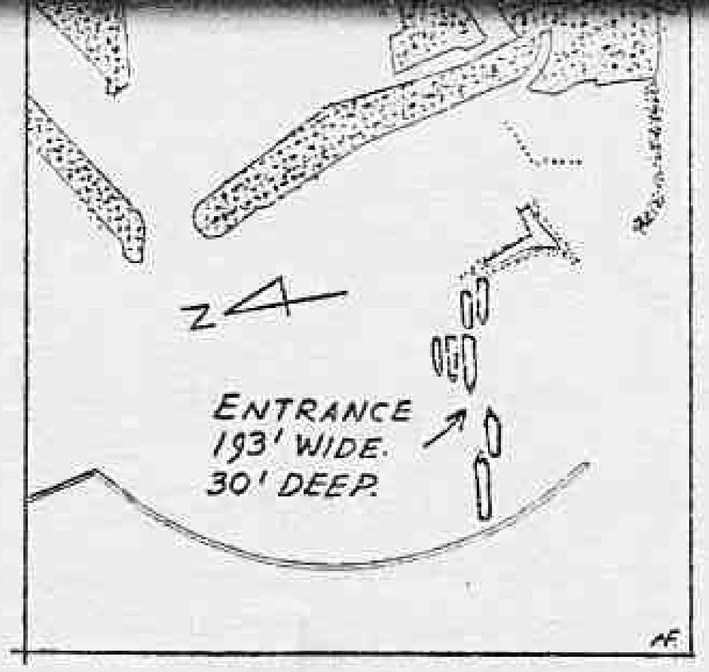
According to planning figures 445,588 army personnel were in the Theater on 31 May. In June 44,175 persons left for the U.S., Pacific or Trinidad by regular water or air channels while an estimated 9,200 returned to the United States by combat aircraft.

In July 57,368 persons left MTO for the United States or the Pacific by regular air or water channels in addition to an estimated 4,000 who left by combat aircraft.

It is estimated that by the end of August a total of 91,286 persons will have left the Theater during the month. All above figures exclude all personnel other than Army personnel.

Total army personnel leaving the Theater to the [illegible]

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607

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In July 57,368 persons left MTO for the United States or the Pacific by regular air or water channels in addition to an estimated 4,000 who left by combat aircraft.

It is estimated that by the end of August a total of 91,236 persons will have left the Theater during the month. All above figures exclude all personnel other than Army personnel.

Total army personnel leaving the Theater in the months of June, July and August will be 206,029, leaving a balance of 239,559.

A breakdown of August figures:

	U.S.	Pacific*	
July shipping sailing in August	8,833	8,693	
August shipping already sailed	36,546	12,575	
Remaining to be shipped in August	14,000	2,750	
August air shipping	8,000	-	
Total	67,384	24,018	91,402**

*All Pacific shipping for August diverted to the United States.
**Figures include 116 non-army personnel.

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TRANSPORTATION NEWS LETTER

Vol. I, No. 49 31 August, 1944 Page 4

BRITISH REORGANIZATION IN ITALY

Ref. this story 49-9

(Refer to map on Page 5)

A series of changes in British districts, areas and movements are under way and will be completed as indicated on the map on Page 5 on 31 August.

Districts & Areas

One District will be dissolved and responsibilities for its functions will be divided by Two District and Three District.

Fifth Army area will be taken over by Two District except for a portion of Treviso Province which is to come under the administration of XIII Corps.

Movements Areas

On 20 August, Movements, Northwest Italy, took over a portion of Movements, Northeast Italy, and on 31 August is scheduled to take over additional territory. At that time it will be renamed Movements, North Italy, with the authorized abbreviation NORTHMOVES. Movements, Northeast Italy, will cease to exist on 31 August.

Movements, North Italy, will be responsible for the control of all movement in Two District and for coordination with the Transportation Officer, PBS, of the control of movement of British traffic in such territory as may still be controlled by PBS.

Movements, Ancona, was organized 20 August by Movements, Northeast Italy, as an independent area under G-4 Mov & Tn, AFHQ.

Movements, Rome, on 20 August took over from Movements, Northeast Italy, the Mov sub-areas of Florence and Leghorn and reorganized them as a single sub-area, Movements, Florence.

Movements, XIII Corps, will continue to be responsible for the control of all movement in XIII Corps area including a part of Treviso Province which is to be taken over by the Corps from Fifth Army.

(Reference: AFHQ Ltr G-4 (Mov 1/6) B/ORG/6 dated 13 August)

MEDITERRANEAN COASTER FLEET LIFTS 141,638 TONS IN JULY

Ref. this story 49-10

The Mediterranean Coaster Fleet, operated by PSTO, Mediterranean, as an AFHQ pool, lifted a total of 141,638 tons of cargo during July. Of this cargo 33,172 tons was POL and the remainder, 108,466 tons, was stores. Principal traffic was between Italian Ports.

During July the fleet consisted of

Declassified E.O. 12356 Section 3.3/NND No. 785021

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During July the fleet consisted of

Vessels		Capacity
13	British-controlled Petrol Fitted Coasters	21,150
32	British-controlled Stores Coasters	78,670
8	Italian Stores Coasters	22,000
53		121,820

The 13 Petrol Coasters carried a total of 33,172 tons for an average of 2,552 tons per coaster.

The 32 British-controlled Stores Coasters carried a total of 87,517 tons for an average of 2,735 tons per coaster. Three vessels with an aggregate

(Continued on Page 7)

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MEDITERRANEAN COASTER FLEET LIFTS 141,638 TONS IN JULY

(Cont'd from Page 4)

capacity of 3,700 tons made no lifts during the period because of drydocking.

The eight Italian Stores Coasters carried a total of 20,949 tons for an average of 2,618 tons per coaster.

Breakdown of operations (average days per coaster):

	British-controlled Petrol Coasters	British-controlled Stores Coasters	Italian Stores Coasters
Days at Sea	8	7	8
Awaiting Discharge	1	1	1½
Discharging	7	7	9
Awaiting Loading	1½	2	1½
Loading	9½	8½	8
Repairing	4	5½	3

MWTR FLEET LIFTS 72,294 TONS

Ref. this story 49-12

The Ministry of War Transport, Mediterranean, fleet lifted a total of 72,294 tons of cargo in the month of July. The cargo included 34,081 tons of Sardinian coal; 31,213 tons of phosphates; 3,000 tons of army cargo and 4,000 tons of Allied Commission cargo.

The fleet consisted of 11 vessels with a total capacity of 55,343 tons. One vessel of 7,000 tons capacity was under repair during the whole period, while another vessel of 4,350 tons capacity was engaged in sea transport service for the British military for the whole period.

Vessels averaged seven days at sea, 14 days loading or discharging, one day awaiting berth and 4½ days awaiting repair.

LINE 69 RECONSTRUCTED FROM PARMA TO PIACENZA: RAIL REPAIR CONTINUED

(Cont'd from Page 6)

The Trieste-Udine raillines 84 and 72 have been completed with the opening of the bridge over the Isonzo River near Fieris. Through connection was available prior to the opening of the bridge by the use of temporary diversions.

Washouts of Line 66 between Fortezza and San Candido two weeks ago continued to hold up rail traffic, but it is estimated that all damage will be cleared and the line in operation by 24 August.

RESTRICTIONS RELAXED ON SHIPPING MESSAGES

Ref. this story 49-13

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Breakdown of operations (average days per coaster):

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LINE 69 RECONSTRUCTED FROM PARMA TO PIACENZA: RAIL REPAIR CONTINUED (Cont'd from Page 6)

The Trieste-Udine raillines 84 and 72 have been completed with the opening of the bridge over the Isonzo River near Fieris. Through connection was available prior to the opening of the bridge by the use of temporary diversions.

Washouts of Line 66 between Fortezza and San Candido two weeks ago continued to hold up rail traffic, but it is estimated that all damage will be cleared and the line in operation by 24 August.

RESTRICTIONS RELAXED ON SHIPPING MESSAGES

Ref. this story 49-13

Under recent relaxations of regulations governing the sending of messages to vessels, telegrams now may be addressed to merchant ships, tankers and refrigerator ships by name at ports provided such ports are not on a coastline defined as in combat area.

Telegrams concerning merchant shipping wholly within non-combat areas now may mention exact dates of arrival and departure and position of a ship in conjunction with a specified time.

SHIPPING PRIORITY BIDS DUE 27 AUGUST

Ref. this story 49-14

All shipping priority of movements bids for the maintenance period 23 September-2 October (23 September 22 October for Greek maintenance) are required to reach Q(Maint) and G-4 (Mov & Tn) not later than 1800 hours 25 August

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PORT SITUATION---NAPLES AREA

	Discharged						General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	C'mare	T.Ann
8 August	0	4255	1991	6246	6246	0	0	3075
9 August	22	1927	2109	4036	4036	0	0	2877
10 August	1	3251	2251	5502	5502	0	0	3376
11 August	0	5086	1809	6895	6895	0	0	2067
12 August	0	4087	2075	6162	6162	0	0	2484
13 August	0	3089	1585	4674	4674	0	0	1694
14 August	0	3426	2236	5662	5662	0	0	2242
Total	23	25121	14056	39177	39177	0	0	17815
Daily Ave	3	3589	2008	5597	5597	0	0	2545

*Includes all cargo other than British cargo.
Does not include bulk POL or wheeled vehicles.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
8 August	0	2239	0	2239	1171
9 August	0	2363	0	2363	1152
10 August	0	2290	0	2290	505
11 August	0	1588	0	1588	337
12 August	20	2175	106	2281	732
13 August	0	2865	0	2865	437
14 August	0	2829	0	2829	533
Total	20	16349	106	16455	4367
Daily Ave	3	2336	15	2351	695

*Includes all cargo other than British cargo.
Does not include bulk POL or wheeled vehicles.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
5 August	0	0	3163	3163	0	44
6 August	0	0	3171	3171	0	0
7 August	0	0	2362	2362	0	0
8 August	0	0	1263	1263	0	603
9 August	0	0	200	200	0	1241
10 August	0	0	69	69	0	1490
11 August	0	0	0	0	0	1411
Total	0	0	10228	10228	0	4789
Daily Ave	0	0	1461	1461	0	684

Does not include bulk POL or wheeled vehicles.

PORT SITUATION---BARI

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10 August	1	3251	2251	5502	5502	0	0	3376
11 August	0	5086	1809	6895	6895	0	0	2067
12 August	0	4087	2075	6162	6162	0	0	2484
13 August	0	3089	1585	4674	4674	0	0	1694
14 August	0	3426	2236	5662	5662	0	0	2242
Total	23	25121	14056	39177	39177	0	0	17815
Daily Ave	3	3589	2008	5597	5597	0	0	2545

*Includes all cargo other than British cargo.
Does not include bulk POL or wheeled vehicles.

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11 August	0	1588	0	1588	337
12 August	20	2175	106	2281	732
13 August	0	2865	0	2865	437
14 August	0	2829	0	2829	533
Total	20	16349	106	16455	4867
Daily Ave	3	2336	15	2351	695

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Does not include bulk POL or wheeled vehicles.

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	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
5 August	0	0	3163	3163	0	44
6 August	0	0	3171	3171	0	0
7 August	0	0	2362	2362	0	0
8 August	0	0	1263	1263	0	603
9 August	0	0	200	200	0	1241
10 August	0	0	69	69	0	1490
11 August	0	0	0	0	0	1411
Total	0	0	10228	10228	0	4789
Daily Ave	0	0	1461	1461	0	684

Does not include bulk POL or wheeled vehicles.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
5 August	0	949	1394	2343	0	350	2974	3324
6 August	0	1127	2712	3839	0	408	3287	3695
7 August	0	1039	3221	4260	0	239	2310	2549
8 August	0	829	3778	4607	0	153	1750	1903
9 August	0	852	2993	3845	0	0	2056	2056
10 August	0	0	2659	2659	0	0	1624	1624
11 August	0	0	2608	2608	0	0	2250	2250
Total	0	4796	19365	24161	0	1150	16251	17401
Daily Av	0	685	2766	3451	0	164	2322	2486

*Includes all cargo other than U.S. cargo.
Does not include bulk POL or wheeled vehicles.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 20 August

Awaiting Berth
To Discharge
Fort Boise

Discharging
Woodrow Wilson 20
Francis Key 21
Baron Cawdor 21
Hadley Brown 21
Empire Barrie 24
George Campbell 25
Empire Derwent 26
British Respect 26
W.S.Jennings 27
Empire Falcon 27
Henry Brown 28
Samindoro 4
Mirabeau Lamar 5

Awaiting Berth
To Load
Morris Feinstone
Sambrian
Empire Stronghold

Loading
William Webb
Josiah Quincy
John Garrett
Empire Marlow
Ralph Izard
Fort Erie
Charles Glover
John Ireland
Cody Victory
Empire Russell

Loaded, Awaiting
Orders
John Hammond
William Blount

S. FRANCE as of 20 August

Awaiting Berth
to Discharge
LaCrosse Victory
James Kearney
Robert Payne

Discharging
Cape Trafalgar 23
Sagena 21
Thomas Todd 24
Edward Bruce 27
Wallace Tyler 23
Theodoric Bland 28

Awaiting Berth
to Load
Crawford Long
Thomas Sim Lee

Loading
William Gray 24
John Chandler 22
Stephen Kearney 22
Andrew Preston 22
Donald Holland 23
Filipp Mazzie 23
Robert Stuart 23
William Dobson 21
Leopold Damrosch 23
Amelia Earhart 24
Ethan Hitchcock 22
John Miller 23
Wynn Seale 24

Loaded, Awaiting
Orders
Ronald Fernald
John Wanamaker
Ben Lindsey
Victor Herbert
Edward Savoy
Edwin Knowles
Edward Spafford
Ephriam Baughman
August Belmont

LEGHORN as of 21 August

Discharging
George Handley
Rober Griswold

Awaiting Berth
to Load
Pierre Marquette

Loading
Cape Pembroke
Jacob Fasset
Daniel Drake

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Fort Boise

Discharging
Woodrow Wilson 20
Francis Key 21
Baron Cawdor 21
Hadley Brown 21
Empire Barrie 24
George Campbell 25
Empire Derwent 26
British Respect 26
W.S.Jennings 27
Empire Falcon 27
Henry Brown 28
Samindoro 4
Mirabeau Lamar 5

Awaiting Berth
To Load
Morris Feinstone
Sambrian
Empire Stronghold

Loading
William Webb
Josiah Quincy
John Garrett
Empire Marlow
Ralph Izard
Fort Erie
Charles Glover
John Ireland
Cody Victory
Empire Russell

Loaded, Awaiting
Orders
John Hammond
William Blount

LaCross Victory
James Kearney
Robert Payne

Discharging
Cape Trafalgar 23
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Thomas Todd 24
Edward Bruce 27
Wallace Tyler 23
Theodoric Bland 28

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Crawford Long
Thomas Sim Lee

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Amelia Earhart 24
Ethan Hitchcock 22
John Miller 23
Wynn Seale 24

Loaded, Awaiting
Orders
Ronald Fernald
John Wanamaker
Ben Lindsey
Victor Herbert
Edward Savoy
Edwin Knowles
Edward Spafford
Ephriam Baughman
August Belmont

Rober Griswold

Awaiting Berth
to Load
Pierre Marquette

Loading
Cape Pembroke
Jacob Fasset
Daniel Drake

NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	CRD
19-33	Tpn

AFHQ

34	G-4 (M & TN) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA
41	Pet Sec
42	AG M & D

43-62	COT ASF WD
63	CG, Deltabase
64	CG, Penbase
65	CG, RAF NEPMF
66-68	CG, AAFSC/MTO
69	CG, USFA (Attn: G-4)
70-71	CG, NYPE (Attn: Oversea Supply) (Division, Brooklyn)
72-76	COT, USAFEI
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AMG(M) Mov & Dist
96	DGMR, APO 887, Paris
97	G-4, Fifth Army
98-99	MATS, Naples

100-101	CG, AP & SC (Attn: G-4) APO 455, c/o PM, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o PM, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o PM, San Francisco
106-107	Tpn O, AMET, APO 787, c/o PM, New York
108-109	Port Tpn O, PGC, APO 795 c/o PM, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o PM, Miami
112-113	Chief Tpn O, USASOS, NPA, APO 707, c/o PM, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o PM, Seattle
116-117	COT, USF, China Theater, APO 879, c/o PM, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o PM, San Francisco
120-121	Tpn O, POA, APO 958, c/o PM, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o PM, New York
124-125	Allied Commission, Reme (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, No.O., La.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans, La.

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4	G-1	64	CG, Fontana
5	G-2	65	CG, [illegible]
6	G-3	66-68	CG, AAFSC/AMC
7-8	G-4	69	CG, USFA (Attn: G-4)
9	G-4 Plans	70-71	CG, NATS (Attn: Oversea Supply) (Division, Brooklyn)
10	G-4 Ops		
11	G-4 S & R	72-76	COT, USAFIT
12	QM	77-78	COMZ, Eighth Fleet
13	Sig O	79	CG, Penbark
14-15	Surg	80	DMRC, Italy, Rome
16	Engr	81	DDMRS, Italy, Rome
17	CWS	82	CO, Adriatic Base Depot
18	CRD	83	CO, Penbase South
19-33	Tpn	84	Rail Tpn O, Penbase South
		85-86	CO, 10th Port
AFHQ		87-88	CO, 6th Port
		89	CO, 5th Port (I & E O)
34	G-4 (M & TN) Br	90	Tpn O, Deltabase
35	G-4 Log Plans	91	Tpn O, Penbase
36	G-3	92	Tpn O, Fifth Army
37	MRS Rep	93	Tpn O, Penbase South
38	APB Naples	94	Tpn O, Adriatic Base Command
39	PSTO (Attn: SOPO)	95	AAMG(M) Mov & Dist
40	WSA	96	DCMR, APO 887, Paris
41	Pet Sec	97	G-4, Fifth Army
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114-115 Tpn O, Alaskan Dept, APO 942, c/o PM, Seattle
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120-121 Tpn O, POA, APO 958, c/o PM, San Francisco
122-123 Base Tpn O, United Kingdom Base, APO 413, c/o PM, New York
124-125 Allied Commission, Rome (Attn: Tpn Sub Com)
126 Joint Railway Control Board, PBS, Naples
127 Army-Navy Staff College, New ND Bldg, Washington (Attn: Col Kerr)
128-129 Commandant, Tpn Corps School, New Orleans, Army Air Base, No.O., La.
130-131 CO, ASF Training Center, Camp Plauche, New Orleans, La.

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ECRET

125

MEMORANDUM: To All Concerned.

SUBJECT: Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

PERSONNEL SHIPPING TO PACIFIC TO BE REROUTED DIRECT TO U.S.

Ref. this story 48-1

Personnel shipping available to the Mediterranean Theater for the first 45 days after the announcement of the formal capitulation of Japan will remain relatively unchanged, but ships scheduled direct to the Pacific may be rerouted to the United States.

Changes in low score quotas to be shipped will be made, and the shipping schedule revised.

(Reference: AGWAR cable WX-49119 dated 14 August)

ITALIAN PERSONNEL SHIP REFITTED TO CARRY AMERICAN SOLDIERS HOME

Ref. this story 48-2

The Italian liner, Vulcania, recovered in damaged condition in the port of Venice is being repaired and fitted for use as a troop transport for the redeployment of troops to the United States.

It is estimated that the vessel will be prepared to make a capacity lift to the United States approximately 10 September. Preliminary estimates indicate that the vessel's capacity will be between 350 and 400 officers and 3,200 enlisted men. A survey to obtain a more accurate estimate is to be made soon.

A dock trial held in Venice showed that main engines of the ship were in good operating condition and that upon completion of installation of generators and drydock inspection of wheel, tail shaft and rudder the vessel will be ready for travel.

Degaussing of the vessel (wiring the vessel in such way that it will not detonate magnetic mines) has been declared unnecessary by U.S. Naval Authorities.

Efforts are being made to provide a maximum of recreation and entertainment for troops on board. Two swimming pools are to be placed in operating condition and two motion picture screens, one on deck and one indoors, are to be installed.

The Vulcania was built as a luxury liner in Italy in 1928.

67 DIESEL LOCOMOTIVES TO BE RETURNED TO U.S.

Ref. this story 48-3

Sixty-seven of the 116 U.S. diesel electric locomotives in Italy will be returned to the United States for further use. All are in combat

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67 DIESEL LOCOMOTIVES TO BE RETURNED TO U.S. — Ref. this story 48-3

Sixty-seven of the 116 U.S. diesel electric locomotives in Italy will be returned to the United States for further use. All are in combat serviceable condition.

The remaining 49, including five unserviceable, are to be turned over to the Italian government through the Army-Navy Liquidation Commission. The 49 locomotives originally were lent to the British under Lend-Lease provisions and were returned to U.S. control recently.

USFA OPENS ADVANCE HEADQUARTERS — Ref. this story 48-4

The United States Occupational Forces in Austria opened a temporary advance headquarters in Schloss Kiessheim at Salzburg, Austria, 13 August. The telephone address remains Filpot. USFA Advance may be reached through the II U.S. Corps exchange, Speedy. All message traffic will continue to be addressed to USFA.

SECRET

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SECRET

TRANSPORTATION NEWS LETTER

Vol. I, No. 48 14 August 1945 Page 2

FLOATING MINES CONTINUE TO HARASS SHIPPING IN NORTHERN ITALY PORTS

Ref. this story 48-5

Shipping in Northern Italian ports, particularly in Venice, Trieste and Genoa, continues to be endangered by mines sown by Germans before they abandoned these places, as many complex problems make the sweeping of these ports difficult.

In a report issued by the Commander-in-Chief, Mediterranean, recently, difficulties in dealing with the mines were explained.

These mines, sown in large numbers in the harbors and harbor entrances, principally are a type which lie on the sea bottom and is fired by the close passage of a ship. Actual contact of the mine by the ship is unnecessary.

These mines are fitted with a variety of actuating units. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be given to the firing unit before the mine is actually fired. Since the collapse of Germany it has been discovered that the enemy has also used devices which make the mine alive at certain periods of the day only. The Germans also used sterilizers which make the mines permanently inactive after a certain period of time.

The complexity of the latest mines makes it impossible to say with absolute certainty that a harbor is clear of mines. The procedure carried out in Northern Italy has been to try all known kinds of minesweeping for a sufficient number of times and over a long enough period of time to cover all known delays. If the mines do not respond, other methods of disposing such as locating and countermining are tried.

The northern harbors are opened as the risk from mines is considered sufficiently reduced to justify the entry of ships, but it must be realized that for the next two years there remains the risk that a mine which has not been swept, possibly because of a bad electric contact, may be disturbed by the wash of a ship and reactivated.

Examples of this occurred in Algiers in April of 1945 when a vessel struck a mine which couldn't possibly have been laid after the summer of 1943, the time of the last German minelaying raid; and at Ancona where a small oiler was sunk in May of 1945 many months after the harbor had been considered clear of mines.

The dangers will be reduced as much as possible by routine sweeps as long as minesweepers are available.

VESSELS REACHING U.S. PORTS IN EVENING TO DEBARK TROOPS ON FOLLOWING MORNING

Ref. this story 48-6

Troopships putting in at Boston, New York, Delaware Bay, Chesapeake Bay or Charleston which arrive after 1700 hours in August or September or after 1600 hours in October, November or December must wait until after 0500

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VESSELS REACHING U.S. PORTS IN EVENING TO DEBARK TROOPS ON FOLLOWING MORNING — Ref. this story 48-6

Troopships putting in at Boston, New York, Delaware Bay, Chesapeake Bay or Charleston which arrive after 1700 hours in August or September or after 1600 hours in October, November or December must wait until after 0500 hours the following morning before debarking troops.

Arrival times and estimated times of arrival are based upon the time the vessels pass the following points:

Boston	Boston Light Ship
New York	Ambrose Light Ship
Delaware Bay	Overfalls Light Ship
Chesapeake Bay	Cape Henry
Charleston	Buoy 2 AC

BIDS DUE 17 AUGUST — Ref. this story 48-7

SECRET

All bids for the maintenance period of 13-22 September are required by Q(Maint) and G-4 (M & Tn) by 1800 hours 17 August.

CRET

TRANSPORTATION NEWS LETTER

RAILLINE 69 CLOSED BY WASHOUTS, SCHEDULED TO REOPEN 14 AUGUST

Ref. this story 48-8

Line 69, international railroad route between Italy and Austria via the Brenner Pass, was scheduled to be reopened to normal traffic on 14 August. Washouts both north and south of Brenner Pass on 8 August made it necessary to close the line.

Two railroad bridges washed out south of the pass, one between Mules and Fortezza and the second between Trento and Lavis. Trackage was washed out north of the pass in Austria.

All personnel traffic which had been scheduled to move over Line 69 was halted, and shipments of timber from the Bolzano area were cancelled. Austrian-destined wheat, being loaded at Genoa for use by civilians in the French- and U.S.- occupied areas in Austria, was rerouted through Udine, Villach and Mallnitz.

Ambulance trains from North Germany to Merano, Italy, will be routed via Mallnitz, Villach, Udine and Verona. Ambulance trains from Merano to Munich have been cancelled.

(Reference: AFHQ cable C-10039 dated 10 August)

PACIFIC PORT LIFT CAPACITIES LISTED

Ref. this story 48-8

In loading ships to the Pacific full advantage must be taken of loading heavy lifts under heavy lift gear. In event that it becomes necessary to place heavy lifts under light gear consideration must be given to the equipment in the port of discharge.

Present lift capacities in Pacific ports are:

	Afloat	Ashore		Afloat	Ashore
Kwajalein		11 tons	Lingayen	30 tons	
Ehiwetok	15 tons	20 tons	Tarawa		10 tons
Eboye		10 tons	Christmas		25 tons
Betio		6 tons	Canton		25 tons
Cebu	30 tons		Pearl Harbor	150 tons	200 tons
Leyte	125 tons		Honolulu	50 tons	25 tons
Biak	30 tons		Iwo Jima		10 tons
Lae		3 tons	Ulithi	10 tons	20 tons
Zamboanga		6 tons	Peleliu		20 tons
Manila	100 tons		Anguar		11 tons
Hollandia	80 tons	12 tons	Tinian	75 tons	25 tons
Finschhafen	30 tons	20 tons	Saipan	75 tons	22 tons
Batangas		15 tons	Guam	75 tons	15 tons
Rei	22 tons		Majuro		11 tons

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Two railroad bridges washed out south of the pass, one between Mules and Fortezza and the second between Trento and Lavis. Trackage was washed out north of the pass in Austria.

All personnel traffic which had been scheduled to move over Line 69 was halted, and shipments of timber from the Bolzano area were cancelled. Austrian-destined wheat, being loaded at Genoa for use by civilians in the French- and U.S.- occupied areas in Austria, was rerouted through Udine, Villach and Mallnitz.

Ambulance trains from North Germany to Merano, Italy, will be routed via Mallnitz, Villach, Udine and Verona. Ambulance trains from Merano to Munich have been cancelled.

(Reference: AFHQ cable C-10039 dated 10 August)

PACIFIC PORT LIFT CAPACITIES LISTED

Ref. this story 48-8

In loading ships to the Pacific full advantage must be taken of loading heavy lifts under heavy lift gear. In event that it becomes necessary to place heavy lifts under light gear consideration must be given to the equipment in the port of discharge.

Present lift capacities in Pacific ports are:

	Afloat	Ashore		Afloat	Ashore
Kwajalein		11 tons	Lingayen	30 tons	
Ehiwetok	15 tons	20 tons	Tarawa		10 tons
Ebeye		10 tons	Christmas		25 tons
Betio		6 tons	Canton		25 tons
Cebu	30 tons		Pearl Harbor	150 tons	200 tons
Leyte	125 tons		Honolulu	50 tons	25 tons
Biak	30 tons		Iwo Jima		10 tons
Lae		3 tons	Ulithi	10 tons	20 tons
Zamboanga		6 tons	Peleliu		20 tons
Manila	100 tons		Anguar		11 tons
Hollandia	80 tons	12 tons	Tinian	75 tons	25 tons
Finschhafen	30 tons	20 tons	Saipan	75 tons	22 tons
Batangas		15 tons	Guam	75 tons	15 tons
Rei	22 tons		Majuro		11 tons

Two floating cranes with 75-ton capacities are expected to be available at Okinawa, the first by 15 August and the second a month later.

NEW POLICY SET UP FOR RAILROAD SPARES

Ref. this story 48-9

Items of railroad standard gauge parts requisitioned by the Theaters on supply depots in the Zone of Interior may be issued only if they are in depot stock, according to a new policy directed by the Chief of Transportation.

For items not in depot stock new procurement will not be initiated unless complete and adequate justification is furnished by the Theater. On routine requisitions NYPE will advise by copies of change orders which items are cancelled due to non-availability.

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TRANSPORTATION NEWS LETTER

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BRITISH OPERATING 81 RTOs IN ITALY

Ref. this story 48-10

(See Map on Page 5)

A total of 81 Rail Transportation Offices were being operated by the British in Italy as of 1 August to facilitate the handling and moving of rail freight and passengers. This is in addition to 19 RTOs operated by American personnel. (See Story 47-12, Transportation News Letter, Vol. I, No. 47 dated 7 August, 1945)

The RTOs are responsible for the supervision of loading and unloading cars, waybilling and carding cars, watching operation of trains through stations to insure that no cars are set out except in cases of mechanical failure, reporting unusual incidents, compiling switch lists for Italian State Railways for placing and moving military traffic and inspecting all loads for security regulations.

British RTOs are located as follows:

MAP REF	LOCATION	GRID COORDINATES	MAP REF	LOCATION	GRID COORDINATES
1	Naples	N230500	41	Cisternino	P 890430
2	Roccasecca	G 710250	42	Martina Franca	P 810390
3	Capua	N 100780	43	San Vito	L 130350
4	Eboli	N 890240	44	Nasisi	P 760170
5	Casoria	N 250560	45	Cesena	M 590070
6	Ponte Cagno	N 740270	46	Forli	M 430170
7	Caserta	N 277740	47	Faenza	M 310240
8	Cancello	N 355660	48	Bologna	L 890490
9	Salerno	N 650310	49	Rifredi	Q 770710
10	Torre Annunziata	N 380390	50	Fano	S 210740
11	Nola	N 450580	51	Rimini	R 860990
12	Benevento	N 650810	52	Senigallia	S 370590
13	San Giovanni & Teduccio	N 250485	53	Ancona	S 610480
			54	Mondolfo	S 310640
14	Bari	P 400840	55	Falconara	S 510500
15	Molfetta	P 180920	56	Osimo	S 630340
16	Modugno	P 340790	57	Chiaravalle	S 490470
17	Barletta	J 910040	58	Castelferretti	S 490470
18	Foggia	J 290190	59	Jesi	S 390370
19	Cervaro	J 330110	60	Marzocca	S 430540
20	Manfredonia	J 590370	61	[illegible]marciano	S 460320
21	Cerignola	O 570980	62	Leghorn	Q 010470
22	Ortanuova	J 430040	63	Colle Salvetti	Q 150510
23	San Serveo	J 150430	64	Foligno	A 940840
24	Ortona	C 330170	65	Arezzo	R 290330
25	Pescara	C 170290	66	Terni	A 890450
26	Candelaro	J 510290	67	Trieste	H 820720
27	Giovinazzo	P 240910	68	Udine	C 410200
28	Poco Nord	P 390850	69	Gemona	C 330430
			70	Pontebba	C 270690

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full freight and passengers. This is in addition to 19 RTOs operated by American personnel. (See Story 47-12, Transportation News Letter, Vol. I, No. 47 dated 7 August, 1945)

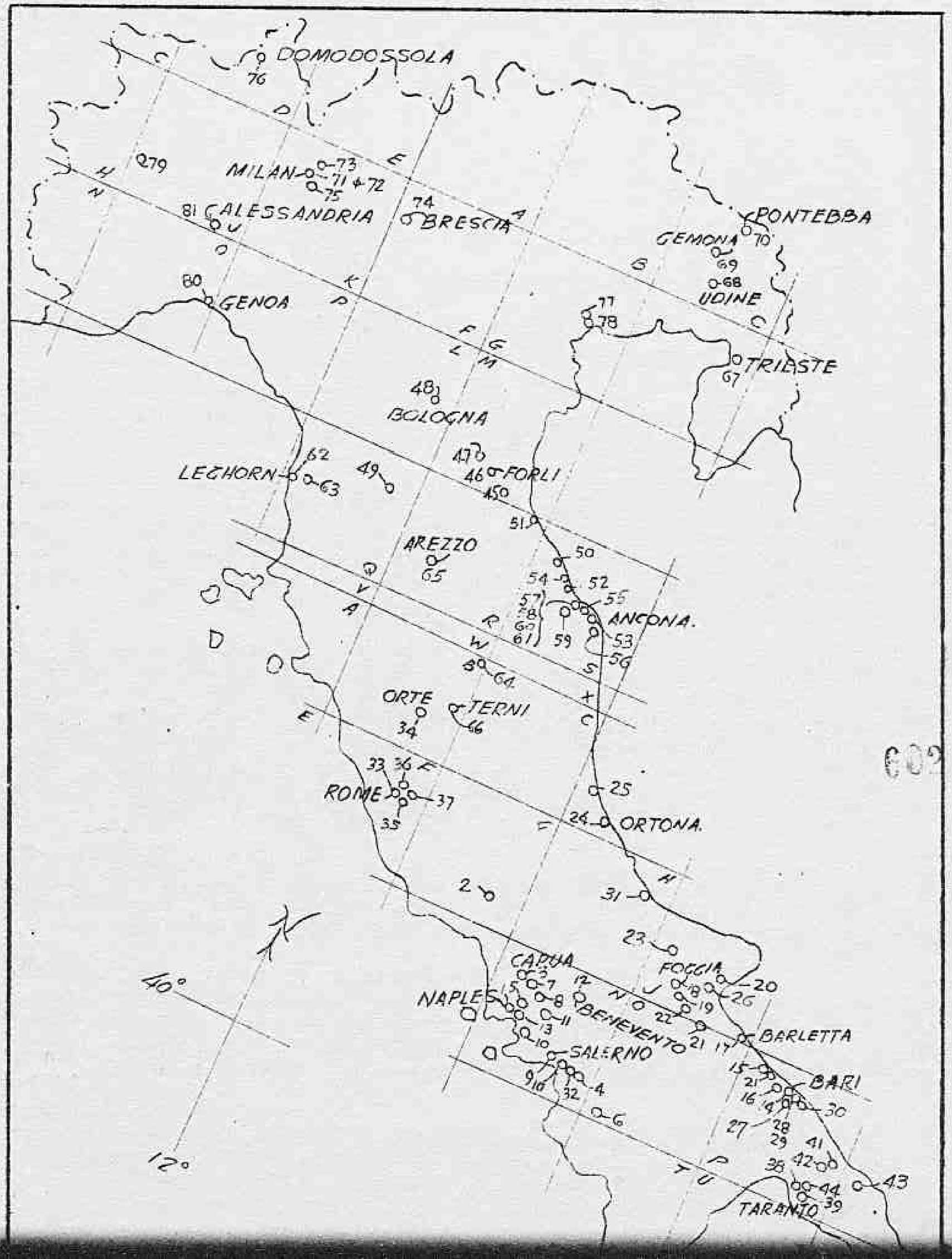
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British RTOs are located as follows:

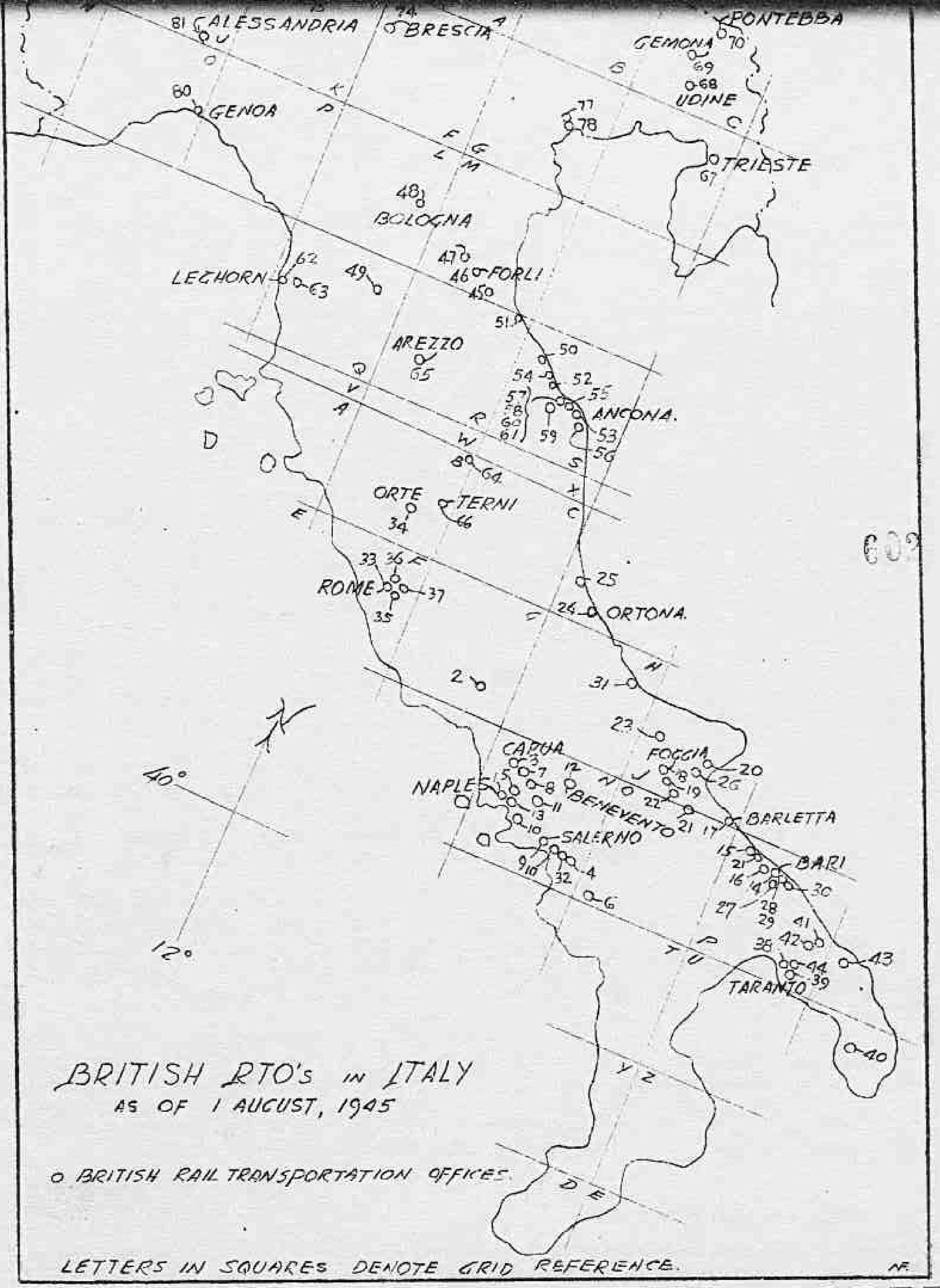
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2	Roccasecca	G 710250	42	Martina Franca	P 810390
3	Capua	N 100780	43	San Vito	L 130350
4	Eboli	N 890240	44	Nasisi	P 760170
5	Casoria	N 250560	45	Cesena	M 590070
6	Ponte Cagno	N 740270	46	Forli	M 430170
7	Caserta	N 277740	47	Faenza	M 310240
8	Cancello	N 355660	48	Bologna	L 890490
9	Salerno	N 650310	49	Rifredi	Q 770710
10	Torre Annunziata	N 380390	50	Fano	S 210740
11	Nola	N 450580	51	Rimini	R 860990
12	Benevento	N 650810	52	Senigallia	S 370590
13	San Giovanni & Teduccio	N 250485	53	Ancona	S 610480
14	Bari	P 400840	54	Mondolfo	S 310640
15	Molfetta	P 180920	55	Falconara	S 510500
16	Modugno	P 340790	56	Osimo	S 630340
17	Barletta	J 910040	57	Chiaravalle	S 490470
18	Foggia	J 290190	58	Castelferretti	S 490470
19	Cervaro	J 330110	59	Jesi	S 390370
20	Manfredonia	J 590370	60	Marzocca	S 430540
21	Cerignola	O 570980	61	Montemarciano	S 460820
22	Ortanuova	J 430040	62	Leghorn	Q 010470
23	San Serveo	J 150430	63	Colle Salvetti	Q 150510
24	Ortona	C 330170	64	Foligno	A 940840
25	Pescara	C 170290	65	Arezzo	R 290330
26	Candelaro	J 510290	66	Terni	A 890450
27	Giovinazzo	P 240910	67	Trieste	H 820720
28	Poco Nord	P 390850	68	Udine	C 410200
29	Sud Est	P 415840	69	Gemona	C 330430
30	S. Giorgia	P 490810	70	Pontebba	C 470690
31	Termoli	H 830790	71	Milan	K 260680
32	Montecorvino	N 800240	72	Porto Romano	K 230670
33	Rome Terminal	F 750670	73	Monza	K 320770
34	Orte	A 660300	74	Brescia	F 050680
35	St. Prenestina	F 780650	75	Rogoredo	K 280600
36	St. Tiburtina	F 770690	76	Domodossola	D 600400
37	Tor Sapienza	F 830680	77	Mestre	G 630560
38	Taranto	P 730150	78	Docks	D 700500
39	Arsenal	P 770130	79	Turin	J 030290
40	Sannicola	Q 460730	80	Genoa (Docks)	O 950480
			81	Alessandria	J 760060

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GERMAN QM TRUCK BATTALIONS TRANSFERRING TO PENBASE

Ref. this story 48-11

Eight QM truck battalions, organized following VE day by the Fifth Army and POW Command with German personnel and equipment, are being transferred from Fifth Army to PBS Transportation Section. The transfer will be completed before the end of August with five battalions located in the Naples Area and three in the Leghorn area. Two battalions already have arrived in Naples. One of these is working in the Eighth Port.

Each battalion consists of four companies organized under T/O & E 10-57 with augmentation team of 24 drivers. Six of the eight battalions also include maintenance sections of approximately two officers and 57 enlisted men. Battalion headquarters consists of approximately 30 personnel including medical and dental detachments.

Each of the four truck companies are operating 35 trucks on a two-shift basis. Each driver is on duty 11 hours per day with one hour off for the mid-shift meal. The trucks remain under control of the port motor pool except when returned to the battalion area for maintenance. U.S. supervision per battalion consists of two officers and 11 to 13 enlisted men.

The majority of the German trucks are about equivalent to the U.S. truck, 1½ ton, 4x4 in load carrying capacity. There are only a few heavy trucks. The trucks are of German, French, Italian and other manufacture, with about 60 percent powered by diesel engines.

Nearly all of the trucks have bodies with drop sides. A central oiling system with oil lines to all chassis bearings is featured on German vehicles. Some Italian models have finned oil pans for cooling motor oil. The only truck equipped with winch is the SPA 6x6. This truck appears to be more a prime mover than a cargo vehicle. Most trucks include racks under the body for six or eight fuel or water cans. Some diesel engines have manual inertia type starters. Several models are right hand drive. Cabs are nearly all metal construction without means for preventing reflections.

All drivers appear to be highly trained in maintenance and operation of vehicles. Two drivers are assigned to each vehicle. Each truck has a rather elaborate set of tools, and usually has two or three large tool boxes where essential spare parts and cannibalized equipment are carried. During a recent trip from Verona to Naples a clutch burned out. The drivers removed and relined the clutch disc and proceeded to their destination.

The maintenance section performs third and fourth echelon maintenance. It is provided with elaborate machine tools and welding and woodworking equipment mounted in trucks and trailers.

In PBS the German Truck Battalions will relieve the Italian Military and Service Truck units and possibly the civilian truck pool.

Types of captured enemy trucks used by German QM Truck Companies:

MAKE	TYPE	APPROX. PAY LOAD	TIRE SIZE	MOTOR

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and three in the Leghorn area. Two battalions already have arrived in Naples. One of these is working in the Eighth Port.

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In PBS the German Truck Battalions will relieve the Italian Military and Service Truck units and possibly the civilian truck pool.

Types of captured enemy trucks used by German QM Truck Companies:

MAKE	TYPE	APPROX. PAY LOAD	TIRE SIZE	MOTOR
Daimler-Benz	4x2	3 ton	7.25x20, 32x6	Diesel, 4-cyl (Bosch)
Klockner Deutz	4x2	3 ton	7.50x20, 7.25x20	Diesel, 4-cyl (Bosch)
Opel Blitz	4x4, 4x2	3 ton	7.50x20, 190/20	Gasoline, 6-cyl
Ford	4x2	3 ton	7.25x20	Gasoline, V8
Borgward	4x2	3 ton	7.25x20	Gasoline, 6-cyl
Citroen	4x2	4 ton	9.00x20, 230/20	Gasoline, 6-cyl
*Renault	4x2	3½ ton	210/20	Gasoline, 6-cyl
Alfa Romeo	4x2	3½ ton	210/20	Diesel, 6-cyl (Spica)
*Fiat	4x2	3½ ton	210/20	Gasoline, 6-cyl
Bianchi	4x2	3½ ton	210/20	Diesel, 4-cyl
OM	4x2	6 ton	10.50x24	Diesel, 6-cyl (Bosch)
Magirus	4x2	3 ton	7.25x20	Diesel, 6-cyl (Bosch)

(Continued on Page 7)

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DIVERSION OF VESSELS DUE SOON IN MEDITERRANEAN

Number	Ship Name	Sailed U.S.	Destination	Remarks
HR 703	Cape Trafalgar	2 August	Marseilles	No ballast
	Joseph A. Brown	8 August	Marseilles	
	Joyce Kilmer	3 August	Marseilles	Bulk wheat
HR 704	Robert Treat Paine	4 August	Marseilles/Naples	Fitted 523*
	S.M.Babcock	3 August	Marseilles/Naples	Fitted 85*
CH 101	Ezra Meech	8 August	Leghorn for Genoa or Savona	Coke
PH 251	John B. Lennon	4 August	"	Coke
	Ruben Dario	4 August	"	
	R. Ney McNelley	3 August	"	
	William H. Wilmer	31 July	Genoa	Bulk Wheat
	Francis E. Siltz	4 August	Naples to berth or for on routing to Leghorn	
BA 348	Park Holland	1 August	"	
HR 686	Theodore Parker	8 August	"	Flatted
	William A. Graham	6 August	"	Fitted 550*
	Woodrow Wilson	7 August	Naples/Civitavecchia	Coal
	Joel C. Harris	6 August	Naples for orders	Fitted 550*
PH967C	Joseph Hooker	8 August	Naples for orders	Fitted 550*
BA 348	Mirabeau B. Lamar	4 August	Naples for orders	Fitted 434*
HR 708	Santa Barbara	7 August	Naples for orders	Coal
PE 7	James Harlan	1 August	Augusta for orders	UNRRA
	Louis Kossuth	5 August	Augusta for orders	UNRRA
	Mount Evans	2 August	Augusta for orders	
	Robert Parrott	3 August	Augusta for orders	Fitted 86*
	Santiago Iglesias	1 August	Augusta for orders	
	Rufus Choate	6 August	Augusta for orders	Coal
MO 19	Augustus Saint Gaudens	1 August	Bari for orders	
PH 242	R. Walton Moore	6 August	Bari for orders	
	John J. Abel	4 August	Brindisi for orders	UNRRA
	Lot M. Morrill	31 July	Piraeus for orders	
	A.J. Cermak	4 August	Piraeus for orders	
	Lone Star	4 August	Piraeus for orders	
	Louis Marshall	4 August	Constanza	
	Thomas Heyward	4 August	Constanza	
PH871C	Asa Gray	4 August	Algiers/Philipville	Fitted 550*
	Charles Goodyear	2 August	Oran/Naples	Fitted 550*
	Stephen Smith	31 July	Oran	Bulk wheat
BA369C	David G. Farragut	5 August	Casablanca/Naples	Fitted 550*
	Isaac Coles	5 August	Casablanca/Naples	Fitted 550*
	Caleb Strong	4 August	Gibraltar/Malta/Naples	Fitted 550*
	Bartholomew Gosnold	1 August	Split	Flatted
	Elijah Cobb	1 August	Trieste/Venice/Naples	UNRRA
	Oran M. Roberts	1 August	Trieste/Piraeus	

*Figure indicates troop carrying capacity not including overload. All troops to be lifted from Naples.

GERMAN QM TRUCK BATTALIONS (Cont'd from Page 6)

APPROX.

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HR 704	Robert Treat Paine	4 August	Marseilles/Naples	Fitted 850*
	S.M.Babcock	2 August	Marseilles/Naples	Fitted 85*
CH 101	Ezra Meech	3 August	Leghorn for Genoa or Savona	Coke
PH 251	John B. Lennon	4 August	"	Coke
	Ruben Dario	4 August	"	
	R. Hey McNelley	3 August	"	
	William H. Wilmer	31 July	Genoa	Bulk Wheat
	Francis E. Siltz	4 August	Naples to berth or for on routing to Leghorn	
BA 348	Park Holland	1 August	"	
HR 686	Theodore Parker	2 August	"	Flatted
	William A. Graham	6 August	"	Fitted 550*
	Woodrow Wilson	1 August	Naples/Civitavecchia	Coal
	Joel C. Harris	6 August	Naples for orders	Fitted 550*
PH967C	Joseph Hooker	3 August	Naples for orders	Fitted 550*
BA 348	Mirabeau B. Lamar	4 August	Naples for orders	Fitted 550*
HR 708	Santa Barbara	7 August	Naples for orders	Fitted 434*
FE 7	James Harlan	1 August	Augusta for orders	Coal
	Louis Kossuth	3 August	Augusta for orders	UNRRA
	Mount Evans	2 August	Augusta for orders	UNRRA
	Robert Parrott	3 August	Augusta for orders	
	Santiago Iglesias	1 August	Augusta for orders	Fitted 86*
	Rufus Choate	6 August	Augusta for orders	
MO 19	Augustus Saint Gaudens	1 August	Bari for orders	Coal
PH 242	R. Walton Moore	6 August	Bari for orders	
	John J. Abel	4 August	Brindisi for orders	
	Lot M. Morrill	31 July	Piraeus for orders	UNRRA
	A.J. Cermak	4 August	Piraeus for orders	
	Lone Star	4 August	Piraeus for orders	
	Louis Marshall	4 August	Constanza	
	Thomas Heyward	4 August	Constanza	
PH871C	Asa Gray	4 August	Algiers/Philipville	Fitted 550*
	Charles Goodyear	2 August	Oran/Naples	Fitted 550*
	Stephen Smith	31 July	Oran	Bulk wheat
BA369C	David G. Farragut	5 August	Casablanca/Naples	Fitted 550*
	Isaac Coles	5 August	Casablanca/Naples	Fitted 350*
	Caleb Strong	4 August	Gibraltar/Malta/Naples	Fitted 550*
	Bartholomew Gosnold	1 August	Split	
	Elijah Cobb	1 August	Trieste/Venice/Naples	Flatted
	Oran M. Roberts	1 August	Trieste/Piraeus	UNRRA

*Figure indicates troop carrying capacity not including overload. All troops to be lifted from Naples.

GERMAN QM TRUCK BATTALIONS (Cont'd from Page 6)

NAME	TYPE	APPROX. PAY LOAD	TIRE SIZE	MOTOR
Fross-Bussing	4x2	3 ton	7.25x20	Diesel, 4-cyl (Friedr Deckel)
Bussing Nag	4x4	5 ton	270/20	Diesel, 6-cyl
*SPA	6x6	6 ton	11.25/24	Diesel, 6-cyl

*Cab over engine.
All vehicles have dual wheels on rear axles except SPA 6x6.

Tire sizes are interchangeable with U.S. tires as follows:

Foreign	U.S.	Foreign	U.S.
190/20	7.50x20	230/20	9.00x20
210/20	8.25x20	270/20	10.25x20

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PORT SITUATION---NAPLES AREA

	Discharged							General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit	Total	Breakdown by Ports Naples	C'mare	T. Ann	
1 August	0	3236	2193	5429	5429	0	0	2947
2 August	1	1946	1331	3277	3277	0	0	2500
3 August	42	2263	1254	3517	3517	0	0	2976
4 August	59	1345	1614	2959	2959	0	0	3483
5 August	0	880	1674	2554	2385	0	169	3693
6 August	9	518	1328	1846	1846	0	0	3841
7 August	38	957	1852	2809	2809	0	0	3200
Total	149	11145	11246	22391	22222	0	169	22640
Daily Av	21	1592	1607	3199	3175	0	24	3234

*Includes all but British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
1 August	0	1719	0	1719	1117
2 August	0	1114	0	1114	1397
3 August	0	394	0	394	1510
4 August	0	1093	0	1093	1251
5 August	0	1036	0	1036	947
6 August	0	947	0	947	1111
7 August	18	929	0	929	1439
Total	18	7232	0	7232	8772
Daily Av	3	1033	0	1033	1253

Weight of wheeled vehicles and bulk POL not included.

601

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	Gen. Cargo
29 July	0	0	367	367	0	1450
30 July	0	0	365	365	0	1267
31 July	0	0	317	317	0	1000
1 August	0	0	762	762	0	1026
2 August	0	0	1356	1356	0	348
3 August	0	0	1473	1473	172	682
4 August	0	0	1922	1922	85	350
Total	0	0	6562	6562	257	6123
Daily Av	0	0	937	937	37	875

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

Discharged Loaded

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4 August	59	1345	1614	2959	2959	0	0	3483
5 August	0	680	1674	2554	2385	0	169	3693
6 August	9	518	1328	1846	1846	0	0	3841
7 August	38	957	1852	2809	2809	0	0	3200
Total	149	11145	11246	22391	22222	0	169	22640
Daily Av	21	1592	1607	3199	3175	0	24	3234

*Includes all but British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
1 August	0	1719	0	1719	1117
2 August	0	1114	0	1114	1397
3 August	0	394	0	394	1510
4 August	0	1093	0	1093	1251
5 August	0	1036	0	1036	947
6 August	0	947	0	947	1111
7 August	18	929	0	929	1439
Total	18	7232	0	7232	8772
Daily Av	3	1033	0	1033	1253

Weight of wheeled vehicles and bulk POL not included.

601

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	Gen. Cargo
29 July	0	0	367	367	0	1450
30 July	0	0	365	365	0	1267
31 July	0	0	317	317	0	1000
1 August	0	0	762	762	0	1026
2 August	0	0	1356	1356	0	348
3 August	0	0	1473	1473	172	682
4 August	0	0	1922	1922	85	350
Total	0	0	6562	6562	257	6123
Daily Av	0	0	937	937	37	875

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
29 July	0	0	3500	3500	0	617	1983	2600
30 July	16	0	4473	4473	4	712	2558	3270
31 July	0	0	3619	3619	18	913	2410	3323
1 August	42	0	2900	2900	23	676	2279	2955
2 August	0	0	2258	2258	5	473	3313	3786
3 August	0	235	996	1231	0	355	3377	3732
4 August	0	1001	1267	2268	18	408	3067	3475
Total	58	1236	19013	20249	68	4154	18987	23141
Daily Av	8	177	2716	2893	10	593	2713	3306

Weight of wheeled vehicles and bulk POL not included.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 11 Aug.

Awaiting Berth to Discharge
John Colter

Discharging
Henry Dunant
Wynne Seale 14
Crawford Long 15
E. Kirby Smith 13
Eugene Fields 13
Lief Olson 17
William Page 12
Thomas Sim Lee 17
William Wilkins 12
Cumhuriyet
Orient City 12

Discharged, Awaiting Orders
George Segar
Hjalmar Wessel

Awaiting Berth to Load
Nathan Hale

Loading
Wayne MacVeagh 12
Harry Kirby 12
Edwin Nettleton 12
Edwin Spafford 16
William Gray 14
John Chandler 15
Renald Fernold 15
August Belmont 16
Stephen Kearney 14
Andrew Preston 14
Edward Savoy 16
Donald Holland 15
Edwin Knowles 15
Filipp Maissie 15
Robert Stuart 14
John Wanamaker 13
William Dobson 13
Ephrian Baughman 16
Leopold Damrosch 15

NAPLES as of 13 Aug.

Discharging
Bialystock 13
John Harmond 14
Pachaug Victory 14
Empire Stronghold 18
Baron Cawdor 20
Lomican Victory 21
Fort Boise 22
Francis Scott Key 22
Empire Bari 23
George Ade 29
Henry Brown 29

Discharged, Awaiting Orders
Empire Derwent
John Ireland
Fort Erie
Benjamin Chew
Charles Glover

Loading
Aedanus Burke
William Webb
Pere Marquette
Samloyal
Josiah Quincy
John Garrett
Empire Marlowe
Ralph Izard
Lake Charles Victory
Kingston Victory

NOTE: Figures following names of vessels indicate estimated time of completion.

LEGHORN as of 13 Aug.

Awaiting Berth to Discharge
William Johnson

Discharging
Jacob Fassett
Cody Victory
Benito Juarez
Roger Griswold

Awaiting Berth to Load
Howard Rickett

Loading
Jean Lykes
Louise Lykes
Rockhill Victory

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John Colter

Discharging
Henry Dunant
Wynne Seale 14
Crawford Long 15
E. Kirby Smith 13
Eugene Fields 13
Lief Olson 17
William Page 12
Thomas Sim Lee 17
William Wilkins 12
Cumhuriyet
Orient City 12

Discharged,
Awaiting Orders
George Segar
Hjalmar Wessel

Awaiting Berth
to Load
Nathan Hale

Loading
Wayne MacVeagh 12
Harry Kirby 12
Edwin Nettleton 12
Edwin Spafford 16
William Gray 14
John Chandler 15
Renald Fernold 15
August Belmont 16
Stephen Kearney 14
Andrew Preston 14
Edward Savoy 16
Donald Holland 15
Edwin Knowles 15
Filipp Maissie 15
Robert Stuart 14
John Wanamaker 13
William Dobson 13
Ephriam Baughman 16
Leopold Damrosch 15
Amelia Earhart 15
Ben Lindsey 16
Victor Herbert 15
Ethan Hitchcock 15
John Miller 16

John Hammond 14
Pachaug Victory 14
Empire Stronghold 18
Baron Cawdor 20
Domican Victory 21
Fort Boise 22
Francis Scott Key 22
Empire Bari 23
George Ade 29
Henry Brown 29

Discharged,
Awaiting Orders
Empire Derwent
John Ireland
Fort Erie
Benjamin Chew
Charles Glover

Loading
Aedanus Burke
William Webb
Pere Marquette
Samloyal
Josiah Quincy
John Garrett
Empire Marlowe
Ralph Izard
Lake Charles Victory
Kingston Victory

NOTE: Figures following names of vessels indicate estimated time of completion.

William Johnson

Discharging
Jacob Fassett
Cody Victory
Benito Juarez
Roger Griswold

Awaiting Berth
to Load
Howard Rickett

Loading
Jean Lykes
Louise Lykes
Rockhill Victory

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DISTRIBUTION:

MTOUSA

1-2 CG (Attn: Aide-de-camp)
3 C/S
4 G-1
5 G-2
6 G-3
7-8 G-4
9 G-4 Plans
10 G-4 Ops
11 G-4 S & R
12 QM
13 Sig O
14-15 Surg
16 Engr
17 CWS
18 Ord
19-33 Tpn

AFHQ

34 G-4 (M & Tn) Br
35 G-4 Log Plans
36 G-3
37 MRS Rep
38 APE Naples
39 PSTO (Attn: SOPO)
40 WSA
41 Pet Sec
42 AG M & D
43-62 COT ASF WD
63 CG, Deltabase
64 CG, Penbase
65 CG, RAF MEDME
66-68 CG, AAFSC/MTO
69 CG, USOFA (Attn: G-4)
70-71 CG, NYPE (Attn: Overseas Supply Division, Brooklyn)
72-76 COT, USAFET
77-78 COMH, Eighth Fleet
79 CG, Pombark
80 DMRS, Italy, Rome
81 DDMRS, Italy, Rome
82 CO, Adriatic Base Depot
83 CO, Penbase South
84 Rail Tpn O, Penbase South
85-86 CO, 10th Port
87-88 CO, 8th Port
89 CO, 5th Port (I & E O)
90 Tpn O, Deltabase
91 Tpn O, Penbase
92 Tpn O, Fifth Army
93 Tpn O, Penbase South
94 Tpn O, Adriatic Base Command
95 AQMG(M) Mov 3 Dist
96 DGMR, APO 887, Paris
97 G-4, Fifth Army
98-99 MTS, Naples

100-101 CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103 Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105 Department COT, Panama Canal Dept., APO 850, c/o pm, San Francisco
106-107 Tpn O, AMET, APO 787, c/o pm, New York
108-109 Port Tpn O, PGC, APO 795, c/o pm, New York
110-111 Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113 Chief Tpn O, USASOS, WPA, APO 707, c/o pm, San Francisco
114-115 Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117 COT, USF, China Theater, APO 879, c/o pm, New York
118-119 Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121 Tpn O, POA, APO 958, c/o pm, San Francisco
122-123 Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125 Allied Commission, Rome (Attn: Tpn Sub Com)
126 Joint Railway Control Board, PBS, Naples
127 Army-Navy Staff College, New WD bldg, Washington (Attn: Col. Kerr)
128-129 Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131 CO, ASF Training Center, Camp Plaucho, New Orleans, La.

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4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-1 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	LRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA
41	Pet Sec
42	AG M & D

65	CG, RAF MEDME
66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Division, Brooklyn)
72-76	COT, USAFET
77-78	COMH, Eighth Fleet
79	CG, Pombark
80	DMRS, Italy, Rome
81	DDMTS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AQMG(M) Nov 3 Dist
96	DGMR, APO 887, Paris
97	G-4, Fifth Army
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128-129 Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131 CO, ASF Training Center, Camp Plaucho, New Orleans, La.

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MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 47 7 August, 1945 Page 1

91st, 85th DIVISION TO MOVE FROM THEATER

Ref. this story 47-1

Shipping to move the 91st and 85th Divisions from the Mediterranean Theater to the United States has been set up for August.

The 85th Division, a Category IV unit, will be lifted in mid-August by the West Point. It is scheduled for deactivation in the United States. Approximately 5,000 personnel are involved in the move.

Six vessels including a Liberty, four Victories and a troopship have been set up for the moving of the 91st Division.

Vessels and their capacities are:

Chapel Hill Victory	1,950
Pachaug Victory	1,950
Dominican Victory	1,950
LaCrosse Victory	1,950
Mt. Vernon	6,140
Philipe de Neve	455

All vessels will be loaded to capacity with excess spaces, if any, being made available to the Replacement Command.

61,834 SPACES ALLOCATED DURING MONTH OF AUGUST

Ref. this story 47-2

A total of 61,834 spaces have been allocated to the Mediterranean Theater for the return of personnel to the United States by water during August. This figure includes 9,655 spaces on July vessels which did not leave the Theater until early August. Original water lift for the month was estimated at 59,284 spaces.

Even the present total of spaces probably will be increased by careful utilization of all available space and by using quarters formerly assigned to gun crews on both fitted and unfitted vessels.

AUSTRIAN WHEAT ACCEPTED AT NORTHERN ITALY PORTS

Ref. this story 47-3

Approximately 39,000 tons of bulk and bagged wheat will be accepted in Northern Italy ports during the next three months for transshipment to U.S.- and French-occupied Austria for civilian use.

A program of three trains per day has been set up to move 300 tons

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Approximately 39,000 tons of bulk and bagged wheat will be accepted in Northern Italy ports during the next three months for transshipment to U.S.- and French-occupied Austria for civilian use.

A program of three trains per day has been set up to move 300 tons of bagged wheat each out of Genoa where the Rockhill Victory is discharging 4,396 tons. Wheat ships with Austria-destined cargo are also to be discharged in Venice.

Locomotive power as far as the Brenner Pass will be provided by the Mediterranean Theater and operated by the Italian State Railways. Rolling stock will be drawn from a pool of 700 cars set up from Austrian stock.

THREE NEW AIR FLIGHTS ESTABLISHED TO BALKANS — Ref. this story 47-4

Three new air flights have been established between Naples and the Balkans by the Mediterranean Air Transport Service. One flight is made each Saturday from Naples to Bari to Tirana, Albania, to Sophia, Bulgaria. One flight is made each Tuesday and Friday from Naples to Budapest, Hungary, and one flight is made daily from Naples to Bari to Bucharest, Roumania.

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HALF MILLION PASSENGERS LIFTED BY MATS DURING FISCAL YEAR 1945

Ref. this story 47-5

Half a million passengers, 225 million passenger miles, 100 million pounds of cargo and 70 million ton-miles were flown by the Mediterranean Air Transport Service during the fiscal year ending 30 June, 1945.

MATS combines the facilities of the United States Army Air Forces, Air Transport Command, the Royal Air Forces Transport Command and Le Reseau Des Lignes Aeriennes Francaises.

Elimination of duplicating services and disregarding nationality of aircraft, equipment, and terminal facilities has helped to husband limited resources for new routes and expanding requirements. The system by efficient use of equipment now has a daily capacity of more than 2,000 passengers and 300,000 pounds of mail and freight daily.

Regular scheduled flights (maintained by USAAF ATC and RAF TC) amounted to more than 27 million air miles during the fiscal year, the ATC assuming commitments for more than 16 million air miles and the RAF TC assuming responsibility for the remainder.

Special missions flown by units assigned to Headquarters, MATS, (USAAF only) added another 5.7 million air miles to the MATS performance record for the fiscal year of 1945 and was responsibile for the movement of more than 60 thousand passengers and 18 million pounds of freight and mail.

Performance figures for the MATS Ferrying Service for the fiscal year shows that during the delivery of 2,600 new and war weary aircraft of all types only nine or .35 percent were lost. More than two million miles were flown during these operations.

ATHOS II REPAIRED, MOVES TO LEGHORN

Ref. this story 47-6

The troopship, Athos II, which arrived in Naples in need of repairs, has been repaired temporarily and has been moved to Leghorn to lift 3,000 unit personnel and 800 casuals for the United States.

The vessel originally was scheduled to lift Tenth Mountain Division personnel, but the personnel was lifted by the Marine Fox instead when it was learned that the Athos II would be delayed by repairs. Personnel being lifted by the Athos II originally was scheduled to return to the United States on the Marine Fox.

AIR LIFT TO UNITED STATES IN JULY TOTALS 13,591

Ref. this story 47-7

A total of 13,591 personnel were lifted from the Mediterranean Theater to the United States by aircraft during the month of July. This includes 153 casuals and 9,507 high score personnel lifted by Green Project and normal air lift and 3,931 Category II personnel lifted by combat aircraft.

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Lifted to the United States by water during July were 1,804 patients; 2,505 casuals; 5,366 high score personnel; 820 naval and quasi-military personnel; 20,208 Category II personnel and 8,928 Tenth Mountain Division personnel.

Total personnel moved by water was 39,631, and total by both air and water was 53,222.

ADRIATIC BASE COMMAND TRAINING GERMAN POWs

Ref. this story 47-8

The Adriatic Base Command is training German POWs to make up four Quartermaster Truck Companies. The POWs will replace American personnel to be withdrawn from ABC.

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CONTROL OF U.S. SHIPPING OTHER THAN TANKERS Ref. this story 47-9

A letter dealing with the control of United States shipping other than tankers was published as follows by AFHQ:

1. Vessels arriving from outside the Mediterranean loaded with United States military cargo for MTOUSA account will be subject to control by the Chief of Transportation, this headquarters, until discharged. Such vessels, after discharge, revert to control of War Shipping Administration and the destinations of these vessels will be furnished by War Shipping Administration to the Shipping Diversion Room, this headquarters.

2. War Shipping Administration vessels carrying civil supplies, including coal, heretofore ordered to port by the Chief of Transportation, this headquarters, will hereafter be controlled by War Shipping Administration in coordination with the Shipping Diversion Room, this headquarters. When such vessels have been discharged, War Shipping Administration will provide the Shipping Diversion Room, this headquarters, with destinations.

3. War Shipping Administration vessels destined to Southern France, North Africa, the Balkans, Mideast or beyond, normally will be permitted to continue to their initial destinations provided they hold requisite routing instructions to destination. Ships without requisite routing instructions will be handled by War Shipping Administration in direct coordination with Shipping Diversion Room, this headquarters. Upon completion of discharge, such vessels will be furnished destinations by War Shipping Administration through channels of the area involved.

4. Vessels required by MTOUSA for redeployment will be provided by War Shipping Administration in agreement with the Chief of Transportation, this headquarters.

5. Vessels partly loaded for MTOUSA military account will be regarded as complete military ships and will be subject to control by the Chief of Transportation, this headquarters, as indicated in paragraph 1, above.

6. Vessels to be loaded or discharged will not be routed to United States military ports without coordination with the Chief of Transportation, this headquarters.

(Reference: AFHQ Ltr AG 400.22/219 TPN-O dated 6 August, 1945)

TARGET TURNAROUND OF 34 DAYS SET UP FOR WSA VICTORY SHIPS Ref. this story 47-10

A 34-day turnaround for WSA converted Victory type vessels operationg between the United States and Mediterranean Theater has been set up as a target by the War Shipping Administration. A tentative working schedule has been set up as follows:

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States military cargo for MTOUSA account will be subject to control by the Chief of Transportation, this headquarters, until discharged. Such vessels, after discharge, revert to control of War Shipping Administration and the destinations of these vessels will be furnished by War Shipping Administration to the Shipping Diversion Room, this headquarters.

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5 days in loading port in the United States.
11 days in transit to Mediterranean Theater.
7 days in the Mediterranean Theater.
11 days in transit to the United States.

The WSA has invited suggestions for expediting vessels.

(Reference: AGWAR cable WX 39814 dated 28 July)

REPPLE DEPPLE SPECIAL DISCONTINUED TEMPORARILY — Ref. this story 47-11

The Repple Depple Special, military leave train which carries personnel from the Seventh Replacement Depot, Bagnoli, to the Fifth Army Rest Center in Rome was discontinued 5 August for a period of three weeks. During this time the train will be used to lift redeployment personnel from Northern Italy to Naples.

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TRANSPORTATION NEWS LETTER

19 RTOs, 9 TCPs [illegible]
RAIL, HIGHWAY MOVES IN ITALY

Ref, this story 47-12

Nineteen U.S. operated Rail Transportation Offices, three sub-freight installations and nine Traffic Control Posts were in operation in Italy as of 1 August to expedite the handling of rail freight and passengers and movement of highway traffic. In addition there are 81 British RTOs.

The U.S. RTOs, operated by Peninsular Base Section, are responsible for the supervision of loading and unloading cars, waybilling and carding cars, watching operation of trains through stations to insure that no cars are set out except in cases of mechanical failure, reporting unusual incidents, compiling switch lists for Italian State Railways for placing and moving military traffic and inspecting all loads for security regulation.

The sub freight installations are similar to the RTOs, but are operated by Fifth Army personnel in Fifth Army territory.

Traffic Control Posts provide many facilities to promote smooth flow of traffic including wrecker service, information, communications, control of unscheduled traffic and limited first aid.

Rail Transportation Offices:

MAP REFERENCE	INSTALLATION	LOCATION	OPERATED BY
1	RTO	Modena	Penbase
2	RTO	Verona	Penbase
2	Sub-Freight T-88	Verona	Fifth Army
7	RTO	Sparanise	Penbase
9	RTO	Grosseto	Penbase
10	RTO	Rome	Penbase
11	RTO	Campiglia	Penbase
12	RTO	Colle Salvetti	Penbase
13	RTO	Tombolo	Penbase
14	RTO	Leghorn	Penbase
15	RTO	Florence	Penbase
16	RTO	Rifredi	Penbase
17	RTO	Prato	Penbase
18	RTO	Bologna	Penbase
19	RTO	Montecatini	Penbase
20	RTO	Pontedera	Penbase
21	Sub-Freight T-89	Bolzano	Fifth Army
22	Sub-Freight T-90	Udine	Fifth Army
23	RTO	Naples Area	Penbase
24	RTO	Caserta & Marcianise	Penbase
25	RTO	Aversa & Teverola	Penbase
26	RTO	Sparanise	Penbase

Traffic Control Posts:

MAP REFERENCE	INSTALLATION	LOCATION	COORDINATES	OPERATED BY

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highway traffic, in addition [illegible]

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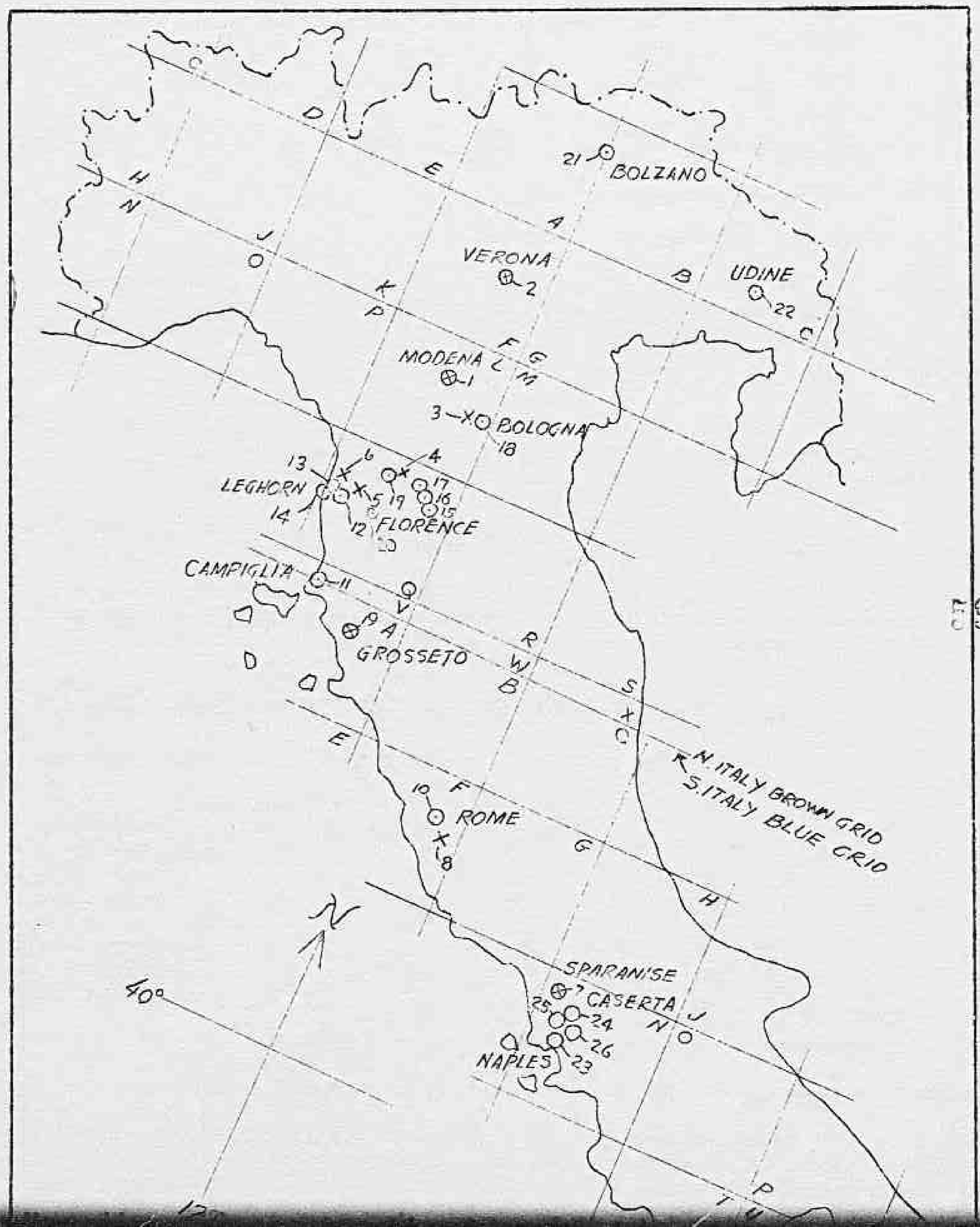
MAP REFERENCE	INSTALLATION	LOCATION	OPERATED BY
1	RTO	Modena	Penbase
2	RTO	Verona	Penbase
2	Sub-Freight T-88	Verona	Fifth Army
7	RTO	Sparanise	Penbase
9	RTO	Grosseto	Penbase
10	RTO	Rome	Penbase
11	RTO	Campiglia	Penbase
12	RTO	Colle Salvetti	Penbase
13	RTO	Tombolo	Penbase
14	RTO	Leghorn	Penbase
15	RTO	Florence	Penbase
16	RTO	Rifredi	Penbase
17	RTO	Prato	Penbase
18	RTO	Bologna	Penbase
19	RTO	Montecatini	Penbase
20	RTO	Pontedera	Penbase
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22	Sub-Freight T-90	Udine	Fifth Army
23	RTO	Naples Area	Penbase
24	RTO	Caserta & Marcianise	Penbase
25	RTO	Aversa & Teverola	Penbase
26	RTO	Sparanise	Penbase

Traffic Control Posts:

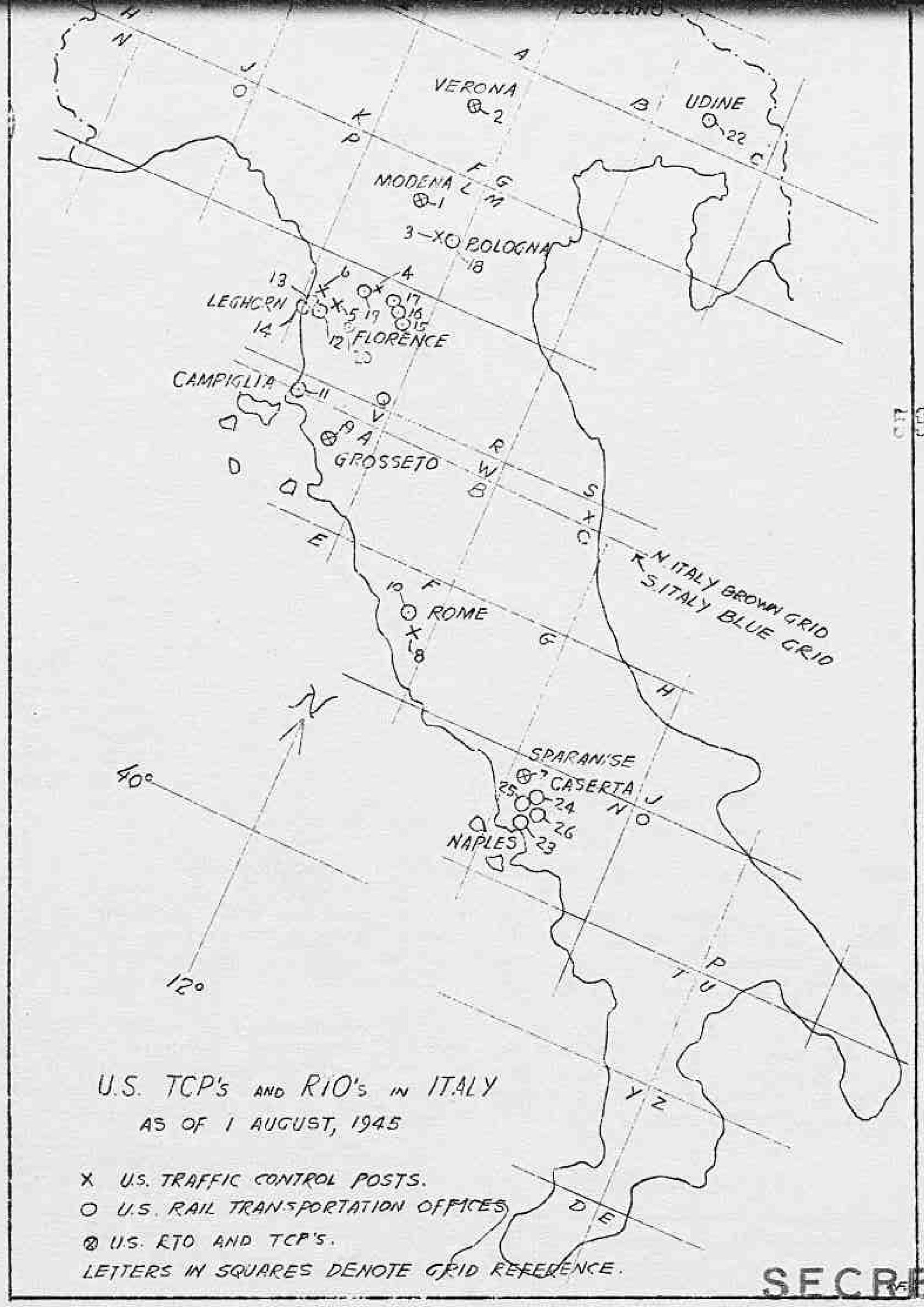
MAP REFERENCE	INSTALLATION	LOCATION	COORDINATES	OPERATED BY
1	TCP #58	Modena Route 9	L 508662	Fifth Army
2	TCP #61	Verona Route 12	F 648583	Fifth Army
3	TCP #62	Bologna Rd Junct. Rt, 9 & 942	L 841509	Fifth Army
4	TCP M	Road Junction 64 & 6627	Q 513862	Penbase
5	TCP E	Road Junction 67 & 673	Q 242594	Penbase
6	TCP B	Road Junction 1 & 12	Q 095669	Penbase
7	TCP J	Sparanise Route 7	N 120850	Penbase
8	TCP R	Route 7 S. of Rome	F 850820	Penbase
9	TCP [illegible]	Grosseto Route 1	E 64[illegible]60	Penbase

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REVISED PROCEDURE CIRCULAR ISSUED ON OVERSEAS SHIPPING INFORMATION

Ref. this story 47-13

Complete details on the preparation of transportation and supply manifests and the flow of shipping information overseas has been outlined in the recently issued Procedure Circular No. 31, Revised, NYPE, 6 July, 1945, and Corrections to Procedure Circular No. 31, Revised, NYPE. dated 25 July, 1945. The circular rescinds Procedure Circular No. 31 dated 27 March, 1945.

The circular outlines a sequence of nine steps to be used as a checklist by U.S. loading ports in the preparation of transportation and supply manifests. It also contains a useful directory of addressees to whom the information is sent and the number of copies of the information each addressee receives.

For example, papers are received in the Mediterranean Theater as follows:

	Trans. Manifest	Trans. Man. Stencil	Supply Manifest	Cargo Stowage	Stowage List	Pass. List	Baggage List
*COT AFHQ	11	1	5	5	3	2	1
*CG, AAFSC/MTO	1-a	0	3	0	0	0	0
**Pt of Discharge	2	0	1	2	2	0	6
**Ship Tpn Officer	1	0	0	1	1	0	0
**Transport Comdr	0	0	0	0	0	10	0
**Ship's Master	1	0	0	1	1	0	0

*Via air courier

**On vessel for distribution at port of discharge apertinent sections only.

NEW PUBLICATIONS OF INTEREST TO TRANSPORTATION CORPS

War Department Circular No. 280 dated 18 June, 1945, Subject, "Duty Free Admission of War Materials"

The purpose of this circular is to prescribe the procedure for clearance through United States Customs of war materials procured abroad or returned from abroad by the War Department.

Change No. 13, AR 55-120, dated 13 July, 1945, Subject, "Transportation of Individuals"

Procedure Circular No. 31 Revised, NYPE, dated 6 July, 1945, Subject, "Preparation of Transportation and Supply Manifests and Flow of Shipping Information Overseas."

Refer to Story 47-13

War Department Memorandum No. 850-45 dated 17 July, 1945, Subject, "Joint Army and Navy Agreement for Handling Ammunition and Explosives Returned to Continental United States."

The memorandum contains information on the Army-Navy agreement of 19 June, 1945.

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Circular Postings Procedure Circular No. 31 dated 27 March, 1945.

The circular outlines a sequence of nine steps to be used as a checklist by U.S. loading ports in the preparation of transportation and supply manifests. It also contains a useful directory of addressees to whom the information is sent and the number of copies of the information each addressee receives.

For example, papers are received in the Mediterranean Theater as follows:

	Trans. Manifest	Trans. Man. Stencil	Supply Manifest	Cargo Stowage	Stowage List	Pass. List	Baggage List
*COT AFHQ	11	1	3	3	3	2	1
*CG, AAFSC/MTO	1-a	0	3	0	0	0	0
**Pt of Discharge	2	0	1	2	2	0	6
**Ship Tpn Officer	1	0	0	1	1	0	0
**Transport Comdr	0	0	0	0	0	10	0
**Ship's Master	1	0	0	1	1	0	0

*Via air courier
**On vessel for distribution at port of discharge apertinent sections only.

NEW PUBLICATIONS OF INTEREST TO TRANSPORTATION CORPS

War Department Circular No. 180 dated 18 June, 1945, Subject, "Duty Free Admission of War Materials"

The purpose of this circular is to prescribe the procedure for clearance through United States Customs of war materials procured abroad or returned from abroad by the War Department.

Change No. 13, AR 55-120, dated 13 July, 1945, Subject, "Transportation of Individuals"

Procedure Circular No. 31 Revised, NYPE, dated 6 July, 1945, Subject, "Preparation of Transportation and Supply Manifests and Flow of Shipping Information Overseas."

Refer to Story 47-13

War Department Memorandum No. 850-45 dated 17 July, 1945, Subject, "Joint Army and Navy Agreement for Handling Ammunition and Explosives Returned to Continental United States."

The memorandum contains information on the Army-Navy agreement of 19 June, 1945.

ACCEPTANCE OF SHIPPING IN ITALIAN PORTS FOR PERIOD 24 AUGUST-2 SEPTEMBER

	USAGF	USAF	Br ARMY	Br AF	Civil	Coal	POL	Total
Naples	30000	500	16826	13	2250	5250	0	54839
Bagnoli	0	0	0	0	0	10000	0	10000
Naples Sub Ports	0	0	0	0	12000	0	0	12000
Leghorn	15000	0	0	0	0	5000	0	20000
Civitavecchia	0	0	0	0	7000	8000	0	15000
Piombino	0	0	0	0	5000	0	0	5000
Husk	3270	1730	17682	190	5250	2250	0	30372
Venice	70	0	11300	0	25600	0	240	37210
Trieste	0	0	3735	0	1000	0	510	5245
Genoa	0	0	150	0	31100	0	310	31560

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DIVERSION OF SHIPS DUE TO ARRIVE SOON IN THE MEDITERRANEAN

Vessels due to arrive soon in the Mediterranean area were diverted as follows:

SHIP NO.	SHIP NAME	SAILED US	DESTINATION	REMARKS
HR 636	Benito Juarez	23 July	Naples to berth or for on routing to Leghorn	Flatted
MO 13	Cody Victory	21 July	"	Fitted
BA 335	James T. Fields	21 July	"	Ballasted
BA 321	Jesse H. Metcalf	22 July	"	Flatted
BA 340	Kingston Victory	24 July	"	Fitted
BA 333	Lake Charles Victory	21 July	"	Fitted
HR 622	Roger Griswold	23 July	"	Fitted
HR 654	W.S.Jennings	26 July	"	Flatted
HR 655	William W. Johnson	27 July	"	Flatted
MO 17	Dominican Victory	25 July	"	Fitted
HR 656	George Handley	27 July	"	Ballasted & Fitted
HR 652	George W. Campbell	31 July	"	Ballasted & Fitted
HR 685	Joseph A. Chevalier	30 July	"	Flatted
BA 342	Pachaug Victory	26 July	"	Fitted
CH 92	Brander Matthews		Leghorn for orders	
	Morris C. Feinstone	24 July	"	Coal
CH 95	Powellton Seam	26 July	"	Coal
	Roald Amundsen	25 July	"	Coal
	Beckley Seam	26 July	"	Coal
PH 240	Daniel Hiester	27 July	"	Coal, Fitted
PH 241	Heywood Broun	30 July	"	Fitted
	Joshua L. Chamberlain	26 July	"	Coal
	Peregrine White	28 July	"	Coal
CH 97	Sewell Seam	30 July	"	Coal
HR 638	Eugene Field	21 July	Marseille	
	James Kerney	25 July	"	
	John Colter	22 July	"	Bulk Wheat
	Wallace M. Tyler	23 July	"	
HR 651	Thomas Todd	27 July	"	No ballast
	Theodoric Bland	29 July	Marseille to disch., Naples for orders	Fitted
HR 621	Cape Pembroke	21 July	Genoa to discharge Naples for orders	
HR 639	Emily Dickinson	25 July	"	Flatted
	Melville Jacoby	25 July	"	
HP 653	Cape Boyer	27 July	"	
PH 966C	John Merrick	27 July	"	Bulk wheat
GA 44	Chapelhill Victory	23 July	Genoa to discharge	Fitted
CH 91	Cassius Hudson	23 July	Bari for orders	Coal
PH 239	Donald S. Wright	27 July	Bari for orders	Coal Fitted
	Raymond Clapper	29 July	Brindisi for orders	
CH 96	Joseph Story	28 July	Augusta for orders	Coal
BA 340	Felipe De Neve	28 July	Casablanca for disch.	Fitted
		25 July	Casablanca	

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HR 636	Benito Juarez	20 July	on routing to Leghorn	
MO 13	Cody Victory	21 July	"	Fitted
BA 335	James T. Fields	21 July	"	Ballasted
BA 321	Jesse H. Metcalf	22 July	"	Flatted
BA 340	Kingston Victory	24 July	"	Fitted
BA 333	Lake Charles Victory	21 July	"	Fitted
HR 622	Roger Griswold	23 July	"	Fitted
HR 654	W.S.Jennings	26 July	"	Flatted
HR 655	William W. Johnson	27 July	"	Flatted
MO 17	Dominican Victory	25 July	"	Fitted
HR 656	George Handley	27 July	"	Ballasted & Fitted
HR 652	George W. Campbell	31 July	"	Ballasted & Fitted
HR 685	Joseph A. Chevalier	30 July	"	Flatted
BA 342	Pachaug Victory	26 July	"	Fitted
CH 92	Brander Matthews		Leghorn for orders	
	Morris C. Feinstone	24 July	"	Coal
CH 95	Powellton Seam	26 July	"	Coal
	Roald Amundsen	25 July	"	Coal
	Beckley Seam	26 July	"	Coal
PH 240	Daniel Hiester	27 July	"	Coal, Fitted
PH 241	Heywood Broun	30 July	"	Fitted
	Joshua L. Chamberlain	26 July	"	Coal
	Peregrine White	28 July	"	Coal
CH 97	Sewell Seam	30 July	"	Coal
HR 638	Eugene Field	21 July	Marseille	
	James Kerney	25 July	"	
	John Colter	22 July	"	Bulk Wheat
	Wallace M. Tyler	23 July	"	
HR 651	Thomas Todd	27 July	"	No ballast
	Theodoric Bland	29 July	Marseille to disch., Naples for orders	Fitted
HR 621	Cape Pembroke	21 July	Genoa to discharge Naples for orders	
HR 639	Emily Dickinson	25 July	"	Flatted
	Melville Jacoby	25 July	"	
HR 653	Cape Boyer	27 July	"	
PH 966C	John Merrick	27 July	"	Bulk wheat
GA 44	Chapelhill Victory	23 July	Genoa to discharge	Fitted
CH 91	Cassius Hudson	23 July	Bari for orders	Coal
PH 239	Donald S. Wright	27 July	Bari for orders	Coal Fitted
	Raymond Clapper	29 July	Brindisi for orders	
CH 96	Joseph Story	28 July	Augusta for orders	Coal
BA 347C	Felipe De Neve	28 July	Casablanca for disch.	Fitted
	Jerome K. Jones	25 July	Casablanca	
	Granville	21 July	Casablanca/Alexandria	
	Harold O. Wilson	28 July	Algiers	
	John Fiske	21 July	Algiers/Tunis	Fitted
	George Weems	27 July	Constanza to disch.	
	Rudolph Kauffman	28 July	Constanza	
	Henry Dearborn	29 July	Piraeus	Fitted
CH 88	David L. Yullee	21 July	Naples for orders	Coal
PH 246	Dexter W. Fellows	24 July	Ancona for Trieste	Coal
HR 629	Francis Scott Key	21 July	Naples for orders	
NY 1573C	Henry Baldwin		Oran/Tunis	
	Lambert Cadwalader	24 July	Naples	Fitted
HR 637	George Ade	26 July	Naples/Civitavecchia	Flatted

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TRANSPORTATION NEWS LETTER

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PORT SITUATION---NAPLES AREA

	No. Veh	Discharged General Cargo *U.S.	Brit.	Totals	Breakdown by Ports Naples	C.Marc	T.Ann	General Cargo Loaded
25 July	0	10424O	2154	12598	11100	273	1165	2152
26 July	7	7276	1782	9058	6969	867	1222	3065
27 July	2	5827	2528	8355	7059	791	505	2978
28 July	0	4649	2360	6999	6343	400	256	2654
29 July	7	8062	2413	10475	8724	0	1751	2376
30 July	5	6863	2573	9438	8496	0	940	2932
31 July	25	6345	2231	8606	6348	0	2258	2978
Total	46	49466	16061	65527	55039	2331	8057	19135
Daily Av	7	7067	2294	9361	7871	333	1157	2734

*Includes all cargo other than British cargo.
Does not include weight of wheeled vehicles and bulk POL.

PORT SITUATION---LEGHORN

	No. Veh	Discharged General Cargo U.S.	Brit.	Totals	General Cargo Loaded
25 July	0	2621	0	2621	728
26 July	0	2238	0	2238	464
27 July	0	2156	0	2156	382
28 July	0	2034	0	2034	525
29 July	0	1595	0	1595	1334
30 July	0	1494	0	1494	1413
31 July	0	1546	0	1546	1486
Total	0	13684	0	13684	6332
Daily Av	0	1955	0	1955	905

Does not include weight of wheeled vehicles and bulk POL.

PORT SITUATION---ANCONA

	No. Veh	Discharged General Cargo U.S.	Brit	Totals	Loaded No. Veh	General Cargo
22 July	0	0	215	215	0	94
23 July	0	0	200	200	0	175
24 July	0	0	0	0	0	448
25 July	0	0	35	35	0	711
26 July	0	0	182	182	13	1007
27 July	0	0	1193	1193	0	1102
28 July	0	0	1107	1107	0	897
Total	0	0	2932	2932	13	4434
Daily Av	0	0	419	419	2	633

Does not include weight of wheeled vehicles and bulk POL.

PORT SITUATION---BARI

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26 July	7	7276	1782	9058	6969	867	1222	3066
27 July	2	5827	2526	8535	7059	791	505	2978
28 July	0	4649	2350	6999	6343	400	256	2654
29 July	7	8062	2413	10475	8724	0	1751	2376
30 July	5	6863	2573	9436	8496	0	940	2932
31 July	25	6545	2231	8806	6548	0	2258	2978
Total	46	42286	13845	56827	50659	2231	8557	19165
Daily Av	7	7067	2294	9361	7871	388	1157	2734

*Includes all cargo other than British cargo.
Does not include weight of wheeled vehicles and bulk POL.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Totals	
25 July	0	2621	0	2621	728
26 July	0	2238	0	2238	464
27 July	0	2156	0	2156	382
28 July	0	2034	0	2034	525
29 July	0	1595	0	1595	1334
30 July	0	1494	0	1494	1413
31 July	0	1546	0	1546	1486
Total	0	13684	0	13684	6332
Daily Av	0	1955	0	1955	905

Does not include weight of wheeled vehicles and bulk POL.

PORT SITUATION---ANCONA.

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit	Totals	No. Veh	General Cargo
22 July	0	0	215	215	0	94
23 July	0	0	200	200	0	175
24 July	0	0	0	0	0	448
25 July	0	0	35	35	0	711
26 July	0	0	182	182	13	1007
27 July	0	0	1193	1193	0	1102
28 July	0	0	1107	1107	0	897
Total	0	0	2932	2932	13	4434
Daily Av	0	0	419	419	2	633

Does not include weight of wheeled vehicles and bulk POL.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit	Totals	No. Veh	General Cargo U.S.	Brit	Totals
22 July	0	0	5225	5225	0	1352	576	1928
23 July	0	0	3811	3811	0	1739	1248	2987
24 July	0	0	2404	2404	0	1629	1241	2870
25 July	0	0	2494	2494	12	1637	987	2624
26 July	64	0	2923	2923	114	1293	447	1740
27 July	0	0	3623	3623	144	846	239	1085
28 July	0	0	3737	3737	31	679	535	1214
Total	64	0	24317	24317	301	9175	5273	14448
Daily Av	9	0	3473	3450	43	1311	753	2064

Does not include weight of wheeled vehicles and bulk POL.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 5 August

Discharging
Sweepstakes 7
Louise Lykes 7
Leopold Damrosch 7
Amelia Earhart 8
Cartago 11
Henry Durant
Edwin Knowles 10
William Page 6
Orient City 11
Samidway 13
Ethan Hitchcock 8
William Wilkins 12
Cumhuriyet 6
John Miller 6
Arlesford 10

Loading
Albert Ritchie 7
Wayne MacVeagh 8
Lewis Emery 7
Woodbridge Ferris 6
Margaret Brent 9
Louis Brandeis 6
John Robbins 6
Harry Kirby 9
Thomas Stone 8
Edwin Nettleton 7
John Campbell 10
Richard Upjohn 10
Edwin Spafford 8
William Graymone 10
John Chandler 10
Reynald Fernald 10
Jose Benitez 7
William Yancey 9
Fairwind 6
August Belmont 10
Martha Berry 6
Stephen Kearney 11
Victor Herbert 9
Andrew Preston 11
Edward Savoy 11
John Wanamaker 9
Ephriam Baughman 10
Ben Lindsey 9

NAPLES as of 6 August

Discharging
David Caldwell 7
Kingston Victory 7
Cefny Byrn 7
Rubicone 7
John Hammond 12
Empire Stronghold 12
High Park 14
Bialystock 20

Discharged, Awaiting Orders
Charles Glover

Awaiting Berth to Load
F A C Muhlenberg

Loading
Moses Brown
Aedanus Burke
Thomas Condon
Cecil Beam
Eleazer Lord
William Webb
Park Benjamin
David Caldwell
Edgar Clark
Rubicon
Cefny Byrn

LEGHORN as of 7 August

Discharging
Jacob Fasset

Loading
Byron Denton
Billy Mitchell
Mayo Brothers
Jean Lykes
Charles McCue

NOTE: Figures following names of vessels indicate estimated date of completion

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Leopold Damrosch 7
Amelia Earhart 8
Cartago 11
Henry Durant
Edwin Knowles 10
William Page 6
Orient City 11
Samidway 13
Ethan Hitchcock 8
William Wilkins 12
Cumhuriyet 6
John Miller 6
Arlesford 10

Loading
Albert Ritchie 7
Wayne MacVeagh 8
Lewis Emery 7
Woodbridge Ferris 6
Margaret Brent 9
Louis Brandeis 6
John Robbins 6
Harry Kirby 9
Thomas Stone 6
Edwin Nettleton 7
John Campbell 10
Richard Upjohn 10
Edwin Spafford 8
William Graymone 10
John Chandler 10
Reinald Fernold 10
Jose Benitez 7
William Yancey 9
Fairwind 6
August Belmont 10
Martha Berry 6
Stephen Kearney 11
Victor Herbert 9
Andrew Preston 11
Edward Savoy 11
John Wanamaker 9
Ephriam Baughman 10
Ben Lindsey 9
William Dobson 9

Cefny Byrn 7
Rubicone 7
John Hammond 12
Empire Stronghold 12
High Park 14
Bialystock 20

Discharged, Awaiting Orders
Charles Glover

Awaiting Berth to Load
F A C Muhlenberg

Loading
Moses Brown
Aedanus Burke
Thomas Condon
Cecil Beam
Eleazer Lord
William Webb
Park Benjamin
David Caldwell
Edgar Clark
Rubicon
Cefny Byrn

Loading
Byron Denton
Billy Mitchell
Mayo Brothers
Jean Lykes
Charles McCue

NOTE: Figures following names of vessels indicate estimated date of completion

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-5
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA
41	Pet Sec
42	AG M & D
43-62	COT ASF WD
63	CG, Deltabase
64	CG, Penbase
65	CG, RAF MEDME
66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Division, Brooklyn)
72-76	COT, USAFET
77-78	COM, Eighth Fleet
79	CG, Pombark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AQMG(M) Mov 3 Dist
96	DGMR, APO 887, Paris
97	G-4, Fifth Army
98-99	M.T.S, Naples

100-101 CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103 Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105 Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107 Tpn O, AMET, APO 787, c/o pm, New York
108-109 Port Tpn O, PGC, APO 795, c/o pm, New York
110-111 Theater Tpn O, USAFSA, APO 876, c/o pm, Miami
112-113 Chief Tpn O, USASOS, WPA, APO 707, c/o pm, San Francisco
114-115 Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117 COT, USF, China Theater, APO 879, c/o pm, New York
118-119 Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121 Tpn O, POA, APO 958, c/o pm, San Francisco
122-123 Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125 Allied Commission, Rome (Attn: Tpn Sub Com)
126 Joint Railway Control Board, PBS, Naples
127 Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129 Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131 CO, ASF Training Center, Camp Plaucho, New Orleans, La.

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6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (attn: SOPO)
40	WSA
41	Pet Sec
42	AG M & D

66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Division, Brooklyn)
72-76	COT, USAFET
77-78	COMM, Eighth Fleet
79	CG, Pombark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AQMG(M) Mov & Dist
96	DGMR, APO 887, Paris
97	G-4, Fifth Army
98-99	MATS, Naples

100-101 CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103 Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105 Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107 Tpn O, AMET, APO 787, c/o pm, New York
108-109 Port Tpn O, PGC, APO 795, c/o pm, New York
110-111 Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113 Chief Tpn O, USASOS, WPA, APO 707, c/o pm, San Francisco
114-115 Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117 COT, USF, China Theater, APO 879, c/o pm, New York
118-119 Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121 Tpn O, POA, APO 958, c/o pm, San Francisco
122-123 Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125 Allied Commission, Rome (Attn: Tpn Sub Com)
126 Joint Railway Control Board, PBS, Naples
127 Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129 Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131 CO, ASF Training Center, Camp Plaucho, New Orleans, La.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

CRET

124
546

IN. S/c (2)

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 46 31 July 1945 Page 1

Ref. this story 46-1 4/31/18.

LAST OF TENTH MOUNTAIN DIVISION TO LEAVE ITALY ON EIGHT VESSELS

The troopship, Mt. Vernon, will lift 5,900 personnel at Naples within the next week to complete the lifting of the Tenth Mountain Division. The division is being shipped to the United States for indirect redeployment.

The lift of the division was carried out rapidly and smoothly despite the breakdown of the Athos II, a troopship scheduled to lift a part of the Tenth Mountain Division.

The division was alerted 15 July at Trieste and started moving toward the ports of embarkation at Leghorn and Naples immediately in organic vehicles and by rail. An advanced detachment left for the U.S. by air.

On 25 July the Westbrook Victory lifted 1,970 personnel; on 28 July the Blue Ridge Victory lifted 1,901 personnel; on 29 July the LaGrande Victory lifted 1,917 personnel and on 30 July the Marine Fox lifted 3,140 personnel to move a total of 8,928. The entire division is expected to be in the United States before 15 August, the deadline set for the move.

Originally the Athos II was scheduled to lift 3,140 personnel but the ship's master radioed MTOUSA that the vessel would be in need of repairs when it arrived in Naples. Arrangements were made immediately to have Tenth Mountain Division personnel scheduled to embark on the Athos II transferred to the Marine Fox. This transfer was carried out without difficulty.

Units scheduled to be lifted by the Marine Fox will be lifted by the Athos II when repairs are completed. The vessel arrived in Naples with the reduction gear on one main turbine circulating pump completely stripped and the gears on a second pump in poor condition. Temporary repair, if successful, will make it possible to permit sailing at 15 knots.

Five hundred replacements for the Tenth Mountain Division will be lifted by the Athos II after completion of repairs to the vessel. These men are to be assigned to the division upon arrival in the United States.

595

Ref. this story 46-2

THREE FLOATING CRANES SOUGHT FROM U.S. NAVY

A request for three floating cranes, declared excess by the United States Navy in Oran, has been made by Transportation, AFHQ. The cranes are needed both in Naples and Leghorn.

One crane has a capacity of 75 tons. The derrick is of the fixed stiff-leg construction, power winch operated, and mounted on the deck of a quonset barge 107 feet long and 43 feet in the beam. Two propulsion units power the

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One crane has a capacity of 75 tons. The derrick is of the fixed stiff-leg construction, power winch operated, and mounted on the deck of a quonset barge 107 feet long and 43 feet in the beam. Two propulsion units power the barge.

The other two cranes have 10-ton capacities. They are the full revolving type and are mounted on quonset barges 72 feet long and 28 feet in the beam. The barges are powered with two propulsion units.

When authorization for the transfer is made the cranes will be towed to Naples from Oran by MTO tugs.

Ref, this story 46-3

LIMITATIONS SET
ON SHIPS IN GENOA

4 AUG 1945

Because of the hazard of mines which still exist in the harbor in Genoa, CinC Med has ordered that no more than 65 personnel may be on any one vessel putting in at the port. A Liberty crews 65 persons.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

70,290 QUOTA SET FOR AUGUST LIFT

Ref. this story 46-4

A quota of 70,290 personnel was set for direct and indirect redeployment from the Mediterranean Theater of Operations for the month of August.

The quota includes:

Patients	1,000
High Score	15,000
Low Score	
Army Air Forces	2,000
Army Ground Forces	9,000
Army Service Forces	4,000
Navy and Miscellaneous	800
Category II	
Army Air Forces	6,857
Army Ground Forces	28,485
Army Service Forces	3,148
	70,290

Total air lift available	10,900
Total water lift available	59,284
	70,184

Excess spaces will be filled with low score personnel with priority to the lowest scores if such spaces occur.

(Reference: AGWAR cable W-36384 dated 21 July)

38,726 PERSONNEL LIFTED BY SEA TO UNITED STATES

Ref. this story 46-5

A total of 38,726 personnel were lifted for the U.S. by water transportation between 1 and 30 July.

The lift included:

Patients	1,359
Category II	20,208
Tenth Mountain Division	8,928
High Score	5,213
Navy & Quasi-Military	515
Casual	2,503
	38,726*

*Does not include 31 July sailings.

The Athos II, a July ship, arrived in Naples in need of repair and did not sail during the month (See Story 46.1)

Schedule to be lifted by air during the month were 10,750 personnel by Green project aircraft, 4,600 by combat aircraft and 1,250 by normal air lift.

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Patients	1,000
High Score	15,000
Low Score	
Army Air Forces	2,000
Army Ground Forces	9,000
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Navy and Miscellaneous	800
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MEDITERRANEAN ALLIED AIR FORCES DISSOLVED EFFECTIVE 31 JULY

Ref. this story 46-6

The Mediterranean Allied Air Forces has been dissolved into the U.S. Army Air Forces, MTO, and the Royal Air Forces, Mediterranean and Middle East, effective at 2359B hours 31 July. Authorized abbreviations are RAF/MEDME and AAF/MTO.

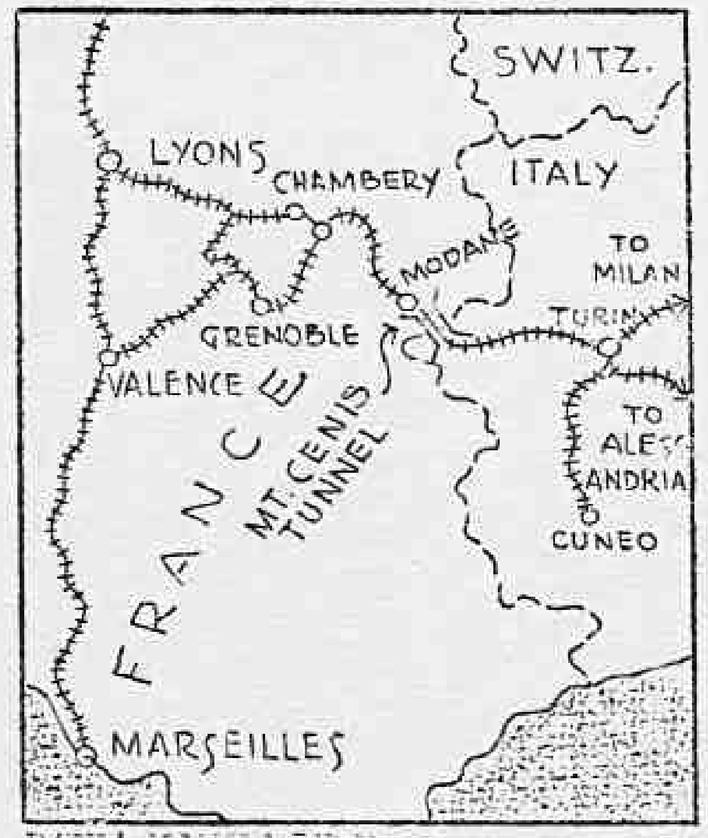
The Supreme Allied Commander will exercise command of the RAF through the Commander in Chief, RAF, MEDME, and will exercise command of the AAF/MTO through the Commanding General, MTOUSA.

The Mediterranean Air Transport Service (MATS) will continue as an integrated service under RAF and ATS.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

PRISONERS OF WAR TO REPAIR MONT CENIS TUNNEL IN FRANCE



Ref. this story 46-7

Approximately 300 German prisoners of war are to begin repairs on the western approach and wester portal of the Mt. Cenis tunnel. Opening of the tunnel will make possible the opening of the important international railroad between Italy and France. The line connects with the Italian railroad network at Turin and the French railroad network at Chambery.

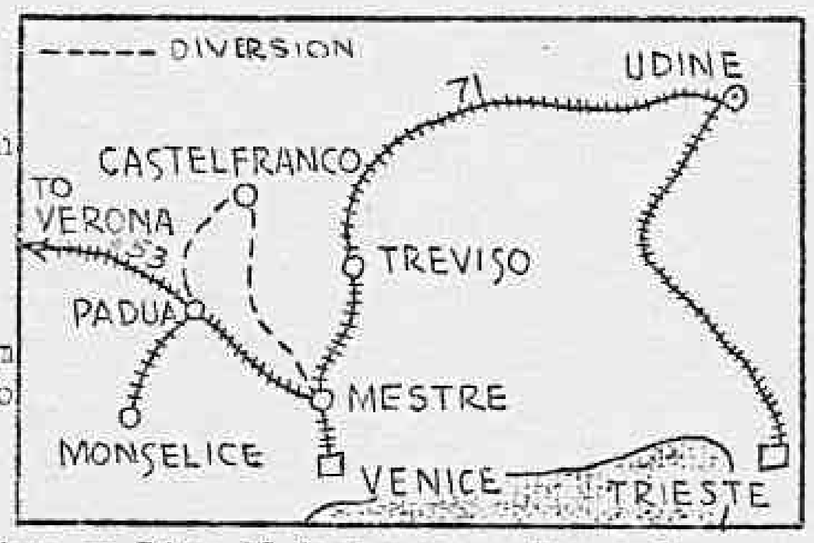
Military assistance and machinery to speed the opening of the line is being offered the French.

Repairs to the eastern portal of the tunnel are being undertaken by South African units and the Allied Commission, and are reported to be progressing favorably.

PADUA-MESTRE LINE TO OPEN 1 AUGUST

Ref. this story 47-8

Line 69 from Padua to Mestre will be opened to traffic on 1 August, reducing the distance between Padua and Venice by 32 miles. Mestre serves as a rail junction for Venice



Rail traffic, in order to bypass the gap caused by damage to the Padua-Mestre railline, must be routed northward from Padua to Castelfranco and then southward to Mestre. Rail traffic to Udine must also use this diversion.

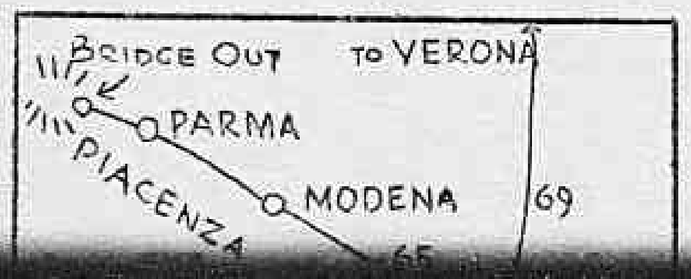
Permanent bridges under construction on Line 71 between Mestre and Udine are to be completed by 1 August, but it is not contemplated opening the line to trafficuntil approximately 10 August.

Temporary railroads built alongside the main line by the Germans are being used as a diversion for this route.

894

PARMA-MODENA LINE READY FOR TEST TRAIN

Ref. this story 48-9



A test train will be operated 1 August over Line 65 from Modena to Parma. The break in Line 65 from Modena to Parma to Piacenza is expected to be ready for operation 7 August.

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The line connects with the Italian railroad network at Turin and the French railroad network at Chambery.

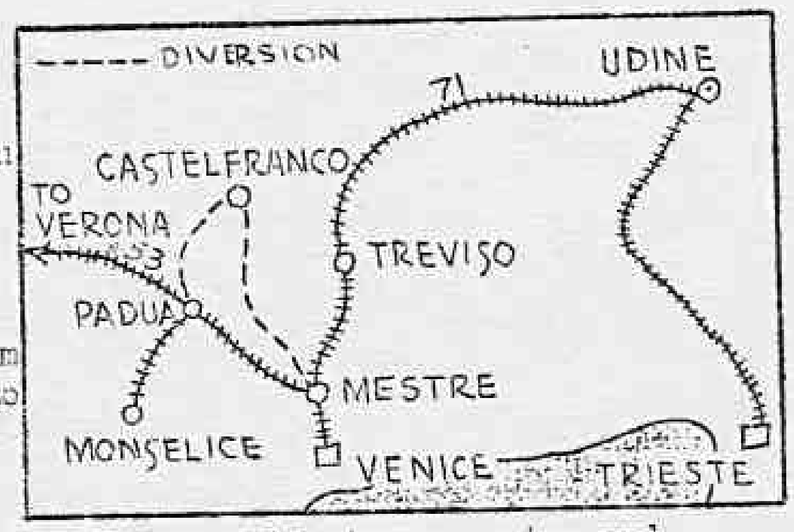
Military assistance and machinery to speed the opening of the line is being offered the French.

Repairs to the eastern portal of the tunnel are being undertaken by South African units and the Allied Commission, and are reported to be progressing favorably.

Ref. this story 45-8

PADUA-MESTRE LINE TO OPEN 1 AUGUST

Line 59 from Padua to Mestre will be opened to traffic on 1 August, reducing the distance between Padua and Venice by 32 miles. Mestre serves as a rail junction for Venice



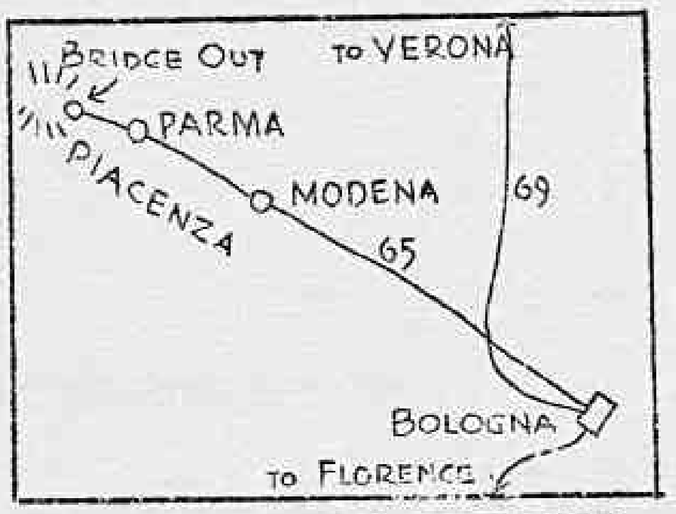
Rail traffic, in order to bypass the gap caused by damage to the Padua-Mestre railline, must be routed northward from Padua to Castelfranco and then southward to Mestre. Rail traffic to Udine must also use this diversion.

Permanent bridges under construction on Line 71 between Mestre and Udine are to be completed by 1 August, but it is not contemplated opening the line to trafficuntil approximately 10 August.

Temporary railroads built alongside the main line by the Germans are being used as a diversion for this route.

594

PARMA-MODENA LINE READY FOR TEST TRAIN



Ref. this story 45-9

A test train will be operated 1 August over Line 65 from Modena to Parma. The break in Line 65 from Modena to Parma to Piacenza is expected to be ready for operation 7 August.

Line 59 connects with Line 65 at Piacenza to join Modena and Alessandria. Line 59 is blocked west of Piacenza where a bridge is being reconstructed. Reconstruction of the bridge is expected to be completed by 10 August.

SHIPPING SET UP FOR EMPTY DRUMS

Ref. this story 45-10

Shipping has been set up to load 50,000 empty steel drums for the United States. A search of the Theater to uncover steel drums, now needed urgently in the U.S., uncovered approximately 200,000.

SECRET

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WORLD DISTANCE BY SEA

(All distances are by direct shortest sea route in nautical miles. One nautical mile equals 1.15 statute miles)

MEDITERRANEAN SEA AREA

	Leghorn	Naples	Taranto	Bari	Ancona
Leghorn		260	671	709	911
Naples	260		402	540	742
Taranto	671	402		222	424
Bari	709	540	222		215
Ancona	911	742	424	215	
Oran	727	797	1071	1250	1425
Algiers	556	585	871	1000	1202
Bizerte	381	297	550	743	955
Gibraltar	914	982	1290	1419	1621
Augusta	600	236	244	377	579
Marseilles	245	450	958	1103	1305
Port Said	1370	1121	964	---	---

Other Mediterranean Distances:

Venice to Malta	740	Malta to Taranto	322
Venice to Ancona	120	Malta to Tunis	240
Venice to Brindisi	380	Malta to Brindisi	360
Bari to Brindisi	62	Malta to Alexandria	811
Trieste to Brindisi	370	Malta to Trieste	730
Trieste to Port Said	1300	Malta to Gibraltar	390
Trieste to Durazzo	390	Malta to Port Said	935
Genoa to Gibraltar	840	Marseille to Alexandria	1400
Genoa to Messina	490	Marseille to Port Said	1500
Genoa to Leghorn	80	Taranto to Split	377
Genoa to Naples	333	Taranto to Salonica	704
Genoa to Port Said	1425	Taranto to Brindisi	159
Piraeus to Patras	308	Taranto to Port Gruz	276
Piraeus to Naples	670	Palermo to Naples	170
Piraeus to Taranto	493	Palermo to Messina	115
Piraeus to Salonica	259	Cagliari to Leghorn	295

BLACK SEA DISTANCES

Istanbul to Piraeus	360	Istanbul to Odessa	345
Istanbul to Salonica	259	Istanbul to Constanza	190
Odessa to Varna	245		

INTER OCEAN DISTANCES

Naples to Panama	5307	Naples to Manila (via Suez	

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Leghorn		260	671	709	911
Naples	260		402	540	742
Taranto	671	402		222	424
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Ancona	911	742	424	215	
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BLACK SEA DISTANCES

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Istanbul to Salonica	259	Istanbul to Constanza	190
Odessa to Varna	245		

INTER OCEAN DISTANCES

Naples to Panama	5307	Naples to Manila (via Suez and Malacca Straits)	9800
Naples to New York	4184	Naples to Manila (via Suez and south of Australia)	14320
Naples to New Orleans	5534	Naples to Manila (via Panama)	14800
Naples to Guam	13300		
Gibraltar to New York	3185		

PACIFIC OCEAN DISTANCES

San Francisco to Tokyo	4536	San Francisco to Dutch Harbor	1536
San Francisco to Honolulu	2091	Honolulu to Panama	4685
San Francisco to Manila	6221	Honolulu to Midway	1149
San Francisco to Midway	2792	Honolulu to Wake	2003

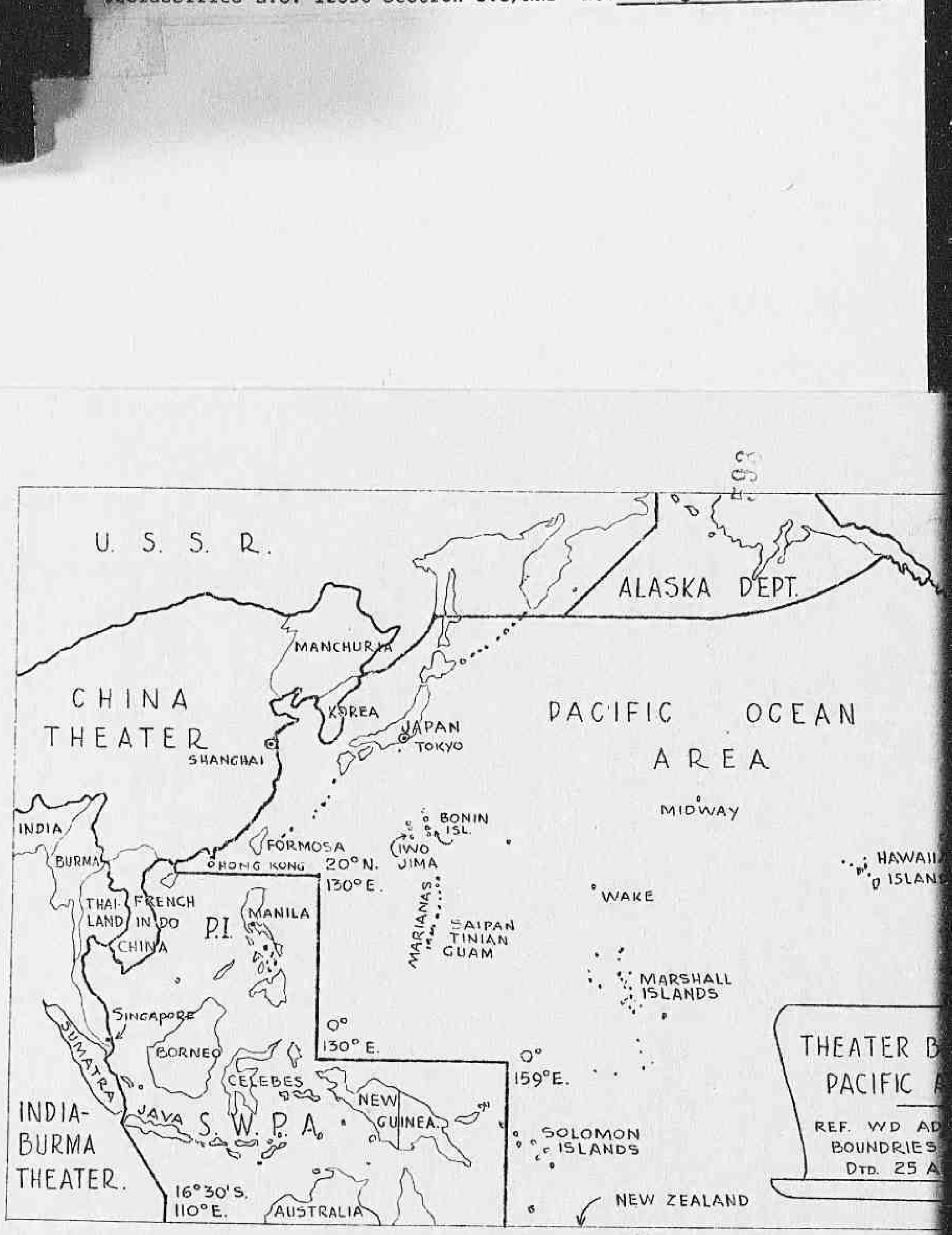
(Continued on Page 7)

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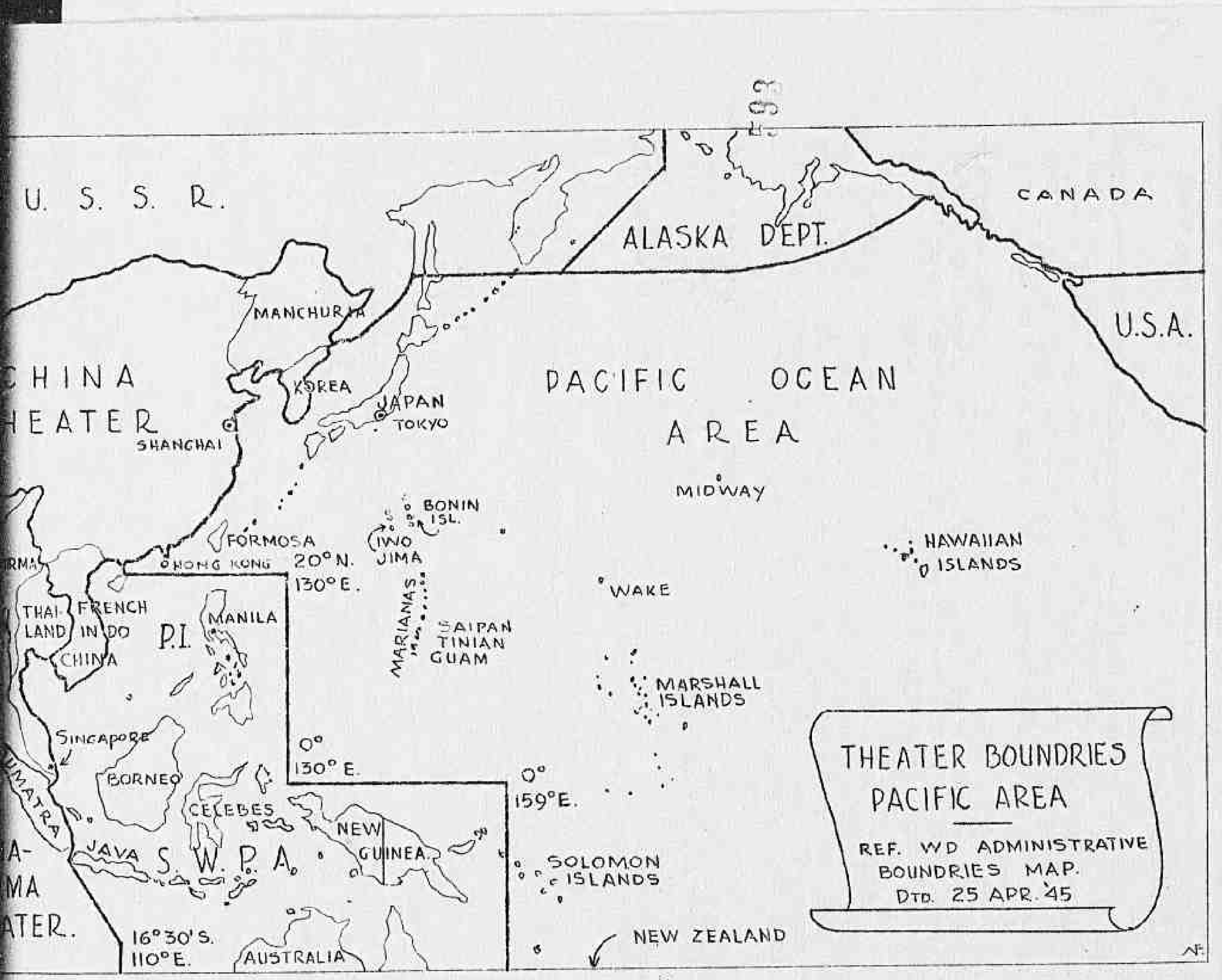
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Declassified E.O. 12356 Section 3.3/NND No. 785021

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PERSONNEL SHIP "SESTRIERE" TO GO TO UNITED STATES

Ref. this story 46-11

The Italian vessel, Sestriere, which proved invaluable to the United States forces in the Mediterranean Theater as a personnel ferry between Naples and Leghorn, is scheduled to sail to the United States for further service to the army after completion of its current Marseille-North Africa lifts. Disposition of the vessel after it reaches the U.S. is not yet known.

The Sestriere was converted from a cargo ship to a personnel carrier late in 1944 when port conditions in Leghorn along with a breakdown of overland facilities between northern and southern Italy had created a critical situation in the transportation of personnel to forward areas.

Leghorn was too shallow to accept large troopships, and seasonal weather made offshore discharge of personnel difficult and dangerous. On the land side, heavy rains and melting snow was creating torrents across highways and railroads in the mountain areas between Naples and Leghorn, washing out roads and bridges and making travel by land slow and uncertain.

At this time the Sestriere was being used as a fast cargo vessel, shuttling between Oran and Naples. The ship was built in Italy in 1943 and was damaged by Allied bombs in Taranto. She was taken over by the Allies when Taranto was captured, and was sent to Hampton Roads in the United States for reconditioning. Upon her return to the Mediterranean Theater in August, 1944, she was placed in service bringing supplies from Oran.

When the urgent need for a shallow draft personnel carrier became apparent, the Sestriere was surveyed and proved ideal. Her forward draft of 14.6 feet and aft draft of 17 feet and her length of 471 feet made it possible to berth her alongside in Leghorn.

In December, 1944, she was fitted as a personnel ship and since that date lifted 41,042 personnel from Naples to Leghorn and 38,085 personnel from Leghorn to Naples.

The vessel has made 39 round trips to Leghorn out of Naples and has made a number of special lifts to accommodate combat teams, artillery units, Brazilian Expeditionary Force units, Tenth Mountain Division personnel and many urgently needed replacements.

Conversion of the Sestriere was carried out by the Eighth Port in Naples. The ship was fitted with Standee bunks sufficient to accommodate 1,900 persons. During the early trips the vessel carried capacity and near capacity loads. Later, however, when the urgency had diminished, a maximum of 1,600 personnel was set to provide better accommodations.

The galley on the Sestriere consists of 12 field ranges. This is sufficient to provide two hot meals during the 21-hour run between Naples and Leghorn. The vessel generally carried a two-day supply of B rations and a two-day supply of emergency C rations. A refrigerator large enough to assure two days of fresh foods was installed on the ship. Class B rations were re-

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The Sestriere completed its last scheduled trip between Leghorn and Naples on 17 July with a lift of 1,333 prisoners of war. It then lifted approximately 1,400 Italians, members of an Italian Service Unit, from Casablanca to Naples.

At present she is engaged in a series of lifts to transport 10,800 French from Marseille to Algiers and 5,660 Moroccan Tabors from Marseille to Oran. These lifts are expected to be completed by early September.

The Sestriere is crewed by Italians, but has an American army detachment on board. Lieut. Gustav L. Gustafson has been cargo security officer since the vessel was placed in service. The Sestriere is diesel powered and capable of making better than convoy speed. It is registered at 11,000 tons.

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DIVERSION OF VESSELS DUE IN MEDITERRANEAN AREA

Vessels due soon in the Mediterranean Theater of Operations were diverted as follows recently:

SHIP NO.	SHIP NAME	SAILED US	DESTINATION	REMARKS
	American Ranger	17 July	Azores for partial discharge, thence to Casablanca for completion.	
HR 620	Cartago	16 July	Casablanca for partial discharge, thence to Marseille for completion	Reefer
HR 623	Crawford W. Long	21 July	Marseille	Flatted
	Edwin F. Knowles	10 July	Marseille	Bulk wheat
	Lief H. Olson	19 July	Marseille	Bulk wheat
	Thomas Sim Lee	July	Marseille	Sulphur
HR 599	Wynn Seale	20 July	Marseille	
CH 87	George W. Segar	19 July	Leghorn for orders	Coal
CH 86	Howard T. Ricketts	19 July	Leghorn for orders	Coal
CH 90	James E. Howard	21 July	Leghorn for orders	No dunnage
	Jared Ingersoll	20 July	Leghorn for orders	
CH 85	Richard K. Call	17 July	Leghorn for orders	Coal
	William D. Byron	19 July	Leghorn for orders	Coal
	Benjamin Chew	15 July	Piraeus	UNRRA
	George F. Patton	17 July	Dubrovnik	UNRRA
	John W. Davis	17 July	Split	UNRRA
	Lord Delaware	19 July	Piraeus	UNRRA
	Nelson W. Aldrich	14 July	Split	UNRRA
MO 15	Nick Stoner	15 July	Trieste	Coal
JAX 4	Henry B. Brown	21 July	Naples to berth or for on routing to Leghorn	Lumber
BA 322	Jacob Sloat Fassett	16 July	Naples to berth or for on routing to Leghorn	Flatted
	Wendell L. Wilkie	15 July	Constanza	
GA 40	Rockhill Victory	16 July	Genoa	Fitted
	James G. Blaine	21 July	Oran for orders	Fitted
	James L. Brock	19 July	Oran for orders	Bulk wheat
	James T. Faulis	21 July	Naples for orders	
	United States Victory	14 July	Naples	Fitted
	William J. Palmer	16 July	Augusta for Trieste	Fitted

WORLD DISTANCES BY SEA (Cont'd from Page 4)

Pacific Ocean Distances

Honolulu to Tokyo	3397	Manila to Guam	1499
	4420	Manila to Singapore	1330

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592

SHIP NO.	SHIP NAME	SAILED US	DESTINATION	REMARKS
	American Ranger	17 July	Azores for partial discharge, thence to Leghorn for completion.	
HR 620	Cartago	16 July	Casablanca for partial discharge, thence to Marseille for completion	Reefer
HR 623	Crawford W. Long	21 July	Marseille	Flatted
	Edwin F. Knowles	18 July	Marseille	Bulk wheat
	Lief M. Olsen	19 July	Marseille	Bulk wheat
	Thomas Slm Lee	July	Marseille	Sulphur
HR 599	Wynn Seale	20 July	Marseille	
CH 87	George H. Seger	19 July	Leghorn for orders	Coal
CH 86	Howard T. Ricketts	19 July	Leghorn for orders	Coal
CH 90	James E. Howard	21 July	Leghorn for orders	No dunnage
	Jared Ingersoll	20 July	Leghorn for orders	
CH 85	Richard K. Call	17 July	Leghorn for orders	Coal
	William P. Byron	19 July	Leghorn for orders	Coal
	Benjamin Chew	15 July	Piraeus	UNRRA
	George F. Patton	17 July	Dubrovnik	UNRRA
	John W. Davis	17 July	Split	UNRRA
	Lord Delaware	19 July	Piraeus	UNRRA
	Nelson W. Aldrich	14 July	Split	UNRRA
MO 15	Nick Stoner	15 July	Trieste	Coal
JAX 4	Henry B. Brown	21 July	Naples to berth or for on routing to Leghorn	Lumber
BA 322	Jacob Sloat Fassett	16 July	Naples to berth or for on routing to Leghorn	Flatted
	Wendell L. Wilkie	15 July	Constanza	
GA 40	Rockhill Victory	18 July	Genoa	Fitted
	James G. Blaine	21 July	Oran for orders	Fitted
	James L. Brock	19 July	Oran for orders	Bulk wheat
	James T. Fields	21 July	Naples for orders	
	United States Victory	14 July	Naples	Fitted
	William J. Palmer	16 July	Augusta for Trieste	Fitted

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WORLD DISTANCES BY SEA (Cont'd from Page 4)

Pacific Ocean Distances

Honolulu to Tokyo	3397	Manila to Guam	1499
Honolulu to Sydney	4420	Manila to Singapore	1330
Honolulu to Guam	3318	Manila to Tokyo	1757
Honolulu to Seattle	2409	Manila to Hongkong	631
Tokyo to Panama	7682	Tokyo to Seattle	4254
Tokyo to Midway	2250	Tokyo to Hongkong	1585

PRINCIPESSA GIOVANNA
REFITTING AT GENOA

The hospital ship, Principessa Giovanna, has put in to Genoa for refitting and tropicalizing.

Although shipbuilding facilities large enough to take vessels of the Giovanna's size are not yet available, the vessel was put into Genoa in order to take advantage of the many skilled shipfitters there and to aid unemployment. It is estimated that refitting will take 90 days.

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TRANSPORTATION NEWS LETTER

PORT SITUATION---NAPLES AREA

	Discharged						General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	Castellammare	T.Ann
18 July	5	6978	1908	8886	7638	1131	117	2978
19 July	15	7533	1348	8881	7701	1180	0	3930
20 July	1	5928	1357	7285	6067	765	453	3232
21 July	6	8732	1241	9973	8493	481	999	2829
22 July	12	9901	1321	11222	8994	1197	1031	2158
23 July	34	9485	2075	11560	9818	683	1059	1807
24 July	29	7729	2867	10596	10038	161	397	1748
Total	102	56286	12117	68403	58749	5598	4056	18682
Daily Av	15	8041	1731	9772	8393	800	579	2669

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
18 July	0	1566	0	1566	2651
19 July	0	1493	0	1493	1916
20 July	0	1016	0	1016	1438
21 July	0	2555	0	2555	1776
22 July	0	2752	0	2752	2131
23 July	0	2858	0	2858	1286
24 July	0	2574	0	2574	1095
Total	0	14814	0	14814	12293
Daily Av	0	2116	0	2116	1756

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
15 July	0	0	1927	1927	0	590
16 July	0	0	1956	1956	0	0
17 July	0	0	1662	1662	11	24
18 July	0	0	1516	1516	28	66
19 July	0	0	1399	1399	8	60
20 July	0	0	895	895	0	196
21 July	0	0	237	237	7	132
Total	0	0	9592	9592	54	1068
Daily Av	0	0	1370	1370	8	153

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

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20 July	1	5928	1357	7285	6087	705	293	[illegible]
21 July	6	8732	1241	9973	8493	481	999	2829
22 July	12	9901	1321	11222	8994	1197	1031	2158
23 July	34	9485	2075	11560	9818	683	1059	1807
24 July	29	7729	2867	10596	10038	161	397	1748
Total	102	56286	12117	68403	58749	5398	4056	18682
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*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

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	Discharged				General Cargo Loaded
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	Discharged				Loaded	
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17 July	0	0	1662	1662	11	24
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21 July	0	0	237	237	7	132
Total	0	0	9592	9592	54	1068
Daily Av	0	0	1370	1370	8	153

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
15 July	11	-	3173	3173	1	326	1247	1573
16 July	6	0	1428	1428	0	65	1952	2017
17 July	0	0	1386	1386	0	320	1573	1893
18 July	0	0	2763	2763	0	350	1770	2120
19 July	13	0	3607	3607	0	446	976	1422
20 July	5	0	4697	4697	0	551	1162	1719
21 July	4	0	4330	4330	0	639	758	1397
Total	39	0	21384	21384	1	2703	9438	12141
Daily Av	6	0	3055	3055	0	386	1348	1734

Weight of wheeled vehicles and bulk POL not included.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 29 July

Awaiting Berth to Discharge
Louise Lykes
Amelia Earhart
Edwin Knowles

Discharging
Fairwind 31
Sweepstakes 31
Stephen Kearney 2
Victor Herbert 6
Leopold Damrosch 5
George Dern 30
Ethan Hitchcock 30
Welsh Trader 3
Jean Lykes 3
Edward Savoy 5
William Page 5
Bangkok
Nurtereyon 30
Highland Monarch 31
Portugal 30
Ephriam Baugman 30
Marvia 30
Comhuriyet 30
William Dobson 30
Ivernia
Mayo Brothers 30
Andrew Preston 30
John Miller

Awaiting Berth to Load
William Gray
Harry Kirby
John Wanamaker
John Robbins
John Campbell
Louis Brandeis

Loading
Horatio Allen 2
William Davidson 2
Darel Ritter 30
Louis Joliet 30
Woodbridge Ferris 3
Kenyon Butterfield 2
Margaret Brent 1
Thomas Stone 4
Jose Benitez 4
William Yancey 4
Martha Berry 4
Ben Lindsey 4

LEGHORN as of 30 July

Discharging
Timothy Bloodworth 3
August Loring 3
Charles McCue 4

Loading
Winifred Smith 2
William Matson
George Pickett 2
Timothy Bloodworth 5
Tomas Guardia 6
Stephen Crane 14

NAPLES as of 30 July

Discharging
Wisla 30
Lublin 30
Charles Glover 30
August Belmont 31
Samcrest 31
Joseph Folk 2
Fort Clatsop 2
U.S. Victory 2
Cromarty 3
Fort Kaskaskia 4
U.S. Victory
Cromarty 3
Fort Kaskaskia 4
Park Benjamin 5
William Webb 5
John Lawson 5
Cefnybryn 5
David Caldwell 6
John Hammond 7
High Park

Discharged, Awaiting Orders
Cape Beale
Eleazor Lord

Loading
Collis Huntingdon
Moses Brown
Aedanus Burke
Cape Lookout
Sarah Hale
Samcrest
Korkyra
Thomas Condon
Newton Baker
Hawaiian Shipper

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NOTE: Figures following names of vessels indicate estimated date of completion.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

to Discharge
Louise Lykes
Amelia Earhart
Edwin Knowles

Discharging
Fairwind 31
Sweepstakes 31
Stephen Kearney 2
Victor Herbert 6
Leopold Damrosch 5
George Dern 30
Ethan Hitchcock 30
Welsh Trader 3
Jean Lykes 3
Edward Savoy 5
William Page 5
Bangkok
Nurtereyon 30
Highland Monarch 31
Portugal 30
Ephriam Baugman 30
Marvia 30
Comhuriyet 30
William Dobson 30
Ivernia
Mayo Brothers 30
Andrew Preston 30
John Miller

Awaiting Berth
to Load
William Gray
Harry Kirby
John Wanamaker
John Robbins
John Campbell
Louis Brandeis

Loading
Horatio Allen 2
William Davidson 2
Darel Ritter 30
Louis Joliet 30
Abram Pothier 1
James Bowdoin 31
Langdon Cheves 30
Thomas Mill 31
Robert Newell 31
George Read 31
Rachel Jackson 31
Joseph Stanton 31
Frederick Remington 31
George Uhler 2
George Badger 3
Albert Ritchie 3
Robert Hayne 31
David Houston 5
Wayne MacVeagh 3
Lewis Emery, Jr.

Timothy Bloodworth 3
August Loring 3
Charles McCue 4

Loading
Winifred Smith 2
William Matson
George Pickett 2
Timothy Bloodworth 5
Tomas Guardia 6
Stephen Crane 14

Woodbridge Ferris 3
Kenyon Butterfield 2
Margaret Brent 1
Thomas Stone 4
Jose Benitez 4
William Yancey 4
Martha Berry 4
Ben Lindsey 4

Awaiting Orders
Thomas Walsh
Stanton King
John Mosby

Lublin 30
Charles Glover 30
August Belmont 31
Samcrest 31
Joseph Folk 2
Fort Clatsop 2
U.S. Victory 2
Cromarty 3
Fort Kaskaskia 4
U.S. Victory
Cromarty 3
Fort Kaskaskia 4
Park Benjamin 5
William Webb 5
John Lawson 5
Cefnybryn 5
David Caldwell 6
John Hammond 7
High Park

Discharged,
Awaiting Orders
Cape Beale
Eleazor Lord

Loading
Collis Huntingdon
Moses Brown
Aedanus Burke
Cape Lookout
Sarah Hale
Samcrest
Korkyra
Thomas Condon
Newton Baker
Hawaiian Shipper

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NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA
41	Pet Sec
42	AG M & D
43-62	COT ASF WD
63	CG, Deltabase
64	CG, Penbase
65	CG, RAF MEDME
66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, USAFET
77-78	COMA, Eighth Fleet
79	CG, Pombark
80	DMRS, Italy, Rome
81	DDMRS, Italy Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port, (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
95	AQMG(M) Mov 3 Dist
96	DGMR, APO 887, Paris
97	G-4, Fifth Army
98-99	MATS, Naples

100-101	CG, AP & SC (Attn: G-4) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, WPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.

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3	C/S
4	G-1
5	G-2
6	G-3
7-8	G-4
9	G-4 Plans
10	G-4 Ops
11	G-4 S & R
12	QM
13	Sig O
14-15	Surg
16	Engr
17	CWS
18	Ord
19-33	Tpn

AFHQ

34	G-4 (M & Tn) Br
35	G-4 Log Plans
36	G-3
37	MRS Rep
38	APB Naples
39	PSTO (Attn: SOPO)
40	WSA
41	Pet Sec
42	AG M & D

64	CG, Penbase
65	CG, ALF MEDIE
66-68	CG, AAFSC/MTO
69	CG, USOFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, USAFET
77-78	COMZ, Eighth Fleet
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87-88	CO, 8th Port
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91	Tpn O, Penbase
92	Tpn O, Fifth Army
93	Tpn O, Penbase South
94	Tpn O, Adriatic Base Command
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96	DGMR, APO 887, Paris
97	G-4, Fifth Army
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108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
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126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O., La.
130-131	CO, ASF Training Center, Camp Plaucho, New Orleans

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRE

Allied Commission, Rome

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

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(124-125)

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 45 — 22 July, 1945 — Page 1

PORT OF GENOA READY TO ACCEPT LIBERTIES

Ref. this story 45-1

TN. S/C

431/17

(Map of Port on Page 3)

The Port of Genoa has been cleared sufficiently to permit the accepting of two Liberty ships simultaneously, and it is anticipated that two more Liberty berths and one coaster berth will be ready for use by 25 July.

Rehabilitation of the port has been extremely difficult. Both the port and the harbor were mined heavily by the Germans. The mines are of a new type which do not detonate under ordinary fluffing procedure and it has been necessary to experiment with different methods of minesweeping to make the port safe. Extensive minesweeping operations are continuing.

A survey of the port made on 27 April revealed that it held more than 300 vessels, two-thirds of which were sunk. Seventy percent of the sunken craft, including warships and destroyers were completely below the surface.

The 30,000-ton liner, Augusta, converted to an Italian aircraft carrier, showed only her bow. Scuttled on top of the Augusta was the Cornelio Silla, a light cruiser which was being converted to an aircraft carrier.

The aircraft carrier, Aquila, formerly the 30,000-ton Italian liner, Roma, was found in the port afloat but badly damaged by bombs. Some 40 other vessels of varying sizes were found damaged but still afloat or beached, while approximately 84 vessels, all small, were found undamaged.

The western entrance to the port has been blocked beyond clearing by the scuttling of a 10,000-ton motor tanker, a 9,000-ton motor ship and two destroyers and by the sinking of a series of large concrete blocks which hamper the removal of the ships.

The eastern entrance, blocked by nine sunken vessels ranging from 3,000 to 30,000 tons, has been cleared to a depth of 40 feet and to a width of approximately 250 feet.

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The outer port is now assumed to be safe for shipping, and extensive minesweeping in that area has been discontinued. Also discontinued is the practice of sweeping mines before each ship movement. Weekly routine mine sweeps are now being made in the portions of the port in use.

The older portion of the port of Genoa is built around a basin north of the east entrance. The new portion, of greater importance in reconstruction is built along the Gulf of Genoa, protected from the open sea by a breakwater. This portion is all deep draft. Mines, wreckage and sabotage has made a great

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Pier and berth numbering plan to be used in the rehabilitation of the port appears on the map on Page 3. Those piers and berths unnumbered have been damaged beyond reconstruction.

Of particular importance to shipping are the large Ansaldo fitting out shops located on the west end of the new port. Efforts are being made to clear a path so that ships may use the shop.

Berths 13 and 14 are now cleared for use by Liberties. Berths 11 and 12 will be cleared for Liberties on 25 July and Berth 10 will be cleared to accept coasters on the same date. Divers are making a thorough underwater

(Continued on Page 2)

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TRANSPORTATION NEWS LETTER

Vol. I. No. 45 24 July, 1945

PORT OF GENOA (Cont'd from Page 1)

search of the area to ascertain that all mines and obstacles have been removed.

Intensive minesweeping is being carried out to clear ship lanes to Ponte Eritrea (Pier A) and to Calata Gadda drydocks (Pier N) at an early date.

(Reference: NOIC GENOA Cable 181120B July)

OVERLOAD MAXIMUM OF TROOPSHIPS TO BE SET BY WAR DEPARTMENT Ref. this story 45-2

Limitation of overloading personnel vessels to a maximum of 30 percent is to apply only to Liberty and Victory type vessels converted for troop carrying purposes. Troopships other than North Atlantic conversions and newly converted 1,500 capacity Victory ships each have individual characteristics which limit the amount of overloading.

In the future the War Department will determine the maximum number of troops each troopship other than the North Atlantic conversions and converted Victories can accept. Masters of vessels will be within their rights to limit the number of troops to be loaded when additional numbers would raise a question of ship stability and safety.

For example, the Mt. Vernon and West Point, both troopships, can accept no overload for stability reasons. The Marine Fox and Cristobal, on the other hand, due to arrive soon in MTO, will be capable of accommodating 3,000 troops each Normal capacity of the vessels is listed at 2,474 troops for the Marine Fox and 2,320 for the Cristobal.

(Reference: AGWAR cable W-36472 dated 22 July)

Early experiments in overloading vessels indicates that it will speed up the movement of troops out of MTO considerably. The Exceller, with a listed normal capacity of 466, lifted 637 personnel, while the Moses Cleaveland, with a normal listed capacity of 91, lifted 126.

Inspection of vessels revealed that considerable liveable space can be used by the installation of cots. The loading ports are now installing such cots where possible.

1,036 TONS OF STEVEDORE GEAR DECLARED EXCESS TO MTO NEEDS Ref. this story 45-3

Approximately 1,036 tons of stevedore gear has been declared excess to this Theater's needs.

Five hundred cargo pallets, not included in the list, are being shipped to the North African Service Command to help alleviate a shortage there. NASC reported an urgent need for 1,000 pallets.

All dual tube lifebelts and carbon dioxide cartridges in the theater have been declared excess and are now available for redistribution

Declassified E.O. 12356 Section 3.3/NND No. 785021

(Reference: NCIC GENOA Cable 181208 July)

OVERLOAD MAXIMUM OF TROOPSHIPS TO BE SET BY WAR DEPARTMENT

Ref. this story 45-2

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(Reference: AGWAR cable W-36472 dated 22 July)

Early experiments in overloading vessels indicates that it will speed up the movement of troops out of MTO considerably. The Excelior, with a listed normal capacity of 466, lifted 637 personnel, while the Moses Cleaveland, with a normal listed capacity of 91, lifted 126.

Inspection of vessels revealed that considerable liveable space can be used by the installation of cots. The loading ports are now installing such cots where possible.

1,036 TONS OF STEVEDORE GEAR DECLARED EXCESS TO MTO NEEDS

Ref. this story 45-3

Approximately 1,036 tons of stevedore gear has been declared excess to this Theater's needs.

Five hundred cargo pallets, not included in the list, are being shipped to the North African Service Command to help alleviate a shortage there. NASC reported an urgent need for 1,000 pallets.

All dual tube lifebelts and carbon dioxide cartridges in the theater have been declared excess and are now available for redistribution

LIFE JACKETS TO U.S.

Ref. this story 45-4

A total of 50,000 Kapok life jackets are being shipped to the United States to fill an urgent need. The remainder of the jackets in this Theater, approximately 87,000, are being used in the redeployment program.

FORTEZZA-SAN CANDIDO LINE BLOCKED BY RAIL WASHOUT

Ref. this story 45-5

A rail washout on Line 66 (Fortezza-San Candido-Villach) east of Fortezza, has blocked the railroad for approximately 30 days. A train set up to move fighter and air service group equipment to Horshing, Austria, over the line has been rerouted to Innsbruck, Schwarzach, St. Veit and Salzburg.

SECRET

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SECRET

A/C-Rome 1

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MEMORANDUM: To All Concerned.

SUBJECT: Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

MEDLOC PROJECT FEEDER TRAINS TO BE USED FOR U.S. PERSONNEL

Ref. this story 44-1 4216.

Feeder trains which will carry British personnel northward from Naples to Milan as part of the Mediterranean Line of Communication (Medloc) project will be used to lift U.S. casual and redeployment personnel on the return trip to Southern Italy.

The Medloc project, scheduled to start 19 July, has been set up to lift British personnel by rail from Italy to English Channel coastal cities via Switzerland. The personnel, listed to return to the United Kingdom for leave or discharge, will be lifted by boat across the channel. According to present plans two trains will leave Milan for the channel daily, each having a capacity of 650 personnel. This will be increased to three trains if the traffic warrants.

To lift Medloc personnel from Southern Italy to Milan a pool of 84 coaches has been set up by the Military Railway Service. Medloc personnel will be assembled at Taranto and Naples for the northward trip. Similar feeder service has been set up from Gemona to Milan to service personnel in Northeastern Italy.

Arrangements have been made so that some of the feeder trains, on the return trip from Milan to Naples, will lift U.S. personnel from the Verona Area, Montecatini, Florence, Leghorn and Pisa, to Naples. The train will be routed over Line 53 from Milan to Verona, 69 to Bologna, 65 to Florence, 218 to Pisa, 50 to Leghorn and Rome and 90 to Naples. Each train will have a capacity of 650 personnel. Seven such return trains have been set up for the remainder of July.

Feeder trains moving northward will be staffed with British personnel. On return trains carrying U.S. personnel, an American senior officer will be detailed as train commander to work in coordination with the British OIC.

Use of Medloc feeders to lift U.S. personnel will not be permitted to interfere with the execution of the Medloc project.

TROOPSHIPS RETURNING TO U.S. TO OVERLOAD UP TO 30 PERCENT

Ref. this story 44-2

Troopships and Liberty-Victory conversions returning to the United States will be loaded to a maximum capacity compatible with minimum sanitation and safety standards in order to facilitate the redeployment program and to ease the shortage of shipping. This will increase capacities of some vessels by as much as 30 percent. 585

Additional life saving equipment is being placed aboard and sanitary facilities are being increased. Meals will be cut to 2⅓ per day and a greater

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Additional life saving equipment is being placed aboard and sanitary facilities are being increased. Meals will be cut to 2½ per day and a greater amount of dry rations will be used. Water will be rationed at the rate of eight gallons per man per day.

No plans are being made to increase sleeping facilities. Standee bunks may remain unfolded during the day so that they can be used in shifts. Cots and lashings will be placed aboard and may be used by the troops if desired.

Ref. this story 44-3

TWENTY-FIVE FITTED SHIPS
SCHEDULED FOR MTO

Twenty-five fitted ships with a total normal load capacity of 13,026 have been scheduled to arrive in the Mediterranean Theater between 19 July and 9 August to lift personnel for the United States. This program may be augmented with additional vessels. The normal capacities of these vessels will be increased by overloading.

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TRANSPORTATION NEWS LETTER

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MILITARY ASSISTANCE OFFERED TO SPEED RECONSTRUCTION OF MT. CENIS TUNNEL

Ref. this story 44-4

Military assistance will be offered the French SNCF to speed the opening of the Mt. Cenis tunnel on Line 50, international railroad between France and Italy. Use of AFHQ military units will make available to the French reconstruction engineers mechanical equipment necessary in rapid reconstruction of the western portal of the tunnel. A meeting is being arranged in Paris between 19 and 26 July to discuss the matter.

Repair of the rail approach and the eastern portal of the tunnel is well under way. South African and Allied Commission units are doing the work. No estimated time of completion for work on the Italian side of the tunnel has been determined. The line is heavily mined and booby trapped.

On the French side bridge repairs on the line between the tunnel and Modane will take until December. The French end of the tunnel is completely obliterated by landslides and is heavily mined. Lack of earthwork equipment, however, has slowed the French contractors.

Line 65 between Arezzo and Florence is under reconstruction by the Italian State Railways without the aid of military units. The line has a great many grades, bridges and tunnels which were too badly damaged to permit wartime reconstruction. Present repairs are of a permanent nature and it is not expected that repairs will be completed for nine months.

Line 65 joins Rome with Florence, Bologna, Alessandria and Milan. The rail line between Piacenza and Milan is under construction with an estimated date of completion of 31 August. The section between Piacenza and Alessandria is also under construction and will be completed by 31 July.

Present status of work on other lines as of 17 July:

Line 71	Mestre-Udine-Gemona -Tarvisio	Line open over diversions except for section Moggio-Pontebba. EDC for this sector is 31 July. Permanent bridges between Mestre and Udine will be available on this date.
Line 84/188/72	Trieste-Udine	Bridge over River Isonzo at Pieris expected to be open to traffic 31 July. Through connection is now available over temporary diversions.
Line 53	Padua-Mestre	EDC is 31 July.
Line 61	Genoa-Bordighera	Open Genoa to Savona. EDC on section between Savona and Bordighera is 31 July. Date of opening of section between Bordighera and Menton uncertain due to bad termed demolition in French zone.

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"STARS AND STRIPES" AIDS IN LOCATING BAGGAGE OWNERS

Ref. this story 44-5

Publication of lists of the names of owners of unclaimed baggage on hand in MTO baggage depots in the "Stars and Stripes" has resulted in a large increase in correspondence in Baggage Group, AFHQ.

A list of baggage in the Leghorn, Bari and Naples depots is provided the newspaper each month, and portions of the list are printed when space permits.

The publication brings correspondence not only from persons whose names are included in the lists, but also from persons who have become aware of the existence and functions of the Baggage Depots as a result of the lists.

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TRANSPORTATION NEWS LETTER

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PORT OF GENOA

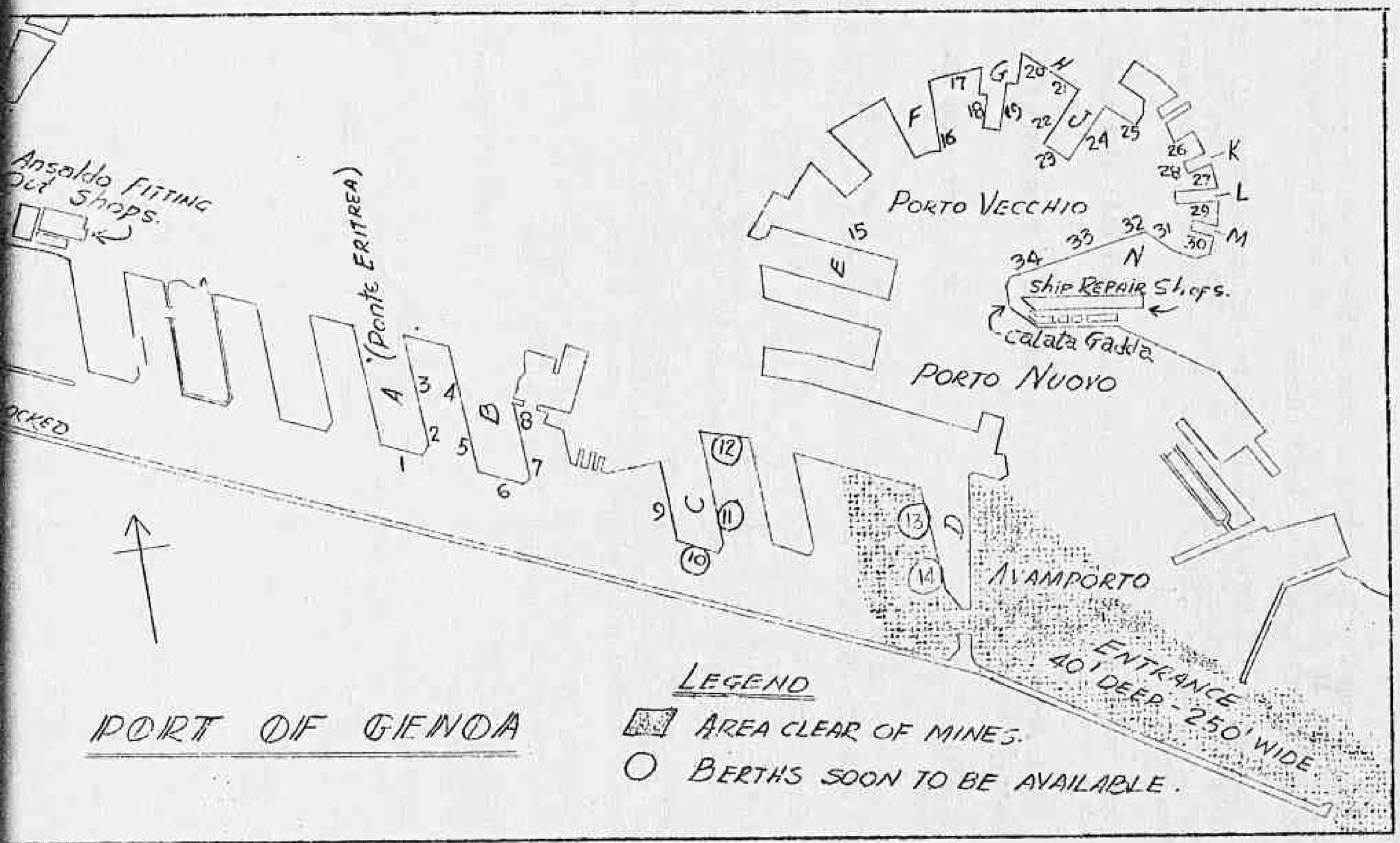
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PORT OF GENOA

SESTRIERE TO LIFT FRENCH FROM MARSEILLE TO N. A.

Ref. this story 45-6

The personnel ship, Sestriere, upon completion of its present Casablanca-Naples lift, is scheduled to make a series of trips to transport 16,460 French personnel from Marseille to North Africa.

The vessel will lift 10,800 French to Algiers and then will lift 5,660 Moroccan Tabors from Marseille to Oran. The vessel's capacity for these shuttles will be between 1,200 and 1,500 persons. It is estimated that turnaround time will be five days.

Upon completion of this assignment the vessel will lift troops for the United States.

The Sestriere is due to arrive in Naples from Casablanca 29 July with 1,333 Italians, members of PCW service units.

FIVE TRAINS SET UP TO MOVE GERMAN, ITALIAN PATIENT PCWs

Ref. this story 45-7

Five hospital trains have been set up for the repatriation of 12,000 German PCW patients and 15,000 Italian displaced personnel starting 25 July.

The German PCWs are being staged at Merano near Bolzano. The first hospital train will leave there 25 July for Nurnberg. Subsequent trains will lift the patients to Bitberg, Regensburg, Wurzberg and Idstein. On return trips each train will lift approximately 300 Italian patients for the hospital at Merano.

A supervisory staff of American medical officers and enlisted men will be in charge of the trains directing German medical personnel on the northward trips and Italian medical personnel on the southward trips.

Equipment for three of the trains is being provided by AFHQ, while the remaining two trains are being set up by the Third Army.

6 SHIPS ALLOCATED TO LIFT TENTH MOUNTAIN DIVISION

Ref. this story 45-8

Six vessels including three personnel ships and three Victory ships have been set up to move the Tenth Mountain Division from MTO to the United States late in July and early in August. The vessels have a total capacity of approximately 16,000 spaces.

ATHOS II TO REQUIRE REPAIRS IN NAPLES

Ref. this story 45-9

The personnel ship, Athos II, scheduled to arrive in Naples approximately 26 July, has radioed that it will require from five to six days repairs before lifting Tenth Mountain Division personnel for the United States. Port engineers will survey the vessel immediately upon its arrival here to determine the extent of repairs necessary.

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If the ship's estimate is not exceeded, it will be possible to embark Tenth Mountain Division personnel in ample time to make the 15 August deadline.

TELEPHONE SERVICE OPENED BETWEEN MTO AND DELTABASE

Ref. this story 45-10

Telephonic communication has been opened between the Mediterranean Theater of Operations and Delta Base Section in Southern France. Telephone numbers for the Sixth Port in Marseille are 356 and 457 Deltabase Exchange.

Conversations over these lines are quite clear and the service should save much inconvenience and delay to vessels.

SECRET

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MEDITERRANEAN COASTER FLEET LIFTS 136,806 TONS IN JUNE

Ref. this story 45-11

The Mediterranean Coaster Fleet operated by PSTO Mediterranean as an AFHQ pool lifted 136,806 tons of cargo during June. The cargo included 31,055 tons of POL products and 105,751 tons of stores. Principal traffic was between Italian ports with 55,915 tons of stores and 22,623 tons of POL being moved over these routes.

The coaster fleet in June consisted of:

No. Vessels	Type	Capacity in Tons
16	British-controlled Petrol Fitted Coasters	24,475
34	British-controlled Stores Coasters	74,690
9	Italian Stores Coasters	26,000
59		125,165

The sixteen British-controlled petrol coasters carried 31,055 tons during the period for an average of 1,940 tons per coaster. One vessel of 2,250 tons made no lifts during the period because of drydocking and repairing.

The 34 British-controlled stores coasters lifted 72,900 tons for an average of 2,144 tons per coaster. Three vessels with a total capacity of 3,500 tons made no lifts.

The nine Italian coasters lifted 32,851 tons for an average of 3,650 each.

Working summary (average days per coaster):

	British-controlled Petrol-Fitted Coasters	British-controlled Stores Coasters	Italian Coasters
Days at Sea	7	7½	7½
Awaiting Discharge	2	1½	2
Discharging	5	8	8
Awaiting Loading	4	1½	1½
Loading	8	7	9½
Repairing	4	4½	2

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MWTR FLEET LIFTS 63,364 TONS

Ref. this story 45-12

Coasters controlled by the Ministry of War Transport Representative, Mediterranean, lifted a total of 63,364 tons of cargo during June. The fleet consisted of eight British-controlled ships and two Italian ships with a total capacity of 43,450 tons.

Of the British-controlled ships one of 4,050 tons cargo capacity became available for coaster service on 14 June while one Italian ship of 7,000 tons became available on 13 June. One vessel of 3,000 tons was under repair during the entire period and made no lifts.

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Cargo lifts included 32,480 tons of Sardinian coal; 29,899 tons of phosphates, 185 tons of army cargo and 800 tons of Allied Commission cargo. The vessels spent an average of 8 days at sea; 12½ days loading and discharging; one day awaiting berth, and six days repairing.

SHIPPING OF US RAIL STOCK OUT OF ITALY PROHIBITED

Ref. this story 45-13

Loading of USA railroad rolling stock for destinations outside of Italy will not be permitted, and a check to prevent cars from leaving the country will be made at Brenner. International cargo may be loaded on ISR or Austrian rolling stock.

(Reference: DMRI cable CS 201 dated 20 July)

SECRET

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ESTIMATED 62,449 PERSONNEL TO LEAVE MTO FOR US IN JULY

Ref. this story 45-14

A total of 62,449 personnel will have been shipped to the United States during the month of July. Quota for this period was set at 55,259, but unexpected lifts and overloadings made it possible to top the quota.

Actually shipped by water between 1 July and 21 July were 1,160 patients; 17,647 Category II personnel; 4,151 high score personnel; 1,203 casual personnel, and 142 Navy and quasi-military personnel for a total of 24,303.

During the remainder of the month it is estimated that 8,873 persons will be lifted by troopship and 12,593 will be lifted by North Atlantic conversions and fitted Liberty and Victory ships.

Scheduled to be lifted by air during July are 12,000 Green project personnel and 4,680 combat aircraft personnel.

RECREATIONAL PRIVILEGES AVAILABLE AT CANAL ZONE

Ref. this story 45-15

Recreational facilities and welfare privileges will be extended to troops upon arrival at the Canal Zone en route to the Pacific. Extent of privileges will be dependent upon the length of time their vessel will be in the Zone.

Exercise ashore, special post exchanges near the piers, USO shows and Red Cross facilities will be provided. An officer will board each vessel before it docks to acquaint Transport Commanders with facilities.

(Reference: AGWAR Cable WX-37221 dated 24 July)

SPREAD LOADING OF MEE REQUESTED BY CINCAFPAC

Ref. this story 45-16

It has been requested that insofar as practicable minimum essential equipment accompanying troops from the Mediterranean and European Theaters of Operations to the Pacific be distributed among all hatches and placed in upper lifts. Placing all MEE in one hold or on lower decks makes it necessary to take a longer time in removing the equipment thereby delaying completion of discharge of the vessel.

Ports will have to be particularly careful to see that this request is complied with as the temptation to dump all MEE in one hatch is great, especially when loading from lighters.

TANKERS MAY BE USED TO SHIP BULK WHEAT

Ref. this story 45-17

The War Shipping Administration is considering the use of T-2 tankers to ship bulk wheat into the Mediterranean.

Dimensions of the T-2 tankers are:

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TANKERS MAY BE USED TO SHIP BULK WHEAT — Ref. this story 45-17

The War Shipping Administration is considering the use of T-2 tankers to ship bulk wheat into the Mediterranean.

Dimensions of the T-2 tankers are:

Length overall	523 feet
Beam	68 feet
Draft, summer marks	30 feet 2
Capacity	14,500 tons grain
Hatch diameter	4 feet
Distance from shipside on pier to offshore hatches	56 feet.

HIGHWAY REDUCED TO CLASS 18 — Ref. this story 45-18

Damage to highway bridges between Terni and Rieti on Route 79 has resulted in that portion of the road being reduced to Class 18 (Gross weight 18 tons).

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DIVERSION OF SHIPS DUE TO ARRIVE SOON IN THE MEDITERRANEAN AREA

Vessels due to arrive soon in the Mediterranean area were diverted as follows recently:

SHIP NO.	SHIP NAME	SAILED U.S.	DESTINATION	REMARKS
HR 559	Amelia Earhart	11 July	S. France	Flatted
	Chief Cocopia	9 July	Constanza/Odessa	Fitted for false deck and fully stored for redeployment.
Baltimore	F A C Muhlenberg	11 July	Casablanca	Bulk grain. Fitted to return 500 troops.
Boston	Fairwind	9 July	S. France	
New Orleans	George Walton	13 July	Naples for orders	Coal
Galveston	Herman Melville	12 July	Spain	UNRRA
	J.P. Yeager	11 July	Yugoslavia	UNRRA
	John Gibbon	11 July	Istanbul	Fitted for false deck and fully stored for redeployment.
HR 593	John W. Garrett	13 July	Bari	Flatted
CH 82	John Ireland	11 July	Ancona for Trieste	Coal
MY 5510	John Lawson	11 July	Naples for orders	
St. John	Lawton B. Evans	10 July	Bulk wheat	UNRRA
HR 588	Leopold Damrosch	11 July	S. France	Flatted
PH 224	Louise Erkes	12 July	S. France	
CH 84	Ralph Izard	14 July	Naples for orders	Fitted
BA 334	Robert Stuart	12 July	Naples for orders	Coal
New York	Sweepstakes	9 July	S. France	To load REF equipment in Naples for South America.
Houston	T.S. Gold	July	Piraeus	
HL 560	Victor Herbert	10 July	S. France	Flatted
New York	William Blount	14 July	Augusta for orders	
HR 598	William T. Page	11 July	S. France	Coal for UNRRA.
	William Wilkins	12 July	S. France	Fitted

Ref. this story 45-19

BERTH AT SAVONA ACCEPTING COLLIERS UP TO 28 FEET

The port of Savona, main coal discharging point for Northwestern Italy, now can accept colliers up to 28 feet under the coal transporter. This permits many coal ships to berth without first having to be lightened. To accompany ships of this draft, however, it is necessary to put a barge between the quay and the vessel.

In addition to the coal berth there are facilities to accept either two coasters of 20- and 22-foot draft maximums, or three schooners with maximum drafts of 19, 20 and 22 feet.

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HR 559	Amelia Earhart	11 July	S. France	Flatted
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New Orleans	George Walton	13 July	Naples for orders	Coal
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	J.P. Yeager	11 July	Yugoslavia	UNRRA
	John Gibbon	11 July	Istanbaul	Fitted for false deck and fully stored for redeployment.
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CH 89	John Ireland	11 July	Ancona for Trieste	Coal
NY 5515	John Lawson	11 July	Naples for orders	
St. John	Lawton B. Evans	10 July	Bulk wheat	UNRRA
HR 588	Leopold Damrosch	11 July	S. France	Flatted
FH 224	Leslie Irvin	12 July	S. France	
CH 74	Ralph Izard	14 July	Naples for orders	Fitted
BA 334	Robert Stuart	12 July	Naples for orders	Coal
New York	Sweepstakes	9 July	S. France	To load DEF equipment in Naples for South America.
Houston	T.S. Gold	July	Piraeus	
HR 560	Victor Herbert	10 July	S. France	Flatted
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587

The port of Savona, main coal discharging point for Northwestern Italy, now can accept colliers up to 28 feet under the coal transporter. This permits many coal ships to berth without first having to be lightened. To accompany ships of this draft, however, it is necessary to put a barge between the quay and the vessel.

In addition to the coal berth there are facilities to accept either two coasters of 20- and 22-foot draft maximums, or three schooners with maximum drafts of 19, 20 and 22 feet.

Savona's coal transporter makes possible high speed discharge of vessels, thereby necessitating only one coal berth. Rail lines are available at berthside constructed to enable a quick transfer of the coal from Savona to Genoa and Turin. The Genoa-Savona railroad is capable of handling 5,000 tons in port clearance freight daily.

SHIPPING BIDS DUE 28 JULY

Ref. this story 45-20

All bids for shipping priorities for the maintenance periods of 24 August -2 September must be in possession of Q(Maint) or G-4(M & Tn) not later than 1800 hours 28 July. Greek maintenance bids will be accepted for the period of 24 August-22 September.

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TRANSPORTATION NEWS LETTER

PORT SITUATION---NAPLES AREA

	Discharged							General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	Salerno	Torre Annu.	
11 July	0	4779	1703	6482	5340	1402	0	4453
12 July	27	3414	2158	5572	3672	328	1552	3495
13 July	58	3959	2232	6191	4866	149	1176	3275
14 July	1	3260	980	4240	2858	428	954	4614
15 July	7	6582	1052	7634	5285	1764	685	4942
16 July	20	5105	1538	6643	5324	1254	69	3797
17 July	1	7326	1121	8447	7803	442	202	3899
Total	114	34425	12784	45209	34548	5523	4638	29475
Daily Av	16	4918	1826	6458	4935	789	663	4068

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
11 July	0	1857	0	1857	1470
12 July	0	1921	0	1921	1724
13 July	0	2235	0	2235	1649
14 July	0	2196	0	2196	1730
15 July	0	1047	0	1047	2189
16 July	0	1459	0	1459	2226
17 July	0	910	0	910	2199
Total	0	11625	0	11625	13387
Daily Av	0	1661	0	1661	1884

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
8 July	0	0	2790	2790	22	578
9 July	0	0	2894	2894	22	359
10 July	0	0	2726	2726	70	406
11 July	0	0	2230	2230	85	735
12 July	0	0	1679	1679	0	751
13 July	0	0	1797	1797	0	1018
14 July	0	0	1721	1721	2	1012
Total	0	0	15837	15837	201	4859
Daily Av	0	0	2262	2262	29	694

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

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12 July	27	3414	2158	5572	3642	328	1032	3455
13 July	58	3059	2332	6191	4866	149	1176	3275
14 July	1	3260	980	4240	2658	428	954	4614
15 July	7	6582	1052	7634	5186	1284	685	4942
16 July	20	5165	1838	6643	5331	1254	69	3797
17 July	1	7363	1121	8247	7603	642	202	5809
Total	114	36276	[illegible]	47[illegible]	34[illegible]	5[illegible]	4[illegible]	23[illegible]
Daily Av	16	4982	2540	6843	4844	852	662	4068

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
11 July	0	1857	0	1857	1470
12 July	0	1921	0	1921	1724
13 July	0	2235	0	2235	1649
14 July	0	2196	0	2196	1730
15 July	0	1047	0	1047	2189
16 July	0	1459	0	1459	2226
17 July	0	910	0	910	2199
Total	0	[illegible]	0	[illegible]	13[illegible]7
Daily Av	0	1884	0	1884	1884

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
8 July	0	0	2730	2730	22	578
9 July	0	0	2394	2694	22	359
10 July	0	0	2726	2726	70	406
11 July	0	0	2280	2280	85	735
12 July	0	0	1679	1679	0	761
13 July	0	0	1797	1797	0	1018
14 July	0	0	1721	1721	2	1012
Total	0	0	15637	15637	201	4859
Daily Av	0	0	2268	2262	29	694

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
8 July	0	1700	2807	4507	0	175	1815	1990
9 July	0	1500	2650	4150	0	151	1307	1458
10 July	0	1065	2655	3720	0	187	1746	1933
11 July	0	785	3072	3857	0	188	2219	2407
12 July	0	623	1943	2566	0	158	2418	2576
13 July	0	433	2606	3039	0	218	1707	1925
14 July	10	227	2545	2772	0	202	1113	1375
Total	10	5583	18279	24511	0	1389	12325	13604
Daily Av	1	700	2329	3513	0	191	1761	1952

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 21 July

Awaiting Berth to Discharge
Fairwind
Sweepstakes
Ethan Hitchcock
Ivernia

Discharging
James Bowdoin 23
Fred Remington 24
Louis Brandeis 28
Thomas Stone 24
Jamaique 23
Albert Ritchie 28
Malange 22
William Yancey 25
Ephrian Baughman 28
Andrew Preston 27
George Pern 30
Bangkok 22
Fort Saltisdac 24
Nurtureton 23

Awaiting Berth to Load
William Davidson
Dodekanisos
Robert Hayne

Loading
Nathaniel Silsbee 25
George Durant 24
Jacob Harper 25
Morris Hillquit 25
Robert Lovett 25
John Vining 26
Harriet Stowe 23
Robert Henri 25
Josiah Parker 22
Jesse Applegate 24
George Vickers 25
Grover Hutcherson 24
R.H.Williamson 24
Reinhold Richter 26
Florence Crittenton 27
William Pepper 25
Eugene O'Donnell 28

NAPLES as of 22 July

Awaiting Berth to Discharge
Cecil Bean

Discharging
Fort Clatsop 22
Ocean Faith 23
Charles Bullfinch 23
Margaret Brent 24
Sanloyal 25
Santa Chiara 25
Andrea Gritti 26
William Rawls 26
David Houston 27
John Forbes 27
Henry Wilson 28
John Robins 28
General Fleischer 29
August Belmont 29
Newton Baker 30
Joseph Folk 31
Fort Kaskaskia
Cromarty
Paul Benjamin
Charles Glover 5

Loading
Samalness
Reuben Tipton
Joseph Cannon
William Moseley
Moses Brown
Collis Huntingdon
William Yates
Aedanus Burke

Loaded, Awaiting Orders or Convoy
Barry Kirby
F.J.Luckenbach
Robert Newell

LEGHORN as of 23 July

Discharging
William Matson
George E. Pickett
Bloodworth
Westbrook Victory
Blue Ridge Victory
Le Grande Victory

Loading
Henry H. Richardson
George M. Cohan
Andrew Turnbull
Henry Jocelyn
William Matson
Winifred L. Smith
George E. Pickett

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Fairwind
Sweepstakes
Ethan Hitchcock
Ivernia

Discharging
James Bowdoin 23
Fred Remington 24
Louis Brandeis 28
Thomas Stone 24
Jamaique 23
Albert Ritchie 28
Malange 22
William Yancey 25
Ephrian Baughman 28
Andrew Preston 27
George Fern 30
Bangkok 22
Fort Sakisdac 24
Murtureton 23

Awaiting Berth
to Load
William Davidson
Dodekanisos
Robert Hayne

Loading
Nathaniel Silsbee 25
George Durant 24
Jacob Harper 25
Morris Hillquit 25
Robert Lovett 25
John Vining 26
Harriet Stowe 23
Robert Henri 25
Josiah Parker 22
Jesse Applegate 24
George Vickers 25
Grover Hutcherson 24
R.H.Williamson 24
Reinhold Richter 26
Florence Crittenton 27
William Pepper 25
Eugene O'Donnell 28
John Latrobe 28
Horatio Allen 28
Darel Ritter 29
Louis Joliet 29
Benjamin Lundy 26
Thomas Walsh 26
Rachel Jackson 27
Stanton King 27
George Reed 27
John Mosby 27

Loaded, Awaiting
Orders or Convoy
Henry Foote
James Gilles

Discharging
Fort Clatsop 22
Ocean Faith 23
Charles Bullfinch 23
Margaret Brent 24
Samloyal 25
Santa Chiara 25
Andrea Gritti 26
William Rawls 26
David Houston 27
John Forbes 27
Henry Wilson 28
John Robins 28
General Fleischer 29
August Belmont 29
Newton Baker 30
Joseph Folk 31
Fort Naskaskia
Cromarty
Paul Benjamin
Charles Glover 5

Loading
Samalness
Reuben Tipton
Joseph Cannon
William Moseley
Moses Brown
Collis Huntingdon
William Yates
Aedanus Burke

Loaded, Awaiting
Orders or Convoy
Barry Kirby
F.J.Luckenbach
Robert Newell

Bloodworth
Westbrook Victory
Blue Ridge Victory
La Grande Victory

Loading
Henry H. Richardson
George M. Cohan
Andrew Turnbull
Henry Jocelyn
William Matson
Winifred L. Smith
George E. Pickett

NOTE: Figures following names of vessels indicate estimated date of completion.

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TRANSPORTATION NEWS LETTER

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AFHQ.

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38	PSTO (Attn: SOPO
39	USA
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41	Pet Sec
42-61	COT ASF WD
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, USCFA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DUSRS, Italy, Rome
81	DDUSRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AQMG(M) Nov 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O. USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, C/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans

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11	QM
12	Sig O
13-14	Surg
15	Engr
16	CWS
17	Ord
18-32	Tpn

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37	APE Naples
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39	USA
40	AG I & D
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87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
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91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AQMG(M) Mov 3 Dist
96	Tpn O, Adriatic Base Command

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130-131	CO, ASF Training Center, Camp Plauche, New Orleans
132	DGMR, APO 887, Paris

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Allied Commission, Rome 9130

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(124-125)

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

PORT OF GENOA READY TO ACCEPT LIBERTIES

Ref. this story 45-1

TN. S/C

(Map of Port on Page 3)

The Port of Genoa has been cleared sufficiently to permit the accepting of two Liberty ships simultaneously, and it is anticipated that two more Liberty berths and one coaster berth will be ready for use by 25 July.

Rehabilitation of the port has been extremely difficult. Both the port and the harbor were mined heavily by the Germans. The mines are of a new type which do not detonate under ordinary fluffing procedure and it has been necessary to experiment with different methods of minesweeping to make the port safe. Extensive minesweeping operations are continuing.

A survey of the port made on 27 April revealed that it held more than 300 vessels, two-thirds of which were sunk. Seventy percent of the sunken craft, including warships and destroyers were completely below the surface.

The 30,000-ton liner, Augusta, converted to an Italian aircraft carrier, showed only her bow. Scuttled on top of the Augusta was the Cornelio Silla, a light cruiser which was being converted to an aircraft carrier.

The aircraft carrier, Aquila, formerly the 30,000-ton Italian liner, Roma, was found in the port afloat but badly damaged by bombs. Some 40 other vessels of varying sizes were found damaged but still afloat or beached, while approximately 84 vessels, all small, were found undamaged.

The western entrance to the port has been blocked beyond clearing by the scuttling of a 10,000-ton motor tanker, a 9,000-ton motor ship and two destroyers and by the sinking of a series of large concrete blocks which hamper the removal of the ships.

The eastern entrance, blocked by nine sunken vessels ranging from 3,000 to 30,000 tons, has been cleared to a depth of 40 feet and to a width of approximately 250 feet.

The outer port is now assumed to be safe for shipping, and extensive minesweeping in that area has been discontinued. Also discontinued is the practice of sweeping mines before each ship movement. Weekly routine mine sweeps are now being made in the portions of the port in use.

The older portion of the port of Genoa is built around a basin north of the east entrance. The new portion, of greater importance in reconstruction is built along the Gulf of Genoa, protected from the open sea by a breakwater. This portion is all deep draft. Mines, wreckage and sabotage has made a great

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(Map of Port on Page 3)

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Pier and berth numbering plan to be used in the rehabilitation of the port appears on the map on Page 3. Those piers and berths unnumbered have been damaged beyond reconstruction.

Of particular importance to shipping are the large Ansaldo fitting out shops located on the west end of the new port. Efforts are being made to clear a path so that ships may use the shop.

Berths 13 and 14 are now cleared for use by Liberties. Berths 11 and 12 will be cleared for Liberties on 25 July and Berth 10 will be cleared to accept coasters on the same date. Divers are making a thorough underwater

(Continued on Page 2)

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TRANSPORTATION NEWS LETTER

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PORT OF GENOA (Cont'd from Page 1)

search of the area to ascertain that all mines and obstacles have been removed.

Intensive minesweeping is being carried out to clear ship lanes to Ponte Eritrea (Pier A) and to Calata Gadda drydocks (Pier N) at an early date.

(Reference: NOIC GENOA Cable 181120B July)

OVERLOAD MAXIMUM OF TROOPSHIPS TO BE SET BY WAR DEPARTMENT

Ref. this story 45-2

Limitation of overloading personnel vessels to a maximum of 30 percent is to apply only to Liberty and Victory type vessels converted for troop carrying purposes. Troopships other than North Atlantic conversions and newly converted 1,500 capacity Victory ships each have individual characteristics which limit the amount of overloading.

In the future the War Department will determine the maximum number of troops each troopship other than the North Atlantic conversions and converted Victories can accept. Masters of vessels will be within their rights to limit the number of troops to be loaded when additional numbers would raise a question of ship stability and safety.

For example, the Mt. Vernon and West Point, both troopships, can accept no overload for stability reasons. The Marine Fox and Cristobal, on the other hand, due to arrive soon in MTO, will be capable of accommodating 3,000 troops each Normal capacity of the vessels is listed at 2,474 troops for the Marine Fox and 2,320 for the Cristobal.

(Reference: AGWAR cable W-36472 dated 22 July)

Early experiments in overloading vessels indicates that it will speed up the movement of troops out of MTO considerably. The Excelior, with a listed normal capacity of 466, lifted 637 personnel, while the Moses Cleaveland, with a normal listed capacity of 91, lifted 126.

Inspection of vessels revealed that considerable liveable space can be used by the installation of cots. The loading ports are now installing such cots where possible.

1,036 TONS OF STEVEDORE GEAR DECLARED EXCESS TO MTO NEEDS

Ref. this story 45-3

Approximately 1,036 tons of stevedore gear has been declared excess to this Theater's needs.

Five hundred cargo pallets, not included in the list, are being shipped to the North African Service Command to help alleviate a shortage there. NASC reported an urgent need for 1,000 pallets.

All dual tube lifebelts and carbon dioxide cartridges in the theater

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(Reference: NOIS cable [illegible])

Ref. this story 45-2

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All dual tube lifebelts and carbon dioxide cartridges in the theater have been declared excess and are now available for redistribution

Ref. this story 45-4

LIFE JACKETS TO U.S.

A total of 50,000 Kapok life jackets are being shipped to the United States to fill an urgent need. The remainder of the jackets in this Theater, approximately 87,000, are being used in the redeployment program.

Ref. this story 45-5

FORTEZZA-SAN CANDIDO LINE BLOCKED BY RAIL WASHOUT

A rail washout on Line 66 (Fortezza-San Candido-Villach) east of Fortezza, has blocked the railroad for approximately 30 days. A train set up to move fighter and air service group equipment to Horsning, Austria, over the line has been rerouted to Innsbruck, Schwarzach, St. Veit and Salzburg.

SECRET

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LAST COMBAT AIRCRAFT SET UP FOR SHIPMENT

Ref. this story 44-6

The last of the combat fighter aircraft which are to be shipped from MTO by water will be lifted in two converted cargo vessels (Zec craft).

The Zec craft is reconstructed to lift a maximum number of aircraft. Extra tween decks are installed and other structural changes made to make stowage of the airplanes efficient. Wings of the planes are removed and crated. The remainder of the craft is lashed but not crated. A Zec craft can stow approximately 50 planes below deck, the number varying with the type of plane.

One load of combat aircraft has been set up for Calcutta while the second has been set up for the United States. Previously, Zec craft lifted two loads of planes to Calcutta and one to the United States.

Many of the aircraft to be shipped from this Theater by water were deck loaded on tankers and regular cargo carriers.

"ITALIA" REQUISITIONED FOR BAGNOLI-CAPRI FERRY

Ref. this story 44-7

The converted yacht, "Italia" has been requisitioned as a recreational sailing vessel and is ferrying 7th Replacement Depot personnel between Bagnoli and Capri. The yacht made its first trip 15 July.

At present the "Italia" makes one round trip daily. Although life saving equipment for 200 passengers has been placed aboard only 125 passengers are being carried on each trip. It is contemplated increasing the figure after the run has become established.

The yacht, privately owned by Italian citizens, was used as a passenger carrier, making short hauls out of Naples before the war. She is 120 feet long with a 20-foot beam and a seven-foot draft. Of steel construction, the vessel is propelled by twin screws powered by two German diesel engines and is capable of a speed of 10 knots. The trip to Capri requires approximately 90 minutes.

In addition to the main deck, the yacht is equipped with an upper deck, highly suitable for recreational purposes. The 7th Replacement Depot's Officers' Club has donated $900 toward refreshments for passengers.

"REPPLE DEPPLE SPECIAL" SETS ROME-NAPLES RECORD

Ref. this story 44-8

584

The "Repple Depple Special", a passenger train set up to carry personnel from the 7th Replacement Depot to Rome, recorded the fastest post-war run between Naples and Rome on its first trip 14 July, completing the distance in six hours and 22 minutes. The run was made over Line 89, the coastal route between Rome and Naples, with 468 personnel aboard.

The fastest scheduled time for the run is over Line 90 through Cassino

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The fastest scheduled time for the run is over Line 90 through Cassino and requires nine hours.

The "Repple Depple Special" has been set up to carry 640 personnel to and from the Rome Rest Center, making three trips weekly. The personnel are principally casuals awaiting transportation to return to the United States.

The train leaves Campi Flegrei near Bagnoli at 0830 hours Tuesdays, Thursdays and Saturdays, and leaves Rome at 0830 hours on Sundays, Wednesdays and Fridays.

MULES LIFTED FOR HORSE SHOW — Ref. this story 44-9

Ten railcar loads of mules were lifted from the Quartermaster Remount Depot at Grosseto to Naples for the Horse & Mule Show to be held in Vomero Stadium in Naples 20,22 and 24 July.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE PORT OF NOVOROSSISK

Ref. this story 44-10

The Port of Novorossisk, once a major Russian Black Sea port, badly damaged by two major battles for its control, was almost completely destroyed by demolitions when the Germans finally left the area, but is being rehabilitated slowly and is capable of discharging approximately 400 short tons of general cargo per day.

Few buildings and none of the docks are intact, and the area is still littered with anti-personnel mines.

Approximately six maximum draft ships can be accommodated at mean low water, 28 to 30 feet, within the harbor area. The area is fairly large, but the water is relatively shallow. Wrecks in the harbor block some areas.

There are several docks in the port which, when cleared, will provide a fairly large capacity. There are few cranes in the port at present. Working are three three-ton cranes, one seven-ton crane and one 45-ton crane. Being assembled are one 45-ton crane, one eight-ton crane and one seven-ton crane. A 100-ton derrick is under project. There are two floating cranes in the port, but neither are in operation.

Good drinking water is available in any quantity and can be delivered at the rate of 25 tons an hour.

Limiting factors in port operation at present are the lack of transportation facilities for port clearance, lack of stacking and storage space and shortage of lighters. In additioner there is a lack of trained labor.

Key to Map on Page 5

1. Depth 28-30 feet. Transport and 6 or 8 submarines berthed here in April.
2. Piers appear to have been totally demolished.
3. Pier unused and with no cranes.
4. Total of 10 storehouses, one to west and nine to east of railway. Dimensions 250 feet by 130 feet.
5. Pier is narrow and congested by rubbish, wrecked sheds etc. No stacking space. Only crane is a small grab crane on the seaward end.
6. Pier has water enough for only one full and one half draft ship. One warehouse 250 x 500 feet.
7. Cement pier almost completely wrecked and full of debris.
8. Quarantine station now used as prison camp.
9. Western mole is breached in four places and eastern mole in three.

(Reference: Naval Intelligence Centre, Levant & M.E., O.S. 35/1/45 dated 2 June)

NEW CHART FOR DISTRIBUTION OF SHIPPING DOCUMENTS ISSUED

Ref. this story 44-11

A new chart showing the distribution of shipping documents for cargo for Pacific Ocean destinations has been issued, superseding MTOUSA Ltr AG 060/766 TPL-O dated 2 June 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Distribution of shipping documents is now a function of the base section and documents no longer will be forwarded to MTOUSA for dispatch.

(Reference: MTOUSA Ltr AG 060/766 TPN-O dated 14 July)

PERMISSION GRANTED TO CUT RAIL TIES — Ref. this story 44-12

Permission has been granted a private Italian firm to produce from Cosenza lumber supplies 5,000 ties for the Italian State Railways. It is stipulated that this production must not interfere with lumbering operations of the 800th Forestry Co. operating in the area.

SECRET

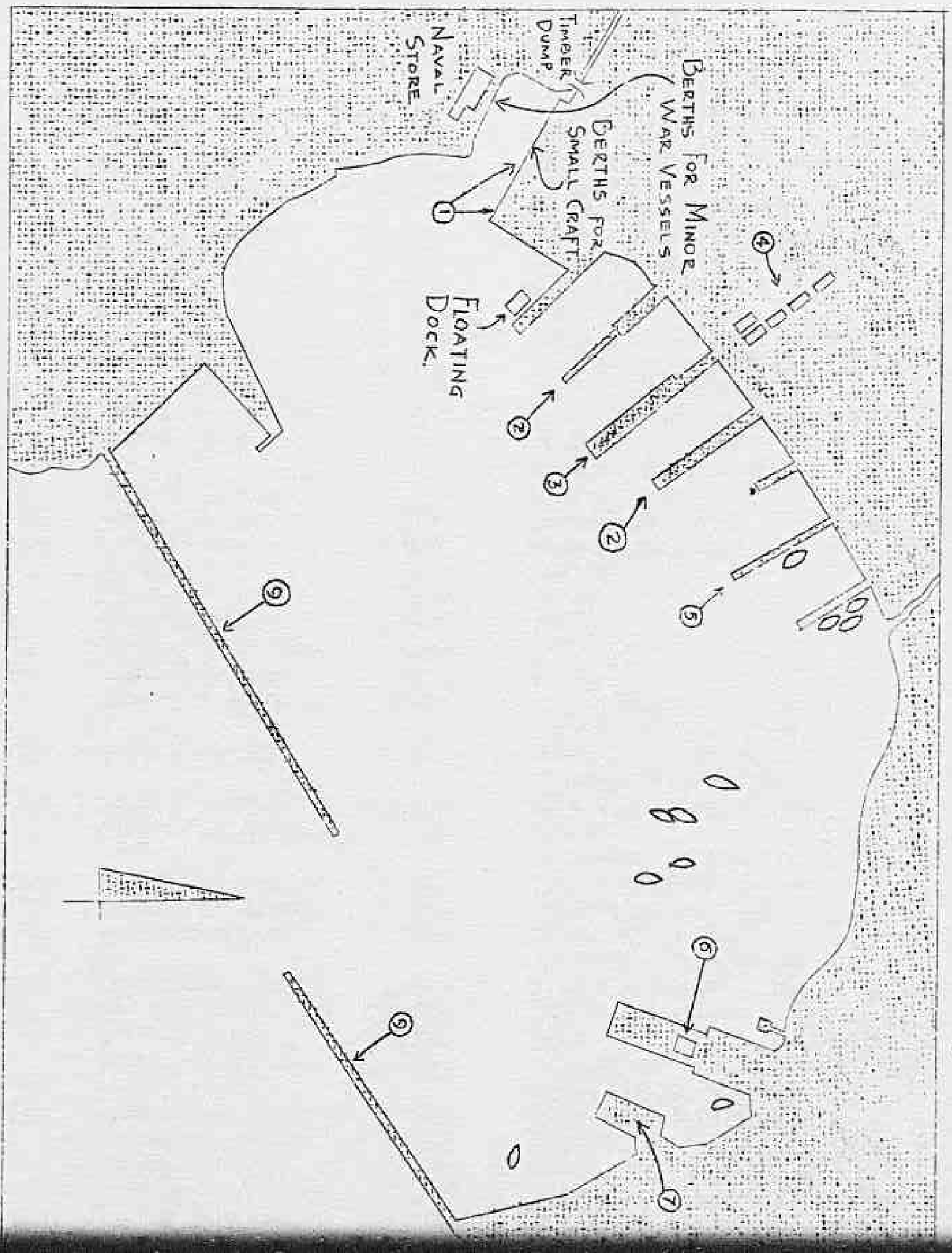
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TRANSPORTATION NEWS LETTER

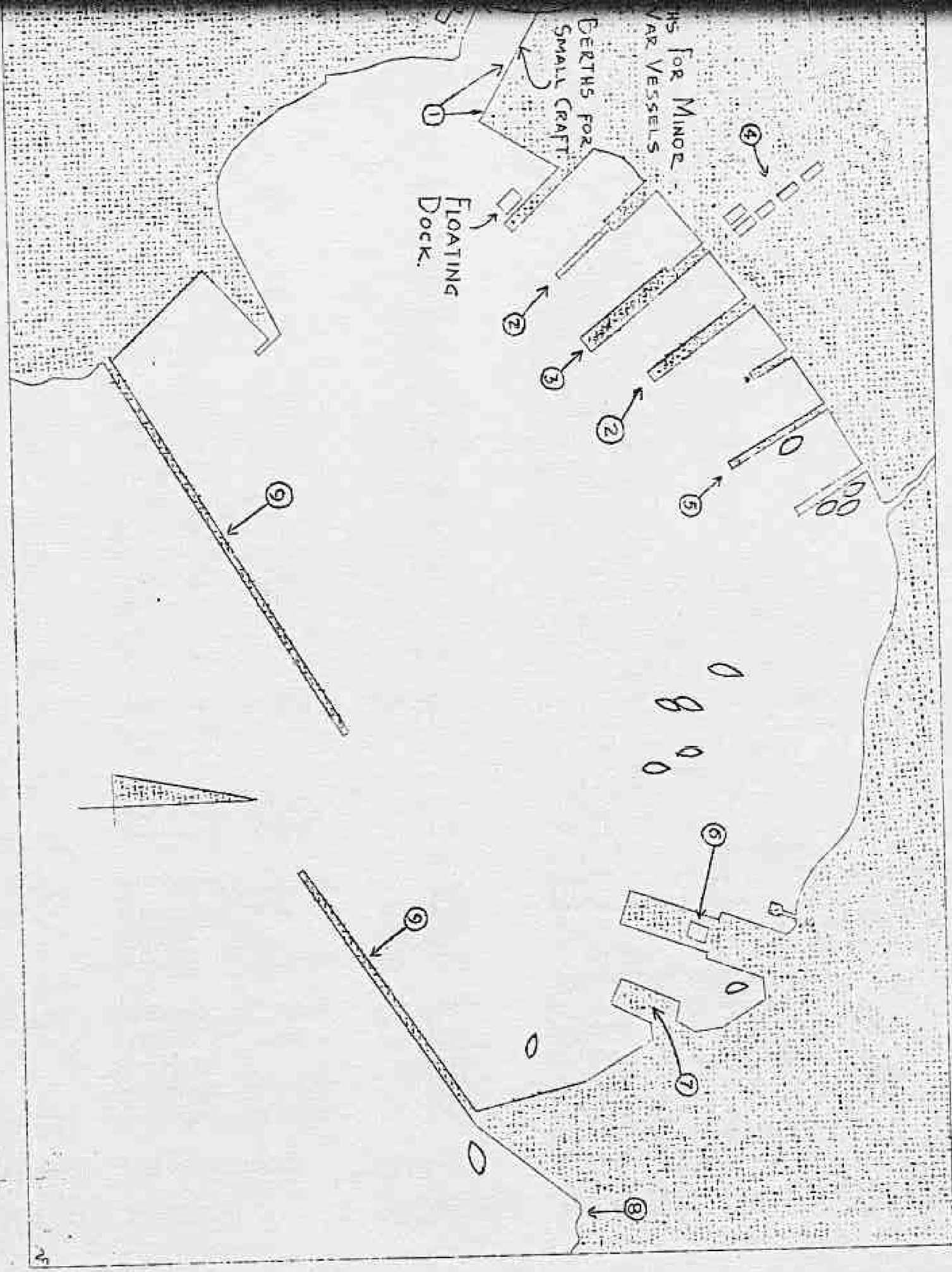
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THE PORT OF NOVOROSSISK



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Ref. this story 44-13

EMPTY PETROL DRUMS SOUGHT FOR U.S.

To meet a large demand for empty petrol drums in the United States, all available barrels are being collected at Bari, Naples and Leghorn. Vessels are capable of lifting approximately 30,000 barrels each.

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TRANSPORTATION NEWS LETTER

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DIVERSION OF VESSELS DUE IN THE MEDITERRANEAN

Vessels scheduled for early arrival in the Mediterranean were diverted as follows:

SHIP NO.	SHIP NAME	SAILED U.S.	DESTINATION	REMARKS
BA 290	August Belmont	29 June	Naples to berth or for on routing to Leghorn	U.S. Army
PH 220	Albert C. Ritchie	5 July	S. France	
	Alexander S. Clay	4 July	Balkans	UNRRA
	Ameriki	8 July	Oran	
	Arthur R. Lewis	6 July	Balkans	UNRRA
HR 537	Augustus P. Loring	6 July	Naples to berth or for on routing to Leghorn	
	Andrew W. Preston	27 June	S. France	Sulphur
	Belgian Amity	27 June	Oran	Wheat
CH 75	Ben B. Lindsey	30 June	Naples for orders	
BA 315	Blue Ridge Victory	7 July	Naples to berth or for on routing to Leghorn	
BA 317	Charles Bulfinch	2 July	Naples for orders	
	Charles C. Glover	30 June	Naples/Civitavecchia	
BA 314	Charles A. McCue	9 July	Naples to berth or for on routing to Leghorn	
	Cyrus H.K.Curtiss	7 July	Algiers	
HR 476	David S. Houston	26 June	Naples to berth or for on routing to Leghorn	
BA 302	David Caldwell	8 July	Naples to berth or for on routing to Leghorn	
	Donald H. Holland	4 July	Algiers/Philippeville	
HR 595	Ethan Hitchcock	3 July	S. France	
CH 74	Ephraim W. Baughman	1 July	S. France	
	E. Kirby Smith	9 July	Algiers	
	Edward A. Savoy	8 July	S. France	
HR 523	Fairfax	29 June	Naples	
PH 955C	Filipp Hazzei	3 July	Catania/Crotone	
PH 222	George E. Badger	29 June	Naples for orders	Coal
BA 306	General Fleischer	6 July	Naples to berth or for on routing to Leghorn	
	George Chaffey	7 July	Ancona for Trieste	
	George H. Dorn	4 July	S. France/Naples for orders	
	George W. Lively	9 July	Algiers for orders	
	Hadley F. Brown	26 June	Casablanca/Augusta for orders	
HR 497	Horatio Allen	27 June	Naples for orders.	
PH 223	Harry Kirby	3 July	Naples for orders	Coal
	Howard Stansbury	4 July	Catania/Ancona	
	Irvin S. Cobb	5 July	Constanza/Naples for orders	
	John H. Robins	28 June	Naples to berth or for on routing to Leghorn	
	John Miller	30 June	S. France	
	John W. Gates	26 June	Black Sea/Naples for orders	

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BA 290	August Belmont	29 June	on routing to Leghorn	
PH 220	Albert C. Ritchie	5 July	S. France	
	Alexander S. Clay	4 July	Balkans	UNRRA
	Amoriki	8 July	Oran	
	Arthur R. Lewis	6 July	Balkans	UNRRA
HR 537	Augustus P. Loring	6 July	Naples to berth or for on routing to Leghorn	
	Andrew W. Preston	27 June	S. France	Sulphur
	Belgian Amity	27 June	Oran	Wheat
CH 75	Ben B. Lindsey	30 June	Naples for orders	
BA 315	Blue Ridge Victory	7 July	Naples to berth or for on routing to Leghorn	
BA 317	Charles Bulfinch	2 July	Naples for orders	
	Charles C. Glover	30 June	Naples/Civitavecchia	
BA 314	Charles A. McCue	9 July	Naples to berth or for on routing to Leghorn	
	Cyrus H.K.Curtiss	7 July	Algiers	
HR 476	David S. Houston	26 June	Naples to berth or for on routing to Leghorn	
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	Donald H. Holland	4 July	Algiers/Philippeville	
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	E. Kirby Smith	9 July	Algiers	
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	Howard Stansbury	4 July	Catania/Ancona	
	Irvin S. Cobb	5 July	Constanza/Naples for orders	
	John M. Robins	28 June	Naples to berth or for on routing to Leghorn	
	John Miller	30 June	S. France	
	John W. Gates	26 June	Black Sea/Naples for orders	
HR 534	Jose G. Benitez	26 June	Naples for orders	
HR 538	Joseph W. Folk	30 June	Naples to berth or for on routing to Leghorn	
	Josuah Hendy	27 June	Piraeus/Naples for orders	
	James DeWolf	5 July	Gibraltar for orders	
	James B. Richardson	8 July	Casablanca/Naples for orders	
CH 76	John A. Campbell	5 July	Naples for orders	Coal
HR 557	Jamaique	1 July	S. France	Reefer
	John Murray Forbes	30 June	Casablanca/Naples for orders	
	John Stanton	2 July	Casablanca/S. France for orders	

(Continued on Page 7)

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DIVERSION OF VESSELS (Cont'd from Page 6)

SHIP NO.	SHIP NAME	SAILED U.S.	DESTINATION	REMARKS
	Lewis Emery Jr.	27 June	Oran	Wheat
BA 308	La Grande Victory	8 July	S. France	
	Mayo Brothers	29 June	S. France/Naples	
	Mexican	29 June	Yugoslavia/Naples for orders	
	Mahlon Pitney	29 June	Constanza/Naples for orders	
	Martha Berry	3 July	Oran for orders	
	Miaoulis (USA)	30 June	Salonika/Naples for orders	UNRRA
	Newton D. Baker	27 June	Naples	UNRRA
CH77	Nathan Hale	5 July	Naples for orders	Coal
	Nickolas D. LaBadie	9 July	Constanza/Naples for orders	
	Pere Marquette	28 June	Yugoslavia/Naples for orders	UNRRA
BA 303	Park Benjamin	4 July	Naples to berth or for on routing to Leghorn	
	Peter Minuit	1 July	S. France/Naples for orders	Wheat
	Psara	27 June	Piraeus/Naples for orders	
	Patrick S. Mahoney	6 July	Anconna for Trieste	
BA 307	R.S.Wilson	28 June	Naples for orders	Coal
BA 296	Renald Fernald	1 July	Naples/Genoa	
	Robert Y. Hayne	30 June	Casablanca/S. France for Orders	
HR 500	Stephan W. Kearny	1 July	Oran/S. France	
BA 283	Timothy Bloodworth	26 June	Naples to berth or for on routing to Leghorn	
FH 219	Thomas Stone	2 July	S. France	
BA 293C	Thomas Sumter	6 July	Oran for orders	Wheat
	Virginia	26 June	Piraeus/Naples for orders	Mule ship
	William Crane Gray	2 July	Oran/S. France for orders	
BA 301	William H. Webb	6 July	Naples to berth or for on routing to Leghorn	
BA 299	Westbrook Victory	5 July	Naples to berth or for on routing to Leghorn	

ACCEPTANCE OF TONNAGES BY ITALIAN PORTS 4-13 AUGUST

	USAGF	USAF	Br Army	Br AF	Civil	Coal	POL	Total
Naples	15000	500	17316	348	3500	0	0	36664
Bagnoli	0	0	0	0	0	10000	0	10000
Naples Sub Ports	0	0	0	0	12000	0	0	12000
Leghorn	4500	0	0	0	0	5000	0	9500
Civitavecchia	0	0	0	0	7000	8000	0	15000
Piombino	0	0	0	0	5000	0	0	5000
Heel	4500	1500	20433	214	0	1500	0	28147
Venice	0	0	11620	0	3450	4000	4190	23260
Trieste	0	0	2843	0	13700	0	3130	19673
Genoa	0	0	3438	0	4500	0	680	8618
Total	24000	2000	55650	562	49150	28500	8000	167862

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	Mexican	[illegible]	[illegible]	
	Mahlon Pitney	29 June	Constanza/Naples for orders	
	Martha Berry	3 July	Oran for orders	
	Miaoulis (WSA)	30 June	Salonika/Naples for orders	UNRRA
	Newton D. Baker	27 June	Naples	UNRRA
CH77	Nathan Hale	5 July	Naples for orders	Coal
	Nickolas D. LaBadie	9 July	Constanza/Naples for orders	
	Pere Marquette	28 June	Yugoslavia/Naples for orders	UNRRA
BA 303	Park Benjamin	4 July	Naples to berth or for on routing to Leghorn	
	Peter Minuit	1 July	S. France/Naples for orders	Wheat
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Venice	0	0	11620	0	3450	4000	4190	23260
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Total	24000	2000	55650	562	49150	28500	8000	167862

5892

RAILROAD TRAINING FILM RECEIVED IN THEATER

Ref. this story 44-14

Two prints of a new film on activities of the Military Railway Service overseas, "Railroaders Always," has been received in Theater film stocks and it is recommended that as many Transportation Corps personnel as possible be shown it. The film is identified as Misc. Film #1138.

AVIATION OIL TOWED FROM SARDINIA

Ref. this story 44-15

A barge-tug tow has been arranged to lift 400 tons of surplus aviation oil from Sardinia to Naples.

Two full ships are being set up to lift packaged POL to Italy.

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PORT SITUATION---NAPLES AREA

	Discharged							General Cargo Loaded
	No. Veh	General Cargo			Breakdown by Ports			
		*U.S.	Brit.	Total	Naples	Gaeta	T.Ann	
4 July	38	5577	2710	8287	7687	0	400	3258
5 July	24	2194	3316	5510	5366	0	144	3120
6 July	27	2943	3737	6680	6680	0	0	2722
7 July	57	3157	3944	7101	7101	0	0	3409
8 July	0	1998	4517	6515	6515	0	0	3006
9 July	0	6757	2817	9574	7525	2049	0	3118
10 July	0	6340	3646	9986	8511	1475	0	4099
Total	146	28966	24687	53653	49385	3524	544	22732
Daily Av	21	4138	3527	7665	7054	503	78	3247

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo			
		*U.S.	Brit.	Total	
4 July	4	1648	0	1648	492
5 July	5	1853	55	1908	484
6 July	7	2508	0	2508	729
7 July	0	1820	0	1820	325
8 July	0	1583	0	1583	1034
9 July	0	1535	0	1535	1503
10 July	0	2129	0	2129	1234
Total	16	13076	55	13131	5801
Daily Av	2	1868	8	1876	829

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo			No. Veh	Gen. Cargo
		U.S.	Brit	Total		
1 July	19	0	2031	2031	14	1908
2 July	11	0	2740	2740	0	1746
3 July	11	0	2667	2667	0	1113
4 July	0	0	3176	3176	0	1229
5 July	0	0	2299	2299	0	749
6 July	0	0	2940	2940	0	1006
7 July	0	0	3199	3199	10	1007
Total	41	0	19052	19052	24	8758
Daily Av	6	0	2722	2722	3	1251

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

Discharged Loaded

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7 July	57	3157	3944	7101	7101	0	0	3006
8 July	0	1998	4517	6515	6515	0	0	3118
9 July	0	6757	2817	9574	7525	2049	0	4099
10 July	0	6340	3646	9986	8511	1475	0	[illegible]
Total	146	28986	24687	53853	[illegible]	5524	544	22732
Daily Av	21	4138	3527	7665	7064	503	78	3247

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
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PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	Gen. Cargo
1 July	19	0	2031	2031	14	1908
2 July	11	0	2740	2740	0	1746
3 July	11	0	2667	2667	0	1113
4 July	0	0	3176	3176	0	1229
5 July	0	0	2299	2299	0	749
6 July	0	0	2940	2940	0	1006
7 July	0	0	3199	3199	10	1007
Total	41	0	19052	19052	24	[illegible]
Daily Av	6	0	2722	2722	3	1251

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo U.S.	Brit.	Total
1 July	0	1245	3757	5002	0	537	610	1147
2 July	0	1400	3621	5021	0	468	1826	2294
3 July	0	1061	4486	5547	0	675	995	1670
4 July	0	1280	3390	4670	0	545	716	1261
5 July	0	1226	4751	5977	0	482	123	605
6 July	2	425	3494	3919	0	565	1485	2050
7 July	0	800	3325	4125	0	430	1570	2000
Total	2	7437	20824	34261	0	3702	7325	11027
Daily Av	0	1062	3832	4894	0	529	1046	1575

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 16 July

Awaiting Berth to Discharge
Frederic Remington
Malange
Lewis Brandeis
Harry Garfield

Discharging
Alcoa Voyager 16
Eugene O'Donnell 17
Florence Crittenton 17
William Rawle 18
John Latrobe 19
James Bowdoin 22
William Yancey 25
R.M.Williamson 18
William Dobson 23
Bangkok 18
Fort Sakisdac 24
George Reed 18
Mayo Bros 23
Stanton King 16
John Mosby 18

Discharged, Awaiting Orders
American Builder

Loading
Henry Costin 17
Matthew O'Brien 18
Martin Johnson 18
Edwin Reed 18
Henry Foote 19
Harvey Miller 17
Frederick Dau 16
John Holland 19
Ben Osborne 18
Nathaniel Silsbee 20
Howell Jackson 18
James Gillis 18
George Durant 23
Jacob Harper 22
Morris Hillquist 23
Edwin Godkin 20
Thomas Walsh 22
Robert Lovett 21
Junius Smith 17

NAPLES as of 15 July

Awaiting Berth to Discharge
Cecil Beam

Discharging
John Payne 16
Horatio Allen 15
Moses Brown 15
Joseph Cannon 17
Dearne 17
Acdanus Bruke 18
Henry Wilson 21
William B. Yates 21
Ocean Faith 21
Samloyal 23
David Houston 26
Margaret Brent 26
Newton Baker 26

Discharged Awaiting Orders
Reuben Tipton

Loading
William Nichols
Paul Hayne
Charles Peale
Bruce Jarl
Willow Park
Samalness
Empire Caicos
Colis Huntington
Charles Hall
John Payne
Alfred Smith

Loaded Awaiting Orders
John Hammond
Timothy Bloodworth
William Bradford
Edwin Drake

LEGHORN as of 16 July

Discharging
Zacapa
Winifred L. Smith
George W. Pickett

Awaiting Berth to Load
George Chamberlain

Loading
Moses Cleaveland
Henry Richardson
George M. Cohan
R.V.Ingersoll
George W. Norris
Celestial
Andrew Turnbull
Willis VanDeVanter
Henry Jocelyn
Zacapa

581

NOTE: Figures following names of vessels indicate estimated

Declassified E.O. 12356 Section 3.3/NND No. 785021

Harry Garfield

Discharging
Alcoa Voyager 16
Eugene O'Donnell 17
Florence Crittenton 17
William Rawle 18
John Latrobe 19
James Bowdoin 22
William Yancey 25
R.H.Williamson 18
William Dobson 23
Bangkok 18
Fort Sakisdac 24
George Reed 18
Mayo Bros 23
Stanton King 16
John Mosby 18

Discharged,
Awaiting Orders
American Builder

Loading
Henry Costin 17
Matthew O'Brien 18
Martin Johnson 18
Edwin Reed 18
Henry Foote 19
Harvey Miller 17
Frederick Dau 16
John Holland 19
Ben Osborne 18
Nathaniel Silsbee 20
Howell Jackson 18
James Gillis 18
George Durant 23
Jacob Harper 22
Morris Hillquist 23
Edwin Godkin 20
Thomas Walsh 22
Robert Lovett 21
Junius Smith 17
John Vining 24
Harriet Stowe 24
Robert Henri 24
Joshia Parker 20
Jesse Applegate 20
Rinehold Richter 21
George Vickers 21
Benjamin Lundy 22
William Pepper 21

Loaded
Awaiting Orders
Ben Dixon
James Johnson

John Payne 16
Horatio Allen 15
Moses Brown 15
Joseph Cannon 17
Dearne 17
Audanus Bruke 18
Henry Wilson 21
William B. Yates 21
Ocean Faith 21
Samloyal 23
David Houston 26
Margaret Brent 26
Newton Baker 26

Discharged
Awaiting Orders
Reuben Tipton

Loading
William Nichols
Paul Hayne
Charles Peale
Bruce Jarl
Willow Park
Samalness
Empire Caicos
Colis Huntington
Charles Hall
John Payne
Alfred Smith

Loaded
Awaiting Orders
John Hammond
Timothy Bloodworth
William Bradford
Edwin Drake

Awaiting Berth
to Load
George Chamberlain

Loading
Moses Cleaveland
Henry Richardson
George M. Cohan
R.V.Ingersoll
George W. Norris
Celestial
Andrew Turnbull
Willis VanDeVanter
Henry Jocelyn
Zacapa

581

NOTE: Figures following names of vessels indicate estimated date of completion.

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3 C/S
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5 G-2
6 G-3
7 G-4 Plans
8-9 G-4
10 G-4(S & R)
11 QM
12 Sig O
13-14 Surg
15 Engr
16 CWS
17 Ord
18-32 Tpn

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33 G-4 (M & Tn)Br
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36 MRS Rep
37 APE Naples
38 PSTO (Attn: SOPO
39 USA
40 AG P & D
41 Pet Sec

42-61 COT ASF WD
62 CG, Deltabase
63 CG, Conad
64 CG, Penbase
65 CG, MAAF
66-68 CG, AAFSC/MTO
69 CG, USSTAF (Attn: G-4)
70-71 CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76 COT, ETOUSA
77-78 COMM, Eighth Fleet
79 CG, Pembark
80 DIRS, Italy, Rome
81 DDIRS, Italy, Rome
82 CO, Adriatic Base Depot
83 CO, Penbase South
84 Rail Tpn O, Penbase South
85-86 CO, 10th Port
87-88 CO, 8th Port
89 CO, 8th Port (I & E O)
90 Tpn O, Deltabase
91 Tpn O, Conad
92 Tpn O, Penbase
93 Tpn O, Fifth Army
94 Tpn O, Penbase South
95 AQMG(M) Mov & Dist
96 Tpn O, Adriatic Base Command

97 G-4, Fifth Army
98-99 MATS, Naples
100-101 CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103 Chief, Trans Service, SCS, USAF, IBT, APO 885, c/o pm, New York
104-105 Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107 Tpn O, AMET, APO 787, c/o pm, New York
108-109 Port Tpn O, PGC, APO 795, c/o pm, New York
110-111 Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113 Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115 Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117 COT, USF, China Theater, APO 879, c/o pm, New York
118-119 Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121 Tpn O, POA, APO 958, C/o pm, San Francisco
122-123 Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125 Allied Commission, Rome (Attn: Tpn Sub Com)
126 Joint Railway Control Board, PBS, Naples
127 Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129 Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O.
130-131 CO, ASF Training Center, Camp Plaucho, New Orleans
132 POMP, APO [illegible]

O.A.O.I.
Declassified E.O. 12356 Section 3.3/NND No. 785021

3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4(S & R)
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12	Sig O
13-14	Surg
15	Engr
16	CWS
17	Ord
18-32	Tpn

AFHQ.

33	G-4 (M & Tn)Br
34	G-4 Log Plans
35	G-3
36	MRS Rep
37	APE Naples
38	PSTO (Attn: SOPO
39	USA
40	AG P & D
41	Pet Sec

62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AFHQ/MTO
69	CG, USCOA (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	CCNM, Eighth Fleet
79	CG, Pembark
80	DDRS, Italy, Rome
81	DDRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (I & E O)
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91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AGMG(M) Nov 3 Dist
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126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	Commandant, Tpn Corps School, New Orleans, Army Air Base, N.O.
130-131	CO, ASF Training Center, Camp Plauche, New Orleans
132	DGTR, APO 887, Paris

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Allied Commission Reps
Cen. Sec. Jpn. Sub Com.

TN 5/C (2)
5601
124
SP 210 (JCS 1380/15)
WCC 31/15

MEMORANDUM: To All Concerned.

SUBJECT: Transportation News Letter

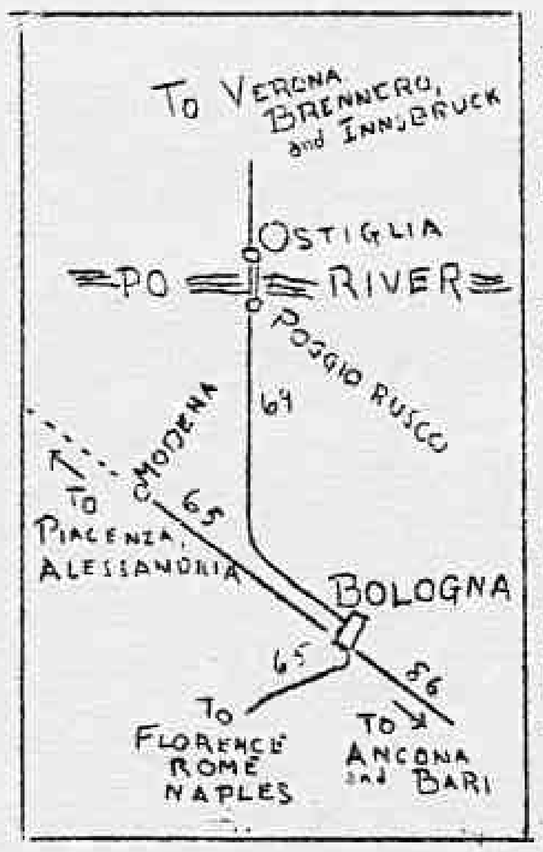
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PO RIVER RAIL BRIDGE COMPLETION LINKS ITALY, AUSTRIA, GERMANY

Ref. this story 43-1

Continuous rail connection between the southernmost tip of Italy and Austria and Germany was accomplished 8 July with the completion of the reconstruction of the Po River railroad bridge at Ostiglia. The bridge was opened to traffic at 1030 hours 8 July.



A truck ferry which bridged the rail gap by using a temporary floating bridge erected on Highway 12 has been discontinued. Also closed as a result of the completion of the bridge is the railhead at Poggio Rusco south of the bridge.

A new railhead with a capacity of 4,000 tons per day has been established at Verona. Line 96 between Verona and Bologna now has a capacity of 4,000 tons per day in each direction.

Italy now has railroads extending up both east and west coasts and meeting at Bologna. The East Coast line, 86, was completed 30 June with the repair of the Ancona Tunnel at Osimo, approximately 10 miles south of Ancona. Completion of repairs had been delayed for more than a month by landslides and water shortages.

Line 69, which is routed through Brenner Pass is considered the most important international railroad in Italy.

MODENA-BOLOGNA LINE COMPLETED

Ref. this story 43-2

Line 65 between Bologna and Modena was completed 10 July and a railhead established at Modena. Railhead capacity is 4,000 tons per day. It is estimated that Line 65 will be completed to Piacenza by 30 July, providing a direct rail link between Bologna and Alessandria.

FIFTEENTH ARMY GROUP DISBANDED; U.S. CONTINGENT GOES TO AUSTRIA

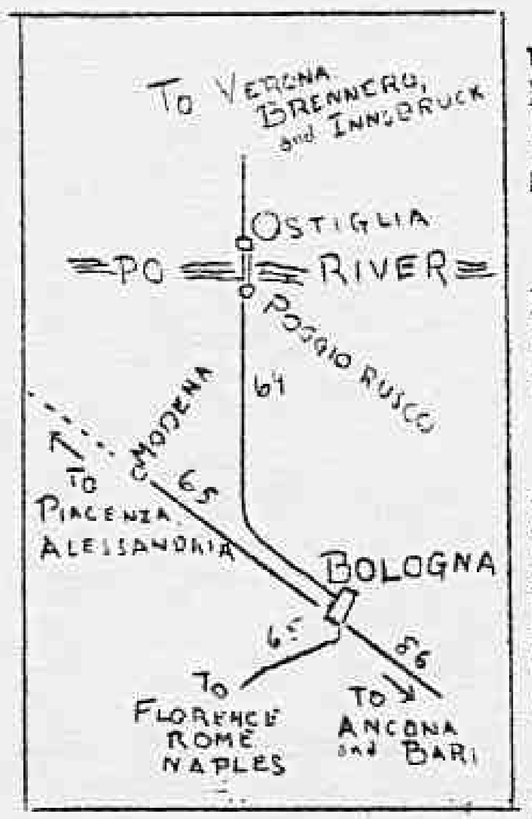
Ref. this story 43-3

Headquarters, 15th Army Group, was disbanded effective at 2400B hours 5 July and the U.S. contingent reorganized and redesignated as U.S. Occupational Forces in Austria (USCFA). General Mark Clark is in command of all U.S. Forces in Austria.

Fifth and Eighth Army units now are under direct command of AFHQ.

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Fifth and Eighth Army units now are under direct command of AFHQ. Army units which were assigned to Hq, 15th Army Group, were reassigned to Hq, USCFA.

Temporarily, the telephone exchange of USCFA will remain Filpot.

(Reference: 15th Army Group cable O-5797 dated 5 July; AFHQ cable FX 17725 dated 5 July)

MOV, BRITISH INCREMENT, FIFTH ARMY, CLOSES — Ref. this story 43-4

Movements, British Increment, Fifth Army, closed effective 1200 hours 6 July. A British officer has been attached to Transportation (US), Fifth Army, for liaison duties.

(Reference: Mov Br Inc cable 5290 dated 6 July)

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U.S. COAST GUARD PERSONNEL SUPERVISING AMMO STOWAGE

Ref. this story 43-5

U.S. Coast Guard personnel have been stationed at the ports of Naples, Leghorn, Bari and Brindisi to supervise the handling of explosives and to interpret Coast Guard regulations.

Detailed at Naples are five officers and 43 enlisted men, at Leghorn and Bari four officers and 43 enlisted men, and at Brindisi two officers and 21 enlisted men.

The Coast Guardsmen are authorities on the outloading of explosives. They will supervise the handling of explosives in the port vicinity and the stowing of explosives aboard cargo ships. Their rulings as to handling and stowage may be overruled only through MTOUSA coordination with Coast Guard Commanding Officer, Explosive Loading Detail.

(Reference: AFHQ cable FX 17603 dated 5 July)

REQUISITIONING OF VESSEL FOR CAPRI FERRY RECOMMENDED

Ref. this story 43-6

Requisitioning of the Italian vessel, Famiglia, now under construction and nearing completion at Castellammare, for use as a passenger ferry between Sorrento and Capri has been made by Transportation, AFHQ.

The vessel will have a top speed of approximately 10 knots and will be able to make many trips each day. She will be able to sail in most types of weather, having adequate shelter space for passengers.

The Famiglia is being constructed of wood, approximately 50 feet long and 20 feet in the beam. She has a gross weight of approximately 50 tons and is powered by a German diesel engine of approximately 300 horsepower.

It is believed that the vessel originally was designed for fishing or carrying cargo, but that it was converted to a passenger carrier in its final stages.

40 MINCA BARGES ALLOCATED TO ALLIED COMMISSION

Ref. this story 43-7

Forty unassembled British Minca barges stored in the Transportation Corps Depot in Naples will be turned over to the Allied Commission by allocation of the Mediterranean Shipping Board as they are excess to Army needs. Originally 30 of the barges were to go to Genoa and ten to Malta.

The barges will be delivered unassembled by the U.S. Army to an erection site designated by Allied Commission. The commission will supervise the assembling.

Seven assembled Minca barges are being towed to Naples for repair be-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Detailed at Naples are five officers and 49 [illegible] and Bari four officers and 43 enlisted men, and at Brindisi two officers and 21 enlisted men.

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Seven assembled Minca barges are being towed to Naples for repair before being released from Army Control to Medbo. The barges will then be available for reallocation by the Director of Harbor Craft.

CRITICAL RAIL CAR SHORTAGE REPORTED IN LEGHORN, CALABRIA

Ref. this story 43-8

A critical shortage of rail cars has been reported in the Leghorn and Calabria areas. Extension of lines of communications into Northern Italy and redeployment traffic is blamed for the situation.

To provide cars for priority cargo, outloading at the Air Forces Depot at Pontedera of freight destined for Icerra in the Naples area has been suspended for four days commencing 7 July.

It has been reported that in the Calabria area, one million board feet of timber has been backpiled because of the lack of rolling stock.

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AUTHORIZATION SOUGHT TO DECLARE RAIL STOCK EXCESS AS OF 1 SEPT.

Ref. this story 43-9

Authorization to declare as excess to military needs as of 1 September 248 steam locomotives and 660 pieces of railroad rolling stock has been requested from the War Department with the provision that these only be considered excess if they are to be applied against Allied Commission requisition for Italian railroad requirements.

Railway operations in connection with redeployment and necessary civil traffic to prevent disease and unrest requires continued use of U.S. equipment in Italy, it is maintained.

Listed as excess are:

243	USA 2-8-0 steam locomotives
5	USA 0-6-0 steam switch locomotives
248	

556	box cars 4-wheel 20-ton
5	box cars 8-wheel 40-ton
3	well cars 50-ton
53	flat cars 8-wheel 40-ton
29	flat cars 8-wheel 50-ton
14	flat cars 4-wheel 20-ton
660	

Two other items, not a part of Allied Commission requirements, but of possible use to the Italian government, may also be declared excess. They are:

4	cranes locomotive self-propelled 75-ton
2	auto railers Evans E15

(Reference: MTOUSA cable FX-17490 dated 5 July)

DIESELS TO BE DECLARED EXCESS

Ref. this story 43-10

Sixty-seven 65-ton diesel electric locomotives will be declared as excess to this Theater's needs on 1 September. It has been recommended that if these are not required operationally in other Theaters, they be applied against Allied Commission requirements on a basis of one diesel for one steam locomotive.

579

(Reference: MTOUSA cable FX-17490 dated 5 July)

PORTS CAUTIONED IN DECK LOADING VESSELS FOR PANAMA CANAL ROUTE

Ref. this story 43-11

Outloading ports have been advised that bits on all ships routed through the Panama Canal must be kept clear of vehicles and other cargo. Hawsers must be secured to the bits in order to tow the vessels through the canal. The

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railroad requirements.

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5	USA 0-6-0 steam switch locomotives
248	

556	box cars 4-wheel 20-ton
5	box cars 8-wheel 40-ton
3	well cars 50-ton
53	flat cars 8-wheel 40-ton
29	flat cars 8-wheel 50-ton
14	flat cars 4-wheel 20-ton
660	

Two other items, not a part of Allied Commission requirements, but of possible use to the Italian government, may also be declared excess. They are:

4	cranes locomotive self-propelled 75-ton
2	auto railers Evans E15

(Reference: MTOUSA cable FX-17490 dated 5 July)

DIESELS TO BE DECLARED EXCESS — Ref. this story 43-10

Sixty-seven 65-ton diesel electric locomotives will be declared as excess to this Theater's needs on 1 September. It has been recommended that if these are not required operationally in other Theaters, they be applied against Allied Commission requirements on a basis of one diesel for one steam locomotive.

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Outloading ports have been advised that bits on all ships routed through the Panama Canal must be kept clear of vehicles and other cargo. Hawsers must be secured to the bits in order to tow the vessels through the canal. The operation is slowed if the bits are blocked by deck cargo.

(Reference: AFHQ cable FX 17753 dated 5 July)

CIRCULAR ON CIVIL SUPPLY MARKINGS RECOMMENDED FOR PORTS AND DEPOTS — Ref. this story 43-12

AFHQ Circular AG 400.161/077 GEG-O, dated 5 July, 1945, dealing with markings on civil supplies for Italy has been recommended for study by ports and depots.

TRIESTE OPENED TO PERSONNEL VESSELS — Ref. this story 43-13

The port of Trieste now has two berths capable of accepting personnel ships with maximum drafts of 29 feet.

SECRET

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SECRET

TRANSPORTATION NEWS LETTER

HIGHWAY TRANSPORT CAPACITIES STATED EASILY, ACCURATELY BY NEW METHOD

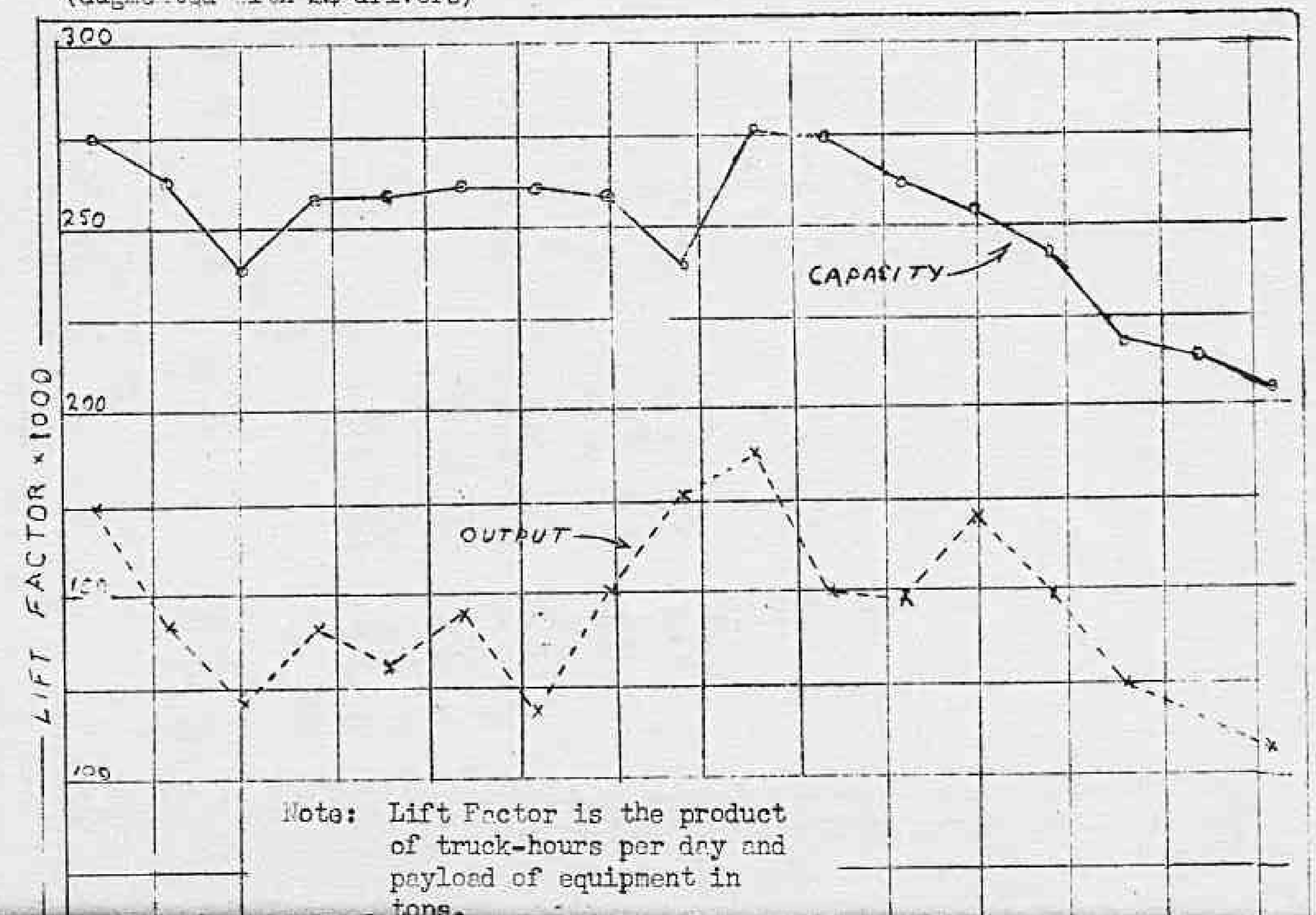
Ref. this story 43-14

A method of deriving reasonably accurate estimates of requirements for highway hauling projects and for determining capacities and actual work output of truck units has been developed and put in use in MTOUSA.

The basic unit of work measurement is the number of truck-hours a company can operate per day. The lift of a truck company per hour of operation is then approximately proportional to the payload of its equipment. The product of truck hours per day and the payload of equipment gives a "lift factor" for the truck company. The sum of all lift factors of individual companies is the total lift factor for the installation.

During April, 1945, a Personnel Utilization Survey was conducted covering all truck units attached to PBS Transportation Section. The following standards were established for output of truck companies in truck-hours per day for continuous operation:

Type of Unit	Type of Personnel	Output in truck Hours per Day
QM Truck Co. T/O & E 10-57	U.S. Military	566
QM Truck Co. T/O & E 10-57 (augmented with 24 drivers)	U.S. Military	680



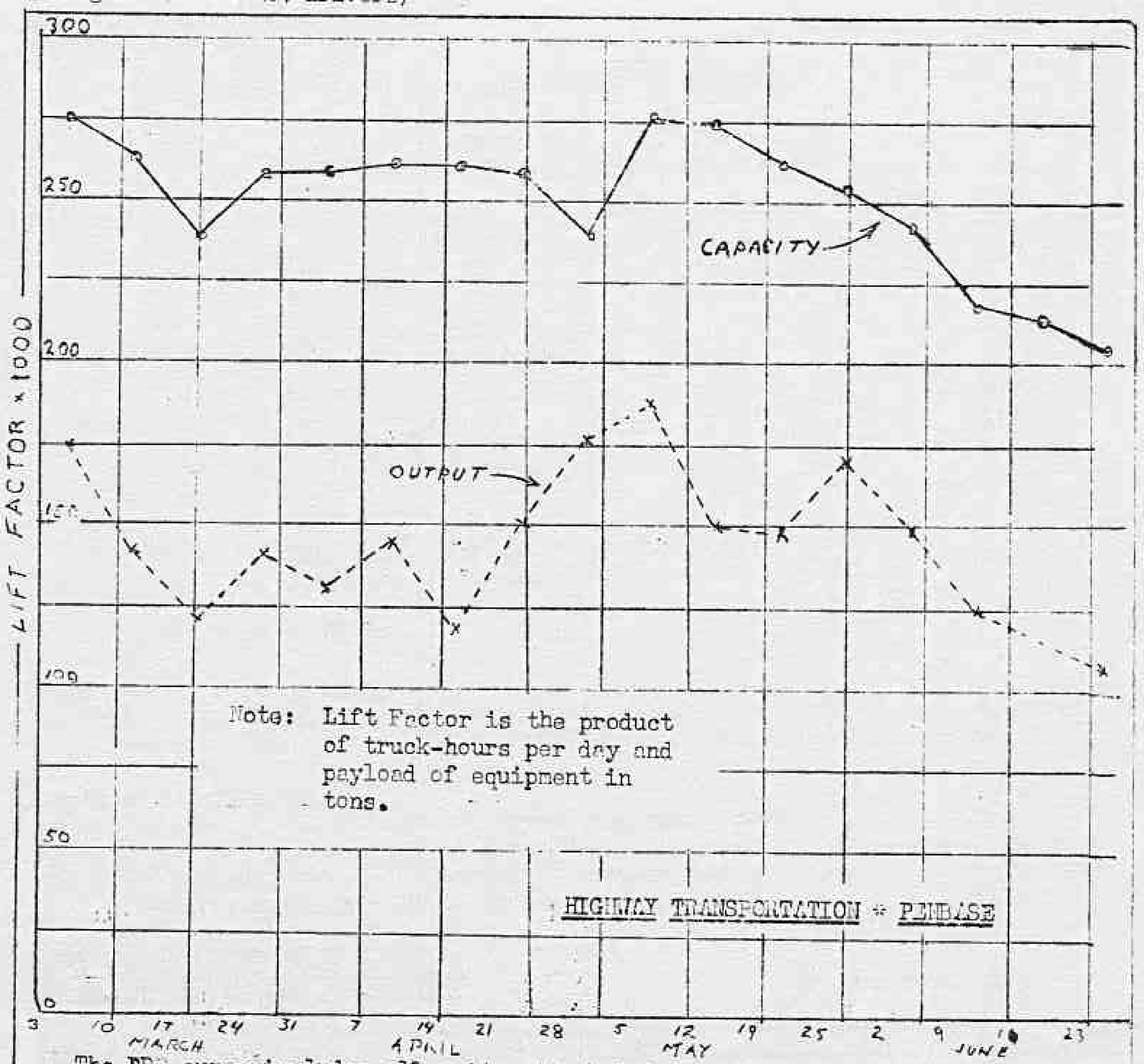
Note: Lift Factor is the product of truck-hours per day and payload of equipment in tons.

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The basic unit of work measurement is the number of truck-hours a company can operate per day. The lift of a truck company per hour of operation is then approximately proportional to the payload of its equipment. The product of truck hours per day and the payload of equipment gives a "lift factor" for the truck company. The sum of all lift factors of individual companies is the total lift factor for the installation.

During April, 1945, a Personnel Utilization Survey was conducted covering all truck units attached to PBS Transportation Section. The following standards were established for output of truck companies in truck-hours per day for continuous operation:

Type of Unit	Type of Personnel	Output in truck Hours per Day
QM Truck Co. T/O & E 10-57	U.S. Military	566
QM Truck Co. T/O & E 10-57 (augmented with 24 drivers)	U.S. Military	680



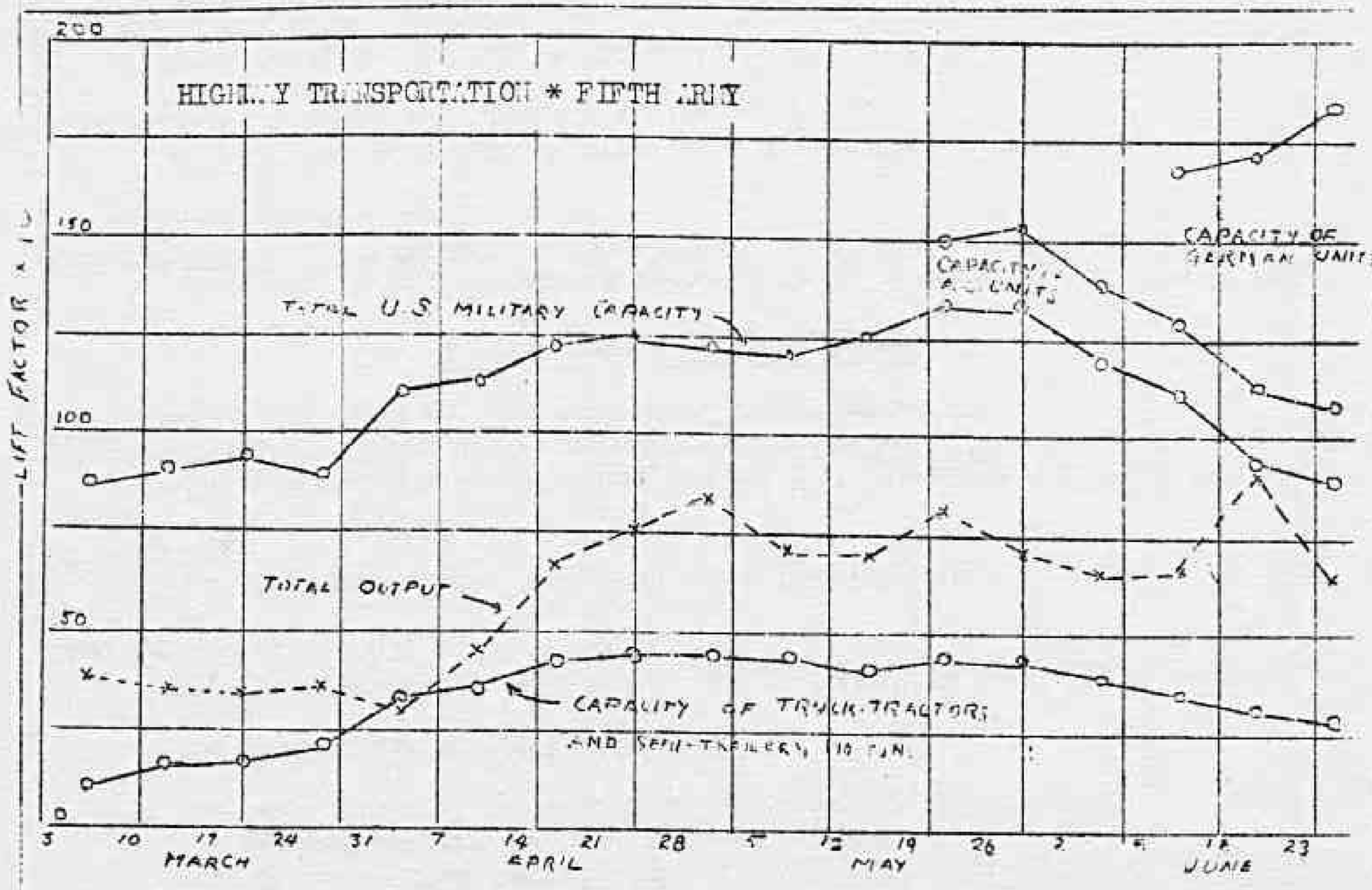
The PBS curve includes all units attached to PBS Transportation Section consisting of U.S. Military truck companies, Italian Military truck companies, Italian Service truck companies and Italian Civilian truck pool

(Continued on Page 5)

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HIGHWAY TRANSPORT CAPACITIES MEASURED (cont'd from Page 4)



The lift factors of the Allied Commission trucks and the recently activated German Companies are shown separately from the capacity lift factor of the U.S. Military Truck Companies. The sharp decline in the U.S. Military lift factor beginning in June is due to redeployment and the loss of experienced personnel through Adjusted Service Ratings.

QM Truck Co. (Hv) T/O & E 10-37	U.S. Military	680
QM Truck Co. T/O & E 10-57	Italian Military	520
QM Truck Co. T/O & E 10-57	Italian Service	470

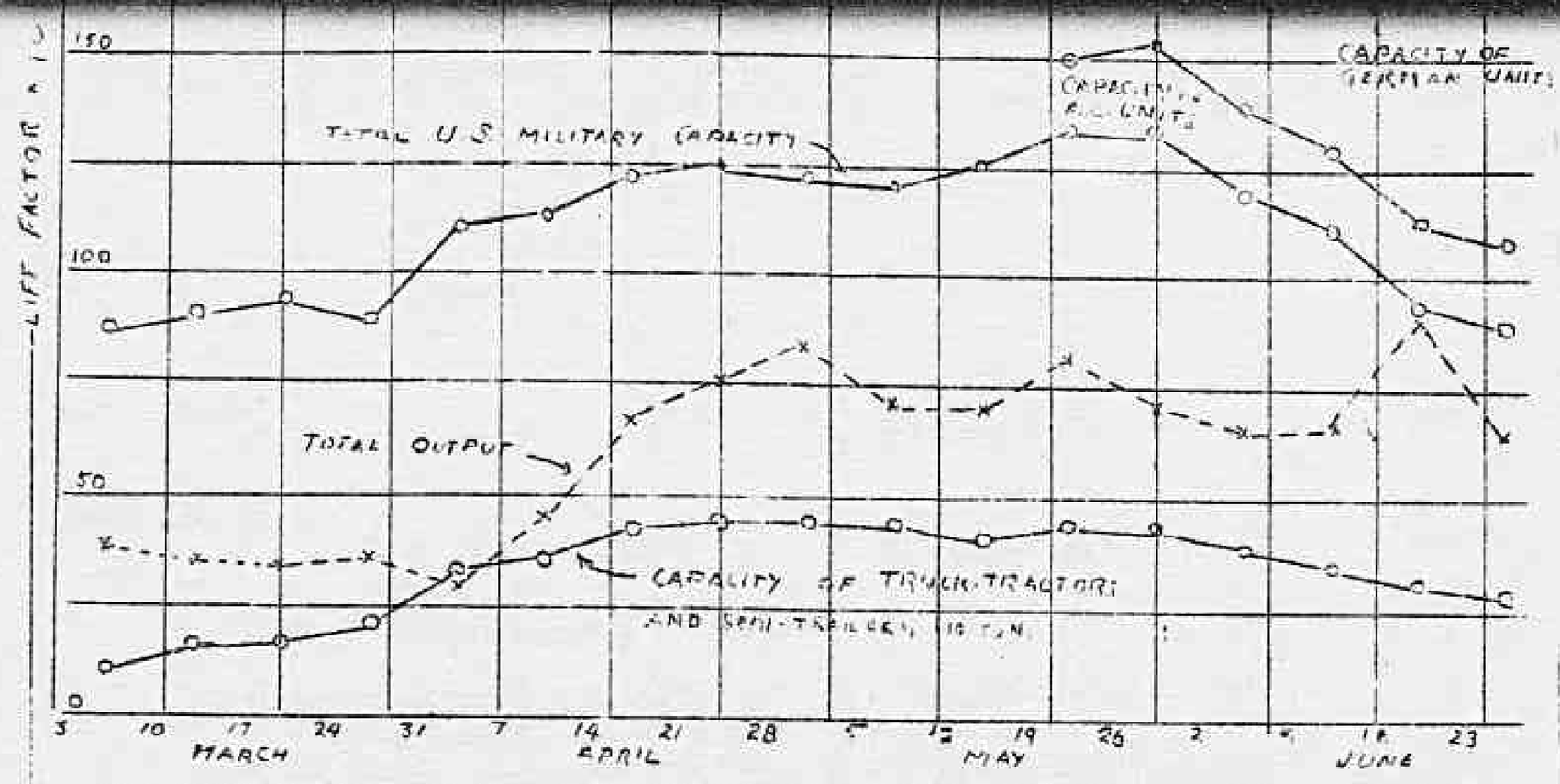
(The above standards for truck hours operated per day are based on T/O & E strength plus an average of 13 Italian civilians per company with the exception of the Italian Military Truck Companies which employed an average of only one Italian civilian per company.)

The lift factor for any company may be obtained by multiplying the appropriate output in truck-hours per day by the average payload per truck of the unit's equipment.

For example: A QM Truck Co. (Hv) equipped with truck-tractors and semi-trailers, 10 ton, has a lift factor of 680 x 10 or 6,800.

Payloads are computed as follows in NTOUSA:

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The lift factors of the Allied Commission trucks and the recently activated German Companies are shown separately from the capacity lift factor of the U.S. Military Truck Companies. The sharp decline in the U.S. Military lift factor beginning in June is due to redeployment and the loss of experienced personnel through Adjusted Service Ratings.

QM Truck Co. (Hv) T/O & E 10-37	U.S. Military	680
QM Truck Co. T/O & E 10-57	Italian Military	520
QM Truck Co. T/O & E 10-57	Italian Service	470

(The above standards for truck hours operated per day are based on T/O & E strength plus an average of 13 Italian civilians per company with the exception of the Italian Military Truck Companies which employed an average of only one Italian civilian per company.)

The lift factor for any company may be obtained by multiplying the appropriate output in truck-hours per day by the average payload per truck of the unit's equipment.

For example: A QM Truck Co. (Hv) equipped with truck-tractors and semi-trailers, 10 ton, has a lift factor of 680 x 10 or 6,800.

Payloads are computed as follows in MTOUSA:

2½ ton 6 x 6	4 tons
1½ ton 4 x 4	2 tons
semi-trailer, 10-ton	10 tons

The actual lift factor of truck companies may vary somewhat from above standards as it is controlled by availability of personnel, maintenance of equipment and type of operation.

Weekly Highway Transportation Report Aids Calculations

To obtain the actual capacity and output lift factors for Penbase and Fifth Army Transportation Sections, a weekly report is submitted to the Office of the Chief of Transportation, MTOUSA.

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(Continued on Page 6)

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HIGHWAY TRANSPORT CAPACITIES MEASURED (Cont'd from Page 5)

All entries on the report are daily average for the seven-day period and include the following information:

	Truck-Tractors & Semi-Trailers 10-Ton	Truck 2½ Ton 6 x 6	Truck 1½ Ton 4 x 4	Trailer 1 Ton 2 Wheel	Other Cargo Vehicles
1. Total Vehicles Assigned	___	___	___	___	___
2. Ordnance Tally-In	___	___	___	___	___
3. Deadlined for Maintenance	___	___	___	___	___
4. On Detached Service	___	___	___	___	___
5. Available with Two Drivers	___	___	___	___	___
6. Available with One Driver	___	___	___	___	___
7. No. of Trucks Used	___	___	___	___	___
8. Total Ton-Miles Operated	___	___	___	___	___
9. Total Truck-Hours Operated	___	___	___	___	___

10. Remarks (Any unusual operating conditions):

The actual lift factor may be computed from the weekly report as follows:

1. Each truck available with two drivers (Line 5) can work 20 hours per day.
2. Each truck available with one driver (Line 6) can work 10 hours per day.
3. Find the total available truck-hours for each type of equipment.
4. Multiply item three by payload capacity of appropriate equipment.
5. Repeat process for each type of equipment.
6. Add totals of all equipment for capacity lift factor.

To compute the output lift factor:

1. Multiply total truck-hours operated (Line 9) by payload capacity of that type of equipment.

2. Add output lift factor for each type of equipment for total output lift factor.

In truck operations over large areas it is considered improbable that output can exceed 80 percent of capacity due to distribution of work load and unavoidable delays such as time lost in alert periods.

Truck Requirements Calculated

In addition to providing an accurate index of capacity and output for truck units, the lift factor greatly simplifies computation of truck requirements

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	10-Ton	6 x 6	4 x 4	2 Wheel	Vehicles
1. Total Vehicles Assigned	____	____	____	____	____
2. Ordnance Tally-In	____	____	____	____	____
3. Deadlined for Maintenance	____	____	____	____	____
4. On Detached Service	____	____	____	____	____
5. Available with Two Drivers	____	____	____	____	____
6. Available with One Driver	____	____	____	____	____
7. No. of Trucks Used	____	____	____	____	____
8. Total Ton-Miles Operated	____	____	____	____	____
9. Total Truck-Hours Operated	____	____	____	____	____

10. Remarks (Any unusual operating conditions):

The actual lift factor may be computed from the weekly report as follows:

1. Each truck available with two drivers (Line 5) can work 20 hours per day.
2. Each truck available with one driver (Line 6) can work 10 hours per day.
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5. Repeat process for each type of equipment.
6. Add totals of all equipment for capacity lift factor.

To compute the output lift factor:

1. Multiply total truck-hours operated (Line 9) by payload capacity of that type of equipment.

2. Add output lift factor for each type of equipment for total output lift factor.

In truck operations over large areas it is considered improbable that output can exceed 80 percent of capacity due to distribution of work load and unavoidable delays such as time lost in alert periods.

Truck Requirements Calculated

In addition to providing an accurate index of capacity and output for truck units, the lift factor greatly simplifies computation of truck requirements for any given operation.

For any specific hauling operation, the product of tons per day and turnaround in hours equals the lift factor required.

To illustrate, hauling 1,200 tons per day on a 30-hour turnaround would require a lift factor of 36,000 tons. Assuming the truck companies to be used are U.S. Military T/O & E 10-57 equipped with trucks, 2½ ton, 6 x 6, each company will have a lift factor of 566 x 4 or 2,264. The number of companies required for the operation is 36,000 divided by 2,264 or a total of 16 companies.

AUSTRIA NOW IN EUROPEAN THEATER — Ref. this story 43-15

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Effective at 2400B hours 5 July the boundaries of the European Theater were extended to include Austria. Previously Austria was part of the MTO.

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DIVERSION OF VESSELS TO ARRIVE SOON IN THE MEDITERRANEAN

Vessels scheduled for early arrival in the Mediterranean have been diverted as follows:

SHIP NO.	SHIP NAME	SAILED U.S.	DESTINATION	REMARKS
BA 290	August Belmont	29 June	Naples to berth or for on routing to Leghorn	Army Supplies
New Orleans	Belgian Amity	27 June	Oran	Bulk Wheat
HR 476	David F. Houston	26 June	Naples to berth or for on routing to Leghorn	
HR 523	Fairfax	29 June	Naples	Only cargo is 114 tons perishables.
PH 222	George E. Badger	29 June	Naples for orders	Bulk Coal
New York	Hadley F. Brown	26 June	Casablanca/Augusta for orders	
HR 497	Horatio Allen	27 June	Naples for orders	Coal
HR 501	John N. Robins	28 June	Naples to berth or for on routing to Leghorn	
Galveston	John Miller	30 June	S. France	
Galveston	John W. Gates	26 June	Black Sea	
HR 534	Jose G. Benitez	26 June	Naples for orders	
HR 538	Joseph W. Folk	30 June	Naples to berth or for on routing to Leghorn	
Baltimore	Joshua Hendy	27 June	Piraeus	Mule Ship
Galveston	Lewis Emery Jr	27 June	Oran	Bulk Wheat
Philadelphia	Mayo Bros	29 June	S. France	
Philadelphia	Newton D. Baker	27 June	Naples	
Baltimore	Mexican	29 June	Yugoslavia	Mule Ship
Houston	Pere Marquette	29 June	Yugoslavia	
BA 283	Timothy Bloodworth	26 June	Naples to berth or for on routing to Leghorn	
Baltimore	R.S. Wilson	28 June	Naples for orders	Coal
Baltimore	Virginia	26 June	Piraeus	Mule Ship

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ACCEPTANCE OF TONNAGE IN ITALIAN PORTS 25 July-3 August

	US AGF	US AF	Br Army	Br AF	Civil	Coal	POL	Total
Naples	24500	500	19533	285	2250	3500	3000	53568
Bagnoli	0	0	0	0	0	10000	0	10000
Naples Subports	0	0	0	0	13100	0	0	13100
Leghorn	11000	0	0	0	2400	5000	0	18400
Civitavecchia	0	0	0	0	10100	8000	0	18100
Piombino	0	0	0	0	5000	0	0	5000
Heel	3000	1500	20526	160	4850	1500	3000	34536
Venice	0	0	16578	0	13995	0	4040	34613
Trieste	0	0	3605	0	500	0	3060	7185

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SHIP NO.	SHIP NAME			
BA 290	August Belmont	29 June	Naples to berth or for on routing to Leghorn	Army Supplies
New Orleans	Belgian Amity	27 June	Oran	Bulk Wheat
HR 476	David F. Houston	26 June	Naples to berth or for on routing to Leghorn	
HR 523	Fairfax	29 June	Naples	Only cargo is 114 tons perishables.
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HR 497	Horatio Allen	27 June	Naples for orders	Coal
HR 501	John N. Robins	28 June	Naples to berth or for on routing to Leghorn	
Galveston	John Miller	30 June	S. France	
Galveston	John W. Gates	26 June	Black Sea	
HR 534	Jose G. Benitez	26 June	Naples for orders	
HR 538	Joseph W. Folk	30 June	Naples to berth or for on routing to Leghorn	
Baltimore	Joshua Hendy	27 June	Piraeus	Mule Ship
Galveston	Lewis Emery Jr	27 June	Oran	Bulk Wheat
Philadelphia	Mayo Bros	29 June	S. France	
Philadelphia	Newton D. Baker	27 June	Naples	
Baltimore	Mexican	29 June	Yugoslavia	Mule Ship
Houston	Pere Marquette	29 June	Yugoslavia	
BA 283	Timothy Bloodworth	26 June	Naples to berth or for on routing to Leghorn	
Baltimore	R.S. Wilson	28 June	Naples for orders	Coal
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Leghorn	11000	0	0	0	2400	5000	0	18400
Civitavecchia	0	0	0	0	10100	8000	0	18100
Piombino	0	0	0	0	5000	0	0	5000
Heel	3000	1500	20526	160	4850	1500	3000	34536
Venice	0	0	16578	0	13995	0	4040	34613
Trieste	0	0	3605	0	500	0	3080	7185
Genoa	0	0	3077	0	1050	0	166	17293
Totals	38500	2000	63319	448	66245	28000	13286	211795

Ref. this story 43-16

ETOUSA REDESIGNATED USFET;
MOVES TO FRANKFURT

Effective 1 July, Headquarters, European Theater of Operations, United States Army, was redesignated Headquarters, United States Forces, European Theater, with headquarters (Main) at Frankfurt, Germany, and Headquarters (Rear) at Paris, France.

All cables and correspondence formerly dispatched to ETOUSA, Forward, addressed to USFET, Main, and to ETOUSA, Main, to USFET, Rear. All cables pertaining to redeployment matters will be addressed to COMGEN USFET [illegible].

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(Reference: AFHQ Ltr AG 322/211-O dated 8 July)

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PORT SITUATION---NAPLES AREA

	Discharged								General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	Salerno	C'mare	T.Ann	
27 June	137	3626	3372	6998	5292	250	681	775	2835
28 June	71	6604	3524	10128	6850	1450	620	1208	2766
29 June	90	8746	3640	12386	9683	1000	584	1119	2344
30 June	13	7414	3337	10751	7703	1469	553	1026	2517
1 July	4	4621	2095	6716	5458	0	223	1035	2164
2 July	88	5929	1564	7493	7152	0	341	0	1978
3 July	19	5704	2785	8489	8489	0	0	0	2310
Totals	422	42644	20317	62961	50627	4169	3002	5163	16914
Daily Av	60	6092	2902	8994	7232	596	428	738	2416

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
27 June	21	1226	0	1226	799
28 June	10	1152	0	1152	276
29 June	20	1086	181	1267	703
30 June	0	1965	69	2034	819
1 July	0	2200	0	2200	927
2 July	0	1460	0	1460	611
3 July	2	2178	0	2178	493
Totals	53	11267	250	11517	4628
Daily Av	8	1610	36	1645	661

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	Gen. Cargo
24 June	0	0	1405	1405	32	1298
25 June	0	0	1404	1404	35	867
26 June	7	0	782	782	17	756
27 June	6	0	1565	1565	33	1059
28 June	0	0	1810	1810	85	1104
29 June	0	0	1679	1679	29	1369
30 June	0	0	1930	1930	1	1544
Totals	13	0	10575	10575	232	7497
Daily Av	2	0	1511	1511	33	1214

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

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29 June	90	8746	3640	12386	9683	1000	584	1119	2344
30 June	13	7414	3357	10751	7703	1469	553	1026	2517
1 July	4	4621	2095	6716	5458	0	223	1035	2164
2 July	88	5929	1564	7493	7152	0	341	0	1978
3 July	19	5704	2785	8489	8489	0	0	0	2310
Totals	422	42644	20317	62961	50627	4169	3002	5163	16917
Daily Av	60	6092	2902	8994	7232	596	428	738	2416

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
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28 June	10	1152	0	1152	276
29 June	20	1086	181	1267	703
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3 July	2	2178	0	2178	493
Totals	53	11267	250	11517	4628
Daily Av	8	1610	36	1645	661

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	Gen. Cargo
24 June	0	0	1405	1405	32	1298
25 June	0	0	1404	1404	35	867
26 June	7	0	782	782	17	756
27 June	6	0	1565	1565	33	1059
28 June	0	0	1810	1810	85	1104
29 June	0	0	1679	1679	29	1389
30 June	0	0	1930	1930	1	1544
Totals	13	0	10575	10575	232	9497
Daily Av	2	0	1511	1511	33	1214

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo U.S.	Brit.	Total
24 June	0	1013	2101	3114	0	143	2394	2537
25 June	0	1013	857	1870	0	188	2240	2428
26 June	0	1092	1959	3051	0	269	1640	1909
27 June	0	1327	2696	4023	0	261	1616	1877
28 June	0	1496	2460	3956	0	236	1454	1690
29 June	0	1738	2643	4381	14	198	1629	1827
30 June	0	810	2092	2902	0	570	1010	1580
Total	0	8489	14808	23297	14	1865	11983	13848
Daily Av	0	1213	2115	3328	2	266	1712	1978

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 9 July

Awaiting Berth to Discharge
Eugene O'Donnell
Florence Crittenton

Discharging
Nathaniel Silsbee 10
Henry Richardson 10
Excelsior 10
American Builder 12
Sea Serpent 10
Alcoa Voyager 12
George Chamberlain 17
William Yancey 15
John Mosly 18
Robert Lovett 12
William Pepper 12
Puerto Figueras 14
George Reed 18

Awaiting Berth to Load
Josiah Parker
James Johnson
John Holland

Loading
Washburn 10
Frank Reed 10
George Kenny 11
Thomas Walter 12
James Birney 10
William Ogden 11
Matthew Brady 10
John Mason 11
Albert Smiley 11
Hannibal Hamlin 10
John Lawrence 11
Andrew Pickens 11
Ben Dixon 13
Edward Kavanagh 14
Henry Costin 14
William Duval 13
Charles Tufts 13
Matthew O'Brien 17
Sylvania 14
Edwin Reed 16

NAPLES as of 10 July

Discharging
Mormaclark 10
Samalness 10
Marit Maersk 10
Thomas Condon 10
Darro 13
Abbazia 13
Moses Brown 14
John Payne 18
Aodanus Burke 18
William Yates 20
Ocean Faith 22
Henry Wilson 25

Discharged, Awaiting Orders
Charles Hall
Empire Russell
Thomas Walsh

Loading
William Nichols
Capo Mele
Paul Hayne
William Bradford
Baron Cawdor
Charles Poale
Stephen Mallory
James Rumsey
Edwin Drake
Bruce Jarl
Willow Park
Cefnybryn
Samalness

Loaded Awaiting Orders
George Pickett
Capo Beale

LEGHORN as of 10 July

Discharging
Zapaca
Celestial
Winifred Smith
Henry Jocelyn

Loading
William Heard
Willis Van DeVanter
George Norris
Juliette Low
Raymond Ingersoll
Celestial

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NOTE: Figures following names of vessels indicate estimated date of completion.

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Florence Crittenton

Discharging
Nathaniel Silsbee 10
Henry Richardson 10
Excelsior 10
American Builder 12
Sea Serpent 10
Alcoa Voyager 12
George Chamberlain 17
William Yancey 15
John Mosly 18
Robert Lovett 12
William Pepper 12
Puerto Figueras 14
George Reed 18

Awaiting Berth
to Load
Josiah Parker
James Johnson
John Holland

Loading
Washburn 10
Frank Reed 10
George Kenny 11
Thomas Walter 12
James Birney 10
William Ogden 11
Matthew Brady 10
John Mason 11
Albert Smiley 11
Hannibal Hamlin 10
John Lawrence 11
Andrew Pickens 11
Ben Dixon 13
Edward Kavanagh 14
Henry Costin 14
William Duval 13
Charles Tufts 13
Matthew O'Brien 17
Sylvania 14
Edwin Reed 16
Martin Johnson 16
Ben Osborne 15
Cape Comfort
Harvey Miller 15
Edwin Godkin 14
Junius Smith 16
Frederick Dau 15
Howell Jackson 17

Marit Maersk 10
Thomas Condon 10
Darro 13
Abbazia 13
Moses Brown 14
John Payne 18
Aodanus Burke 18
William Yates 20
Ocean Faith 22
Henry Wilson 25

Discharged,
Awaiting Orders
Charles Hall
Empire Russell
Thomas Walsh

Loading
William Nichols
Cape Mole
Paul Hayne
William Bradford
Baron Cawdor
Charles Poole
Stephen Mallory
James Rumsey
Edwin Drake
Bruce Jarl
Willow Park
Cefnybryn
Samalness

Loaded
Awaiting Orders
George Pickett
Cape Beale

Winifred Smith
Henry Jocelyn

Loading
William Heard
Willis Van DeVanter
George Norris
Juliette Low
Raymond Ingersoll
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NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 (S & R)
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (I & Tn)Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	MD Naples
37	FSTO (Attn: SOPO)
38	Int Sec
39	MSA
40	MG I & D

41-60	COT ASF WD
61	DGTR, APO 887, Paris
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, PMF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMGEN, Eighth Fleet
79	CG, Embark
80	DDRS, Italy, Rome
81	DDRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AQMG(M) Nov 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, M & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SCS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USAMSCS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, IBS, Naples
127	Army-Navy Staff College, New ND Bldg, Washington, (Attn: Col. Korr)
128-129	753rd Ry Shop Bn, APO 512

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5	G-2	54	CG, Penbase
6	G-3	55	CG, NATF
7	G-4 Plans	56-68	CG, AAFSC/MTO
8-9	G-4	69	CG, 15th Army Gp (Attn: G-4)
10	G-4 (S & R)	70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
11	QM	72-76	COT, ETOUSA
12	Sig O	77-78	COMN, Eighth Fleet
13	Surg	79	CG, Embark
14	CWS	80	DTRS, Italy, Rome
15	Engr	81	DDTRS, Italy, Rome
16	Ord	82	CO, Adriatic Base Depot
17-31	Tpn	83	CO, Penbase South
		84	Rail Tpn O, Penbase South
AFHQ		85-86	CO, 10th Port
32	G-4 (T & Tn)Br	87-88	CO, 8th Port
33	G-4 Log Plans	89	CO, 8th Port (Attn: I & E O)
34	G-3	90	Tpn O, Deltabase
35	MRS Rep	91	Tpn O, Conad
36	MTO Naples	92	Tpn O, Penbase
37	PSTO (Attn: SOPO)	93	Tpn O, Fifth Army
38	Int Sec		
39	MSA		
40	AG T & D		
94	Tpn O, Penbase South		
95	AQMG(T) Nov 3 Dist		
96	Tpn O, Adriatic Base Command		
97	G-4, Fifth Army		
98-99	MMTS, Naples		
100-101	CG, T & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco		
102-103	Chief, Trans Service, SCS, USF, IBT, APO 885, c/o pm, New York		
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco		
106-107	Tpn O, ATET, APO 787, c/o pm, New York		
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York		
110-111	Theater Tpn O, USMTSA, APO 676, c/o pm, Miami		
112-113	Chief Tpn O, USMSCS, SWPA, APO 707, c/o pm, San Francisco		
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle		
116-117	COT, USF, China Theater, APO 879, c/o pm, New York		
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco		
120-121	Tpn O, PGA, APO 958, c/o pm, San Francisco		
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York		
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)		
126	Joint Railway Control Board, MBS, Naples		
127	Army-Navy Staff College, New ND Bldg, Washington, (Attn: Col. Kerr)		
128-129	753rd Ry Shop Bn, APO 512		
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, N.O.		
132-133	CO, ASF Training Center, Camp Plauche, New Orleans		

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TPTN. 5(c)(2)

Published by the Office of Chief of Transportation, ETOUSA.

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter

Vol. I, No. 42 | 3 J | 1945 | Page 1

AIR FORCES LIFTING PERSONNEL IN ORGANIZATIONAL AIRCRAFT

Ref. this story 42-1

Air Forces Category II redeployment units scheduled for movement to the United States during June and July have already moved flight echelons by organizational aircraft, thus reducing the number of personnel who must be lifted by regular air and sea facilities for July.

Planning figures originally indicated that approximately 43,050 spaces had been set up for the month against a quota of 56,050 personnel to be lifted.

A further reduction in the quota was uncovered when it was revealed that Air Forces units for whom transportation had been planned on a basis of 100 percent T/O strength were far below strength because their high score personnel and casuals had been transferred to replacement depots for return to the United States.

The flight echelons plus the reduced T/O strengths will cut by approximately 11,000 the number of personnel to be lifted by regular transportation facilities during the month, bringing the quota to 45,050.

ENLISTED MEN TRAINED IN WATERPROOFING TO PROCESS VEHICLES EN ROUTE PACIFIC

Ref. this story 42-2

Two enlisted men will be placed aboard each vessel deck loaded with vehicles of Category II units for direct redeployment to the Pacific in order to assist the Cargo Security Officer in maintaining weather protection for vehicles on deck. The men will be selected from units which have vehicles aboard.

They will be trained in the processing and renewing of waterproofing on vehicles by competent Ordnance instructors provided by the base operating outloading ports. The base will provide materials which may be required en route.

On vessels where no Cargo Security Officer is aboard, an officer or non-commissioned officer from one of the units will be placed in charge.

RESTRICTIONS PLACED ON STOWAGE OF PACIFIC-DESTINED VEHICLES

Ref. this story 42-3

Vehicles will not be deck loaded forward of No. 2 hatch on Pacific-bound vessels. Masters of the ships report that due to rough weather in the Pacific during this time of the year, vehicles deck loaded on the fore part of the vessel may be lost or damaged. (Reference: ETOUSA cable FX 15217 dated 30 June)

Vehicles on No. 2 hatch will be deck loaded fore and aft with the rear of the car toward the forward part of the vessel to minimize the danger of

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organizational aircraft, thus reducing the number of personnel who must be lifted by regular air and sea facilities for July.

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Vehicles on No. 2 hatch will be deck loaded fore and aft with the rear of the car toward the forward part of the vessel to minimize the danger of damage by spray.

PERSONNEL COASTER MAKING LAST ANCONA-BRINDISI RUN — Ref. this story 42-4

The personnel coaster, Argentina, sailed from Brindisi 1 July to make its final trip as the Brindisi-Ancona ferry. Since June, 1944, the vessel made 103 sailings and lifted approximately 115,000 personnel into Ancona.

The coaster ferry was necessary because Ancona is not suitable for accepting large personnel vessels. The port was closed to the acceptance of military supplies 1 July.

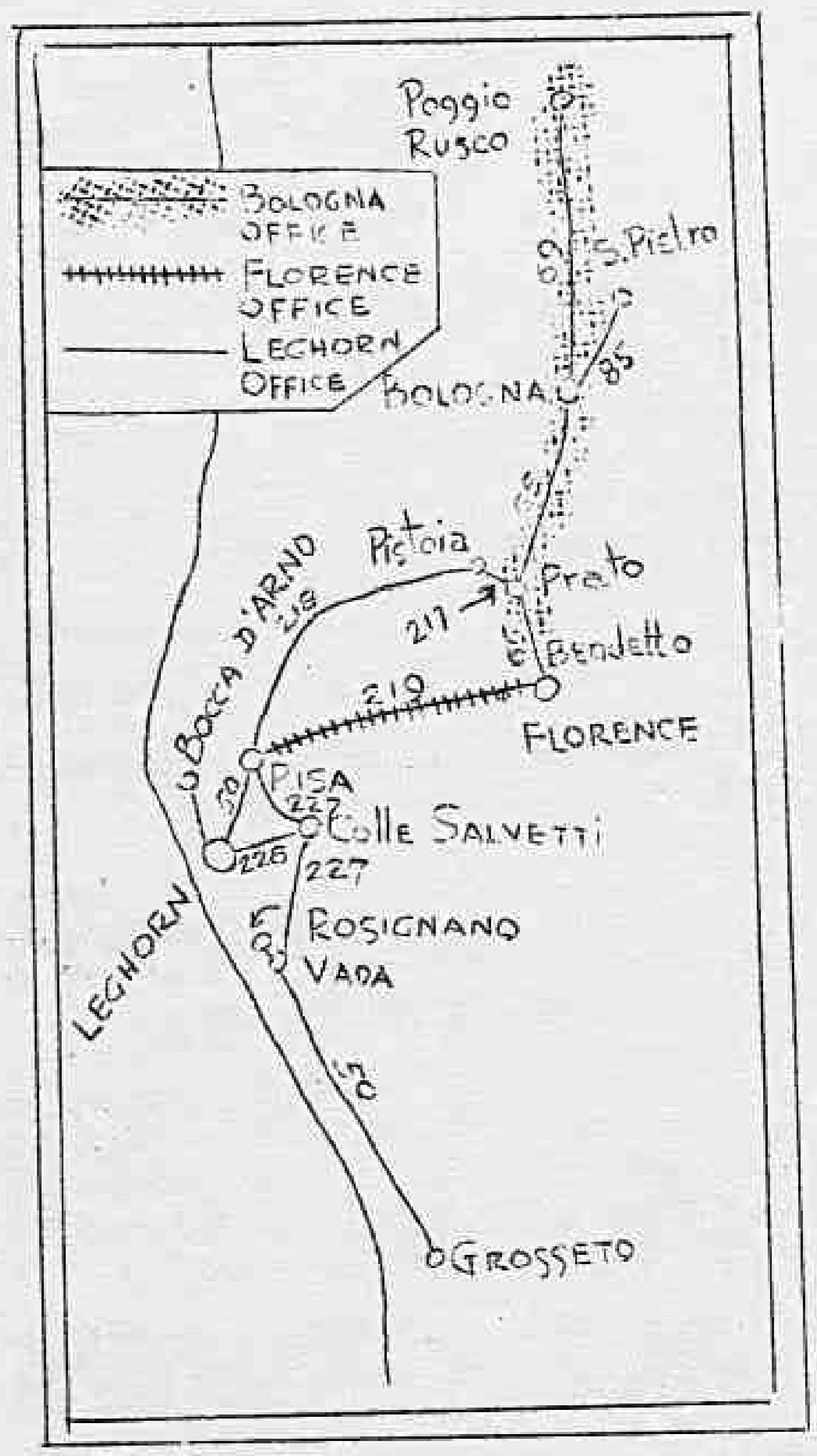
The coaster, Argentina, is Italian flag, and is not to be confused with the U.S. flag personnel ship, Argentina, now in MTO to lift troops to the U.S.

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MRS LIAISON OFFICES ESTABLISHED IN FLORENCE, LEGHORN, BOLOGNA

Ref. this story 42-5



With the withdrawal of all USA Military Railway Service personnel from the operation of the Italian State Railways, liaison offices have been set up in Florence, Bologna and Leghorn.

Operations of the lines and compilation of necessary reports will be the responsibility of the Italian State Railways. Reports will be compiled by ISR as instructed by the MRS officer in charge of the liaison office, and will be handled by the liaison office for transmission to MRS Headquarters in Rome. Reports of accidents, unusual incidents and other occurrences affecting operations will be transmitted to the liaison offices.

Movement orders and other instructions regarding operations will be transmitted from MRS Headquarters in Rome through the liaison office to the head of the Railroad Compartimento for execution.

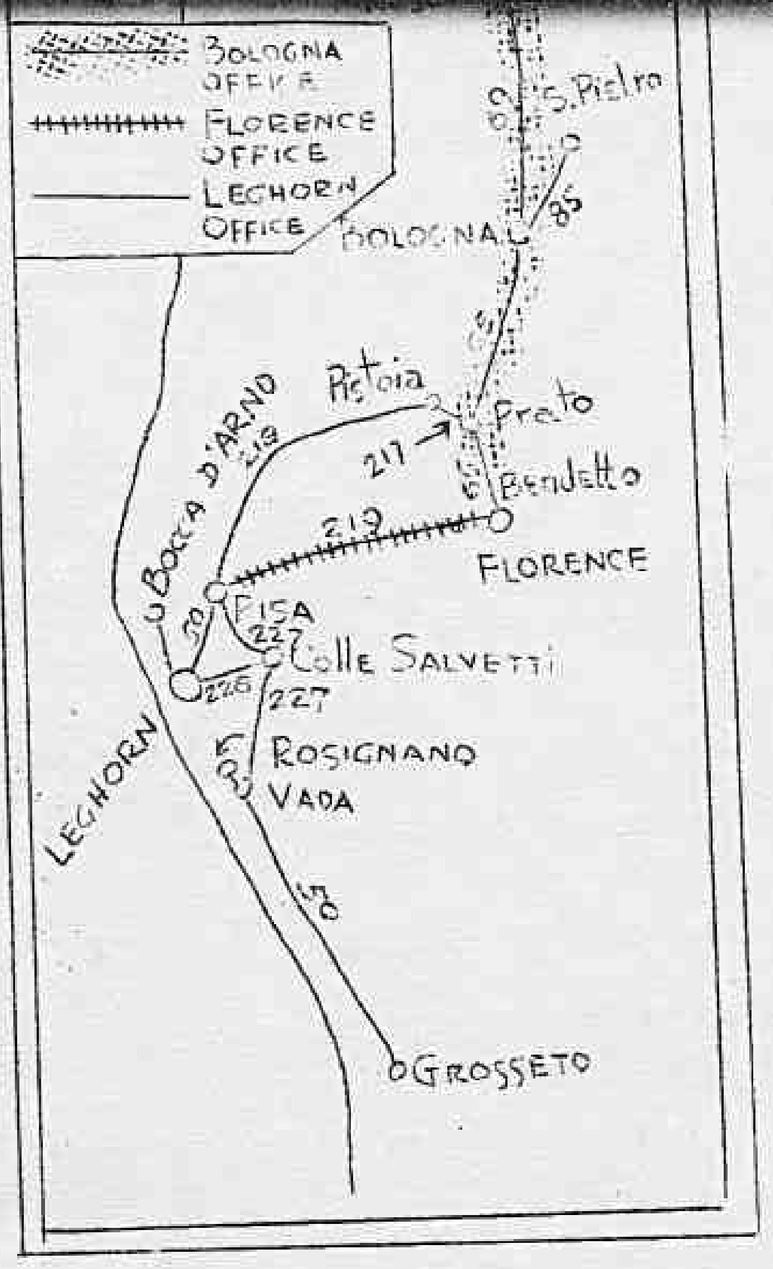
Liaison offices are:

Bologna---
Location: Communications Building, Bologna.
Officer in charge: Lieut. L.J. Long.
Jurisdiction: Line 65, Benedetto to Bologna including Bologna Yard.
Line 85, Bologna to end of serviceable track.
Line 69, Bologna to Poggio Rusco, inclusive.

Florence---
Location: Communications Building, Florence.
Officer in charge: Capt. C.R. Johnson.
Jurisdiction: Line 219, Pisa (excl) to Florence including Florence Yard.
Line 65, Florence to Benedetto (excl).

Leghorn---
Location: Calambrone Jct., Leghorn Yard, Leghorn.
Officer in charge: Lieut. T.L. Sybert.

CASE
Declassified E.O. 12356 Section 3.3/NND No. 785021



Line 85, Bologna to end of serviceable track.
Line 69, Bologna to Poggio Rusco, inclusive.

set up in Florence, Bologna [illegible]

Operations of the lines and compilation of necessary reports will be the responsibility of the Italian State Railways. Reports will be compiled by ISR as instructed by the IRS officer in charge of the liaison office, and will be handled by the liaison office for transmission to IRS Headquarters in Rome. Reports of accidents, unusual incidents and other occurrences affecting operations will be transmitted to the liaison offices.

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Jurisdiction: Line 219, Pisa (excl) to Florence including Florence Yard.
Line [illegible], Florence to Benedetto (excl).

Leghorn---
Location: Calambrone Jct., Leghorn Yard, Leghorn.
Officer in charge: Lieut. T.L.Sybert.
Jurisdiction: Line 50, Grosseto to Rosignano.
Line 227, Vada to Pisa.
Line 228, Colle Salvetti to Leghorn.
Line 50, Leghorn Yard and Leghorn to Pisa.
Line 428, Leghorn to Bocca d'Arno.
Line 218, Pisa to Pistoia.
Line 217, Pistoia to Prato (excl).

MATS's FIRST AUSTRIAN INSTALLATION IS AIR TERMINAL AT SALZBURG

Ref. this story 42-6

The Mediterranean Air Transport Service's first permanent installation in Austria was established at Salzburg 1 July. Request for an air terminal there was made at 1100 hours 30 June. Two hours later an advance party was on its way.

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17,576 PERSONNEL RETURNED TO U.S. BY SEA DURING JUNE

Ref. this story 42-7

A total of 17,565 personnel were returned to the United States by sea during the month of June. An additional 11,049 were returned by air, 9,056 as Green Project passengers and the remaindor, 1,993, through normal air channels. Total personnel lifted to the U.S. for the month was 28,614. This total does not include 361 personnel transshipped from the Persian Gulf Command.

Used in surface transportation were 35 Liberty lifts, three personnel lifts, two tanker lifts, two hospital ship lifts and five refrigerator ship lifts.

The quota for June required the return of 33,700 personnel by sea and air.

Breakdown:

	Returned by Sea	Returned by Air	Totals	Quota
Patients	1,078	517	1,595	2,500
High Score	6,276	9,056	15,332	12,000
Low Score	164	0	164	5,000
Quasi-Ail	65	0	65	300
Navy	166	0	166	1,100
Category II	4,114	0	4,114	12,800
Category Misc.	5,702*	1,476	7,178	
Totals	17,565**	11,049	28,614**	33,000

*Backlogged casuals from May. Principally Temporary Duty and Rotation personnel.

**Does not include 361 personnel transshiped from Persian Gulf Command.

RAIL PASSENGER SERVICE EXTENDED TO HEEL ARM.

Ref. this story 42-8

Operation of the Bari Bello, passenger train between Naples, Barletta, Bari and Brindisi, has been extended to include Taranto and will operate daily except Saturday in each direction.

The train will leave Naples at 1705, arriving in Barletta at 0419, Bari at 0645, Brindisi at 0922 and Taranto at 1121. In the other direction it will leave Taranto at 1427, Brindisi at 1630, Bari at 1930 and Barletta at 2175 and arrive in Naples at 0815.

The military passenger train, Taranto Limited, operating between Naples, Brindisi and Bari, has been discontinued. The schedule of the civilian train which operated on alternate days to the Taranto Limited will offer the following service:

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RAIL PASSENGER SERVICE EXTENDED IN HEEL AREA

Ref. this story 42-8

Operation of the Bari Belle, passenger train between Naples, Barletta, Bari and Brindisi, has been extended to include Taranto and will operate daily except Saturday in each direction.

The train will leave Naples at 1705, arriving in Barletta at 0419, Bari at 0645, Brindisi at 0922 and Taranto at 1121. In the other direction it will leave Taranto at 1427, Brindisi at 1630, Bari at 1930 and Barletta at 2175 and arrive in Naples at 0815.

574

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Read down	Wed Fri Sun			Wed Fri Sun	Read up
	1620	lv	Brindisi	ar 0837	
	1815	ar	Taranto	lv 0639	
	1848	lv	Taranto	ar 0558	
	2315	ar	Potenza	lv 0230	
	2335	lv	Potenza	ar 0215	
	0605	ar	Naples	lv 1925	
	Thu Sat Mon			Tue Thu Sat	

Civilian passenger service between Naples and Bari has been extended to Brindisi. Trains leave Naples at 2105 on Mondays, Wednesdays and Fridays, arriving in Bari at 0930 on the following days and in Brindisi three hours later. Returning trains leave Brindisi at 1750 on Tuesdays, Thursdays and Saturdays, leave Bari at 2050 on the same days and arrive in Naples at 0540 on the following days.

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0429

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CIVIL MILITARY RAIL TONNAGES

Ref. this story 42-9

The schedule of basic civil and military rail tonnage allotments were announced as follows for the month of July: (All figures per week)

Line No.	Section	Civil Tons Stores	Civil Pass. Trains	Civil Ref. Trains	Military Tons Stores	Military Pass. Trains	Totals Tons Stores	Totals Pass. Trains	Totals Ref Trains
92	Reggio-Salerno	4000	7	0	6000	0	10000	7	0
95	Reggio-Metaponto	3500	7	0	2000	0	5500	7	0
94	Metaponto-Salerno	4500	3	0	2000	0	6500	3	0
94	Salerno-Metaponto	4500	3	0	2000	0	6500	3	0
91	Foggia-Caserta	4000	7	0	10000	8	14000	15	0
91	Caserta-Foggia	3000	7	0	17000	8	20000	15	0
89/90	Naples-Rome	17500	7	0	28000	16	45500	23	0
89/90	Rome-Naples	7000	7	9	52500	16	59500	23	9
50	Rome-Leghorn	14000	3	0	21000	2	35000	5	0
50	Leghorn-Rome	17500	3	2	24500	2	42000	5	2
218/219	Leghorn-Prato-Florence	14000	3	0	42000	0	56000	3	0
218/219	Florence-Prato-Leghorn	4200	3	2	35000	0	39200	3	2
65	Rome-Orte	4900	3	0	24500	12	29400	15	0
65	Orte-Rome	9800	3	7	31500	12	41300	15	7
65	Orte-Arezzo	2100	3	0	3500	0	5600	3	0
65	Florence-Bologna	1750	2	0	28000	0	29750	2	0
65	Bologna-Florence	1750	2	0	28000	0	29750	2	0
87	Orte-Falconara	7000	2	0	17500	12	24500	14	0
87	Falconara-Orte	7000	2	7	17500	12	24500	14	7
86	Ancona-Bologna	7000	2	0	28000	21	35000	23	0
86	Bologna-Ancona	2100	2	9	28000	21	30100	23	9
86	Foggia-Ancona	3500	3	0	17500	9	21000	12	0
86	Ancona-Foggia	3500	3	2	17500	9	21000	12	2

NOTE: Military passenger trains include possible overland L of C requirements:
1 TPD Naples-Milan
1 TPD Taranto-Milan
1 TPD Northeast Italy-Milan via Udine-Verona (⅓ train ex Venice, ⅓ train ex Tr

0430

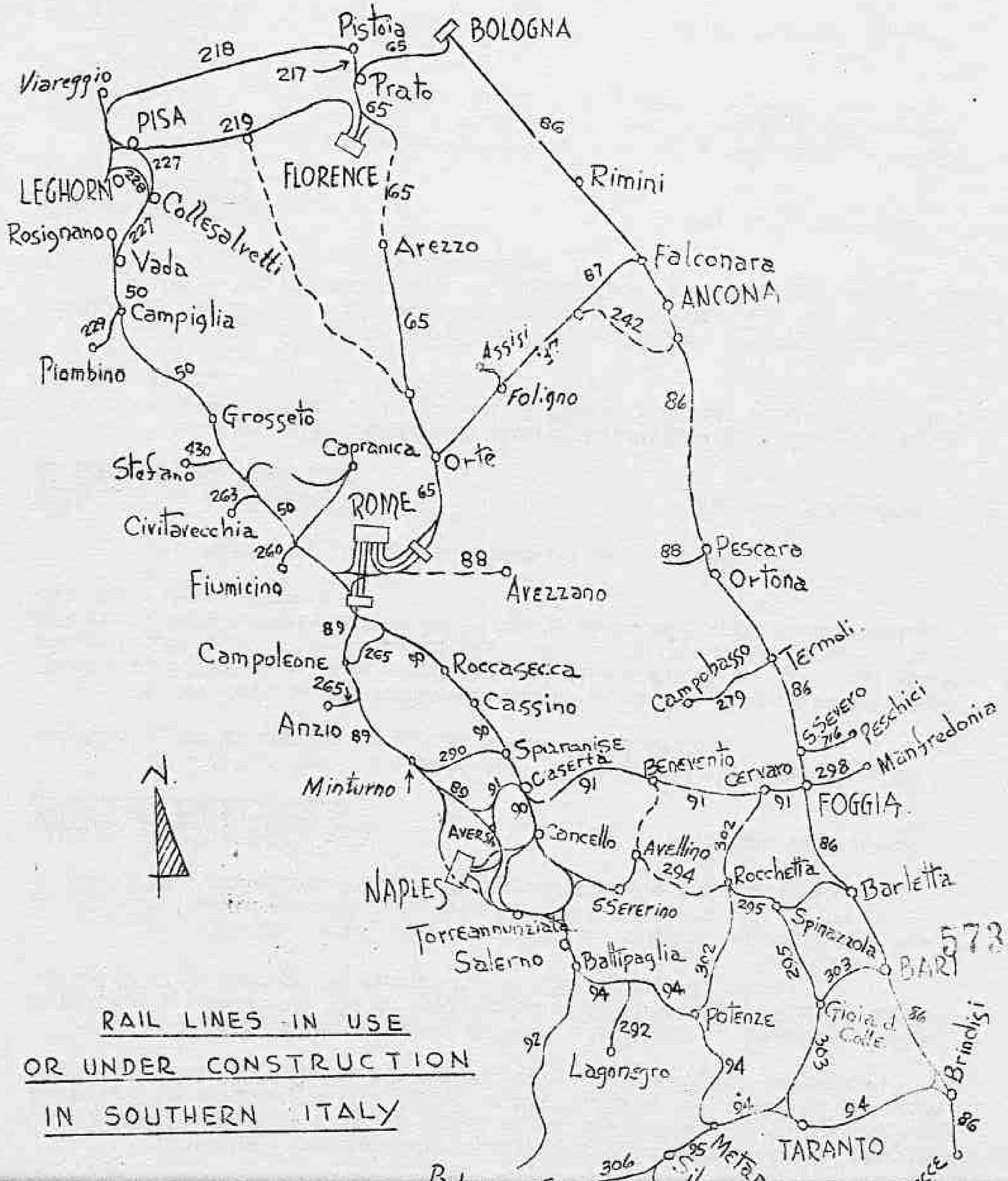
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Section	Civil Tons Stores	Civil Pass. Trains	Civil Ref. Trains	Military Tons Stores	Military Pass. Trains	Totals Tons Stores	Totals Pass. Trains	Totals Ref Trains	Capacities Car Lifts	Capacities Tons
Reggio-Salerno	4000	7	0	6000	0	10000	7	0	14400	25200
Reggio-Metaponto	3500	7	0	2000	0	5500	7	0	5600	14000
Metaponto-Salerno	4500	3	0	2000	0	6500	3	0	8400	12250
Salerno-Metaponto	4500	3	0	2000	0	6500	3	0	8400	12250
Foggia-Caserta	4000	7	0	10000	8	14000	15	0	21000	21000
Caserta-Foggia	3000	7	0	17000	8	20000	15	0	21000	21000
0 Naples-Rome	17500	7	0	28000	16	45500	23	0	49000	71400
0 Rome-Naples	7000	7	9	52500	16	59500	23	9	59500	71400
Rome-Leghorn	14000	3	0	21000	2	35000	5	0	38500	58800
Leghorn-Rome	17500	3	2	24500	2	42000	5	2	42000	58800
219 Leghorn-Prato-Florence	14000	3	0	42000	0	56000	3	0	56000	70000
219 Florence-Prato-Leghorn	4200	3	2	35000	0	39200	3	2	56000	70000
Rome-Orte	4900	3	0	24500	12	29400	15	0	35000	46250
Orte-Rome	9800	3	7	31500	12	41300	15	7	42000	46250
Orte-Arezzo	2100	3	0	3500	0	5600	3	0	7000	22050
Florence-Bologna	1750	2	0	28000	0	29750	2	0	35000	35000
Bologna-Florence	1750	2	0	28000	0	29750	2	0	35000	35000
Orte-Falconara	7000	2	0	17500	12	24500	14	0	28000	29176
Falconara-Orte	7000	2	7	17500	12	24500	14	7	31500	29176
Ancona-Bologna	7000	2	0	28000	21	35000	23	0	42000	56000
Bologna-Ancona	2100	2	9	28000	21	30100	23	9	35000	42/56000
Foggia-Ancona	3500	3	0	17500	9	21000	12	0	21000	34300
Ancona-Foggia	3500	3	2	17500	9	21000	12	2	21000	34300

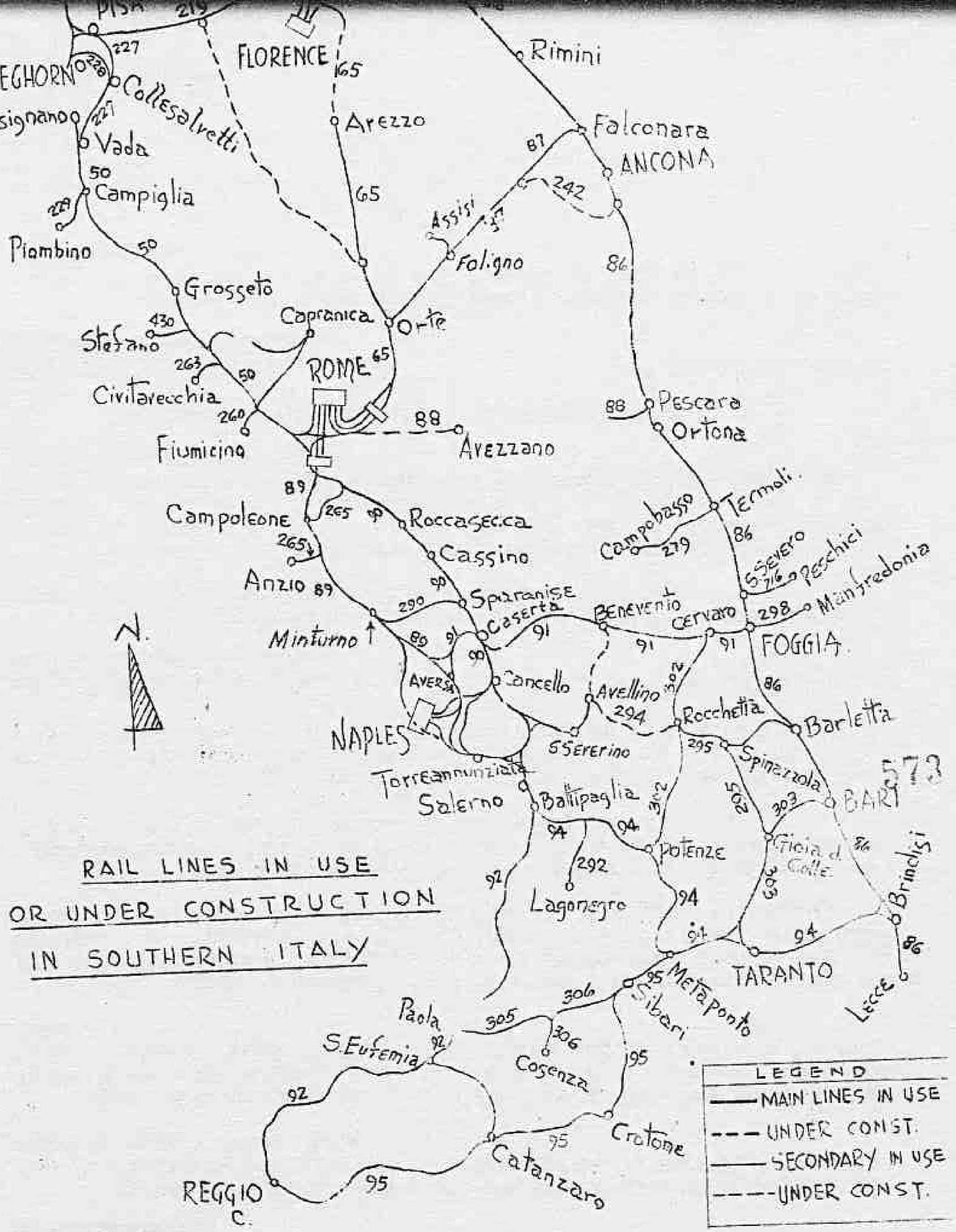
E: Military passenger trains include possible overland L of C requirements:

1 TPD Naples-Milan
1 TPD Taranto-Milan
1 TPD Northeast Italy-Milan via Udine-Verona ($\frac{1}{2}$ train ex Venice, $\frac{1}{2}$ train ex Trieste)



RAIL LINES IN USE
OR UNDER CONSTRUCTION
IN SOUTHERN ITALY

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RAIL LINES IN USE
OR UNDER CONSTRUCTION
IN SOUTHERN ITALY

LEGEND
- MAIN LINES IN USE
- UNDER CONST.
- SECONDARY IN USE
- UNDER CONST.

SECRET

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INSTRUCTIONS ISSUED ON WARSHIPLADINGS

Ref. this story 42-10

Instructions for the preparation and distribution of warshipladings have been set up by Transportation Corps Circular No. 7, Hq, MTO, Office of Chief of Transportation, dated 28 June, 1945.

The warshipladings are to be prepared by the U.S. Army agency making the transportation manifests. They will be prepared in accordance with provisions of Technical Manual 38-412, subject, "Ocean Shipping Procedures," March, 1945.

The original warshiplading will be prepared together with as many copies as required by the vessel or its agents or for the records of the loading Base Section. The original will be signed by the master of the vessel or the authorized agent of the vessel. Copies will bear the initials of the signer.

In the case of cargo loaded for U.S. destinations, the original warshiplading together with the transportation manifest will be forwarded direct to the New York Port of Embarkation by the loading Base Section.

For cargo destined to other theaters the original warshiplading together with transportation manifests and similar documents will be directed to CG, MTOUSA, Attention: Chief of Transportation, for final distribution.

EARLIEST POSSIBLE INFORMATION ON SAILINGS REQUESTED BY WD

Ref. this story 42-11

The War Department has asked that earliest possible information be provided on excess supplies returning to the United States.

In addition to information on army cargo as listed in OSPRC-TM-38-412, Chapter 2, Paragraph 8, it is requested that dimensions of all unusually bulky pieces be listed so that the vessel may be routed to the proper port. In addition the number of pieces and weight and measurement tons of unaccompanied baggage is also required.

(Reference: AGWAR cable SPTOT-OT-463 dated 1 July)

FILM STRIP ON SUPPLY MARKING OF OVERSEAS CARGO PREPARED

Ref. this story 42-12

A new sound film strip which illustrates marking procedures for inter-theater and return shipments to the United States is being distributed by the War Department.

The strip, designated as SFS 38-16, is entitled, "Marking Supplies for Overseas Shipment," and deals with basic marking procedures for normal Army shipments made by water, shipments made by air and lend lease shipments shipped from the United States to overseas destinations.

MULE SHIPS SAIL FOR

Ref. this story 42-13

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ions of Technical Manual 38-412, subject, "Ocean Shipping Procedures," March, 1945.

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Ref. this story 42-12

A new sound film strip which illustrates marking procedures for inter-theater and return shipments to the United States is being distributed by the War Department.

The strip, designated as SFS 38-16, is entitled, "Marking Supplies for Overseas Shipment," and deals with basic marking procedures for normal Army shipments made by water, shipments made by air and lend lease shipments shipped from the United States to overseas destinations.

MULE SHIPS SAIL FOR YUGOSLAVIA, GREECE

Ref. this story 42-13

The mule ships Joshua Hendy and Virginian have sailed from the United States for Piraeus with a cargo of animals to be used in the rehabilitation of the country. The mule ship Mexican is en route Yugoslavia from the U.S. with similar cargo.

AIR LIFT ARRANGED FOR AUSTRIAN AC

Ref. this story 42-14

Preparations are being made to lift by air the Allied Commission for Austria. The lift,-from Rome to Vienna, will involve approximately 600 personnel.

SECRET

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PORT SITUATION---NAPLES AREA

	Discharged								Gen. Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit	Total	Breakdown by Ports Naples	Salerno	Civitavecchia	T.Ann	
20 June	43	7226	2191	9417	7740	0	0	1677	1036
21 June	80	8626	2425	11051	9111	0	227	1713	1718
22 June	67	8753	2620	11373	10005	0	344	1024	1618
23 June	11	6427	2933	9360	7677	0	765	918	2229
24 June	3	5100	2512	7612	6495	0	457	660	2115
25 June	35	3008	1944	4952	4247	0	0	705	2815
26 June	87	2744	2166	4910	4011	0	496	403	2961
Total	326	41884	16791	58675	49286	0	2289	7100	14492
Daily Av	47	5983	2399	8382	7041	0	327	1014	2070

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				Gen. Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
20 June	0	2289	0	2289	1086
21 June	0	1924	0	1924	1425
22 June	0	1925	0	1925	1482
23 June	0	1830	0	1830	1136
24 June	0	1899	0	1899	1569
25 June	0	1078	0	1078	1224
26 June	18	739	0	739	1165
Total	18	11684	0	11684	9087
Daily Av	3	1669	0	1669	1298

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit	Total	No. Veh	Gen. Cargo
17 June	0	0	2227	2227	27	1646
18 June	0	0	1651	1651	83	1991
19 June	0	0	1789	1789	22	1466
20 June	0	0	1230	1230	49	755
21 June	0	0	746	746	32	1103
22 June	0	0	[illegible]	630	32	1200
23 June	0	0	1403	1403	33	1303
Total	0	0	9676	9676	597	[illegible]
Daily Av	0	0	1382	1382	85	[illegible]

Weight of wheeled vehicles and bulk POL not included.

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PORT SITUATION---BARI

	Discharged	Loaded
	No.	

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23 June	11	6427	2933	9360	7677	0	765	918	2229
24 June	3	5100	2512	7612	6495	0	457	660	2115
25 June	35	3008	1944	4952	4247	0	0	705	2815
26 June	87	2744	2166	4910	4011	0	496	403	2961
Total	326	41884	16791	58675	49286	0	2289	7100	14492
Daily Av	47	5983	2399	8382	7041	0	327	1014	2070

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				Gen. Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
20 June	0	2289	0	2289	1086
21 June	0	1924	0	1924	1425
22 June	0	1925	0	1925	1482
23 June	0	1830	0	1830	1136
24 June	0	1899	0	1899	1569
25 June	0	1078	0	1078	1224
26 June	18	739	0	739	1165
Total	18	11684	0	11684	9087
Daily Av	3	1669	0	1669	1298

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit	Total	No. Veh	Gen. Cargo
17 June	0	0	2227	2227	27	1646
18 June	0	0	1651	1651	83	1991
19 June	0	0	1789	1789	22	1466
20 June	0	0	1230	1230	49	755
21 June	0	0	746	746	32	1103
22 June	0	0	[illegible]	630	32	1200
23 June	0	0	1403	1403	33	1303
Total	0	0	9676	9676	597	[illegible]
Daily Av	0	0	1382	1382	85	[illegible]

Weight of wheeled vehicles and bulk POL not included.

579

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo U.S.	Brit	Total
17 June	3	1340	4099	5439	43	330	319	649
18 June	5	775	3739	4514	0	322	978	1300
19 June	0	38	3598	3636	21	335	991	1326
20 June	0	858	3312	4170	8	248	1137	1385
21 June	0	1387	3632	5019	0	196	920	1116
22 June	0	2407	1967	4374	0	83	1490	1573
23 June	2	2077	1665	3742	0	40	2907	2947
Total	10	8882	22052	30894	72	1554	8742	10296
Daily Av	1	1269	3145	4414	10	222	1249	1471

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included.

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TRANSPORTATION NEWS LETTER

Vol. I. No. 42 3 July, 1945

DIVERSION OF VESSELS DUE FOR EARLY ARRIVAL FROM U.S.

Vessels due to arrive in the Mediterranean from the United States were diverted as follows 3 July:

SHIP NO.	NAME	SAILED	DESTINATION	REMARKS
Galveston	Aram J. Pothier	21 June	S. France	Bulk wheat
CH 70	Byron Darnton	22 June	Augusta for orders	Flour
BA 270	Cape Beale	21 June	Naples/Civitavecchia	A G account
BA 275	Cape Lookout	24 June	Augusta for orders	
PH 218	Cecil N. Bean	25 June	Naples for orders	Coal
Galveston	Edward N. Hinton	23 June	S. France	Bulk wheat
New York	Edwin S. Nettleton	22 June	Casablanca/Alexandria	
HR 474	Eugene E. O'Donnell	21 June	S. France	
Cristobal	Edward E. Spafford	18 June	Balkans	UNRRA
CH 72	Eleazar Lord	18 June	Hoel	Coal
New Orleans	F.J. Luckenback	25 June	Piraeus/Naples	
HR 482	Florence Crittenton	23 June	S. France	
BA 273	George E. Pickett	22 June	Naples to berth or for on routing to Leghorn Algiers/Philippeville	
Pensacola	George Uhler			
Jacksonville	Henry Wilson	19 June	Naples to berth or for on routing to Leghorn Casablanca/S. France	
Charleston	Howell E. Jackson			
CH 71	James M. Gillis	16 June	Naples for orders	
BA 286	John B. Payne	17 June	Naples to berth or for on routing to Leghorn	
New Orleans	John Chandler	18 June	Balkans	UNRRA
HR 481	James Bowdoin	25 June	S. France	
PH 210	John H.B.Latrobe	26 June	S. France	
BA 289	John H. Hammond	26 June	Naples to berth or for on routing to Leghorn	
New York	John Vining	20 June	Algiers	
HR 502	Konyon L. Butterfield	21 June	Naples for orders	Coal
Galveston	Kerkyra	19 June	Balkans	UNRRA
GA 34	Margaret Brent	20 June	Naples	Bulk wheat
New Orleans	Richard D. Lyons	23 June	Balkans	UNRRA
Galveston	R. . Williamson	18 June	S. France	Bulk wheat
PH 208	Robert Henri	19 June	Naples for orders	Coal
Baltimore	Thomas Hill	16 June	Naples for Genoa	Bagged wheat
BA 286	Thomas Condon	20 June	Naples for orders	Coal
Mobile	Thomas Eakins	24 June	Algiers	
BA 282	Tomas Guardia	22 June	Hoel/Venice	Bagged wheat
Buenos Aires	William F. MacLennan	15 June	S. France	
Baltimore	Winifred L. Smith	19 June	Naples to berth or for on routing to Leghorn	
New York	Wayne MacVeagh	20 June	Balkans	UNRRA
Houston	William A. Dobson	21 June	S. France	Bulk wheat
	William D. Moseley	24 June	Algiers/Naples	
BA 288	Woodbridge N. Ferris	26 June	Naples for orders	Coal

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CH 70	Byron Darnton	22 June	Augusta for orders	Flour
BA 270	Cape Doole	21 June	Naples/Civitavecchia	A G account
BA 275	Cape Lookout	24 June	Augusta for orders	
PH 218	Cecil N. Bean	25 June	Naples for orders	Coal
Galveston	Edward N. Hinton	23 June	S. France	Bulk wheat
New York	Edwin S. Nettleton	22 June	Casablanca/Alexandria	
HR 474	Eugene B. O'Donnell	21 June	S. France	
Cristobal	Edward E. Spafford	18 June	Balkans	UNRRA
CH 72	Eleazar Lord	18 June	Heel	Coal
New Orleans	F.J. Luckenback	25 June	Piraeus/Naples	
HR 482	Florence Crittenton	23 June	S. France	
BA 273	George D. Pickett	22 June	Naples to berth or for on routing to Leghorn	
Pensacola	George Uhler		Algiers/Philippeville	
Jacksonville	Henry Wilson	19 June	Naples to berth or for on routing to Leghorn	
Charleston	Howell E. Jackson		Casablanca/S. France	
CH 71	James M. Gillis	16 June	Naples for orders	
BA 286	John B. Payne	17 June	Naples to berth or for on routing to Leghorn	
New Orleans	John Chandler	18 June	Balkans	UNRRA
HR 481	James Bowdoin	25 June	S. France	
PH 210	John H.B. Latrobe	26 June	S. France	
BA 289	John H. Hammond	26 June	Naples to berth or for on routing to Leghorn	
New York	John Vining	20 June	Algiers	
HR 502	Kenyon L. Butterfield	21 June	Naples for orders	Coal
Galveston	Kerkyra	19 June	Balkans	UNRRA
GA 34	Margaret Brent	20 June	Naples	Bulk wheat
New Orleans	Richard D. Lyons	23 June	Balkans	UNRRA
Galveston	R.E. Williamson	18 June	S. France	Bulk wheat
PH 208	Robert Henri	19 June	Naples for orders	Coal
Baltimore	Thomas Hill	16 June	Naples for Genoa	Bagged wheat
BA 286	Thomas Condon	20 June	Naples for orders	Coal
Mobile	Thomas Eakins	24 June	Algiers	
BA 282	Tomas Guardia	22 June	Heel/Venice	Bagged wheat
Buenos Aires	William F. MacLennan	15 June	S. France	
Baltimore	Winifred L. Smith	19 June	Naples to berth or for on routing to Leghorn	
New York	Wayne MacVeagh	20 June	Balkans	UNRRA
Houston	William A. Dobson	21 June	S. France	Bulk wheat
	William D. Moseley	24 June	Algiers/Naples	
BA 300	Woodbridge N. Ferris	26 June	Naples for orders	Coal
HR 483	Zapaca (reefer)	21 June	Casablanca/Naples	

PROCEDURE FOR CIVILIAN TRAVEL TO U.S. ANNOUNCED

The following policy on travel to the U.S. has been announced by AFHQ.

Passenger traffic which is war effort or in connection with relief and rehabilitation related to the war effort will be referred to AFHQ for decision and possible inclusion within the War Department quota.

Non war effort passenger traffic will be referred by applicant through American State Department channels to the State Department in Washington. The State Department will contact the War Department for evaluation of travel and the War Department will forward approval for such traffic. This applies to both American and foreign personnel.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

PORT SITUATION---NAPLES AREA

	Discharged								Gen. Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit	Total	Breakdown by Ports Naples	Salerno	C'marc	T.Ann	
20 June	43	7226	2191	9417	7740	0	0	1677	1036
21 June	80	8626	2425	11051	9111	0	227	1713	1718
22 June	67	8753	2620	11373	10005	0	344	1024	1618
23 June	11	6427	2933	9360	7677	0	765	918	2229
24 June	3	5100	2512	7612	6495	0	457	660	2115
25 June	35	3008	1944	4952	4247	0	0	705	2815
26 June	87	2744	2166	4910	4011	0	496	403	2961
Total	326	41884	16791	58675	49286	0	2289	7100	14492
Daily Av	47	5983	2399	8382	7041	0	327	1014	2070

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				Gen. Cargo Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
20 June	0	2289	0	2289	1086
21 June	0	1924	0	1924	1425
22 June	0	1925	0	1925	1482
23 June	0	1830	0	1830	1136
24 June	0	1899	0	1899	1569
25 June	0	1078	0	1078	1224
26 June	18	739	0	739	1165
Total	18	11684	0	11684	9087
Daily Av	3	1669	0	1669	1298

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit	Total	No. Veh	Gen. Cargo
17 June	0	0	2227	2227	27	1446
18 June	0	0	1651	1651	83	1991
19 June	0	0	1789	1789	22	1466
20 June	0	0	1230	1230	49	755
21 June	0	0	746	746	32	1103
22 June	0	0	630	630	32	1200
23 June	0	0	1403	1403	33	1203
Total	0	0	9676	9676	597	9174
Daily Av	0	0	1382	1382	85	1310

Weight of wheeled vehicles and bulk POL not included.

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PORT SITUATION---BARI

	Discharged				Loaded	
	No.	General Cargo			No.	General Cargo

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22 June	67	8753	2620	11373	10005	0	344	1024	1618
23 June	11	6427	2933	9360	7677	0	765	918	2229
24 June	3	5100	2512	7612	6495	0	457	660	2115
25 June	35	3008	1944	4952	4247	0	0	705	2815
26 June	87	2744	2166	4910	4011	0	496	403	2961
Total	326	41884	16791	58675	49286	0	2289	7100	14492
Daily Av	47	5983	2399	8382	7041	0	327	1014	2070

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---LEGHORN

	Discharged				Gen.
	No.	General Cargo			Cargo
	Veh	U.S.	Brit.	Total	Loaded
20 June	0	2289	0	2289	1086
21 June	0	1924	0	1924	1425
22 June	0	1925	0	1925	1482
23 June	0	1830	0	1830	1136
24 June	0	1899	0	1899	1569
25 June	0	1078	0	1078	1224
26 June	18	739	0	739	1165
Total	18	11684	0	11684	9087
Daily Av	3	1669	0	1669	1298

Weight of wheeled vehicles and bulk POL not included.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No.	General Cargo			No.	Gen.
	Veh	U.S.	Brit	Total	Veh	Cargo
17 June	0	0	2227	2227	27	1646
18 June	0	0	1651	1651	83	1991
19 June	0	0	1789	1789	22	1466
20 June	0	0	1230	1230	49	755
21 June	0	0	746	746	32	1103
22 June	0	0	630	630	32	1200
23 June	0	0	1403	1403	33	1203
Total	0	0	9676	9676	597	9764
Daily Av	0	0	1382	1382	85	1395

Weight of wheeled vehicles and bulk POL not included.

572

PORT SITUATION---BARI

	Discharged				Loaded			
	No.	General Cargo			No.	General Cargo		
	Veh	U.S.	*Brit	Total	Veh	U.S.	Brit	Total
17 June	3	1340	4099	5439	43	330	319	649
18 June	5	775	3739	4514	0	322	978	1300
19 June	0	38	3598	3636	21	335	991	1326
20 June	0	858	3312	4170	8	248	1137	1385
21 June	0	1387	3632	5019	0	196	920	1116
22 June	0	2407	1967	4374	0	83	1490	1573
23 June	2	2077	1665	3742	0	40	2907	2947
Total	10	8882	22012	30894	72	1554	8742	10296
Daily Av	1	1269	3145	4414	10	222	1249	1471

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included.

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TRANSPORTATION NEWS LETTER

STATUS OF CARGO VESSELS IN MAJOR PORTS

S. France as of 2 July

Awaiting Berth
to Discharge
William Pepper
Exceller
John Mosby
William Yancey

Discharging
Junius Smith 6
Nathan Forrest 4
Hastings 4
Cape Comfort 4
Harry Culbreath 8
Noonday 4
Nathaniel Silsbey 9
Henry Richardson 3
Abangarez 4
Ben Dixon 4
Stanton King 5
Henry Costin 9
George Chamberlain 6
Sagittaire 5
Martin Johnson 5
Elias Kulukundis
Benjamin Lundy
Harvey Miller
Frederick Dau
Arthur Huddell
Marigot

Awaiting Berth
to Load

James Birney
William Ogden
Washburn
Matthew Brady
John Mason
Hannibal Hamlin
Albert Smiley
John Lawrence
Andrew Pickens
Charles Tufts
Sylvania

Loading

Leghorn as of 3 July

Discharging
Juliette Lowe
Joseph Eastman
Ira Nelson Morris
Celestial

Loading
Cape Trafalgar
Joseph Eastman
William Heard
John Elliott
Binger Herman
William Hovey
Francis Blanchet

Naples as of 3 July

Awaiting Berth
to Discharge
Langdon Cheves
John Holland

Discharging
William Davidson 3
George Sharswood 3
Louis Joliet 4
Normaclark 6
Nina Entrego 6
Frederick Ives 7
Empire Caicos 8
Stephen Mallory 9
Ocean Glory 9
Samalness 12
Andanus Burke 13
Willow Park 13

Discharged, Awaiting
Orders or Convoy
James Bellos
Edwin Drake
Josiah Parker
Matthew O'Brien
Sea Nymph
Kaia Knudson

Loading
Fort Anne
Stephen Girard
James Porter
William Nichols
Elizabeth Lykes
William Lewis
Paul Hayne
William Bradford
Charles Poale
Tore Jarl

Loaded, Awaiting
Orders or Convoy
Sutherland
George Eldridge

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to Discharge
William Pepper
Exceller
John Mosby
William Yancey

Discharging
Junius Smith 6
Nathan Forrest 4
Hastings 4
Cape Comfort 4
Harry Culbreath 6
Noonday 4
Nathaniel Silsbey 9
Henry Richardson 3
Abangarez 4
Ben Dixon 4
Stanton King 5
Henry Costin 9
George Chamberlain 6
Sagittaire 5
Martin Johnson 5
Elias Kulukundis
Benjamin Lundy
Harvey Miller
Frederick Dau
Arthur Huddell
Marigot

Awaiting Berth
to Load

James Birney
William Ogden
Washburn
Matthew Brady
John Mason
Hannibal Hamlin
Albert Smiley
John Lawrence
Andrew Pickens
Charles Tufts
Sylvania

Loading
Frank Reed
Joseph Squires
Halton Carey
Alexander Ramsey
Harold Winslow
George Dewey
Robert Bean
John Reagan
Oliver Perry
Amos Kendall
William Prouse
Albert Nicholson
Vernon Parrington
Thomas Paine
George Lawson
George Kenny
Thomas Walters

Juliette Lowe
Joseph Eastman
Ira Nelson Morris
Celestial

Loading
Cape Trafalgar
Joseph Eastman
William Heard
John Elliott
Binger Herman
William Henry
Francis Blanchet

Langdon Cheves
John Holland

Discharging
William Davidson 3
George Sharswood 3
Louis Joliet 4
Normaclark 6
Nina Entrego 6
Frederick Ives 7
Empire Caicos 8
Stephen Mallory 9
Ocean Glory 9
Samalness 12
Aedanus Burke 13
Willow Park 13

Discharged, Awaiting
Orders or Convey
James Nellies
Edwin Drake
Josiah Parker
Matthew O'Brien
Sea Nymph
Kaia Knudson

Loading
Fort Anne
Stephen Girard
James Porter
William Nichols
Elizabeth Lykes
William Lewis
Paul Hayne
William Bradford
Charles Poale
Tore Jarl

Loaded, Awaiting
Orders or Convey
Sutherland
George Eldridge

NOTE: Figures following names of vessels indicate estimated date of completion.

Duplin
George Kenny
Thomas Walters
William Duval
Edward Kavanagh
James Johnson
Ben Osborn

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TRANSPORTATION NEWS LETTER

DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 (S & R)
11	QMC
12	Sig O
13	Surg
14	C.S
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (P & Tn)Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	AMD Naples
37	MSTO (Attn: SOPO)
38	Pet Sec
39	MSA
40	AG P & D

41-60	CGT ASF WD
61	DGFR, APO 887, Paris
62	CG, Delta base
63	CG, Conad
64	CG, Penbase
65	CG, PMTF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMH, Eighth Fleet
79	CG, Peninark
80	DIRS, Italy, Rome
81	DDIRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AQMG(M) Hqs 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	NATS, Naples
100-101	CG, AF & SS (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, [illegible], USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AFHQ, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, IBS, Naples
127	Army-Navy Staff College, New ND Bldg, Washington, (Attn: Col, Korr)
128-129	763rd Ry Shop Bn, APO 512

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4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 (S & R)
11	QMC
12	Sig O
13	Surg
14	C.E
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (T & Tn)Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	AFHQ Naples
37	ISTO (Attn: SOPO)
38	Pet Sec
39	MSU
40	AG M & D

64	CG, Penbase
65	CG, NATO
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn
72-76	COT, ETOUSA
77-78	CONAC, Eighth Fleet
79	CG, Peninsula
80	DTRS, Italy, Rome
81	DDTRS, Italy, Rome
82	CO, Adriatic Base Depot
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Delibase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army

94	Tpn O, Penbase South
95	AQME(M) Nov 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	NATS, Naples
100-101	CG, AA & SF (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, [illegible], USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn C, AMMT, APO 787, c/o pm, New York
108-109	Port Tpn O, POE, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USAFBE, SHAEF, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, IBS, Naples
127	Army-Navy Staff College, New AD Bldg, Washington, (Attn: Col. Korr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, N.O.
132-133	CO, ASF Training Center, Camp Plaucho, New Orleans

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MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA 431/13

MANY LARGE AIR LIFTS ARRANGED UNDER NEW CENTRAL POOL SYSTEM

Ref. this story 41-1

More efficient use of air transportation facilities has been made possible by the placing of all aircraft in the Mediterranean Theater of Operation in a central pool from which equipment may be drawn for intra-theater flights as arranged by Air Group, AFHQ.

Through special arrangements with the Mediterranean Army Air Forces all air movements of both Air Force and Ground Force personnel are being scheduled by AFHQ. Previously Air Force organizations arranged movements of their own personnel using organizational equipment to make the lifts.

A number of large personnel moves arranged under the central pool system are under way at present.

Greek and Italian citizens are being repatriated this week in a program which calls for the lifting of approximately 100 Greek citizens per day from Bari to Athens and a similar number of Italian citizens from Tirana, Albania, to Bari. The aircraft are making the lift of Italians at Tirana on the return trip from Athens. The program will require approximately six days to complete.

Starting about 29 June, four battalions of British troops will be switched by air movement between Klagenfurt, Austria, and Salonika, Greece. The movement will require 10 aircraft, each lifting 20 troops per day. Approximately 3,000 troops are involved in the move. The two battalions in Klagenfurt are to relieve the two in Salonika, the latter returning to Austria for reorganization.

A total of 1,500 Soviet citizens were evacuated last week from Bari to Udine. The Russians were being repatriated, and were moved in 20 planes at the rate of 400 per day. From Udine they were moved by highway to Bruck in Soviet-occupied Austria.

A move of 219 Russian hospital patients from points in Northern Italy to Bruck is now being arranged by Air Group.

56,050 PERSONNEL TO BE LIFTED TO UNITED STATES DURING JULY

Ref. this story 41-2

570

An estimated total of 56,050 personnel will be lifted from the Mediterranean Theater of Operations to the United States by sea and air transportation during the month of July. Spaces for approximately 43,050 personnel have been allocated to date. The figures are for planning purposes and are subject to change.

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The breakdown:

Category	Quota	Allocated Lifts	Spaces
Patients	1500	Liberties & Victories	6000
High Score Personnel	22000	Eight Personnel Vessels	25000
Low Score Personnel	7000	Green Project Air Lift	10750
Navy & Quasi-Mil.	950	Usual Air Lift	1300
Category II	21600		
Backlog	3000		
Total	56050	Total	43050

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TRANSPORTATION NEWS LETTER

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1ST ARMORED DIVISION MOVES TO ETO BY ROAD

Ref. this story 41-3

The move of the First Armored Division by highway from the Brescia area to Landkreise Hall and Crailsheim, Germany, is under way with 571 vehicles scheduled to leave 25 June and 520 scheduled to leave 26 June.

A total of 303 officers, 16 warrant officers and approximately 5,000 enlisted personnel will make the move with the main body. An advanced detachment of 25 officers and 95 enlisted men left Italy 20 June.

Only general purpose vehicles are being moved to the European Theater by the Division. Stocks left behind by other armored divisions which are to be redeployed from ETO will be used to supply the First Armored. Tracked and half tracked vehicles belonging to the First Division are being retained in Italy from where they will be shipped to the United States or the Pacific.

High score personnel in the Division are also remaining in Italy for redeployment to the United States.

The Division is being moved in serials averaging 100 vehicles, divided into march units averaging 25 vehicles. There will be 20-minute intervals maintained between march units and 40-minute intervals between serials. Overnight staging areas will be at Lake Garda, Bolzano and Landsberg.

Estimated time of arrival at their destinations is 0500B 29 June for the initial element and 2315B 29 June for the final element.

"ANZIO ANNIE" FINALLY EN ROUTE TO STATES

Ref. this story 41-4

"Anzio Annie", 280 mm German railway gun used against American forces at the Anzio beachhead, is on route to the United States after awaiting shipment for approximately six months.

The giant weapon presented many shipping difficulties inasmuch as it was desired to move the weapon so that it would be in operatable condition when it reached the United States. After several attempts to set up shipping, the Liberty ship "Robert Livingston" was found suitable and nominated for the task.

The Livingston arrived in Naples with a lift of steam locomotives. Its decks had been reinforced with shoring to make the heavy lifts possible. The same shoring is being used to support the weight of the German weapon.

The weapon was outloaded at Taranto where a 150-ton crane is available. The gun barrel weighing 90 tons, the carriage weighing 70 tons, the recoil mechanism weighing 20 tons and two sets of trucks for the carriage weighing 25 tons each were deck loaded. Stowed tween deck were five cases and two pieces of parts and some tools weighing four tons. Total weight of the lift was 234 tons.

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Two rail cars, part of the "Anzio Annie" train, could not be lifted on the Livingston and are being returned to Naples to be lifted for the United States on other vessels. Other cars in the train were lifted at Naples some time ago.

Ref. this story 41-5

MULE SHIP LIFTING MARES FOR PIRAEUS

The mule ship, F.J.Luchenback, has sailed from New Orleans for Piraeus with 588 mares to be used in rehabilitation work in Greece. The vessel has been routed to Piraeus, thence to Naples and thence to New Orleans.

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LAST OF US-MRS PERSONNEL TO BE WITHDRAWN 1 JULY

Ref. this story 41-6

The last of the U.S.-Military Railway Service personnel will be withdrawn from the Italian railroad system on 1 July leaving operation of the railroads to the Italian State Railways.

Military Railway Service will maintain supervisional jurisdiction over the operation and will set up liaison offices to coordinate operations of the Italian State Railways in connection with the movement of military personnel and freight.

Some American personnel may continue to work in railway shops set up for maintenance of U.S. rolling stock.

Bologna-Brenner Line to Open 30 June

Line 69, principal rail link between Italy, Austria and Germany has been repaired completely except for the spanning of the Po River bridge between Ostiglia and Poggio Rusco. A successful test train run has been made over the line, but the road will not be open to traffic until 30 June by which time signal and communication systems along the line will have been repaired. Some portions of the track are being used for local traffic at present.

The Po River bridge will be completed 7 July. Until that time a truck ferry will lift freight and passengers around the break.

Cave-ins in the tunnel between Ancona and Osimo continue to hold up completion of Line 86 from Orte to Ancona. It is now estimated that the line will be ready to accept traffic about 27 June.

Adding to reconstruction difficulties at the tunnel, a failure in the water supply has made it necessary to bring water from outside sources to be used for construction purposes. A truck ferry has been established over a 10-mile route to bridge the gap made by the tunnel.

Line 71 from Venice to Mestre to Udine to Gemona to Tarvisio and Austria is now open except for a stretch of track between Moggio and Pontebba. Several diversions are in use around breaks along the line. The entire line is expected to be ready to accept traffic by approximately 15 July.

Line 53 which connects Turin, Milan, Verona, Vicenza, Padua, Mestre and Venice is now open although a wide diversion is necessary from Padua to Mestre. Trains from Padua to Mestre are routed northward over Line 176 to Castelfranco and southward to Mestre on Line 174.

569

Coastal Line Under Repair

Line 61 from Genoa to the Italian-French border is open to Savona and is under repair as far as Bordighera. This section of the line is expected to be completed sometime in July. Chief damaged on the line is to several tunnels. The tunnels are through rock, however, and it is believed

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West of Bordighera the French are in control and have reported that between Bordighera and Menton a number of bridges, viaducts and tunnels have been blown. Tracks and installations have been mined and bobby-trapped.

It is believed that once repairs get under way work on the line can be completed in two months.

(Continued on Page 5)

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LAST OF US-MRS PERSONNEL TO BE WITHDRAWN 1 JULY (Cont'd from Page 3)

The route from Trieste to Udine (Lines 84-188) now is open although some diversions which were constructed alongside the present lines by the Germans are being used.

Line 65 which will connect Bologna with northwestern Italy will be completed from Bologna to Modena about 7 July and from Modena to Pinerolo about 30 July.

Rail Network Fifth Largest

Prior to the war the Italian railroad network was the fifth largest in Europe. Over 26 percent of the national lines were double track, a considerable ratio according to European standards.

Trackage in Northern Italy, a total of 6,003 miles, represents approximately 42.1 percent of the total Italian trackage. Of this 4,696 miles are owned by the National Railroads including practically all important lines in the region. The remainder, 1,307 miles, are owned by private railroads principally for local use.

Although Northern Italy has only 47 percent of the total population of Italy, its railroads, prior to the war, carried 58 percent of the passenger traffic and 60 percent of the freight.

Italy is connected with France, Switzerland, Austria and Yugoslavia by nine main routes and five lines of lesser importance. In addition there are 13 lines leading to railheads which are only short distances from important mountain passes and other border points.

Freight cars can be interchanged over all border connections. This applies also to cars equipped with continuous air brakes, since all systems of continental railroads work together. Passenger cars can only be interchanged without difficulty when the brake systems are adapted for international traffic.

French, Swiss and Austrian electric locomotives cannot be used in Italy owing to the differences in systems of electrification.

569

(Reference information on North Italy Railways: Orientation Study on North Italy Railways, OSS, Branch of Research and Analysis dated 18 November, 1943)

Capacities of rail lines in Northern Italy are:

No.	Connections	Tons per Day
69	Bologna-Verona	4,000
69	Verona-Brenner	1,500*
53	Verona-Mestre	5,000

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69	Verona-Brenner	1,500*
53	Verona-Mestre	5,000
71	Udine-Tarvisio	3,500**
84/188	Trieste-Udine	3,500***
71	Mestre-Udine	5,000
53	Verona-Brescia	5,000#
53	Brescia-Milan	10,000
50	Genoa-Alessandria	10,000
57	Alessandria-Milan	10,000
50	Alessandria-Turin	7,650
53	Turin-Milan	1,000
65	Prato-Bologna	4,500
86	Ancona-Rimini	8,000
86	Rimini-Bologna	6,000

* To be developed to [illegible]00
** To be developed to 4,500
*** To be developed to 4,500
\# To be developed to 10,000

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EVACUATION OF SOVIET CITIZENS FROM US-MTO TERRITORY COMPLETED

Ref. this story 41-7

Evacuation of all Russian displaced personnel from American-controlled territory in the Mediterranean Theater to Soviet-occupied territory in Austria was completed 21 June.

The move started 7 June and involved the assembling of 10,000 Russians at Modena, 7,400 at Bologna and 1,500 at Udine. From these points the repatriates were transported overland by Fifth Army motor to Bruck, Austria.

The repatriates previously had been moved from Pisa to Bologna by rail and from Bari to Udine by air.

BARI-MILAN-TURIN FLIGHT ADDED TO MATS SCHEDULE

Ref. this story 41-3

A daily flight between Bari, Naples, Rome, Pisa, Milan and Turin has been added to the Mediterranean Air Transport Service schedule.

The flight:

Read down				Read up
0500	Lv	Bari	Ar	1420
0610	Ar	Naples	Lv	1310
0655	Lv	Naples	Ar	1225
0810	Ar	Rome	Lv	1110
0840	Lv	Rome	Ar	1040
1005	Ar	Pisa	Lv	0915
1035	Lv	Pisa	Ar	0845
1145	Ar	Milan	Lv	0735
1230	Lv	Milan	Ar	0650
1320	Ar	Turin	Lv	0600

NOTE: All above times are GMT. For Caserta (B) time add two hours.

REFRIGERATOR COASTER READIED FOR 5 JULY

Ref. this story 41-6

The Hebe II, refrigerator coaster which is to replace the Genepesca as a chill space vessel for ferrying perishables from North Africa to Italy, will be ready for operation approximately 5 July. The Genepesca was sunk by a mine off Elba in May.

The Hebe II had been allocated to the U.S. Navy for intra-theater lifting of cargo. The Navy agreed to release it to the Army, however, after it was provided a suitable replacement.

Refrigeration equipment is being overhauled and blowers installed by the Navy at Palermo.

The coaster will lift 400 tons of wine from Palermo to Casablanca for the North African Service Command account.

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0840	Lv	Rome	Ar	1040
1005	Ar	Pisa	Lv	0915
1035	Lv	Pisa	Ar	0845
1145	Ar	Milan	Lv	0735
1230	Lv	Milan	Ar	0650
1320	Ar	Turin	Lv	0600

NOTE: All above times are GMT. For Caserta (B) time add two hours.

REFRIGERATOR COASTER READIED FOR 5 JULY

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CLEARANCE REQUIRED FOR FOREIGN PERSONNEL VISITING FOREIGN COUNTRIES, WD ADVISES

Ref. this story 41-9

Foreign personnel who are to visit foreign countries under the auspices of the U.S. Army must first obtain permission from the governments of the countries to be visited, the War Department has pointed out.

In several instances in recent months foreign personnel traveling under Army auspices have visited foreign countries without prior knowledge of the governments of the countries. These are infringements on sovereign rights of the countries visited and resulted in embarrassment to the U.S. Government.

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DIVERSION OF VESSELS DUE FOR EARLY ARRIVAL FROM U.S.

Vessels due to arrive soon in the Mediterranean were diverted as follows 20 June:

SHIP NO.	NAME	SAILED U.S.	DESTINATION	REMARKS
HR475	Abangarez	16 June	S. France for partial discharge, Reefer Naples for completion.	
	Aedanus Burke	15 June	Casablanca for discharge of deck cargo, Naples for compl.	
HR464	Alf Lindberg	13 June	Augusta for Noel	Fitted for 4
HR467	American Builder	14 June	Oran for partial discharge, S. France for completion	Fitted for 9
BA263	Celestial	14 June	Naples to berth or for on routing to Leghorn	Fitted for 8
	Billy Mitchell	17 June	Constanza	
	Charles D. Poston	14 June	Alexandria	
GA33	Frank C. Emerson	14 June	Catania	Bulk wheat
	George Vickers	13 June	Algiers	Bulk wheat
	George Whitefield	14 June	Madras, India	
HR468	Harry Culbreath	14 June	S. France	
BA269	Henry Jocelyn	15 June	Naples to berth or for on routing to Leghorn	Army cargo
PH205	Henry S. Foote	14 June	Naples for orders	Coal
HR466	Houston Volunteers	15 June	Bari	
HR480	Jacob C. Harper	15 June	Naples for orders	Coal
BA276	Louis Joliet	13 June	Naples for orders	Coal
PH198	Noonday	16 June	S. France	
	Rachel Jackson	13 June	Alexandria	
	Robert Lovett	16 June	S. France	
	Sea Dolphin	12 June	Calcutta	
HR463	William Black Yates	16 June	Bari	
GA32	William Watson	16 June	Naples for orders	
HR478	William Pepper	13 June	S. France	

MAINTENANCE TONNAGES ACCEPTED 15-24 JULY

567

	USACF	USAF	BRIT ARMY	BRIT AF	ALCOM	COAL	POL	TOTAL
Naples	4020	1730	18994	414	0	3500	0	28658
Bagnoli	0	0	0	0	0	10000	0	10000
Naples Sub Ports	0	0	0	0	12000	0	0	12000
Leghorn	5000	0	0	0	0	10000	0	15000
Civitavecchia	0	0	0	0	7000	8000	0	15000
Piombino	0	0	0	0	5000	0	0	5000
Noel	6564	3436	24712	458	0	1500	0	34670
Venice	0	0	9955	0	6000	4700	2970	23625
Trieste	0	0	3791	0	3000	0	0	6791
Genoa	0	0	3412	0	21000	35000	310	59722

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	George Whitefield	14 June	Madras, India	
HR468	Harry Culbreath	14 June	S. France	
BA269	Henry Jocelyn	15 June	Naples to berth or for on routing to Leghorn	Army cargo
PH205	Henry S. Pecte	14 June	Naples for orders	Coal
HR466	Houston Volunteers	15 June	Bari	
HR480	Jacob C. Harper	15 June	Naples for orders	Coal
BA276	Louis Joliet	13 June	Naples for orders	Coal
PH198	Noonday	16 June	S France	
	Rachel Jackson	13 June	Alexandria	
	Robert Lovett	16 June	S. France	
	Sea Dolphin	12 June	Calcutta	
HR463	William Black Yates	16 June	Bari	
GA32	William Watson	16 June	Naples for orders	
HR476	William Pepper	13 June	S. France	

MAINTENANCE TONNAGES ACCEPTED 15-24 JULY

	USACF	USAF	BRIT ARMY	BRIT AF	ALCOM	COAL	POL	TOTAL
Naples	4020	1730	18994	414	0	3500	0	28658
Bagnoli	0	0	0	0	0	10000	0	10000
Naples Sub Ports	0	0	0	0	12000	0	0	12000
Leghorn	5000	0	0	0	0	10000	0	15000
Civitavecchia	0	0	0	0	7000	8000	0	15000
Piombino	0	0	0	0	5000	0	0	5000
Heel	6564	3436	24712	458	0	1500	0	36670
Venice	0	0	9955	0	6000	4700	2970	23625
Trieste	0	0	3791	0	3000	0	0	6791
Genoa	0	0	3412	0	21000	35000	310	59722
Total	15584	5166	60864	872	54000	72700	3280	212466

TONNAGE TO POINTS OUTSIDE ITO 15-24 JULY

	From NAPLES	From LEGHORN	From BARI	TOTAL
To Casablanca	200	5	0	205
To India	1000	300	500	1800
To SWPA	1800	0	3000	4800
To USA	13000	6800	14100	33900
To Marseilles	10	0	0	10
Direct & Indirect Redeployment	0	0	16000*	16000
Total	16010	7105	33600	56715

*Not including 500 vehicles to be moved.

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TRANSPORTATION NEWS LETTER

PORT SITUATION---NAPLES AREA

	Discharged							Gen. Carg.
	No.	General Cargo			Breakdown by Ports				
	Veh	*U.S.	Brit.	Total	Naples	Salerno	Cimaro	Leghorn	Load
13 June	37	6846	2475	9321	7409	600	847	265	49
14 June	0	6118	3164	9282	7690	600	757	235	28
15 June	59	5946	3603	9549	7378	800	740	631	24
16 June	17	5439	2498	7937	6024	830	933	150	22
17 June	0	5368	2586	7954	6707	0	951	296	21
18 June	3	6910	2857	9767	8501	0	466	800	22
19 June	44	6226	3435	9662	8097	0	211	1353	22
Total	160	40853	20618	63471	53806	3030	4035	3700	190
Daily Av	23	6122	2945	9067	2401	433	705	529	27

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Gen Carg.
	No.	General Cargo			
	Veh	*U.S.	Brit	Total	Load
13 June	90	2726	0	2726	
14 June	0	3657	0	3657	1
15 June	2	3547	0	3547	13
16 June	0	3612	0	3612	11
17 June	0	3329	0	3329	1
18 June	0	2584	0	2584	
19 June	0	2462	0	2462	1
Total	92	21917	0	21917	7
Daily Av	13	3131	0	3131	1

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Gen Carg.
	No.	General Cargo			
	Veh	*U.S.	Brit	Total	Load
10 June	0	0	1824	1824	25
11 June	0	0	1586	1586	25
12 June	0	0	2005	2005	20
13 June	11	0	2025	2025	144
14 June	0	0	1766	1766	10
15 June	0	0	2398	2398	12
16 June	0	0	2160	2160	173
Total	11	0	13764	13764	124
Daily Av	2	0	1966	1966	17

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

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16 June	17	5439	2498	7937	6024	830	923	150	22
17 June	0	6368	2586	7954	6707	0	9[illegible]	266	21
18 June	3	6810	2857	9767	8501	0	466	800	25
19 June	14	6226	3435	9661	8097	0	211	1353	22
Total	160	[illegible]	20618	65471	[illegible]	[illegible]	[illegible]	[illegible]	190
Daily Av	23	6132	2945	9067	2401	433	705	529	27

*Includes all cargo other than Britis[illegible] cargo.
Weight of wheeled vehicles and bul[illegible] CL not included in totals.

PORT SITUATION—LEGHORN

	Discharged				Gen Car Load
	No. Veh	General Cargo *U.S.	Brit	Total	
13 June	90	2726	0	2726	
14 June	0	3657	0	3657	1
15 June	2	3547	0	3547	1
16 June	0	3612	0	3612	1
17 June	0	3329	0	3329	1
18 June	0	2584	0	2584	
19 June	0	2462	0	2462	1
Total	92	21917	0	21917	7
Daily Av	13	3131	0	3131	1

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Gen Cargo Load
	No. Veh	General Cargo *U.S.	*Brit	Total	
10 June	0	0	1824	1824	25
11 June	0	0	1586	1586	25
12 June	0	0	2005	2005	20
13 June	11	0	2025	2025	144
14 June	0	0	1766	1766	10
15 June	0	0	2398	2398	17
16 June	0	0	2160	2160	173
Total	11	0	13764	13764	1247
Daily Av	2	0	1966	1966	17

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION—BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo U.S.	Brit	Total
10 June	3	0	3330	3330	0	0	2244	2244
11 June	0	0	4686	4686	5	18	1255	1273
12 June	5	0	4071	4071	3	26	1086	1112
13 June	0	0	3315	3315	0	40	1486	1526
14 June	2	1022	2443	3465	0	20	1526	1546
15 June	0	1488	3092	4580	0	32	1208	1240
16 June	0	1664	2035	3699	57	65	943	1008
Total	10	4174	22972	27146	65	201	9748	9949
Daily Av	1	596	3282	3878	9	29	1392	1421

*Includes all cargo other than U.S. cargo
Does not include weight of wheeled vehicles and bulk POL

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TRANSPORTATION NEWS LETTER

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STATUS OF CARGO VESSELS IN MAJOR PORTS

NAPLES as of 26 June

Awaiting Berth to Discharge

Edward Drake

Discharging

William Lewis 26
Fort Anne 26
Isonzo 26
Blairclove 28
Sunetta 29
Samsurf 30
Mormac-Lark 1
Empire Cato 2
Baron Cardor 3
John Holland 3
George Sharswood 4
African Sun 6
Fort LeHave 7
Frederick Ives 7

Awaiting Berth to Load

William Nichols
George Norris

Loading

Sutherland
Atlantic City
Edmund Fanning
Roger Williams
Ruth Lykes
Clan Murray
Fort Anne
Hjalmar Nessel
Santa Chiara
Stephen Girard
George Eldridge
Empire Jet

Discharged Awaiting Orders

Sea Adder
William Bloxham

S. FRANCE as of 26 June

Awaiting Berth to Discharge

Nathan F[illegible]ost
Hastings
Stanton King
Cape Comfort

Discharging

Sea Hare 30
Junius Smith 4
Daniel Lownsdale 26
Charles Tufft 27
Gauntlet 29
Medakat 27
White Falcon 29
Albert Smiley 27
Ben Dixon 30
Thomas Walter 30
Fort Glenlyon 28
Elias Kulukundis 2

Awaiting Berth to Load

George Lawson
Joseph Squires
Halbon Carey
James Birney
Alexander Ramsey

Loading

Harold Winslow
George Dewey
Robert Dean
John Reagan
White Squall
Santa Leonor
Thomas Fitzsimmons
Abraham Baldwin
Nelson Dingley
Oliver Perry
Amos Kendall
William Prouse
William Libbey
Albert Michelson

LEGHORN as of 26 June

Discharging

Juliet Lowe
Trafalgar
Joseph Bastman

Loading

Ignace Paderewski
William D. Heard
Dinger Herman
Frances Blanchet
William Cushing
Charles Hart
Ira Nelson Morris
Wagstail Avery
John Elliott

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Edward Drake

Discharging

William Lewis 26
Fort Anne 26
Isonzo 26
Blairclova 26
Sunetta 29
Samsurf 30
Mormac-Lark 1
Empire Cato 2
Baron Cawdor 3
John Holland 3
George Sharswood 4
African Sun 6
Fort LeHave 7
Frederick Ives 7

Awaiting Berth
to Load

William Nichols
George Norris

Loading

Sutherland
Atlantic City
Edmund Fanning
Roger Williams
Ruth Lykes
Clan Murray
Fort Anne
Hjalmar Wessel
Santa Chiara
Stephen Girard
George Eldridge
Empire Jet

Discharged
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Sea Adder
William Bloxham

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Hastings
Stanton King
Cape Comfort

Discharging

Sea Hare 30
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Charles Tufft 27
Gauntlet 29
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White Falcon 29
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Thomas Walter 30
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Elias Kulukundis 2

Awaiting Berth
to Load

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Joseph Squires
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George Dewey
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Abraham Baldwin
Nelson Dingley
Oliver Perry
Amos Kendall
William Prouse
William Libbey
Albert Michelson
Vernon Parrington
Thomas Paine
William Ogden
Frank Reed
Mathew Brady
John Mason
William Duval
Andrew Pickens
John Lawrence
Hanibal Hamlin
George Kenny
Edward Kavanagh

Juliet Low
Trafalgar
Joseph Heatman

Loading

Ignace Paderewski
William D. Heard
Edgar Herman
Frances Blanchet
William Cushing
Charles Horty
Ira Nelson Morris
Wagstail Avery
John Elliott

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NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S&R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn)Br
33	G-4 Log Plans
34	G-3
35	LnS Rep
36	APO Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	TBA
40	AG M & D

41-60	COT ASF WD
61	DGMR, APO 887, Paris
62	CG, Delbase
63	CG, Conad
64	CG, Penbase
65	CG, NLF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMGEN, Eighth Fleet
79	CG, Penbank
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Delbase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army

94	Tpn O, Penbase South
95	AQMG(M) Nov 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MMS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PCC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFBA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, MMS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, New Orleans

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6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S&R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (I & Tn)Br
33	G-4 Log Plans
34	G-3
35	LNS Rep
36	AFO Naples
37	PSTO (Attn: SCTO)
38	Pet Sec
39	MSI
40	AG M & D

41-42	CG, NATOUSA
43	CG, Peninsular Base Section
44	CG, Base Section #1
45	CG, Base Section #2
46	CG, Base Section #3
47	CG, Base Section #4
48	CG, Base Section #5
49	CG, Base Section #6
50	CG, Base Section #7
51	CG, Base Section #8
52	CG, Base Section #9
53	CG, Base Section #10
54	CG, Base Section #11
55	CG, Base Section #12
56	CG, Base Section #13
57	CG, Base Section #14
58	CG, Base Section #15
59	CG, Base Section #16
60	CG, Base Section #17
61	CG, Base Section #18
62	CG, Base Section #19
63	CG, Base Section #20
64	CG, Base Section #21
65	CG, ETOUSA
66-68	CG, AMTSO/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	CCT, ETOUSA
77-78	COMH, Eighth Fleet
79	CG, Peninsular
80	DMTS, Italy, Rome
81	DEMS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Delbabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army

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100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PSC, APO 745, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	CCT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PTO, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, New Orleans
132-133	CO, ASF Training Center, Camp Plauche, New Orleans

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MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

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ITALIAN RAILROADS REVERT TO ITALIAN STATE RAILWAYS

Ref. this story 40-1

The last of the Italian railroad network will be returned for operation and maintenance to the Italian State Railways at 0800 hours 20 June, although the Allies will retain operation of some yards and shops and supervisional jurisdiction over ISR operations.

The railway compartimenti of Florence, Bologna, Verona, Milan, Turin, Genoa and Ancona are the last to be turned over to the ISR. Not to be confused with the geographic compartimenti of Italy, the above railway compartimenti include all of Northern Italy.

Military Railway Service traffic offices will be established at the headquarters of each compartimento to provide liaison facilities between MRS and ISR and to supervise operations, services and renditions of reports.

MRS American will have supervisional jurisdiction over the compartimento of Florence; the compartimento of Verona, including Vicenza, Brescia and Primolana, and the compartimento of Bologna, including Piacenza and Bologna and excluding Padova and Line 86 from Rimini to Bologna.

The 189th and 192nd Railway Operating Companies (British) will have supervisional jurisdiction over the compartimento of Ancona and Line 86, and the Deputy Director of Transportation, Eighth Army, will be responsible for all operations in the compartimenti of Trieste and Venezia including Padova.

The R. & H. Composite Railway Operating Co., S.A.E.C., (British) will assume supervisional jurisdiction over the Compartimenti of Genoa, Turin and Milan, excluding Piacenza and Brescia.

Remaining in American operation will be the railroad yards in Leghorn and Florence, port facilities at Leghorn including Line 428 from Leghorn to Bocca d'Arno and the railroad shops in Rome, Naples and Florence.

(Reference: MRS Italy ltr 531 dated 12 June, 1945)

COLONEL MCKENZIE NAMED CHIEF OF TRANSPORTATION

Ref. this story 40-2

Colonel K.D. McKenzie, T.C., has been designated as Chief of Transportation, Allied Force Headquarters and Mediterranean Theater of Operations, relieving Colonel Edward H. Lastayo who had been ordered to the United States for a new assignment.

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The last of the Italian railroad network will be returned for operation and maintenance to the Italian State Railways at 0300 hours 20 June, although the Allies will retain operation of some yards and shops and supervisional jurisdiction over ISR operations.

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Colonel McKenzie served with the Transportation Corps in the UK and was assigned as Transportation Officer, SOS NATO, in February, 1943. He served as executive officer in Transportation Section, SOS NATOUSA and AFHQ until March, 1945, when he was assigned as Transportation Officer, PBS.

Colonel J.T. Danaher, T.C., has been designated as Deputy Chief of Transportation, having under his control Operations Branch and its groups. Major Walter E. Adams, T.C., has been designated Administrative Officer with the Administrative Branch and its groups under his control.

Colonel F.C.Holbrook, formerly Administrative Executive, Transportation Section, AFHQ, has been assigned as Transportation Officer, PBS, to succeed Colonel McKenzie.

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CLASSIFICATIONS FOR DISPATCHES CONCERNING TROOP-CARRIERS CLARIFIED

Ref. this story 40-3

Classification for dispatches concerning troop-carrying vessels has been clarified by the War Department.

Dispatches concerning vessels carrying less than 550 troops will be classified as "confidential" when such vessels are within or proceeding to or from the combat area, and plain language when concerning movements wholly within non-combat areas as designated by the U.S.Navy

Dispatches concerning vessels carrying more than 550 troops are to be classified as "secret" in cases where such ships are within or proceeding to or from combat areas, and as "confidential" when concerning movements entirely within non-combat areas.

Non-combat areas are:

The North Atlantic Ocean including the Caribbean Sea and the Gulf of Mexico; Arctic Ocean, Baltic Sea, North Sea, Mediterranean Sea, Black Sea, Red Sea, South Atlantic Ocean east of 74 degrees west of longitude of Capetown, and the North and South Pacific Oceans east of 82 degrees west. All other seas constitute combat areas.

The ports of Capetown, South Africa, and Aden are in the combat area. Balboa in the Panama Canal Zone is considered within the combat area only in respect to movements to or from the combat area.

(Reference: AGWAR cable WX 15967 dated 12 June)

FIRST CIVILIAN LUXURY LINER DEBARKS PASSENGERS IN NAPLES

Ref. this story 40-4

The Swedish exchange ship, Gripsholm, berthed in Naples last week to debark approximately 600 persons, the first civilian luxury liner to arrive in the port since the outbreak of the war.

Debarking passengers were principally Italian undesireables being deported from the United States, interned Italian seaman and a few POWs, Eighth Port News reported. These represented only a part of the passengers aboard the Gripsholm.

The vessel, bound for the Mideast, lifted approximately 500 Greek civilians for repatriation.

The Gripsholm was used a number of times during this war for transporting exchange diplomats, civilians and hospitalized POWs between warring nations.

PORT OF ANCONA TO BE CLOSED TO IMPORT OF MILITARY SUPPLY

Ref. this story 40-5

The Port of Ancona will be closed to the import of military supply

Declassified E.O. 12356 Section 3.3/NND No. 785021

classified as "confidential" when concerning movements wholly within from the combat area, and plain language when concerning movements wholly within non-combat areas as designated by the U.S.Navy

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The North Atlantic Ocean including the Caribbean Sea and the Gulf of Mexico; Arctic Ocean, Baltic Sea, North Sea, Mediterranean Sea, Black Sea, Red Sea, South Atlantic Ocean east of 74 degrees west of longitude of Capetown, and the North and South Pacific Oceans east of 82 degrees west. All other seas constitute combat areas.

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Ref. this story 40-5

PORT OF ANCONA TO BE CLOSED
TO IMPORT OF MILITARY SUPPLY

The Port of Ancona will be closed to the import of military supply approximately 1 July. The port will remain under military control for the time being with certain portions allocated to the Allied Commission. By a gradual process, it is anticipated, the port eventually will pass into complete control of A.C. Coal and civil supplies will continue to be discharged in the port, and military supplies will be outloaded there.

Ref. this story 40-6

BARGE-TUG LINE LIFTING POL
TO SARDINIA, LUMBER TO LEGHORN

A barge-tug line has been established temporarily to lift packaged POL from Leghorn to Sardinia and lumber from Naples to Leghorn. The barges move in triangular route from Leghorn to Sardinia to Naples, and are available for making any cargo lifts necessary from Sardinia to Naples.

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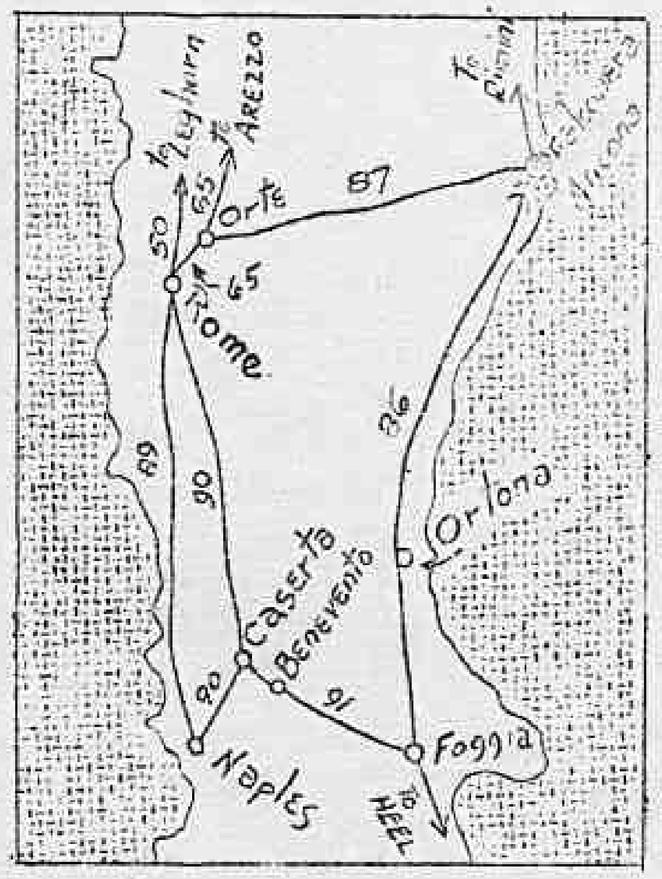
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TUNNEL AT OSIMO TO OPEN TO RAIL TRAFFIC 24 JUNE

Ref. this story 40-7

The railroad tunnel between Osimo and Ancona, reconstruction of which has held up completion of Line 86 from Ortona to Ancona for more than a month, will be ready for rail traffic approximately 24 June. Originally it was expected to open the line 13 May, but cave-ins within the tunnel caused several delays.



While awaiting completion of the tunnel, a truck ferry was established between Osimo and Ancona, a distance of 10 miles. It now lifts approximately 700 tons of northbound cargo and 500 tons of southbound cargo, two PW movements of 1,000 personnel each every day in addition to an occasional personnel movement.

Completion of the tunnel will provide a direct rail connection from the Heel ports to Ancona and points northward. Previously it was necessary to route all rail cargo from the Heel to Naples to Rome to Falconara and northward.

When placed in operation Line 86 will relieve Lines 89 and 90 (Naples-Rome) from a great deal of traffic originating in the Heel ports. In addition, some cargo discharged at Naples and destined for the Northern Adriatic area will be routed over Lines 90 and 91 to Caserta, Benevento and Foggia to Line 86 and thence northward. This not only will provide additional relief for the Rome-Naples lines, but will be a somewhat shorter route between Naples and the Adriatic Area.

The diversion may reroute enough traffic from the Rome-Naples railroad to permit some reconstruction work on the lines before the destructive rainy season starts in Italy.

GENERAL POLICY DECLARED ON DISPOSITION OF LOCOMOTIVES, RAIL CARS IN ITALY

Ref. this story 40-8

564

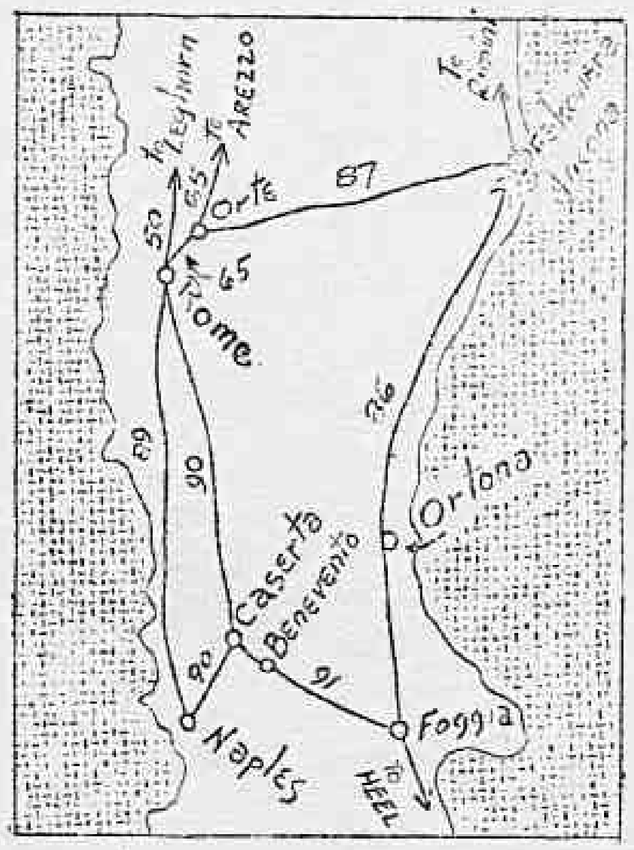
A general policy which would declare steam locomotives and railroad cars in Italy as excess to the War Department needs and make them available for disposition locally has been announced by the War Department. It is anticipated that Diesel locomotives will be needed by the War Department to meet other military requirements. (Reference: AGWR cable W17316 dated 15 June)

The policy has been declared for planning purposes only and final and definite determination must be made at the time when the rolling stock is declared as excess to military needs in Italy.

NO EXCESS HARBOR CRAFT IN U.S.-MTO PORTS

Ref. this story 40-9

Declassified E.O. 12356 Section 3.3/NND No. 785021



While awaiting completion of the tunnel, a truck ferry was established between Osimo and Ancona, a distance of 10 miles. It now lifts approximately 700 tons of northbound cargo and 500 tons of southbound cargo, two PCM movers of 1,000 personnel each every day in addition to an occasional personnel move.

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NO EXCESS HARBOR CRAFT IN U.S.-MTO PORTS — Ref. this story 40-9

Survey of harbor craft in US-operated ports in this Theater, looking to redeployment, indicated that there are no excesses, and that removal of any craft now in use would impair port operations. Efforts to locate additional craft for harbor use are being made.

488th PORT BATTALION PRAISED — Ref. this story 40-9

A cargo security officer returning from Leghorn praised the work of the 488th Port Battalion, Tenth Port, for its excellence in discharging vessels, according to the Transportation Corps Positive Intelligence Bulletin dated 25 May. The bulletin pointed out that if stevedores completed discharge in less than allotted time, they were given the remainder of the time off.

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12 LIBERTY, 13 COASTER BERTHS READY FOR USE AT TRIESTE

Ref. this story 40-10

Twelve Liberty berths and 13 Coaster berths are available at present for use in Trieste, and it is contemplated that in a short time many more of the 48 berths in the port will be made ready.

Originally it was planned to use Trieste as the principal seahead for supplies to Austria, but present plans call for using Trieste only to supply troops stationed in the area. Most supplies for Austria will be shipped through Venice.

Principal damage to the port of Trieste is the result of Allied bombings. While quays and port installations were mined systematically by the Germans, only in odd cases have any of the mines been exploded. Of 142 cranes found in the port, 65 are undamaged and 37 are repairable. Forty-three undamaged and 20 repairable cranes are the hydraulic hand-operated semi-portable type. The remainder are electric.

Rail lines serving the quays are in generally good condition, although in some cases they have been damaged by bombs or covered with rubble.

Breakwaters protecting the harbor are all intact and provide suitable holding berths, either alongside or stern to.

A seaplane hangar has been found in good condition with one slipway suitable for discharging cranes from Zed craft. One crane designed for lifting seaplanes is available but in need of repair.

The harbor, while being sufficiently sheltered for large ships, tends to have an uncomfortable swell even in moderate weather. Work frequently is disturbed by inclement weather.

In most cases the height of the quays is too great for direct unloading of lighters and many cranes are needed. Unloading is further hindered by a 2½ to 4 foot rise and fall in the tides.

Until 1919 Trieste was part of the Austrian Empire and was the main channel for Mediterranean trade with Austria-Hungary and Germany. Trieste was annexed to Italy in 1919. Before the war its importance as a cargo port in North Italy was exceeded only by Genoa and Venice. It was Italy's largest passenger port.

Berths in Trieste: (Refer to Map on Page 5)

Berth No.	Length	Draft	Type Vessel	Remarks
1	515	27	Liberty	Occupied by damaged German tanker.
2	485	27	Liberty	Ready for use.
3-4	751	26-24	2 Coasters	Both ready for use.

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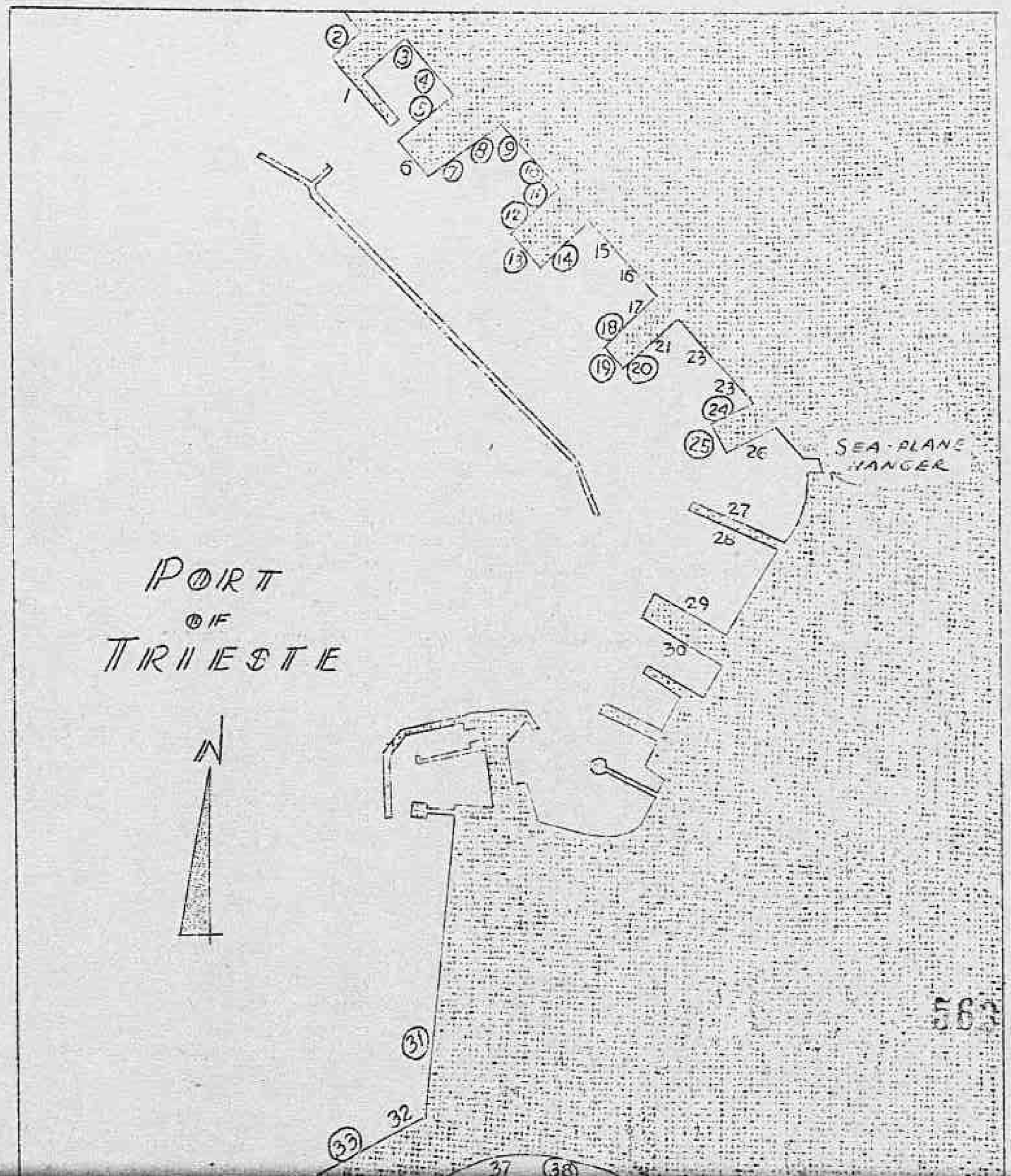
Berth No.	Length	Draft	Type Vessel	Remarks
1	515	27	Liberty	Occupied by damaged German tanker.
2	485	27	Liberty	Ready for use.
3-4	751	26-24	2 Coasters	Both ready for use.
5	552	27	Liberty	Ready for use.
6	342	24	Coaster	Large heaps of gravel and scrap metal on quay.
7-8	737	28	1 Lib-1 Coast.	Both ready for use.
9-10	879	26	1 Lib-1 Coast.	Both ready for use.
11-12	649	18	2 Coasters	Both ready for use.
13	272	16	2 Coasters	Ready for use.
14	644	27	Liberty	Ready for use.
15-16	977	27	2 Liberties	Two sunken vessels block berths at 15, 16 and 17. Berth 18 is ready for use.
17-18	693	24	2 Coasters	
19	249	24	Coaster	Ready for use.

(Continued on Page 6)

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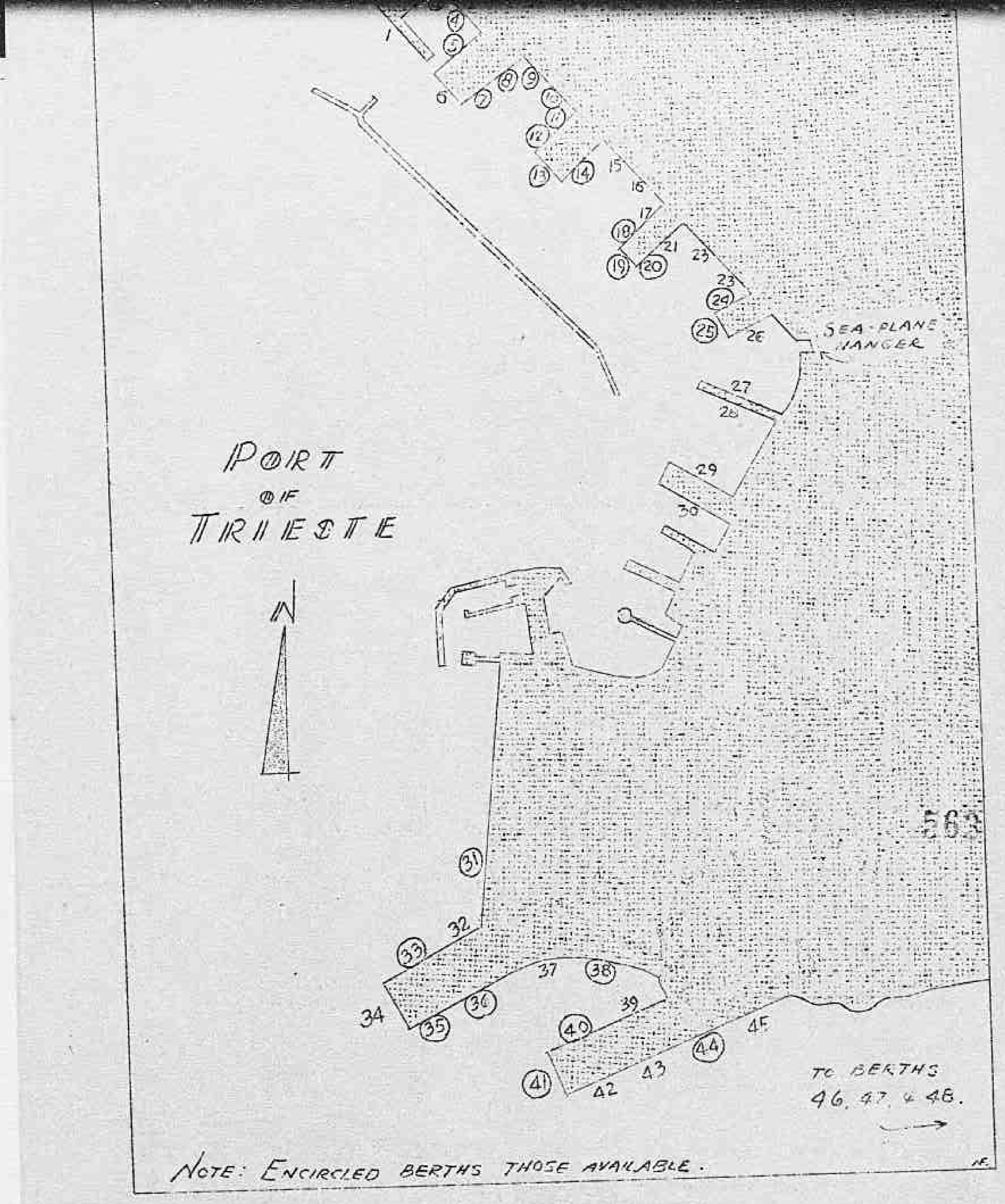
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12 LIBERTY, 13 COASTER BERTHS (Cont'd from Page 4)
READY FOR USE AT TRIESTE

Berth No.	Length	Draft	Type Vessel	Remarks
20-21	693	27-18	1 Lib-l Coast.	Berth 20 ready for use. Berth 21 fouled by sunken ship.
22-23	980	27-18	1 Lib-l Coast	Both berths blocked by sunken destroyer.
24	436	25-18	Coaster	Ready for use.
25	280	18	Coaster	Ready for use.
26	507	18	Coaster	Quay blown.
27-28			LST craft	75 feet wide. Seawall approximately 4'6" high.
29-30			Personnel	
31	500	27-13	Coaster	Ready for use.
32-33	1240	30	2 Liberties	Berth 32 obstructed by sunken cruiser. Berth 33 ready for use.
34	560	26	Liberty	100 feet of quay blown. Berth also blocked by pillboxes and other defense constructions.
35-36	1190	30-26	2 Liberties	Ready for use.
37-38	1188	28	2 Liberties	Considerable damage at Berth 37. Berth 38 Ready for use.
39-40	1184	30	2 Liberties	Some damage at Berth 39. Berth 40 ready for use.
41	548	28	Liberty	Ready for use.
42-43 -44-45	2087	28	4 Liberties	Heavy machinery litters Berths 42 and 43. Berth 44 is ready for use. Berth 45 is damaged.
46-47			2 Coasters.	Will provide berthing for coasters if necessary to service timber yard area. Area damaged by bombs.
48			Liberty	Suitable berth for discharge of coal. Capable of discharging 1,000 tons per day.

NOTE: All berths are for alongside discharge.

MAINTENANCE TONNAGES ACCEPTED 5-14 JULY

	Naples	Bagnoli	Naples Sub Ports	Leghorn	Civita-vecchia
U.S. Ground Forces	5000	0	0	20000	0
U.S. Air Forces	1730	0	0	0	0
[illegible]	[illegible]	0	0	0	0

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22-23	980	27-16	1 Liberty Coaster	Berth berths obstructed by sunken destroyer.
24	436	25-18	Coaster	Ready for use.
25	280	18	Coaster	Ready for use.
26	507	18	Coaster	Quay blown.
27-28			LST craft	75 feet wide. Seawall approximately 4'6" high.
29-30			Personnel	
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39-40	1184	30	2 Liberties	Some damage at Berth 39. Berth 40 ready for use.
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42-43 -44-45	2087	28	4 Liberties	Heavy machinery litters Berths 42 and 43. Berth 44 is ready for use. Berth 45 is damaged.
46-47			2 Coasters.	Will provide berthing for coasters if necessary to service timber yard area. Area damaged by bombs.
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NOTE: All berths are for alongside discharge.

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	Naples	Bagnoli	Naples Sub Ports	Leghorn	Civitavecchia
U.S. Ground Forces	5000	0	0	20000	0
U.S. Air Forces	1730	0	0	0	0
British Army	27079	0	0	0	0
British Air Forces	691	0	0	0	0
Civil Supplies	0	0	12000	0	7000
Coal	3500	10000	0	5000	8000
POL	0	0	0	0	0
Totals	38000	10000	12000	25000	15000

	Piombino	Iseal	Venice	Trieste
U.S. Ground Forces	0	5554	0	0
U.S. Air Forces	0	3436	35	0
British Army	0	21352	12238	2250
British Air Force	0	291	1000	0
Civil Supplies	5000	0	11800	2000
Coal	0	1000	4000	0
POL	0	0	4780	3150
Totals	5000	31643	33853	7400

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DIVERSION OF SHIPS DUE FOR EARLY ARRIVAL

Vessels due to arrive soon in the Mediterranean were diverted as follows Friday, 15 June:

SHIP NUMBER	NAME	DESTINATION	REMARKS
NY 13990	African Sun	Western Italy	XAK C2
	Benjamin Isndy	Gibraltar for orders	
	Benjamin Franklin	Madras/Calcutta	
	Ben F. Dixon	S. France	Sugar
	Charles G. Coutant	Abadan	
	Cushing Eells	Madras/Calcutta	
HR 460	Cape Falcon	Bari	14.0 knots
BA 252	Cape Trafalgar	Western Italy	14.0 knots
	Charles N. Cole	Calcutta	
	Darel M. Ritter	Istanbul	XAK EC2
HR 453	Daniel H. Lownsdale	S. France/[illegible]. Italy	Fitted for 365 troops
	Edward M. House	India	
HR 469	Edwin G. Weed	Naples for orders	Coal
	Edward Bruce	Piraeus	
PH 192	Elizabeth Lykes	S. France	
PH 942C	Empire Cato	Naples	
BA 253	Frederick E. Ives	W. Italy/Pacific	
	Frederick C. Hicks	Casablanca	Coal
HR 462	Gauntlet	S. France	Fitted for 8 troops
GA 29	George W. Alther	Augusta for orders	Grain
	George Chamberlain	S. France/Leghorn	Fitted
BA 264	George W. Norris	Western Italy	
	George Gipp	Algiers/Tunis	Coal
	Henry Richardson	S. France/Pacific	
	Henry Gilbert Costin	S. France	Bulk wheat
	Hydra	Augusta for orders	
	Jerome K. Jones	Casablanca/Cadiz	
	James W. Johnson	S. France	EC2 XAK
	James De Wolfe	S. France via Guadaloupe	
	Langdon Cheves	Naples for orders	UNRRA
	Leonni Baldwin	Bombay	
PH 197	Nedaket	S. France	15.5 knots
BA 259	Marine Flyer	Naples/Catania/Crotone	
	Martin Johnson	S. France	
BA 261C	Moses Cleaveland	Naples/Piombino	
	Moses Brown	Naples for orders	Wheat
	Nathan B. Forrest	S. France/Pacific	XAPM ZEC2
	Ocean Vulcan	Gibraltar for orders	
HR 458	Raymond V. Ingersoll	Naples/Genoa/Pacific	Coal
	Raymond Stevens	Karachi/Bombay	
	Robert T. Hill	Calcutta	
BA 266	Reuben Tipton	Messina	
BA 271	Reinhold Richter	Augusta for orders	Coal
	Robert Newell	Augusta for orders	Fitted for 92 troops
		Naples/Genoa	

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NY 13990	African Sun	Western Italy	XAK C2
	Benjamin Lundy	Gibraltar for orders	
	Benjamin Franklin	Madras/Calcutta	
	Ben F. Dixon	S. France	Sugar
	Charles G. Coutant	Abadan	
	Cushing Eells	Madras/Calcutta	
HR 460	Cape Falcon	Bari	14.0 knots
BA 252	Cape Trafalgar	Western Italy	14.0 knots
	Charles N. Cole	Calcutta	
	Darel M. Ritter	Istanbul	XAK EC2
HR 453	Daniel H. Lownsdale	S. France/W. Italy	Fitted for 365 troops
	Edward M. House	India	
HR 469	Edwin G. Weed	Naples for orders	Coal
	Edward Bruce	Piraeus	
PH 192	Elizabeth Lykes	S. France	
PH 9420	Empire Cato	Naples	
BA 253	Frederick E. Ives	W. Italy/Pacific	
	Frederick C. Hicks	Casablanca	Coal
HR 462	Gauntlet	S. France	Fitted for 8 troops
GA 29	George W. Alther	Augusta for orders	Grain
	George Chamberlain	S. France/Leghorn	Fitted
BA 264	George W. Norris	Western Italy	
	George Gipp	Algiers/Tunis	Coal
	Henry Richardson	S. France/Pacific	
	Henry Gilbert Costin	S. France	Bulk wheat
	Hydra	Augusta for orders	
	Jerome K. Jones	Casablanca/Cadiz	
	James W. Johnson	S. France	EC2 XAK
	James De Wolfe	S. France via Guadaloupe	
	Langdon Cheves	Naples for orders	UNRRA
	Loammi Baldwin	Bombay	
PH 197	Nadeket	S. France	15.5 knots
BA 259	Marine Flyer	Naples/Catania/Crotone	
	Martin Johnson	S. France	
BA 2610	Moses Cleaveland	Naples/Piombino	
	Moses Brown	Naples for orders	Wheat
	Nathan B. Forrest	S. France/Pacific	XAPM ZEC2
	Ocean Vulcan	Gibraltar for orders	
HR 458	Raymond V. Ingersoll	Naples/Genoa/Pacific	Coal
	Raymond Stevens	Karachi/Bombay	
	Robert T. Hill	Calcutta	
BA 266	Reuben Tipton	Messina	
BA 271	Reinhold Richter	Augusta for orders	Coal
	Robert Newell	Augusta for orders	Fitted for 92 troops
BA 254	Sea Adder	Naples/Genoa	
	Stanton H. King	S. France	
BA 262	Stephen R. Mallory	W. Italy/S. France/Pacific	XAPM ZEC2
BA 2440	Stanlodge	Augusta for orders	Wheat
	Steel Mariner	Alexandria/Suez	
PH 194	Sea Hare	S. France	XAK C3
PH 9470	Sea Nymph	Reggio	XAK C2A
	Sidney Sherman	Bombay	
TC 6	Thomas Sully	Hoel	Bulk Wheat
	Tower Hill	Gibraltar for orders	
	Walter Fleming	Madras/Calcutta	
	William L. Davidson	Casablanca/Naples/Malta	
	William L. Yancey	S. France	
	Yaka	Casablanca	

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PORT SITUATION---NAPLES AREA

	Discharged								Loaded
	No.	General Cargo			Breakdown by Ports				Gen Cargo
	Veh	*U.S.	Brit.	Total	Naples	Salerno	C'mare	T.Ann	All Ports
6 June	103	3881	2517	6398	5175	0	167	1056	2219
7 June	30	9833	2016	11849	9024	0	1287	1538	2041
8 June	14	9487	1930	11417	8754	0	1346	1317	3349
9 June	1	7640	2327	9967	8823	400	300	444	3698
10 June	0	8720	2774	11494	9471	200	974	849	3173
11 June	49	8365	2928	11293	9213	400	873	807	2444
12 June	72	8354	2880	11234	9650	900	545	139	2142
Total	269	56280	17372	73652	60110	1900	5492	6150	19066
Daily Av	38	8040	2482	10522	8587	271	785	879	2724

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
6 June	0	3055	0	3055	853
7 June	2	3135	0	3135	978
8 June	0	3441	0	3441	674
9 June	14	3682	0	3682	454
10 June	0	3170	0	3170	573
11 June	0	2700	0	2700	762
12 June	0	2509	0	2509	1081
Total	16	21692	0	21692	5375
Daily Av	2	3099	0	3099	768

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No.	General Cargo			
	Veh	U.S.	*Brit.	Total	
3 June	35	0	3413	3413	1960
4 June	0	0	3664	3664	2142
5 June	13	0	3078	3078	2393
6 June	3	0	1657	1657	2044
7 June	4	0	3033	3033	1693
8 June	4	27	3287	3314	2520
9 June	6	0	1794	1794	2700
Total	65	27	19926	19953	15625
Daily Av	9	4	2847	2851	2236

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

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9 June	1	7640	2327	9967	8823	400	300	444	3698
10 June	0	8720	2774	11494	9471	200	974	849	3173
11 June	49	8365	2928	11293	9213	400	873	807	2444
12 June	72	8354	2880	11234	9650	900	545	139	2142
Total	269	56280	17372	73652	60110	1900	5492	6150	19066
Daily Av	38	8040	2482	10522	8587	271	785	879	2724

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
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7 June	2	3135	0	3135	978
8 June	0	3441	0	3441	674
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PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
3 June	35	0	3413	3413	1960
4 June	0	0	3664	3664	2142
5 June	13	0	3078	3078	2393
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Daily Av	9	4	2847	2851	2236

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit.	Total	No. Veh	General Cargo U.S.	Brit	Total
3 June	2	945	3461	4406	0	200	678	878
4 June	0	910	2870	3780	0	77	1811	1888
5 June	0	1122	2503	3625	0	0	1582	1582
6 June	0	1713	1468	3181	0	0	1871	1871
7 June	5	154	2985	3139	0	33	1912	1945
8 June	0	0	2261	2261	0	210	2175	2385
9 June	0	0	3227	3227	0	0	2290	2290
Total	7	4844	18775	23619	0	520	12319	12839
Daily Av	1	692	2682	3374	0	74	1760	1834

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

SECRET

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STATUS OF CARGO VESSELS IN MAJOR PORTS

NAPLES as of 17 June

Awaiting Berth to Discharge

William Giles
Edward Drake

Discharging

Roger Williams 17
Harriet Stowe 18
Cape Faro 19
Harmattan 19
Woodrow Wilson 20
William Cody 21
Samholt 22
Clan Murray 22
Bartholomew Gosnold 23
Carillo 24
Eliphalet Nott 24
Cape Boyer 25
Jonathan Grout 26
John Holland 26
Willian Lewis 28
Fort Anne 28

Awaiting Berth to Load

Edmund Fanning
Ruth Lykes

Loading

William Jerman
Sutherland
William Blozham
Andrew Jackson
Sylvester Gardner
Albert Smiley
Cefnybyrn
Atlantic City

Loaded, Awaiting Orders or Convoy

Juliette Lowe

S. FRANCE as of 16 June

Awaiting Berth to Discharge

Andrew Pickens
Robert Emery

Discharging

Edward Kavanagh 21
Halton Carey 17
Alexander Ramsey 17
Felix Grundy 19
Elizabeth Lykes 21
Frank Reed 20
Andrew Hamilton 21
Cape Texas 21
Emily Dickinson 18
James Birney 21
Cape Sebastian 22
William Ogden 21
Caritas I 18
Lakehurst 17
Fort Glenlyon 20

Awaiting Berth to Load

Melville Jacoby
Clinton Kelly
Robert Bean
Park Holland
Ann McKim
Harold Winslow
Talisman
Albert Michelson
William Jones
John Reagan
William Hodson

Loading

White Squall
Ocean Mail
Bigfoot Wallace
William Prouse
Stella Lykes
Flying Eagle

S. FRANCE as of 16 June (Cont)

Loading (cont)

Carlos Finlay
John Donald
Orpheus
Oliver Perry
Sturday Beggar
Vernon Parrington
Thomas Paine
George Lawson

LEGHORN as of 17 June

Discharging

William Tilghman
John C. Breckenridge
Binger Herman
William Cushing
Waigstill Avery
Charles M. Herty
Cartago

Awaiting Berth to Load

Ira Nelson Morris
William D. Hoard

Loading

James Manning
Ignace Paderewski
Paul Bunyan

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Edward Drake

Discharging

Roger Williams 17
Harriet Stowe 18
Cape Faro 19
Harmattan 19
Woodrow Wilson 20
William Cody 21
Samholt 22
Clan Murray 22
Bartholomew Gosnold 23
Carillo 24
Eliphalet Nott 24
Cape Boyer 25
Jonathan Grout 26
John Holland 26
William Lewis 28
Fort Anne 28

Awaiting Berth
to Load

Edmund Fanning
Ruth Lykes

Loading

William Jerman
Sutherland
William Blozham
Andrew Jackson
Sylvester Gardner
Albert Smiley
Cefnybyrn
Atlantic City

Loaded, Awaiting
Orders or Convoy

Juliette Lowe

Robert Emery

Discharging

Edward Kavanagh 21
Halton Carey 17
Alexander Ramsey 17
Felix Grundy 19
Elizabeth Lykes 21
Frank Reed 20
Andrew Hamilton 21
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Emily Dickinson 18
James Birney 21
Cape Sebastian 22
William Ogden 21
Caritas I 18
Lakehurst 17
Fort Glenlyon 20

Awaiting Berth
to Load

Melville Jacoby
Clinton Kelly
Robert Bean
Park Holland
Ann McKim
Harold Winslow
Talisman
Albert Michelson
William Jones
John Reagan
William Hodson

Loading

White Squall
Ocean Mail
Bigfoot Wallace
William Prouse
Stella Lykes
Flying Eagle
Fred Herrling
George Dewey
Amos Kendall
Santa Leonor
Thomas Fitzsimmons
Abraham Baldwin
Daniel Johnston
Nelson Dingley
John Dix
William Byrd
William Libbey

Oliver Perry
Sturday Beggar
Vernon Parrington
Thomas Paine
George Lawson

LEGHORN as of 17 June

Discharging

William Tilgham
John C. Breckenridge
Binger Herman
William Cushing
Waigstill Avery
Charles H. Herty
Cartago

Awaiting Berth
to Load

Ira Nelson Morris
William D. Hoard

Loading

James Manning
Ignace Paderewski
Paul Bunyan

561

NOTE: Figures following ships' names indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn)Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APE Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D
41-60	COT ASF WD
61	DGMR, Paris, APO 887
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4).
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AQMG(M) Mov 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command,
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com) USPIS
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)

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7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn)Br
33	G-4 Log Plans
34	G-3
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37	PSTO (Attn: SOPC)
38	Pet Sec
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~~124-125~~	Allied Commission, Rome (Attn: Tpn Sub Com) USPIS
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, New Orleans
132-133	CO, ASF Training Center, Camp Plauche, New Orleans

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MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter

Published Weekly by the Office of Chief of Transportation, MTOUSA.

Vol. I, No. 39 | 11 June, 1945 | Page 1

VITAL BOLOGNA-BRENNER-INNSBRUCK RAILROAD LINE TO OPEN 20 JUNE

Ref. this story 39-1

A truck ferry around the railroad bridge break at the Po River will make possible the opening of Line 69 from Bologna through the Brenner Pass to Innsbruck, Austria, approximately 20 June. This is a month earlier than originally anticipated.



The south end of the ferry will be at Revere Scalo and the north end just beyond the Po River. A pontoon bridge over the river makes the ferry possible.

The permanent bridge, now under repair, is used both by railroad and highway traffic. It is made up of seven spans---box girders on masonry piers---and is approximately 6,000 feet long. Estimated date of completion is 7 July.

On a basis of 700 to 800 passengers per train, it is estimated that shuttling of a complete personnel train over the 1½ mile gap can be completed in approximately 1½ hours. Running time between Bologna and Innsbruck, exclusive of delays at the Po River, is approximately 21 hours.

Line 69 is now open from Ora to Innsbruck and under construction from Bologna to Ora. Principal obstruction to completion, in addition to the Po River Bridge, is the tunnel at Ceraino. This tunnel, 3,270 feet long, will be ready for use 20 June.

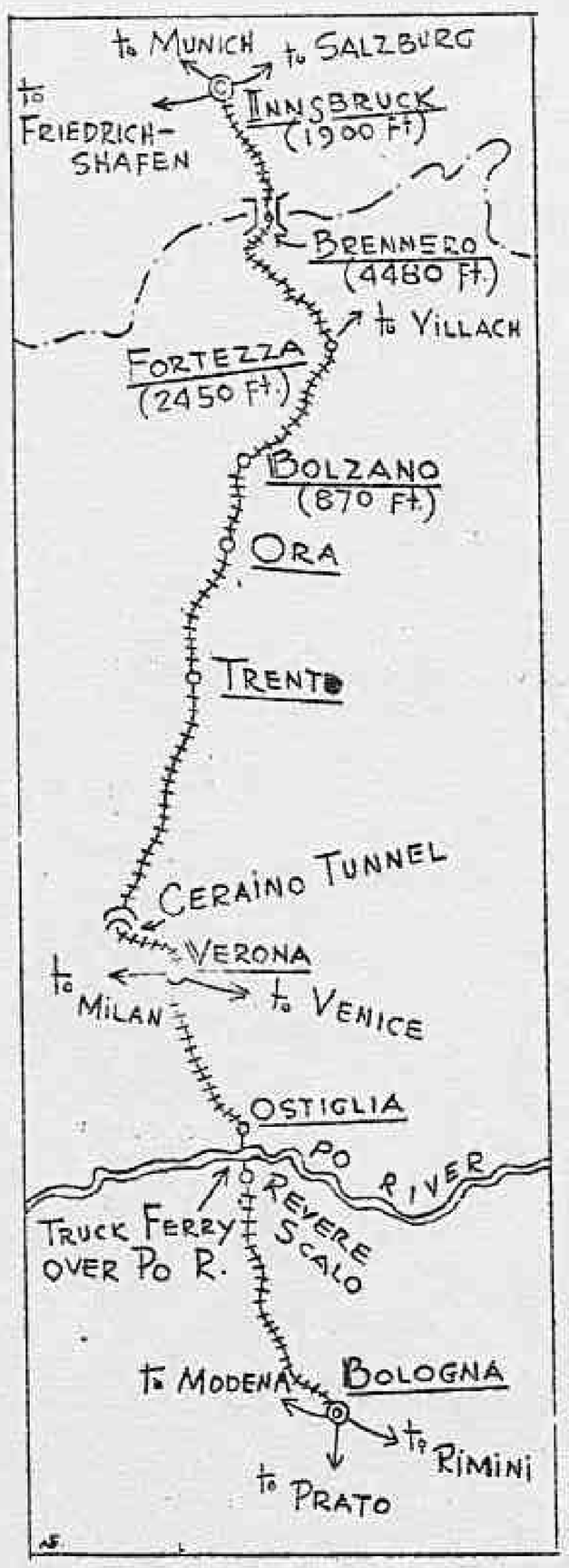
A battalion of Engineers has been provided by PBS to speed reconstruction of the railroad.

The Bologna-Brenner-Innsbruck railroad is considered the most important line connecting Italy, Austria and Germany. It is single track for 70 miles from Bologna to Verona and double track from Verona to Innsbruck, a distance of approximately 162 miles.

The line operates through the Brenner Pass, an all-weather route through the Alps, and is the only line to cross the summit of the Alps in the open.

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The line operates through the Brenner Pass, an all-weather route through the Alps, and is the only line to cross the summit of the Alps in the open.

During peacetime it was electrified on both sides of the border. Electric locomotives, could not be used interchangeably in Austria and Italy, however.

Electrification work is now in progress over Line 69. It is estimated that by mid June 27 miles of track from Ostiglia to Verona will be electrified; by mid July 25 miles of track between Trento and Ora will be electrified; by early August 58 miles of track between Verona and Trento will be electrified, and by mid August, 43 miles of track between Bologna and Ostiglia will be electrified. Information on electrification between Ora and Innsbruck is not available.

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CITTA D'ALESSANDRIA LIFTS LEAVE PERSONNEL FOR NICE

Ref. this story 39-2

The Citta D'Alessandria, small Italian personnel vessel allocated to the U.S. Army, is being used to shuttle leave personnel between Leghorn and the U.S. Riviera Rest Area in France.

The Citta, used in making many lifts between Italy, France, North Africa, Corsica and Sardinia during the war, has a capacity of approximately 500 personnel. On the first lift of leave personnel to Nice, she carried 155 persons, and on the second lift, 148 persons. Capacity personnel was not lifted as space allotted MTOUSA at the rest center is limited.

The vessel is operating the leave lifts on the following schedule:

Sail Leghorn	1400 B	Monday
Arrive Nice	1000 B	Tuesday
Sail Nice	1400 B	Tuesday
Arrive Leghorn	1000 B	Wednesday

DAILY FLIGHTS TO PARIS, KLAGENFURT ON SCHEDULE

Ref. this story 39-3

Daily flights to Paris, via Rome, Munich and Frankfurt, and to Klagenfurt, Austria, via Rome, Florence, Venice and Udine have been added to the Mediterranean Air Transport Service schedule. Both flights leave from Pomigliano Airport.

The flights:

Read down						Read up
	0600	lv	Naples	ar	1544	
	0655	ar	Rome	lv	1455	
	0740	lv	Rome	ar	1410	
	1055	ar	Munich	lv	1115	
	1155	lv	Munich	ar	1015	
	1320	ar	Frankfurt	lv	0900	
	1420	lv	Frankfurt	ar	0800	
	1635	ar	Paris	lv	0600	
	0400	lv	Bari	ar	1420	
	0510	ar	Naples	lv	1310	
	0555	lv	Naples	ar	1225	
	0710	ar	Rome	lv	1110	
	0740	lv	Rome	ar	1025	
	0855	ar	Florence	lv	0910	
	0940	lv	Florence	ar	0825	
	1050	ar	Venice	lv	0715	
	1135	lv	Venice	ar	0630	
	1205	ar	Udine	lv	0600	
	1235	lv	Udine	ar	0530	
	1305	ar	Klagenfurt	lv	0500	

Declassified E.O. 12356 Section 3.3/NND No. 785021

rica, Corsica and Sardinia during the war, has a capacity of approximately 300 personnel. On the first lift of leave personnel to Nice, she carried 155 persons, and on the second lift, 148 persons. Capacity personnel was not lifted as space allotted MTOUSA at the rest center is limited.

The vessel is operating the leave lifts on the following schedule:

Sail Leghorn	1400 B	Monday
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	0740	lv Rome	ar	1410	
	1055	ar Munich	lv	1115	
	1155	lv Munich	ar	1015	
	1320	ar Frankfurt	lv	0900	
	1420	lv Frankfurt	ar	0800	
	1635	ar Paris	lv	0600	
	0400	lv Bari	ar	1420	
	0510	ar Naples	lv	1310	
	0555	lv Naples	ar	1225	
	0710	ar Rome	lv	1110	
	0740	lv Rome	ar	1025	
	0855	ar Florence	lv	0910	
	0940	lv Florence	ar	0825	
	1050	ar Venice	lv	0715	
	1135	lv Venice	ar	0630	
	1205	ar Udine	lv	0600	
	1235	lv Udine	ar	0530	
	1305	ar Klagenfurt	lv	0500	

(All times shown are GMT. For Caserta B time add two hours.)

CAUTION URGED AGAINST OVERCARRYING DUNNAGE

Ref. this story 39-4

Because of the shortage of lumber in this Theater, it is urged that care be exercised to see that vessels do not leave MTOUSA overcarrying dunnage.

Dunnage on all U.S. flag vessels, including those allocated to the Army, UNRRA and Civil Affairs, becomes the property of the U.S. Army and must be turned over to the U.S. Army Engineers for disposition. This includes vessels coming into Allied Commission or civil operated ports.

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TRANSPORTATION NEWS LETTER

Vol. I, No. 39 [illegible] 1945

RETENTION OF ~~SIX~~ TWO LSTs IN MTOUSA RECOMMENDED

Ref. this story 39-5

In view of plans to withdraw all American LSTs (Landing Ship Tank) from MTOUSA upon completion of operational commitments in the Adriatic, it has been recommended that ~~two~~ LSTs be left in Italy to facilitate completion of the redeployment program.

The LSTs have demonstrated that because of their size, shallow draft, and ability to lift heavy vehicles swiftly and economically they are invaluable in the movement of certain types of cargo and for use in certain types of ports.

In many cases, it has been demonstrated, they are the only means of accomplishing certain moves and in more cases they have made it possible to avoid uneconomical use of Liberty ships.

Speed of loading and discharging LSTs cuts operating time at least 50 percent over cargo vessels. Shallow drafts permit loading and discharging at LST hards, eliminating the necessity for using cargo berths. In ports such as Leghorn, where cargo berths are limited, LSTs may be used to a great advantage.

LSTs can also lift certain types of equipment which, if loaded on Liberty ships, would require dismantling. Use of loading gear and cargo holds is not necessary when such equipment is loaded on LSTs.

Due to the fact that the majority of the units to be redeployed are now located in Northern Italy and that Leghorn has only a limited number of berths it will be necessary to move some of these units to Naples for loading, and LST shuttles will expedite and facilitate the completion of the redeployment program materially, it is maintained.

ESTIMATED 26,540 RAIL CARS, 1,881 LOCOMOTIVES IN N. ITALY

Ref. this story 39-6

An estimated 26,540 railroad cars and 1,881 locomotives are available in Northern Italy. The estimates are based upon the most complete reconnaissance of rolling stock made in Northern Italy to date.

A breakdown of the figures:

	Serviceable	Awaiting Repairs	Total
Locomotives			
Road	490	356	846
Switch	278	171	449
Electric	363	223	586
Total	1131	750	1881
Cars			

559

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Locomotives			
Road	490	356	846
Switch	278	171	449
Electric	363	223	586
Total	1131	750	1881
Cars			
Passenger	904	1030	1934
Box	4156	1611	5767
High-sided gondolas	8703	991	9694
Low-sided gondola	1367	495	1862
Flats	1101	318	1419
Tank cars	518	181	699
*Other	4232	933	5165
Total	20981	5559	26540

*Type not reported

ADRIATIC BASE COMMAND OPERATING IN VENICE — Ref. this story 39-7

Control and operation of facilities for United States personnel in the Venice area was assumed by Adriatic Base Command, effective 10 June.

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TRANSPORTATION NEWS LETTER

Vol. I, No. 39 | 11 June, 1945 | Page 4

COASTER FLEET LIFTS 107,814 TONS IN MAY

Ref. this story 39-8

The 71 vessels of the Mediterranean Coaster Fleet, operated as an AFHQ pool, lifted a total of 107,814 tons of cargo during the month of May. The total included 82,849 tons of general cargo and 24,965 tons of POL.

The coaster fleet during May consisted of:

19	British-controlled petrol-fitted coasters	29,915 tons capacity
37	British-controlled store coasters	78,890 tons capacity
15	Italian store coasters	34,350 tons capacity
71		143,155

The 19 petrol coasters carried an average of 1,314 tons each or a total of 24,956 tons. Two vessels aggregating 3,360 tons made no lifts during the period because of drydocking for repairs.

The 37 British-controlled store coasters lifted a total of 64,232 tons or an average of 1,750 tons each with six vessels, total capacity 9,700 tons, making no lifts because of drydocking during the period.

The 15 Italian store coasters lifted 18,617 tons during the period for an average of 1,241 tons each. One vessel of 5,500 tons capacity was under repair and made no lifts.

How coaster time was spent (average days per coaster):

	British-controlled Petrol Coasters	British-controlled Store Coasters	Italian Coasters
Days at Sea	7	5½	5
Awaiting Discharge	4½	3	1
Discharging	6½	5	8
Awaiting Loading	1	2	1½
Loading	5	7	5
Repairing	7	8½	3½
	31	31	*24

*Six coasters turned over to COGENA for operation during May.

MWT COASTERS LIFT 32,337 TONS IN MAY

Ref. this story 39-9

The Ministry of War Transport Coaster Fleet, consisting of eight British-controlled vessels with a total capacity of 28,200 tons and one Italian store ship with a capacity of 8,400 tons, lifted a total of 32,337 tons of cargo during the month of May. One vessel, capacity 3,000 tons, was out of commission for the whole period, and another, capacity 5,800 tons, was out of commission from 8 May to the end of the period.

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The total included 32,647 tons of general cargo and 24,965 tons of POL.

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37	British-controlled store coasters	78,890 tons capacity
15	Italian store coasters	34,350 tons capacity
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	British-controlled Petrol Coasters	British-controlled Store Coasters	Italian Coasters
Days at Sea	7	5½	5
Awaiting Discharge	4½	3	1
Discharging	6½	5	8
Awaiting Loading	1	2	1½
Loading	5	7	5
Repairing	7	8½	3½
	31	31	*24

*Six coasters turned over to COGENA for operation during May.

MFT COASTERS LIFT 32,337 TONS IN MAY — Ref. this story 39-9

The Ministry of War Transport Coaster Fleet, consisting of eight British-controlled vessels with a total capacity of 28,200 tons and one Italian store ship with a capacity of 8,400 tons, lifted a total of 32,337 tons of cargo during the month of May. One vessel, capacity 3,000 tons, was out of commission for the whole period, and another, capacity 5,800 tons, was out of commission from 8 May to the end of the period.

The coasters spent an average of 7 days at sea, 1½ days awaiting berth to load and discharge, 16 days loading and discharging, and 6½ days repairing during the month.

NEW SUPPLY DIRECTIVE ISSUED; RESCINDS MTOUSA CIRCULAR 98 — Ref. this story 39-10

A new supply directive, MTOUSA Supply Directive No. 58, dated 31 May, 1945, has been issued, rescinding COMZONE, MTOUSA Circular No. 98, 1944. The directive deals with the accounting for subsistence furnished for personnel transported by water under mutual aid and lend lease arrangements, and supplies and services furnished to and received from MSA operated vessels within the Theater.

SECRET

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U.S. ARMY ALLOCATED ITALIAN FREIGHTER

Ref. this story 39-11

The Isonso, an Italian ocean-going freighter, has been allocated to the U.S. Army, and is to be used for intratheater shipment of foodstuffs. The vessel was released recently from Spanish Morocco where it had been interned four years ago.

The ship has a refrigerated compartment with a capacity of 23,450 cubic feet, and an adjoining compartment of 16,000 cubic feet which will be used as chill space. A blower system has been installed in the vessel to enable it to lift potatoes from North Africa to Italy.

Also allocated to the Army is the refrigerator coaster, Hebe II. She replaces the Genepesca which was sunk by a mine off Elba in May, and will be used to lift fresh fruits, vegetables and eggs from North Africa to Italy.

The Hebe II was being used by the Navy for intra theater cargo shipping. To replace the Hebe II, the Navy has been allocated the coaster, Sandrina.

MAINTENANCE TONNAGES ACCEPTED FOR 25 JUNE-4 JULY

	Naples	Bagnoli	Naples SubPorts	Leghorn	Civita-vecchia	Piombino	Host	Ancona
US Gnd Forces	5000	0	0	20000	0	0	5564	0
US Air Forces	1730	0	0	0	0	0	3436	0
British Army	29783	0	0	0	0	0	30028	300
British Air Force	513	0	0	0	0	0	320	0
Allcom	9000	0	12000	500	7000	5000	0	0
Coal	3500	10000	0	5000	8000	0	1500	0
Total	49526	10000	12000	25500	15000	5000	40848	300

U.S. BIDS FOR MOVEMENTS BY SEA TO POINTS OUTSIDE ITALY 25 JUNE-4 JULY

	Naples	Leghorn	Bari	Total
To Marseilles	60	200	0	260
To United States	4330	5135	4575	14040
To Casablanca	300	5	0	305
To India	1000	200	800	2000
To SWPA	12300	12000	18000	42300
To POA	0	9500	0	9500
To Mideast	0	0	50	50
To Trieste	0	0	35	35
To Unknown Destinations	3600	0	0	3600
Total	21590	27040	23460	72090

MORE RAILROADS RETURNED TO ITALIAN STATE RAILWAYS

Ref. this story 39-12

Four rail lines operated by the 719th Railway Operating Battalion, Military Railway Service, were turned over to the Italian State Railways, effect-

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four years ago.

The ship has a refrigerated compartment with a capacity of 23,450 cubic feet, and an adjoining compartment of 16,000 cubic feet which will be used as chill space. A blower system has been installed in the vessel to enable it to lift potatoes from North Africa to Italy.

Also allocated to the Army is the refrigerator coaster, Hebe II. She replaces the Genepesca which was sunk by a mine off Elba in May, and will be used to lift fresh fruits, vegetables and eggs from North Africa to Italy.

The Hebe II was being used by the Navy for intra theater cargo shipping. To replace the Hebe II, the Navy has been allocated the coaster, Sandrina.

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	Naples	Bagnoli	Naples SubPorts	Leghorn	Civita-vecchia	Piombino	Host	Ancona
US Gnd Forces	5000	0	0	20000	0	0	5564	0
US Air Forces	1730	0	0	0	0	0	3436	0
British Army	29783	0	0	0	0	0	30028	300
British Air Force	513	0	0	0	0	0	320	0
Alcom	9000	0	12000	500	7000	5000	0	0
Coal	3500	10000	0	5000	8000	0	1500	0
Total	49526	10000	12000	25500	15000	5000	40848	300

U.S. BIDS FOR MOVEMENTS BY SEA TO POINTS OUTSIDE ITALY 25 JUNE-4 JULY

	Naples	Leghorn	Bari	Total
To Marseilles	60	200	0	260
To United States	4330	5135	4575	14040
To Casablanca	300	5	0	305
To India	1000	200	800	2000
To SWPA	12300	12000	18000	42300
To POA	0	9500	0	9500
To Mideast	0	0	50	50
To Trieste	0	0	35	35
To Unknown Destinations	3600	0	0	3600
Total	21590	27040	23460	72090

MORE RAILROADS RETURNED TO ITALIAN STATE RAILWAYS

Ref. this story 39-12 558

Four rail lines operated by the 719th Railway Operating Battalion, Military Railway Service, were turned over to the Italian State Railways, effective 10 June. They are:

Line 50 - North Yard Limit Board, Leghorn to Pisa including Pisa Yard.
Line 219 - Pisa to Rifredi
Line 218 - Pisa to Pistoia
Line 217 - Pistoia to Prato

The 719th RCB will retain supervision of the lines. In addition it will operate the Leghorn Terminal and port area, including Line 428 between Leghorn and Bocca D'Arno. 719th personnel, accompanied by ISR pilots, will operate switch engines at depots and dumps between Leghorn, Tombolo and Pisa.

Italian State Railways train dispatcher offices will be located in Leghorn and Rifredi.

SECRET

Line 65 from Prato to Bologna will be released to ISR approximately 20 June.

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SECRET

U.S. OUTLOADING---ITALY

Code—A Number of personnel embarked.
B Number of vehicles accompanying personnel.
C Deadweight tons of vehicles in B.
D Tonnage of organizational equipment loaded.
E Tonnage of general cargo loaded.
F Tonnage of ammunition loaded.
G Number of wheeled vehicles loaded, excluding those in B.
H Deadweight tons of wheeled vehicles in G.
J Number of boxed vehicles loaded.
K Deadweight tons of boxed vehicles.

	To ZI		To POA		To SWPA		To CBI	
	Week Ending 9 June	Total Since 12 May	Week Ending 9 June	Total Since 12 May	Week Ending 9 June	Total Since 12 May	Week Ending 9 June	Total Since 12 May
From NAPLES								
A	7756	22905	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	7203	20787	0	0	0	0	1492	1492
F	2648	4528	473	6531	0	0	0	0
G	76	247	0	0	0	0	0	0
H	332	1054	0	0	0	0	0	0
J	0	3	0	0	0	0	0	0
K	0	2	0	0	0	0	0	0
From LEGHORN								
A	8	973	0	0	4275	4275	1	1
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	486	486	0	0
E	3278	10908	0	0	0	0	404	998
F	0	0	0	0	0	0	0	0
G	186	566	0	0	0	0	0	0
H	1056	1802	0	0	0	0	0	0
J	0	0	0	0	85	85	0	0
K	0	0	0	0	331	331	0	0
From BARI								
A	349	708	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	119	459	0	0	0	0	0	0
E	709	3150	50	525	0	0	2709	2709

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G Number of wheeled vehicles loaded, excluding those in B.
H Deadweight tons of wheeled vehicles in G.
J Number of boxed vehicles loaded.
K Deadweight tons of boxed vehicles.

	To ZI		To POA		To SWPA		To CBI	
	Week Ending 9 June	Total Since 12 May	Week Ending 9 June	Total Since 12 May	Week Ending 9 June	Total Since 12 May	Week Ending 9 June	Total Since 12 May
				From NAPLES				
A	7756	22905	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	7203	20787	0	0	0	0	1492	1492
F	2648	4528	473	6531	0	0	0	0
G	76	247	0	0	0	0	0	0
H	332	1054	0	0	0	0	0	0
J	0	3	0	0	0	0	0	0
K	0	2	0	0	0	0	0	0
				From LEGHORN				
A	8	973	0	0	4275	4275	1	1
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	486	486	0	0
E	3278	10908	0	0	0	0	404	998
F	0	0	0	0	0	0	0	0
G	186	566	0	0	0	0	0	0
H	1056	1802	0	0	0	0	0	0
J	0	0	0	0	85	85	0	0
K	0	0	0	0	331	331	0	0
				From BARI				
A	349	708	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	179	459	0	0	0	0	0	0
E	709	3150	50	525	0	0	2709	2709
F	0	2253	1606	3117	0	6149	0	0
G	4	26	0	0	0	0	0	0
H	8	132	0	0	0	0	0	0
J	0	0	0	0	0	0	0	0
K	0	0	0	0	0	0	0	0

Lifted from Brindisi since 12 May: 2,967 tons ammunition for Southwest Pacific
5,054 personnel for Zone of Interior

PRE-WAR ITALY HAD GREAT ELECTRIFIED RAILWAYS

Before the war Italy had more miles of electrified main railroad line than any other country in the world. The railroad network is the fifth largest in Europe with approximately 14,260 miles of track.

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SECRET

DIVERSION OF VESSELS

Vessels due in the Theater shortly were diverted as follows at a Diversion Meeting held Friday. Diversion Meetings will be held in the Conference Room, Fifth Floor, Palace, at 1400 hours each Friday.

	African Dawn	Calcutta	15.5 knots
HR 450	Andrew Hamilton	S.France/Leghorn	Fitted for 365 troops.
GA 28	Andrew Turnbull	Piombino/Civitavecchia	Bulk wheat
PH 191	Ann McKim	S. France/Pacific	15.5 knots
BA 247	Antonin Dvorak	W. Italy/Lisbon	Coal
HR 459	Arthur M. Huddell	S. France/Pacific	Coal
BA 242	Bartholomew Gosnold	Augusta for on routing	Coal unballasted
BA 248	Ben T. Osborne	Augusta for on routing	Coal unballasted
HR 452	Cartago	Leghorn	Pass. accom. for 22
	Collis P. Huntington	Casablanca/Bari/Ancona	Unballasted. Planes for Casablanca discharge.
BA 245	Cape Doyer	W. Italy	U.S. Army allocated
HR 456	Cape Texas	S. France	Unballasted
HR 457	Cape Sebastian	S. France	U.S. Army allocated
BA 251C	Duke of Athens	Balkans	Bagged wheat
HR 451	Felix Grundy	S. France/Leghorn	Fitted for 365 troops.
CH 59	Fort Brunswick	Palermo/Venice	Coal
PH 190	Frank P. Reed	S. France/Pacific	Ballasted
	Frederick L. Dou	S. France/Pacific	
	George Durant	Bone/Tunis	Coal
HR 448	Grover C. Hutcherson	Balkans	Coal unballasted
GA 23	George M. Cohan	Augusta for on routing	Bagged grain
CH-BA 58	George Sharswood	W. Italy	Fitted for 92 troops
	Hellas	Salonika	UNRRA
	Harvey C. Miller	S. France/Pacific	
HR 446	James Birney	S. France	
GA 22	Jessie Billingsley	Augusta for on routing	Bagged wheat unballasted
	John Laurance	S. France/Pacific	Bulk wheat
	John Mason	S. France/Pacific	Bulk wheat
BA 241	Jonathan Grout	W. Italy	Fitted for 365 troops.
HR 449	Josiah Parker	Palermo/Taranto	Coal unballasted
MO 3	Juliette Low	W. Italy	
	Junius Smith	S. France/Pacific	Flour
	Mary Lyon	Oran/Algiers	Bulk Sulphur
BA 246	Mormoclark	Augusta for on routing	Unballasted
	Morris Hillquit	Constanza	UNRRA
	Omar E. Chapman	Alexandria	
HOU 9	Paul H. Hayne	Augusta for on routing	Bulk grain unballasted
	Robert Parrot	Oran	Coal
HR 455	Robert Treat Paine	Bari	Fitted for 500 troops.
	Sanglory	Casablanca	
BA 238C	Samtween	Catania/Crotone	Bagged wheat
BA 243	Thistlemuir	Augusta for on routing	Coal
	Thomas U. Walter	S. France/Pacific	Bulk wheat

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	African Dawn	Calcutta	15.5 knots
HR 450	Andrew Hamilton	S.France/Leghorn	Fitted for 365 troops.
GA 28	Andrew Turnbull	Piombino/Civitavecchia	Bulk wheat
PH 191	Ann McKim	S. France/Pacific	15.5 knots
BA 247	Antonin Dvorak	W. Italy/Lisbon	Coal
HR 459	Arthur M. Huddell	S. Fra[illegible]/Pacific	Coal
BA 242	Bartholomew Gosnold	Augusta for on routing	Coal unballasted
BA 248	Ben T. Osborne	Augusta for on routing	Coal unballasted
HR 452	Cartago	Leghorn	Pass. accom. for 22
	Collis P. Huntington	Casablanca/Bari/Ancona	Unballasted. Planes for Casablanca discharge.
BA 245	Cape Boyer	W. Italy	U.S. Army allocated
HR 456	Cape Texas	S. France	Unballasted
HR 457	Cape Sebastian	S. France	U.S. Army allocated
BA 251C	Duke of Athens	Balkans	Bagged wheat
HR 451	Felix Grundy	S. France/Leghorn	Fitted for 365 troops.
CH 59	Fort Brunswick	Palermo/Venice	Coal
PH 190	Frank P. Reed	S. France/Pacific	Ballasted
	Frederick L. Dou	S. France/Pacific	
	George Durant	Bone/Tunis	Coal
HR 448	Grover C. Hutcherson	Balkans	Coal unballasted
GA 23	George M. Cohan	Augusta for on routing	Bagged grain
CH-BA 58	George Sharswood	W. Italy	Fitted for 92 troops
	Hellas	Salonika	UNRRA
	Harvey C. Miller	S. France/Pacific	
HR 446	James Birney	S. France	
GA 22	Jessie Billingsley	Augusta for on routing	Bagged wheat unballasted
	John Laurance	S. France/Pacific	Bulk wheat
	John Mason	S. France/Pacific	Bulk wheat
BA 241	Jonathan Grout	W. Italy	Fitted for 365 troops.
HR 449	Josiah Parker	Palermo/Taranto	Coal unballasted
MO 3	Juliette Low	W. Italy	
	Junius Smith	S. France/Pacific	Flour
	Mary Lyon	Oran/Algiers	Bulk sulphur
BA 246	Mormoclark	Augusta for on routing	Unballasted
	Morris Hillquit	Constanza	UNRRA
	Omar E. Chapman	Alexandria	
HCU 9	Paul H. Hayne	Augusta for on routing	Bulk grain unballasted
	Robert Parrot	Oran	Coal
HR 455	Robert Treat Paine	Bari	Fitted for 500 troops.
	Sanglory	Casablanca	
BA 238C	Santween	Catania/Crotone	Bagged wheat
BA 243	Thistlemuir	Augusta for on routing	Coal
	Thomas U. Walter	S. France/Pacific	Bulk wheat
HR 454	Thomas Hart Benton	Balkans	Fitted for 365 troops. Unballasted
	T.Thomas J. Walsh	Catania/Civitavecchia	Coal
	Walter F. Kraft	Bombay	
BA 240	William B. Giles	W. Italy	Fitted for 365 troops.
	William Lewis	Casablanca/Naples	Unballasted
CH 60	Willis Van Devanter	Augusta for on routing	Flour unballasted
	David Burnet	Algiers/Tunis	Coal

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WD MEMO ON SHIPMENT OF PROPERTY RECOMMENDED

War Department Memorandum 700-45, dated 8 May, 1945, dealing with the boxing, baling or otherwise preparing for shipment cargo destined for the United States is recommended for close study by all concerned.

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SECRET

PORT SITUATION---NAPLES AREA

	Discharged						Loaded
	No. Veh	General Cargo *U.S.	Brit	Total	Breakdown by Ports Naples	C'mare	T.Ann	Gen Cargo All Ports
30 May	20	5700	3474	9174	8382	0	792	1422
31 May	82	5547	2879	8426	6632	1295	499	1298
1 June	19	5097	2522	7619	6068	1551	0	891
2 June	6	5101	3840	8941	7767	1004	170	1247
3 June	8	6176	3197	9373	7772	832	769	1350
4 June	0	5555	2935	8490	6255	1153	1082	1999
5 June	0	5343	3538	8881	8005	235	641	1389
Total	135	38519	22385	60904	50881	6070	3851	9596
Daily Av	19	5503	3198	8700	7269	867	565	1371

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
30 May	46	2755	0	2755	346
31 May	67	1894	0	1894	483
1 June	5	1798	0	1798	438
2 June	39	1762	0	1762	943
3 June	52	2459	0	2459	603
4 June	0	3342	0	3342	1077
5 June	0	4091	0	4091	484
Total	209	18101	0	18101	4374
Daily Av	30	2586	0	2586	625

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit	Total	
27 May	0	454	2953	3407	2543
28 May	0	541	2566	3107	2495
29 May	32	600	3019	3619	2601
30 May	9	153	2815	2968	3035
31 May	0	283	2730	3013	2906
1 June	4	0	3504	3504	2142
2 June	0	0	2999	2999	2211
Total	45	2031	20586	22617	17933
Daily Av	6	290	2941	3231	2562

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

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1 June	19	5097	2522	7619	6068	1551	0	891
2 June	6	5101	3840	8941	7767	1004	170	1247
3 June	8	6176	3197	9373	7772	832	769	1350
4 June	0	5555	2935	8490	6255	1153	1082	1999
5 June	0	5343	3538	8881	8005	235	641	1389
Total	135	38519	22385	60904	50881	6070	3851	9596
Daily Av	19	5503	3198	8700	7269	867	565	1371

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
30 May	46	2755	0	2755	346
31 May	37	1894	0	1894	483
1 June	5	1798	0	1798	438
2 June	39	1762	0	1762	943
3 June	52	2459	0	2459	803
4 June	0	3342	0	3342	1077
5 June	0	4091	0	4091	284
Total	209	18101	0	18101	4374
Daily Av	30	2586	0	2586	625

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit	Total	
27 May	0	454	2953	3407	2543
28 May	0	541	2566	3107	2495
29 May	32	600	3019	3619	2601
30 May	9	153	2815	2968	3035
31 May	0	283	2730	3013	2906
1 June	4	0	3504	3504	2142
2 June	0	0	2999	2999	2211
Total	45	2031	20586	22617	17933
Daily Av	6	290	2941	3231	2562

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit.	Total	No. Veh	General Cargo U.S.	Brit.	Total
27 May	0	0	4013	4013	0	621	1566	2187
28 May	0	0	3334	3334	0	728	2341	3069
29 May	0	0	2923	2923	0	648	2109	2757
30 May	0	850	2681	3531	0	573	1316	1889
31 May	0	980	2156	3136	4	243	665	908
1 June	0	176	2747	2923	4	295	1016	1311
2 June	0	0	4512	4512	0	405	46	451
Total	0	2006	22366	24372	8	3513	9059	12572
Daily Av	0	287	3195	3482	1	502	1294	1796

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

SECRET

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SECRET

STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 11 June

Awaiting Berth to Discharge

Carillo
Eliphalet Nott

Discharging
Albert Smiley 12
Darien 12
Cape Faro 12
George Kenny 12
Trevaylor 12
Atlantic City 13
Lief Olson 13
Empire Darwin 14
Cefn-y-bryn 14
Francis Blanchet 16
William Bradford 16
Samholt 16
Henry Sibley 19
Sylvester Gardiner 20
Edmund Fanning 20
William Cody 20
Roger Williams 20
John Holland 20
Harmattan 21
William Tilghman 21

Discharged, Awaiting Convoy or Orders

Fanny Brunner
Fort Erie
Edward Drake
William Blackham
Samothrace

Loading

Emily Dickinson
William Jerman
Robert Livingston
Jacob Mansfield
William Keene
Franklin Hall
Hjalmar Tessel

S. FRANCE as of 10 June

Awaiting Berth to Discharge

William Ogden

Discharging

Ann McKim 11
William Hodson 15
Edward Kavanagh 20
William Jones 14
Halton R. Carey 13
Alexander Ramsay 13
Joseph Squires 17
Oliver Perry 11
Amos X. 11 11
Fort Gibraltar 20
Ancenius 11
John Constatine 11
Thomas Paine

Awaiting Berth to Load

White Squall
Ocean Mail
Orpheus
Bigfoot Wallace
William Prouse
Stella Lykes
John Regan
George Lawson
Santa Leonor
Flying Eagle
Fred Herrling
Thomas Fitzsimmons
George Dewey

Loading

Abraham Baldwin
Sarah Jewett
Daniel Johnston
Galen Stone
Archer
Nelson Dingley
John Dix

LEGHORN as of 11 June

Discharging

James Manning
John Elliott
Ira Nelson Morris
Ignace Paderewski
Santa Marta
John Breckenridge
Haym Solomon
Dinger Herman

Loading

Paul Bunyan
Cape Pembroke
James Manning
Arlesford

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Eliphalet Nott

Discharging
Albert Smiley 12
Darien 12
Cape Faro 12
George Kenny 12
Trevaylor 12
Atlantic City 13
Lief Olsen 13
Empire Darwin 14
Cefn-y-bryn 14
Francis Blanchet 16
William Bradford 16
Samholt 16
Henry Sibley 19
Sylvester Gardiner 20
Edmund Fanning 20
William Cody 20
Roger Williams 20
John Holland 20
Harmattan 21
William Tilghman 21

Discharged, Awaiting Convoy or Orders

Fanny Brunner
Fort Erie
Edward Drake
William Bloxham
Samothrace

Loading

Emily Dickinson
William Jerman
Robert Livingston
Jacob Mansfield
William Keene
Franklin Hall
Hjalmar Nessel

Loaded, Awaiting Convoy or Orders

Matthew Brady

Discharging

Ann McKim 11
William Hodson 15
Edward Kavanagh 20
William Jones 14
Halton R. Carey 13
Alexander Ramsay 13
Joseph Squires 17
Oliver Perry 11
Amos K[illegible] 11
Fort Glenlyon 20
Ancenius 11
John Constatine 11
Thomas Paine

Awaiting Berth to Load

White Squall
Ocean Mail
Orpheus
Bigfoot Wallace
William Prouse
Stella Lykes
John Regan
George Lawson
Santa Lenor
Flying Eagle
Fred Herrling
Thomas Fitzsimmons
George Dewey

Loading

Abraham Baldwin
Sarah Jewett
Daniel Johnston
Galen Stone
Archer
Nelson Dingley
John Dix
William Libbey
Carlo Findlay
William Byrd
John McDonald
Albert Michelson
Harold Winslow

Ira Nelson Morris
Ignace Paderewski
Santa Maria
John Breckenridge
Harry Solomon
Dingler Herman

Loading

Paul Bunyan
Cape Pembroke
James Manning
Arlesford

NOTE: Figures after names of ships indicate estimated date of completion.

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TRANSPORTATION NEWS LETTER

DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
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4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
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13	Surg
14	CWS
15	EngR
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17-31	Tpn

AFHQ

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33	G-4 Log Plans
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36	APO Naples
37	PSTO (Attn: SCPC)
38	Pet Sec
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41-60	COT ASF WD
61	DCTR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAT
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMH, Eighth Fleet
79	CG, Pembark
80	DCRS, Italy, Rome
81	DDCRS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South
84	Rail Tpn O, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	AGMG(M) Mov 3 Dist
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	NATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department CCT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command,
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples

[illegible] Staff College, New WD Bldg, Washington (Attn: Col. Kerr)

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8-9	G-4
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12	Sig O
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AFHQ

32	G-4 (M & Tn)Br
33	G-4 Log Plans
34	G-3
35	MTS Rep
36	APE Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
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124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, MBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, New Orleans
132-133	CO, ASF Training Center, Camp Plauche, New Orleans

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MEMORANDUM: To All Concerned.

SUBJECT: Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

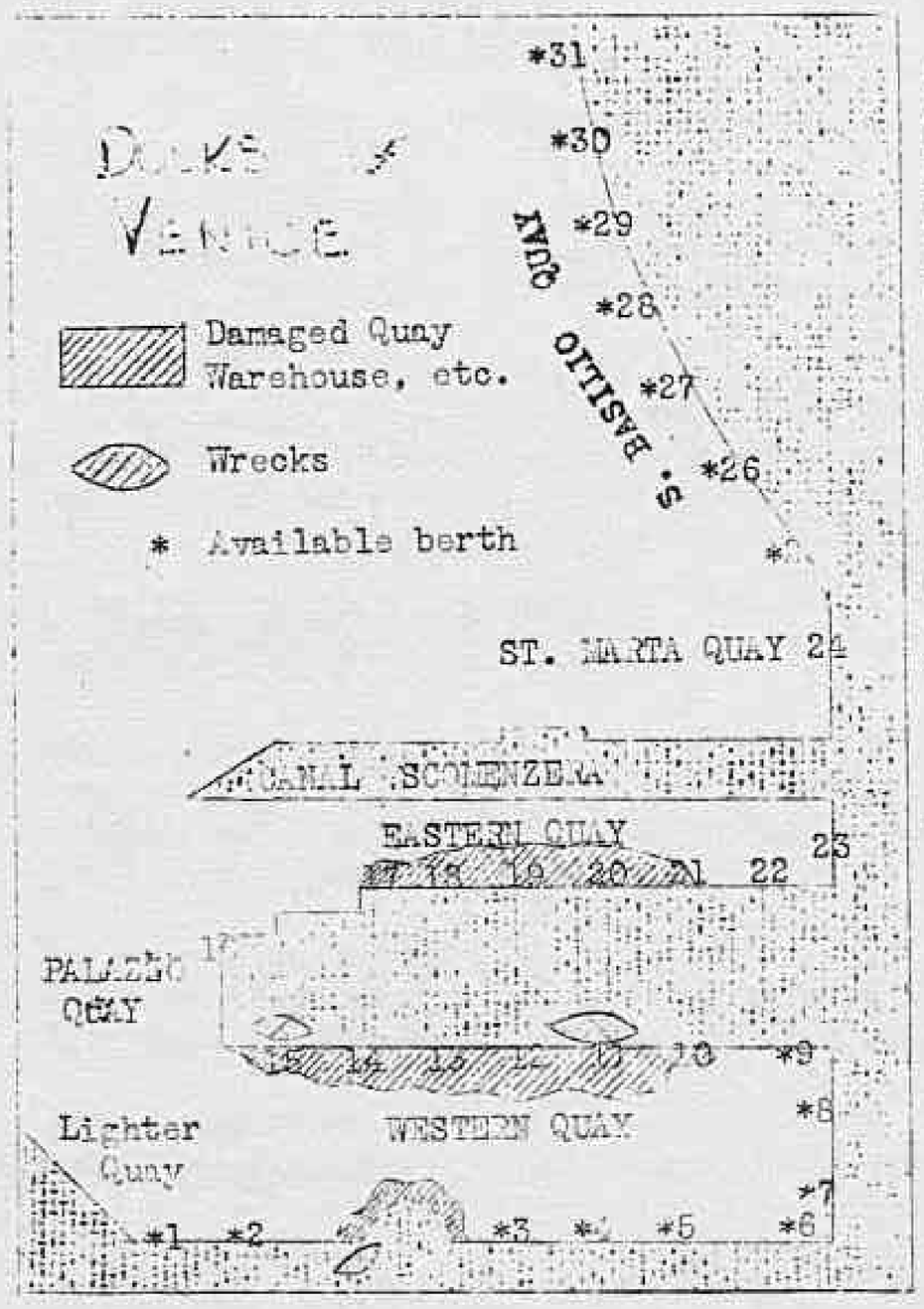
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PORT OF VENICE IN OPERATION
SIX COASTERS CALLED FORWARD

Ref. this story 38-1

Six coasters have been called forward to be discharged at the port of Venice approximately 2 June. In addition one LCT will be accepted daily effective 2 June.

Venice is to be developed as a coaster port and as a seahead for supplies for troops in Northeastern Italy and Austria.



Ample stacking space. Road clearance good- be trucked a short distance to rail lines.

Recent information indicates that 16 berths are available in the port at present. For several reasons, however, all of those will not be put to use immediately. Most suitable for coaster discharge at present are Berth 24-31.

Berths on the Eastern Quay lack stacking space as the quay is only 15 feet wide and cluttered with debris. Several berths on the Western Quay are in good condition, but all cranes on the quay require attention, and no repairs will be made until dock lighting is installed.

LCTs will be discharged on a hard made in a bomb crater on the Western Quay and at San Basilio Quay.

There are approximately 1,200 civilians, including 500 stevedores, available for working the port.

The following information is taken from a detailed report to PETO Med:

LIGHTER QUAY---Quay in good condition. Two cranes in working order. Not rail served, but cargo could lighting installed.

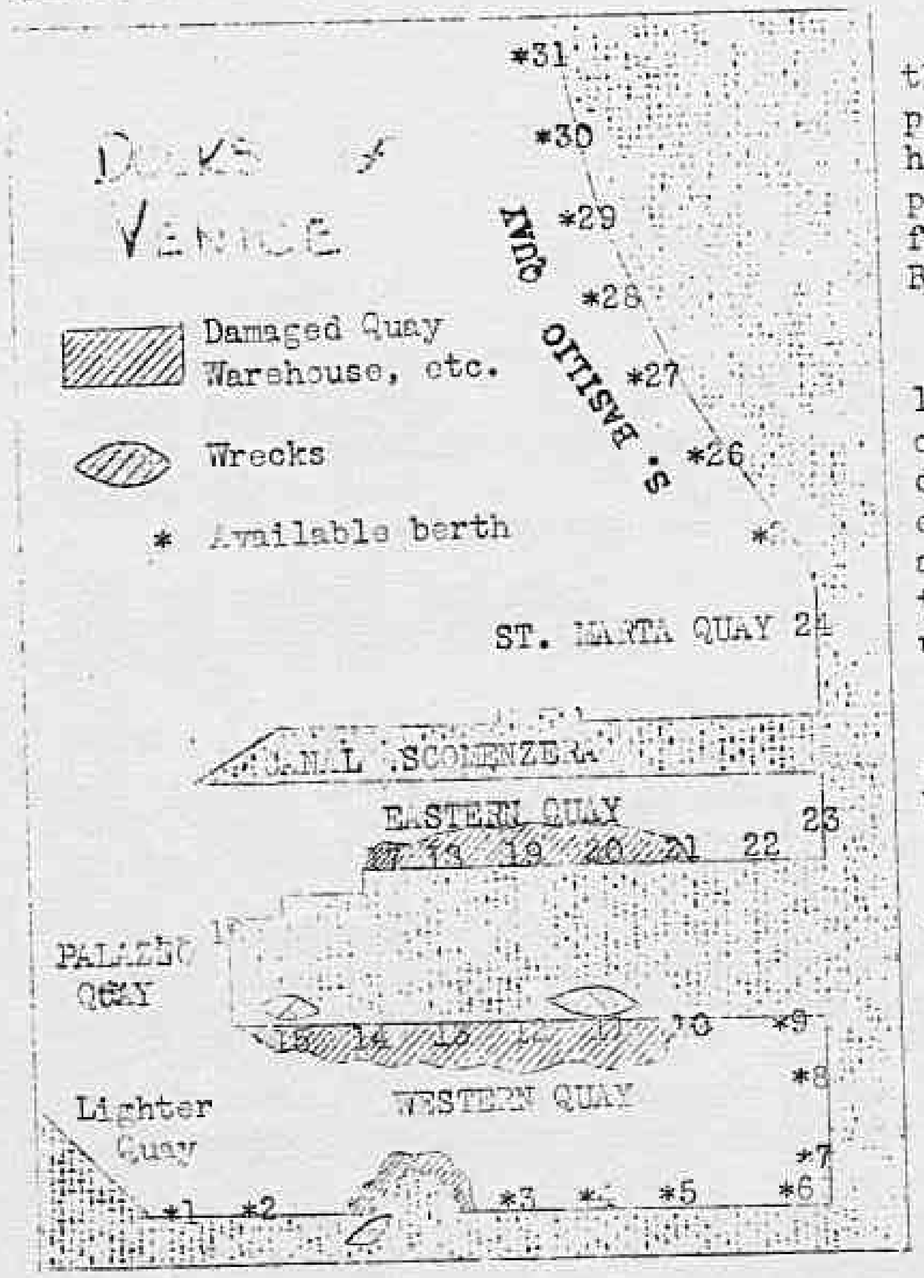
WESTERN QUAY---Berths 1-6. Quay in good condition except one large crater in

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The following information is taken from a detailed report to PSTO Med:

LIGHTER QUAY---Quay in good condition. Two cranes in working order. Not rail served, but cargo could be trucked a short distance to rail lines. Lighting installed. Ample stacking space. Road clearance good.

WESTERN QUAY---Berths 1-6 Quay in good condition except one large crater in which LCT hard is being constructed. Two large warehouses on north end, one badly damaged. No quay lighting. Six cranes not in working order. Road clearance good. Rail served.

Berths 7-8 Quay in good condition. Ample stacking space. Lighting installed, requires repair. x 30 ton crane. Road clearance. Rail served. Quayside shed for Berth 8 in good condition.

Berths 9-10 Quay in good condition. Ample stacking space. Lighting installed on shed walls, requires repairing. All cranes badly damaged. Road clearance good. Rail served.

Berths 11-15 Quay sunken, blown and distorted. Quayside sheds

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(Continued on Page 2)

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PORT OF VENICE IN OPERATION (Cont'd from Page 1)

badly damaged. Cranes badly damaged. Lighting installed. Rail served. Road clearance fair. All berths require extensive repairs. Not considered available.

PALAZZO QUAY---Berth 16 Quay in good condition. Ample stacking space in quayside shed in good condition. Rail served. Road clearance fair. Four cranes apparently sound. Lighting installed on shed walls.

EASTERN QUAY---Berths 17-22 Quay in good condition, but only 15 feet wide. Quayside sheds badly damaged. Lighting installed. Rail served. Road clearance very poor.

Berth 23 Quay in good condition. Stacking space poor. Two cranes apparently in good condition. Lighting installed. Rail served. Road clearance poor.

CANAL SCOMENZERA---No ship berths available. Suitable for lighter discharge. Rail clearance. No road clearance.

ST. MARTA QUAY---Berth 24 Quay in good condition. Good stacking space. Rail served. Road clearance good. Lighting not installed. Cranes can be moved to S. Basilio Quay.

S. BASILIO QUAY---Berths 25-31 Quay in good condition. 14 cranes apparently sound. Ample stacking space in quayside sheds. Poor stacking space on quays. Rail served. Road clearance from quays likely to cause congestion. Lighting installed on shed walls.

PACIFIC-BOUND SHIPS TO BALLAST WITH LOW PRIORITY U.S. CARGO — Ref. this story 38-2

In anticipation that the Pacific Theater will be unable to provide ballast for unballasted cargo ships loaded in this Theater for Pacific destinations, it is proposed to ballast such vessels with low priority cargo destined for the United States. This cargo will remain on the vessel until it ultimately reaches the United States.

When cargo is used as ballast it will be floored off and the flooring marked clearly to prevent discharge in the Pacific Area. A special manifest will be prepared for the U.S. cargo.

Many coal and wheat ships arrive in this Theater unballasted.

WINTER STOWAGE RECOMMENDED FOR PACIFIC-DESTINED CARGO — Ref. this story 38-3

Redeployment vessels destined for the Pacific are expected to encounter heavy weather during the monsoon season from June to September, and it is recommended that winter stowage be applied to cargo ships. Deck cargo must receive special attention as it is not unusual for vessels to ship green [illegible] the Pacific is equivalent of winter crossings in

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Attention is called to the circular issued by the Office of Chief of Transportation, Washington, D.C., "Suggestions for Securing of Cargo," dated 24 April, 1945, giving illustrations of improvements in cargo lashings. Requisitions have been sent forward for a supply of lashing equipment shown in Section B of the circular.

SEEK TO RETURN PT BOATS BY TANKER — Ref. this story 38-4

Permission to deckload onto tankers eleven PT boats for return to the United States from Oran is being sought from Washington by the Petroleum Section. Cradles and personnel for loading operations are available in Oran.

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TANKER MONDINE TO PROVIDE FRESH WATER FOR LEGHORN

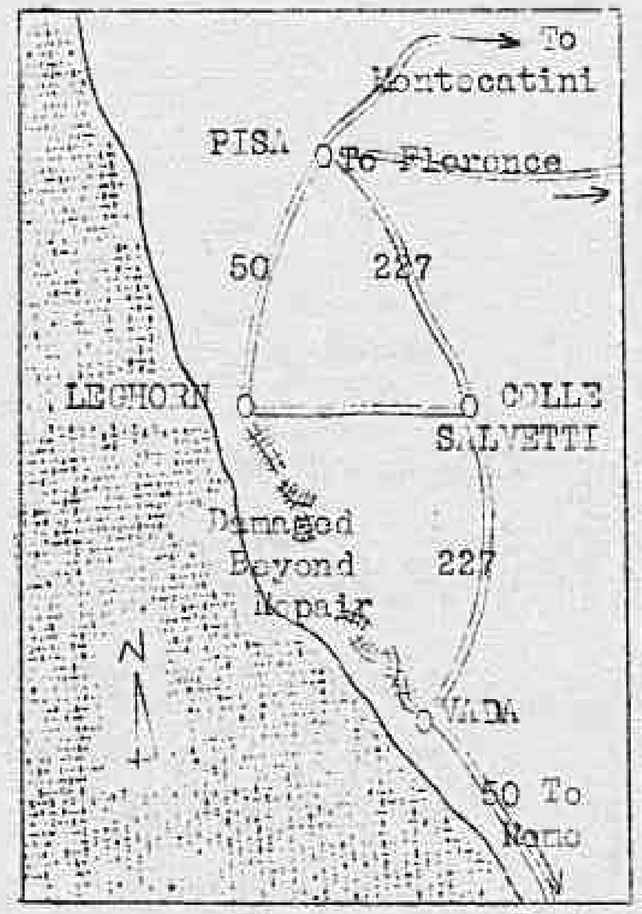
Ref. this story 38-5

The tanker "Mondine" is to be made available to the port of Leghorn to provide a floating reserve of approximately 7,000 tons (68,000 barrels) of fresh water for ships loading at Leghorn in connection with redeployment. The vessel is on route to Naples to be cleaned and given its initial cargo of sweet water.

The tanker will ordinarily draw its supply of water from the new 4½ inch fresh water pipeline being installed at Piombino by Peninsular Base Section. At Leghorn the "Mondine" will be moored at a breakwater holding berth.

LINE 227, PISA TO COLLE SALVETTI PROVIDES LEGHORN BYPASS

Ref. this story 38-6



The section of Rail line 227 between Colle Salvetti and Pisa has been reconstructed to bypass Leghorn. The section was placed in operation 25 May.

Because Line 50 (Rome-Leghorn) was damaged beyond repair between Vada and Leghorn, it was necessary to reconstruct Line 227 from Vada to Colle Salvetti and Line 228 from Colle Salvetti to Leghorn to reach the important seaport city by rail. As the tracks were extended from Leghorn to Pisa and later to Florence, it was decided upon extending reconstruction of Line 227 to Pisa so that northbound cargo does not burden Leghorn rail facilities which already are busy with port clearance and redeployment traffic.

Another improvement in the Italian railroads is the repair of the Petrace Bridge on Line 92 between Gioia Tauro and Taureana in the toe of the boot of Italy. The bridge was demolished when the Allies invaded Italy. An alternate rail route being available for military traffic, reconstruction of the bridge was delayed. Bridge repairs were completed and the bridge opened 31 May.

"ANZIO ANNIE" LIFT OKAYED FOR LIBERTY

Ref. this story 38-7

The Liberty ship, Robert Livingston, has been approved for the lifting of the German railway gun, "Anzio Annie" from Taranto to the United States.

The vessel brought unboxed railroad engines to Italy. Its decks having been reinforced by shoring to withstand the weight of the engines,

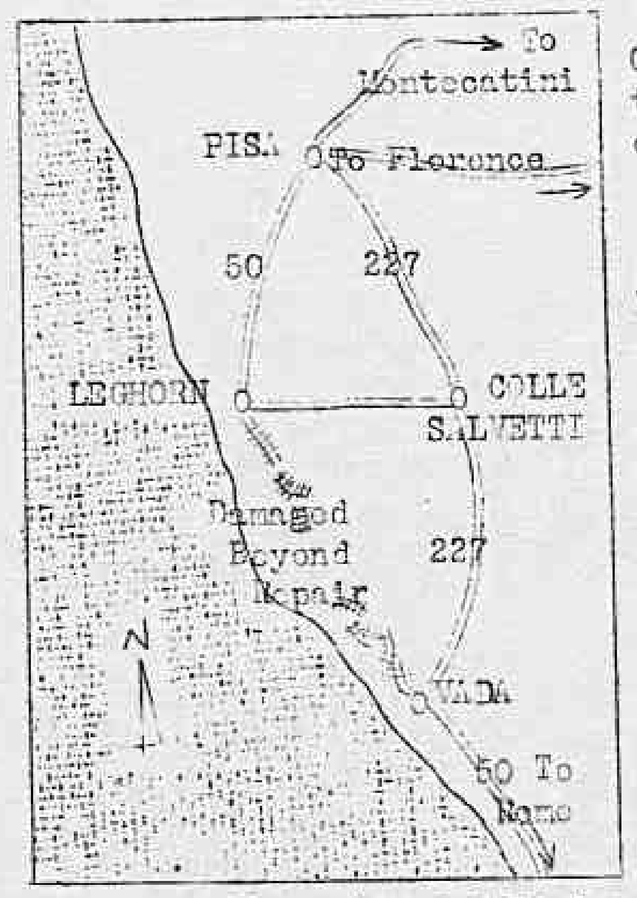
Declassified E.O. 12356 Section 3.3/NND No. 785021

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LEAVE-REINFORCEMENT TRAIN ESTABLISHED LEGHORN-NAPLES

Ref. this story 38-8

A Naples-Rome-Leghorn leave and reinforcement train with coaches to accommodate 560 troops has been established to make two runs weekly, effective 2 June.

The trains leave Leghorn at 1915 on Saturdays and Tuesdays and arrive in Naples on Sundays and Wednesdays at 2000 hours. The return trains leave Naples at 0845 hours on Mondays and Thursdays and arrive at Leghorn at 0700 hours on Tuesdays and Fridays. There are one-hour meal halts at Roccasecca on the northward journey.

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COASTER SOUGHT TO REPLACE SUNKEN REFRIGERATOR SHIP

Ref. this story 38-9

The Chief of Transportation is attemptiong to obtain the Danish coaster, Hebe II, now assigned to the U.S. Navy for intra-theater movement of Navy cargo, to replace the refrigerator vessel, Genepesca, which was sunk by a mine near Elba 23 May.

The Genepesca, with specially installed chill hatches, was being used to ferry fresh vegetables, fruits and eggs from North Africa to Italy.

The Hebe II formerly was a refrigerator vessel, and the Navy has agreed to reinstall the cooling coils and turn the coaster over to the U.S. Army provided a suitable substitute can be allocated to the Navy for a three-month period.

In place of the Hebe II, Medbo has allocated the Italian Coaster, Sandrina, for the use of the U.S. Navy. The Sandrina is 220 feet in length and has a speed of 7½ knots. It is an oil-burning vessel.

18 REFRIGERATOR CARS REMAIN IN NORTH AFRICA

Ref. this story 38-10

Shipment of 18 refrigerator cars, scheduled to be lifted from North Africa to Southern France as part of the rolling stock closeout of MBS, has been cancelled and the cars transferred to the North Africa Service Command.

The cars were claimed to be essential to North Africa for the shipping of frozen products to United States troops in Algeria, Morocco and Tunisia.

CIVILIAN PASSENGER TRAINS OPERATING NORTH OF ROME

Ref. this story 38-11

Passenger service for civilians has been opened to points North of Rome.

A seven-coach train capable of accommodating 420 passengers went into service 4 June between Rome, Grosseto, Leghorn and Florence. Trains leave Rome at 1600 hours Mondays, Wednesdays and Fridays for Florence, and leave Florence at 1700 hours Wednesdays, Fridays and Sundays for Rome. The trip takes 12½ hours.

PASSENGER LISTS MUST SHOW SERVICE RATING SCORES

Ref. this story 38-12

Adjusted service rating scores must be shown opposite the name of each individual on all passenger lists covering personnel being returned to the United States from any theater or being redeployed directly from ETO or MTO to the Pacific, according to a recent order from the War Department, Washington.

(Reference: AGWAR cable WX-90897 dated 1 June)

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ALL CARGO SPACE ON TROOPSHIPS TO BE UTILIZED IN REDEPLOYMENT — Ref. this story 38-12

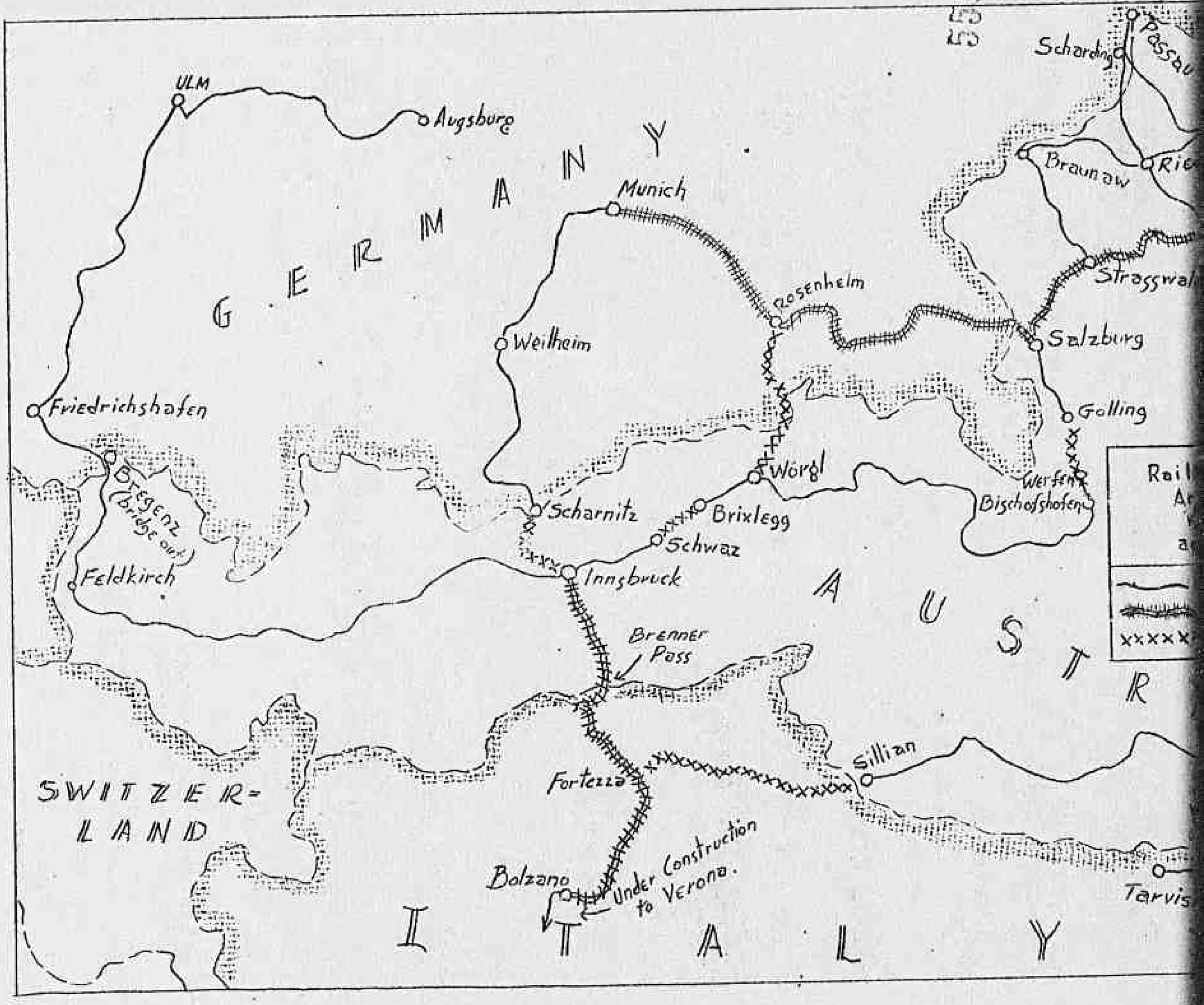
All available cargo space on troopships being used to redeploy personnel directly to the Pacific will be utilized. Cargo space has been reported available as follows:

Vessel	Measurement Tons
Sea Owl	5,033
General Squier	688
Marine Dragon	1,488
Torrens	7,694
General Blatchford	800
General Ernst	812
Sea Pike	6,188

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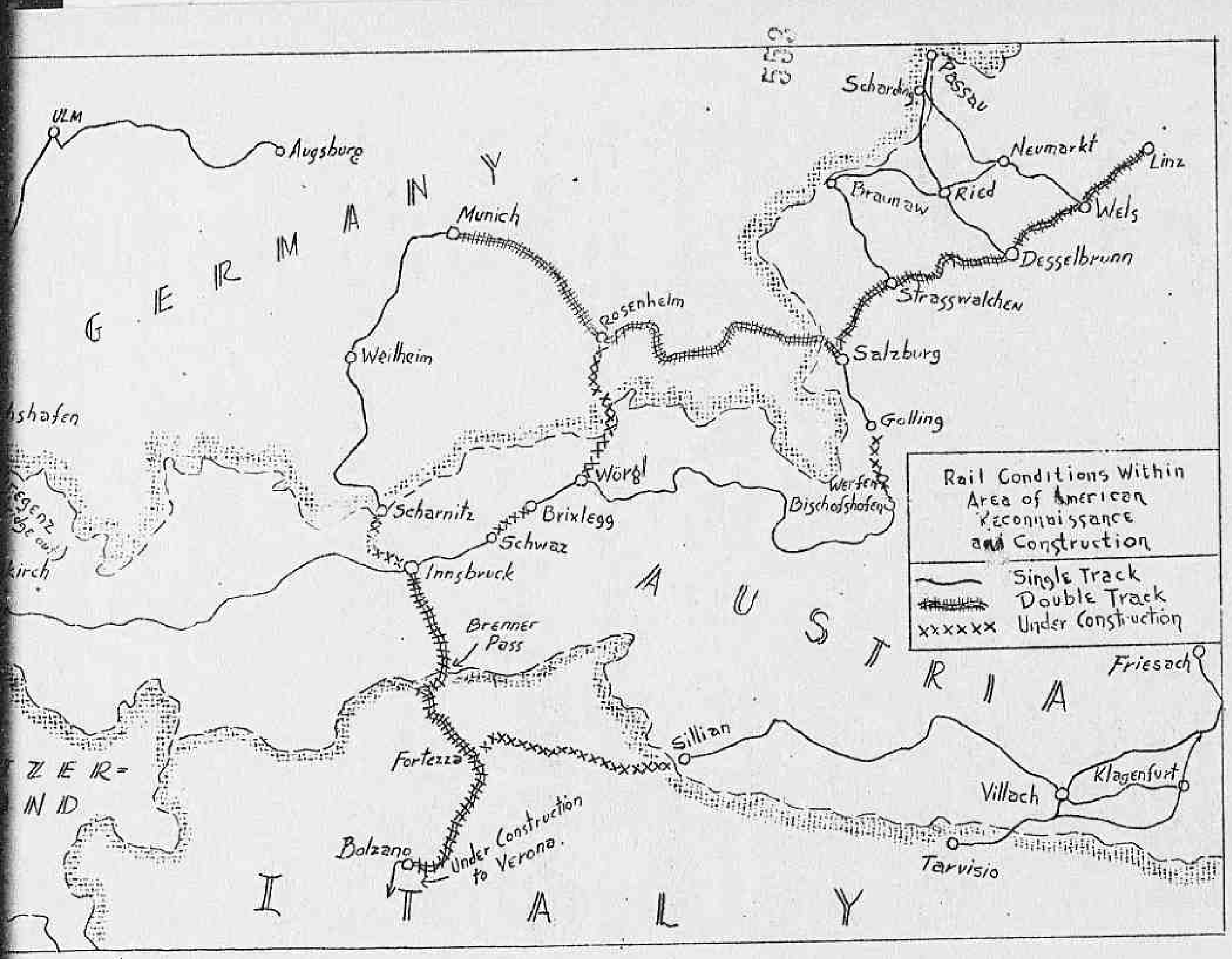
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ITALIAN SHIPOWNERS MEET WITH CinC MEDITERRANEAN

Ref. this story 38-13

A meeting of shipowners from Northern Italy and the CinC Mediterranean and other parties interested in the Italian merchant marine was held in Rome 30 May to discuss the Cunningham-de Courten agreement and to explain the position of the shipowners in regards to the Italian Mercantile Marine.

An announcement that schooners and coasters engaged in Italian domestic service could now be allocated to the Italian Ministry of Marine for operation and obedience to the Allied shipping authority and the Allied Commission's civil requirements was made. No change will take place in the Mediterranean Shipping Board's control of the total amount of shipping allocated.

It was agreed at the meeting that on formal application of the Italian Government through the Allied Commission, it would be recommended by the chairman of Medbo to the British and American governments that Italy be incorporated as an Associated Member in the Mediterranean Zone.

Admiral Sir John D. Cunningham, Commander in Chief, Mediterranean, and Admiral de Courton, Italian Minister of Marine, addressed the meeting.

LUMBER SOUGHT IN GENOA AREA

Ref. this story 38-14

Engineers are exploring the possibility of obtaining lumber from sources in the Genoa area to alleviate the shortage in this Theater. If successful, four flush deck barges, each capable of lifting approximately 200,000 board feet of lumber, and one tug will be allocated to lift the cargo from Genoa to Leghorn or Naples. The port of Genoa, however, is not expected to be free of mines before 15 June.

GENOA-MARSEILLE HIGHWAY OPENED

Ref. this story 38-15

The Genoa-Marseille Highway has been reported open to class 40 (gross weight 40 tons) traffic from Genoa to Albenga and to class 5 traffic (gross weight 5 tons) from Albenga to the Italian-French border. A class 40 highwayfrom the border to Aix to Marseille completes the connection.

FLIGHTS TO ANCONA RESUMED

Ref. this story 38-16

Daily flights from Pomigliano Airfield, Naples, to Ancona and Venice have been resumed, leaving Naples at 0810 hours Caserta (B) time. The Ancona flight was taken off the schedule several weeks ago.

NORTHERN BASE SECTION CLOSEOUT COMPLETED

Ref. this story 38-16

The closeout of Northern Base Section was completed 30 May when the [illegible] lifted 100 personnel and 59 vehicles and a barge-tug combination

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ition of the shipowners in regard

An announcement that schooners and coasters engaged in Italian domestic service could now be allocated to the Italian Ministry of Marine for operation and obedience to the Allied shipping authority and the Allied Commission's civil requirements was made. No change will take place in the Mediterranean Shipping Board's control of the total amount of shipping allocated.

It was agreed at the meeting that on formal application of the Italian Government through the Allied Commission, it would be recommended by the chairman of Medbo to the British and American governments that Italy be incorporated as an Associated Member in the Mediterranean Zone.

Admiral Sir John D. Cunningham, Commander in Chief, Mediterranean, and Admiral de Courten, Italian Minister of Marine, addressed the meeting.

Ref. this story 38-14

LUMBER SOUGHT IN GENOA AREA

Engineers are exploring the possibility of obtaining lumber from sources in the Genoa area to alleviate the shortage in this Theater. If successful, four flush deck barges, each capable of lifting approximately 200,000 board feet of lumber, and one tug will be allocated to lift the cargo from Genoa to Leghorn or Naples. The port of Genoa, however, is not expected to be free of mines before 15 June.

Ref. this story 38-15

GENOA-MARSEILLE HIGHWAY OPENED

The Genoa-Marseille Highway has been reported open to class 40 (gross weight 40 tons) traffic from Genoa to Albenga and to class 5 traffic (gross weight 5 tons) from Albenga to the Italian-French border. A class 40 highwayfrom the border to Aix to Marseille completes the connection.

Ref. this story 38-16

FLIGHTS TO ANCONA RESUMED

Daily flights from Pomigliano airfield, Naples, to Ancona and Venice have been resumed, leaving Naples at 0810 hours Caserta (B) time. The Ancona flight was taken off the schedule several weeks ago.

Ref. this story 38-16

NORTHERN BASE SECTION CLOSEOUT COMPLETED

The closeout of Northern Base Section was completed 30 May when the LST Thruster lifted 100 personnel and 59 vehicles and a barge-tug combination lifted 157 tons of general cargo.

TROOP CAPACITIES FOR FITTED LIBERTIES

Fitted Liberties scheduled for early arrival in this Theater will have the following capacities:

Vessel	Capacity
Thomas Hart Benton	365
Robert Treat Paine	500
George Sharswood	92

AR STUDY RECOMMENDED

SECRET

It is recommended that persons dealing with handling, storing, shipping or using of compressed gas cylinders study AR 850-60, C 3 superseding C 2, 10 November, which deals with the subject.

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TROOPS LIFTED IN LIBERTY SHIPS

The following lifts of personnel were made by Liberty ships during the month of May:

Vessel	Off.	WO	EM	Total
W.E. Comerford	7	0	0	7
Thomas Hyde	33	6	348	387
Joseph Robinson	49	0	320	369
Granville Dodge	44	0	308	352
Benjamin Lindsey	3	0	10	13
James Duncan	4	2	81	87
Lambert Cadwalader	29	4	313	346
Hilary Herbert	48	2	311	361
Lyman Abbott	46	3	437	486
Zacapa	4	0	0	4
George Dibb	49	0	304	353
Robert Hunter	47	0	311	358
Samuel Parker	6	0	82	88
Archbishop Lamy	45	1	311	357
Jacob Perkins	4	0	16	20
James Barbour	45	0	307	352
Cornelius Hartnett	45	0	315	360
Joseph Alston	46	0	311	357
Pan Delaware	1	0	0	1
Walter Forward	9	0	47	56

SAILINGS FROM U.S. TO ITALY and SOUTHERN FRANCE (Last week in May)

African Dawn	for Calcutta	
Andrew Hamilton	for S. France	Fitted
Andrew Turnbull	for Adriatic Depot	Wheat
Bartholomew Gosnold	for Western Italy	Coal-unballasted
Ben W. Osborne	for Western Italy	Coal
Cantiago	for Western Italy	Reefer
Collis P. Huntington	for Casablanca/Adriatic Depot	
Duke of Athens	for Balkans	
Felix Grundy	for S. France	Fitted
Fort Brunswick	for Naples	
Frank P. Reed	for S. France	
Frederick L. Dow	for S. France	
George Durant	for Tunis	
Grover C. Hutcherson	for Western Italy	
Harvey C. Miller	for Southern France	
James Birney	for Southern France	
Jesse Billingsley	for Balkans	Wheat
John Laurance	for Southern France	Wheat
John Mason	for Southern France	Wheat
Jonathan Grout	for Western Italy	Fitted
Josiah Parker	for Western Italy	Coal-unballasted
Juliette Low	for Western Italy	
Junius Smith	for Southern France	Flour
[illegible] Leon	for Oran/Algiers	

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Thomas Hyde	33	6	348	387
Joseph Robinson	49	0	320	369
Granville Dodge	44	0	308	352
Benjamin Lindsey	3	0	10	13
James Duncan	4	2	81	87
Lambert Cadwalader	29	4	313	346
Hilary Herbert	48	2	311	361
Lyman Abbott	46	3	437	486
Zaempa	4	0	0	4
George Dibb	49	0	304	353
Robert Hunter	47	0	311	358
Samuel Parker	6	0	82	88
Archbishop Lamy	45	1	311	357
Jacob Perkins	4	0	16	20
James Barbour	45	0	307	352
Cornelius Hartnett	45	0	315	360
Joseph Alston	46	0	311	357
Pan Delaware	1	0	0	1
Walter Forward	9	0	47	56

SAILINGS FROM U.S. TO ITALY and SOUTHERN FRANCE (Last week in May)

African Dawn	for Calcutta	
Andrew Hamilton	for S. France	Fitted
Andrew Turnbull	for Adriatic Depot	Wheat
Bartholomew Gosnold	for Western Italy	Coal-unballasted
Cdr. L. Osborne	for Western Italy	Coal
Castagno	for Western Italy	Reefer
Collis P. Huntington	for Casablanca/Adriatic Depot	
Duke of Athens	for Balkans	
Felix Grundy	for S. France	Fitted
Fort Brunswick	for Naples	
Frank P. Reed	for S. France	
Frederick L. Dow	for S. France	
George Durant	for Tunis	
Grover C. Hutcherson	for Western Italy	
Harvey C. Miller	for Southern France	
James Birney	for Southern France	
Jesse Billingsley	for Balkans	Wheat
John Laurance	for Southern France	Wheat
John Mason	for Southern France	Wheat
Jonathan Grout	for Western Italy	Fitted
Josiah Parker	for Western Italy	Coal-unballasted
Juliette Low	for Western Italy	
Junius Smith	for Southern France	Flour
Mary Lyon	for Oran/Algiers	
Normoclark	for Western Italy	
Omar E. Chapman	for Alexandria	
Paul H. Hayne	for Adriatic Depot	Grain-unballasted
Robert Parrot	for Oran	Coal
Seaglory	for Casablanca	
Seatreed	for Sicily	Grain
Thistlehuir	for Western Italy	Coal
Thomas U. Walter	for Southern France	Wheat
Walton F. Kraft	for Bombay	
William P. Giles	for Western Italy	Fitted
William Lewis	for Casablanca/Italy	
Willis Van Devanter	for Western Italy	Unballasted

SECRET

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PORT SITUATION---NAPLES AREA

	Discharged						Loaded
	No.	General Cargo			Breakdown by Ports			Gen Cargo
	Veh	*U.S.	Brit.	Total	Naples	Leghorn	T Ann	All Ports
23 May	54	6101	3075	9176	9196	425	195	1583
24 May	134	4313	2766	7079	5503	1576	0	873
25 May	61	4320	2329	6649	5099	1550	0	979
26 May	34	4926	1948	6874	5332	1302	240	1406
27 May	19	6023	915	6938	6228	0	710	1121
28 May	77	8360	1511	9871	9155	0	716	1710
29 May	20	8358	2943	11301	10306	0	995	1712
Total	399	42401	16087	58488	50819	4853	3856	9284
Daily Av	57	6057	2298	8356	7254	693	408	1340

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
23 May	197	3167	0	3167	467
24 May	36	4564	0	4564	770
25 May	13	4427	0	4427	864
26 May	0	3920	0	3920	625
27 May	32	3525	0	3525	388
28 May	91	3538	0	3538	477
29 May	30	3516	0	3516	634
Total	399	26657	0	26657	4625
Daily Av	57	3808	0	3808	661

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	Brit.	Total	No. Veh	General Cargo
20 May	0	8	4695	4703	0	1432
21 May	0	0	2706	2706	0	2121
22 May	0	0	2159	2159	206	2867
23 May	0	0	2024	2024	239	1840
24 May	0	0	2807	2807	0	2106
25 May	0	0	3168	3168	4	2718
26 May	7	0	3143	2143	0	2151
Total	7	8	20710	20718	449	15235
Daily Av	1	1	2959	2960	64	2176

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals

PORT SITUATION---BARI

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26 May	34	4926	1928	6854	5952	1302	340	1440
27 May	19	6023	915	6938	6228	0	710	1121
28 May	77	6340	1511	9871	9155	0	716	1710
29 May	20	8358	2943	11301	10306	0	995	1712
Total	399	42401	16087	69428	60573	4853	3856	9284
Daily Av	57	6057	2298	8856	7254	693	408	1340

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
23 May	137	3357	0	3357	867
24 May	36	4564	0	4564	770
25 May	13	4427	0	4427	864
26 May	0	3920	0	3820	625
27 May	22	3525	0	3525	388
28 May	91	3538	0	3538	477
29 May	30	3516	0	3516	634
Total	329	26657	0	26657	4625
Daily Av	46	3808	0	3808	661

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded	
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo
20 May	0	8	4695	4703	0	1432
21 May	0	0	2706	2706	0	2121
22 May	0	0	2159	2159	206	2367
23 May	0	0	2024	2024	239	1840
24 May	0	0	2807	2807	0	2106
25 May	0	0	3168	3168	4	2718
26 May	7	0	3143	3143	0	2151
Total	7	8	20710	20718	449	15225
Daily Av	1	1	2959	2960	64	2176

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo U.S.	Brit.	Total
20 May	0	2138	2000	4138	2	584	559	1143
21 May	0	1036	1441	2477	11	728	248	976
22 May	10	997	1965	2962	0	391	1513	1904
23 May	0	1514	2331	3845	0	0	1814	1814
24 May	0	1947	1105	3052	4	472	2004	2476
25 May	0	456	2788	3244	0	397	1673	2070
26 May	0	64	4480	4544	0	831	1213	2044
Total	10	8132	16110	24242	17	3403	9024	12427
Daily Av	1	1165	2301	3466	2	486	1289	1775

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

LEGHORN as of 4 June

Discharging

Cape Pembroke
James Manning
Haym Solomon
John Elliott
Paul Bunyan
Ira Nelson Morris
Ignace Paderewski

Loading

Orland Loomis
Cape Romano
Laura Keene

NAPLES as of 4 June

Discharging

Alfred Smith 4
Fort Erie 5
Joseph Teal 5
Blairdev[illegible] 8
William Bloxham 8
Robert Livingston 10
Franklin Mall 10
Jacob Mansfield 10
Ralph Izard 10
Samothrace 11
George Lawson 11
Rubicone 11
Trevaylor 11
Albert Smiley 12
Lief Olsen 13
Empire Darwin 15

Loading

Walter Wellman
Emily Dickenson
Alexander Mitchell
William Jerman
Brander Matthews
Carlton
Frank Cooper

S. FRANCE as of 4 June

Discharging

Archer 4
Carlos Finlay 5
George Dewey 7
Jamaique 5
Thomas Fitzsimmons 5
Henry Connor 7
John Donald 6
Nelson Pingley 4
Abraham Baldwin 6
John Dix 5
Oliver Perry 5
Albert Michelson
Thomas Paine
Fred Herring
Harold Winslow 8
Glen Griswold
Amos Kendall 7

Loading

Sarah Jewett
Nonpareil
William Libbey
Daniel Johnston
Galen Stone
Texas
Horace Wells
William Byrd

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James Manning
Hayn Solomon
John Elliott
Paul Bunyan
Ira Nelson Morris
Ignace Paderewski

Loading

Orland Loomis
Cape Romano
Laura Keene

Fort Erie 5
Joseph Teal 5
Blairdev 8
William Cloxham 8
Robert Livingston 10
Franklin Mall 10
Jacob Mansfield 10
Ralph Izard 10
Samothrace 11
George Lawson 11
Rubicone 11
Trevaylor 11
Albert Smiley 12
Lief Olsen 13
Empire Darwin 15

Loading

Walter Wellman
Emily Dickenson
Alexander Mitchell
William Jerman
Brander Matthews
Carlton
Frank Cooper

Carlos Finlay 6
George Dewey 7
Jamaique 5
Thomas Fitzsimmons 5
Henry Connor 7
John Donald 6
Nelson Dingley 4
Abraham Baldwin 6
John Dix 5
Oliver Perry 5
Albert Michelson
Thomas Paine
Fred Herrling
Harold Winslow 8
Glen Griswold
Amos Kendall 7

Loading

Sarah Jewett
Nonpareil
William Libbey
Daniel Johnston
Galen Stone
Texas
Horace Wells
William Byrd

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn)Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	AC M & D
41-60	COT, ASF, WD
61	DGMR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AFSC/ETO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMG, Eighth Fleet
79	CG, Pembark
80	DTRS, Italy, Rome
81	DDTMS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South (Attn: Rail Tpn Officer)
84	CO, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn C, Penbase South
95	AGWG(?) NOV 3 DIST:
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn C, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm New York
110-111	Theater Tpn O, USAFSA, APO 776, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, C/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	752nd Ry Shop Bn, APO 512

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4	G-1
5	G-2
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7	G-4 Plans
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10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn)Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D

63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COM, Eighth Fleet
79	CG, Pembark
80	DTRS, Italy, Rome
81	DDTRS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South (Attn: Rail Tpn Officer)
84	CO, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army

94	Tpn C, Penbase South
95	AGM(H) NOV 3 DIST:
96	Tpn C, Adriatic Base Command
97	G-4, Fifth Army
98-99	NATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
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104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn C, ATET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm New York
110-111	Theater Tpn O, USAFSA, APO 776, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, C/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn C, South Pacific Base Command, APO 502, c/o pm San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, New Orleans
132-133	CO, ASF Training Center, Camp Plauche, New Orleans

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MEMORANDUM: To All Concerned 125

SUBJECT : Transportation News Letter

Published Weekly by the Office of Chief of Transportation, MTOUSA

FAST VESSELS TO LIFT CARGO FOR UNITED STATES IN MAY

Ref. this story 37-1

Approximately 35 cargo vessels with speeds of 15 knots and better will be loaded in ETOUSA and MTOUSA for t' first cargo echelons to Pacific destinations in June. Succeeding echelons of cargo ships to the Pacific will be ordinary vessels, probably of the Liberty type.

Vessels with speeds of 13 knots or more will require special confirmation by the War Shipping Administration in Washington before they may be loaded for Pacific destinations. Fast vessels will be used when required for emergencies and in special cases.

(Reference: WSA cable WX 84187 dated 18 May)

NEW GERMAN MINE DELAYS OPENING OF PORT OF GENOA

Ref. this story 37-2

Minesweeping operations hampered by a new type German mine will delay the opening of the Port of Genoa for a period of two or three weeks, according to the British Navy. The new mine cannot be detonated by ordinary fluffing methods, and the length of time it will require to open the port will depend upon how the mine reacts to new removal practices.

The British Navy has requested that no more coasters be loaded for beach discharge at Genoa as there is a backlog of 15 coasters at present and it will take at least three weeks to discharge them. United States Army needs are to be supplied by rail and highway until the port is opened.

Weather has hampered over the beach discharge operations from time to time, heavy seas recently beaching seven LSTs.

15th ARMY GROUP MOVES TO VERONA

Ref. this story 37-3

Effective at 0800 hours 3 June, Command Group, Headquarters, 15th Army Group, will close at Florence and open in the Verona vicinity. The group will include G-5.

Administrative Group, Headquarters, 15th Army Group, and USGCC will close at Florence at 0800 hours, 7 June, and open in the Verona vicinity at the same time.

551

The Filpot telephone exchange will open at Verona at 0800 hours 3 [illegible] public long distance telephone will be avail-

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FOR UNITED STATES IN MAY

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551

The Filpot telephone exchange will open at Verona at 0800 hours 3 June. Prior to this time only a public long distance telephone will be available to Verona. After this hour only a public long distance telephone will be available at the present location of the Administrative Group.

Franklin and Foxglove exchanges will be closed permanently at 0800 hours 7 June. Only the Filpot exchange will be available at Verona. Between 3 June and 7 June these exchanges may be reached through Florence long distance.

One direct teletype circuit will be available from the present 15th Army Group Signal Office. Air Dispatch Letter Service will be established and all messages lower than "Immediate" delivered by this means.

Signals for Administration Group and USGCC during the period of 3 to 7 June will be addressed to 15th Army Group, Rear.

(Reference: 15th Army Group cable O-5665 dated 28 May)

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31,978 PERSONNEL EMBARKED FOR UNITED STATES IN MAY

Ref. this story 37-4

A total of 31,978 personnel embarked from Italy for the United States between 1 May and 28 May, while 1,704 are scheduled to leave before the end of the month. This figure includes 2,757 personnel lifted at Marseilles and Oran.

Breakdown:

	By Personnel Vessel	By Hospital Ship	By Reefer	By Liberty Ship
Army Air Forces	9740	0	0	0
Army Service Forces	283	0	0	0
Patients	3368(a)	3053(c)	0	0
Casuals	11072(d)	0	1	3229
High Score Personnel	0	0	0	97
Transshipments	355	0	0	0
Naval, Civil & Misc.	768(b)	0	12	0
	25586	3053	13	3326

a includes 1762 lifted at Marseille or Oran.
b includes 411 lifted at Marseille or Oran.
c includes 584 lifted at Marseille or Oran.
d includes rotation and TD personnel, the majority of which will become high score personnel.

During the remainder of the month 1,704 casuals will be lifted by Liberty for the United States.

Embarked during the month for points other than the U.S. were 3,012 Army Air Force personnel to Trinidad by personnel vessel and 717 Army Air Force personnel to Casablanca by Liberty.

NEW EFFORT MADE TO MOVE "ANZIO ANNIE" TO U.S.

Ref. this story 37-5

A new effort is being made to ship "Anzio Annie," 280 mm. (11½ inch) German railway gun, to the United States. The Robert Livingston, an unfitted Liberty, is being surveyed for the task.

The Livingston arrived in Naples carrying unboxed railroad engines. Shoring, which was installed to strengthen the deck so that it could take the weight of the engines, has not yet been removed from the ship and could be used in supporting the heavy weapon.

The decks of the vessel will present no obstructions from the forward end of No. 2 hatch for a distance of 50 feet aft. Here a life raft offers some difficulty. The gun barrel may be drifted under the raft, however, or if necessary, the raft frame may be removed.

...to Toronto where the railway gun

Declassified E.O. 12356 Section 3.3/NND No. 785021

Breakdown:

	By Personnel Vessel	By Hospital Ship	By Reefer	By Liberty Ship
Army Air Forces	9740	0	0	0
Army Service Forces	283	0	0	0
Patients	3368(a)	3053(c)	0	0
Casuals	11072(d)	0	1	3229
High Score Personnel	0	0	0	97
Transshipments	355	0	0	0
Naval, Civil & Misc.	768(b)	0	12	0
	25586	3053	13	3326

a includes 1762 lifted at Marseille or Oran.
b includes 411 lifted at Marseille or Oran.
c includes 584 lifted at Marseille or Oran.
d includes rotation and TD personnel, the majority of which will become high score personnel.

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The decks of the vessel will present no obstructions from the forward end of No. 2 hatch for a distance of 50 feet aft. Here a life raft offers some difficulty. The gun barrel may be drifted under the raft, however, or if necessary, the raft frame may be removed.

If suitable, the vessel may be sailed to Taranto where the railway gun is awaiting shipment. PBS South engineers will construct cradles to support the weapon.

Plans to lift the weapon by deckloading it on a tanker was cancelled when it was found that the process of shoring the decks would cause too long a delay. The Seatrain Texas was then set up to lift the weapon, but this lift was cancelled when the seatrain was diverted to Southern France to lift cargo for the Pacific.

DECK LOADED PLANES RETURNED

Ref. this story 37-6

Deck loaded aircraft arriving in this theater are being returned directly to the United States.

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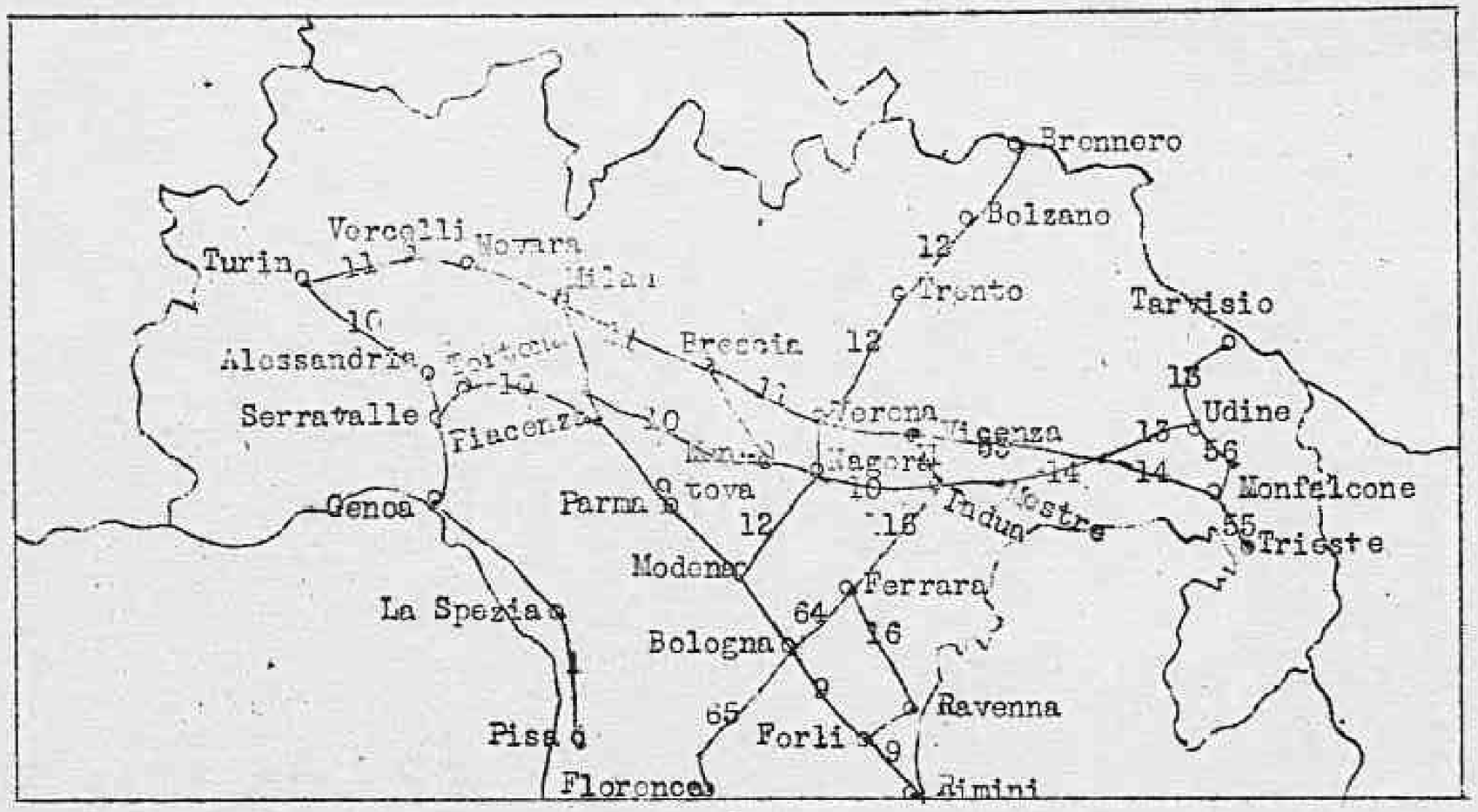
Declassified E.O. 12356 Section 3.3/NND No. 785021

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TRANSPORTATION NEWS LETTER

MAIN ARMY MAINTENANCE ROUTES---NORTH ITALY

Ref. this story 37-7



Highways shown on the above map are the main army maintenance routes in North Italy. Many other routes are in use in Northern Italy but are not classed as main army maintenance routes.

Principal of these highways are the Bologna-Ostiglia-Verona-Vicenza routes (Route 9-12) which have been designated as first priority maintenance roads for the Fifth Army, and the Vicenza-Treviso-Udine highway (Routes 53-13), designated as first priority maintenance roads for the Eighth Army.

Second priority road in the Eighth Army Area is the route between Ferrara and Udine via Padua and Mestre (Routes 16-14-13).

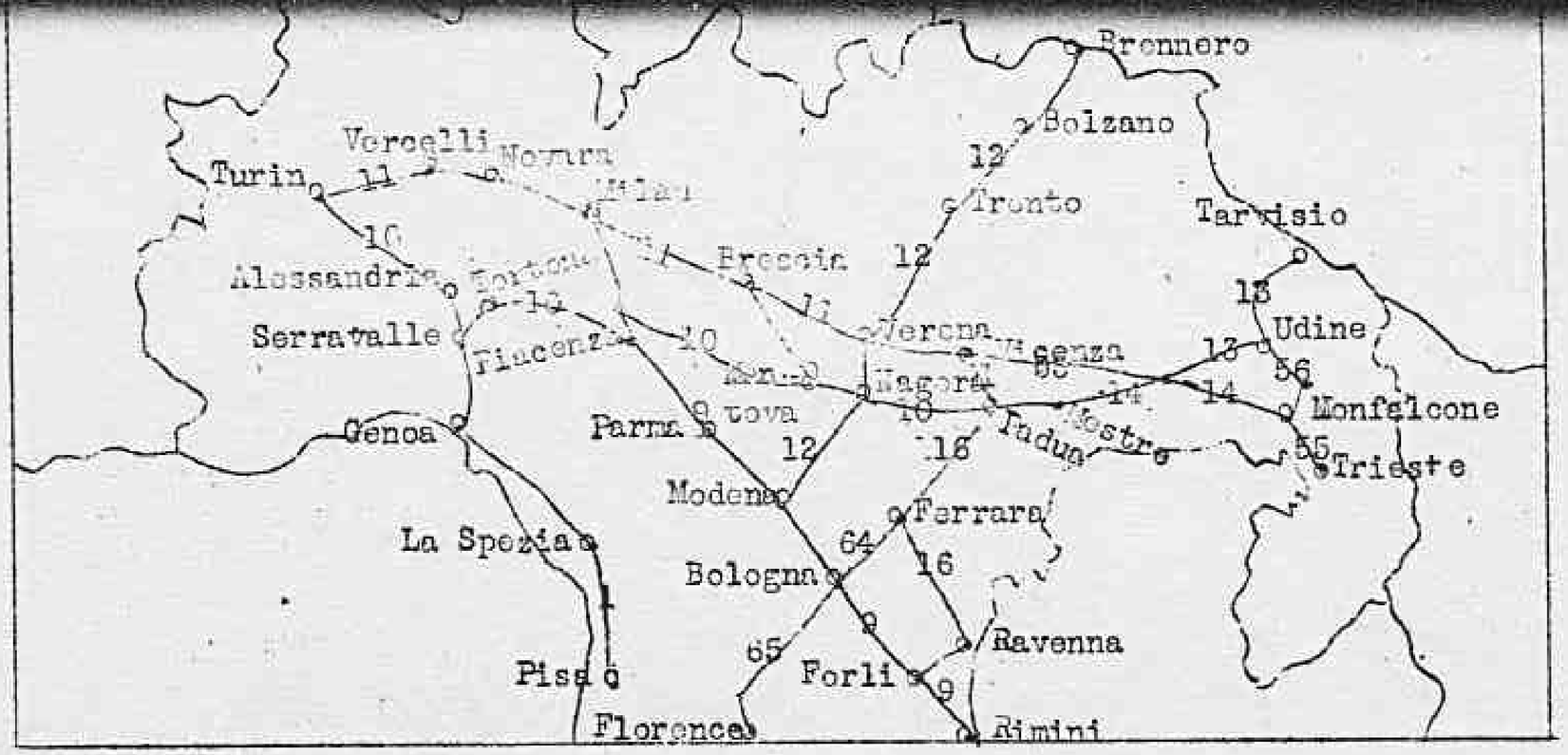
The Verona-Bremner highway (Route 12) to Austria has second priority in the Fifth Army Area, while the Bologna-Modena-Parma Highway (Route 9) has third priority.

A one-way class 20 bridge (for vehicles with gross weights of 20 tons or less) was opened 28 May at Borgoforte on Route 62. All traffic over class 20 is being routed over the Po River bridge at Ostiglio on Route 12.

The bridge at San Benedetto has been

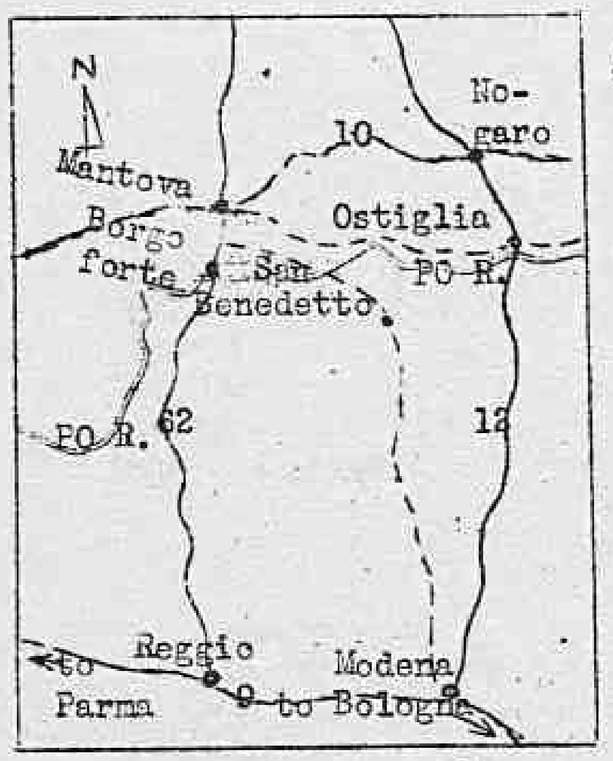
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A one-way class 20 bridge (for vehicles with gross weights of 20 tons or less) was opened 28 May at Borgoforte on Route 62. All traffic over class 20 is being routed over the Po River bridge at Ostiglio on Route 12.

The bridge at San Benedetto has been removed and will not be replaced. Traffic is being diverted to Ostiglio.

At Ferrara, it is anticipated that the pontoon bridge which accepts northbound traffic over the Po River will soon be useless because of a fall in the river level. In such event, northbound traffic will be rerouted over a Bailey Bridge which now accepts only southbound traffic over the Po.

A single lane Bailey Bridge is being erected over the Po River at Piacenza to replace the pontoon bridge now in service there. It is expected that the bridge will be completed in several days.

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REEFER HITS MINE, SINKS OFF ELBA

Ref. this story 37-8

The Genepesca, small Italian refrigerator vessel, which was reconstructe to provide a lift for produce from North Africa to Italy, struck a mine and sank off Elba en route to Leghorn with 384 tons of fresh vegetables and eggs 23 May. All hands were rescued.

The vessel was used at one time to carry frozen perishables to Corsica from Italy and North Africa. Upon completion of the Corsica-Italy ferry, it was assigned to lift produce from North Africa, and was converted last March so that three holds could be operated as chill space.

Efforts are being made to obtain a replacement for the vessel.

FLORENCE-BOLOGNA RAILROAD TO BE IN OPERATION 3 JUNE

Ref. this story 37-9

'Line 65 will be in operation from Florence to Bologna by 3 June with a capacity of 4,000 tons per day. The line is now operating from Florence to Grizzana.

Estimated capacities of other lines in Northern Italy are:

	June-Sept	Oct-Dec
Genoa to Alessandria	5,000	4,000
Alessandria to Turin	1,500	1,000
Alessandria to Milan	2,500	1,000
Alessandria to Piacenza	1,000	1,000
Turin to Milan	1,500	1,500
Milan to Verona	1,500	1,500
Bologna to Piacenza	2,000	2,000
Bologna to Ostiglia to Verona to Austria	3,000	3,000

These figures are approximate and for planning purposes only. Personnel, armored force vehicles and hospital trains are not included in the capacities.

MAXIMUM RATES ESTABLISHED FOR STEVEDORING IN NAPLES

Ref. this story 37-10

A maximum rate of 150 lire per long ton has been set up for the port of Naples, effective immediately, for the combined operation of stevedoring and dock clearance.

For loading cargo from end of tackle and stowage in the hold not more than 100 lire per long ton will be paid. For ship clearance of cargo from end of tackle to vehicles or backpile within 50 meters of ship's side, not more than 50 lire per long ton will be paid.

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For movement of cargo from vehicles or backpile to end of tackle in a radius of 50 meters of ship's side, not more than 50 lire per long ton will be paid.

Prices quoted above are based on current rate of exchange of 100 lires to the U.S. dollar. Specified price rates may be modified if changing economic conditions indicate the necessity.

MEDBO SHIPPING INTELLIGENCE ROOM, NAPLES, DISCONTINUED

Ref. this story 37-11

The MEDBO (Italy) Shipping Intelligence Room, Navy House, Naples, was discontinued 25 May. Enquiries regarding merchant shipping may be made to the MEDBO Shipping Diversion Room, AFHQ, Freedom 905.

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THE UNITED STATES CORRIDOR

Ref. this story 37-11

A narrow strip of territory joining PBS with the Austrian border has been established as the U.S. Corridor as part of the program for the administration of Northern Italy.

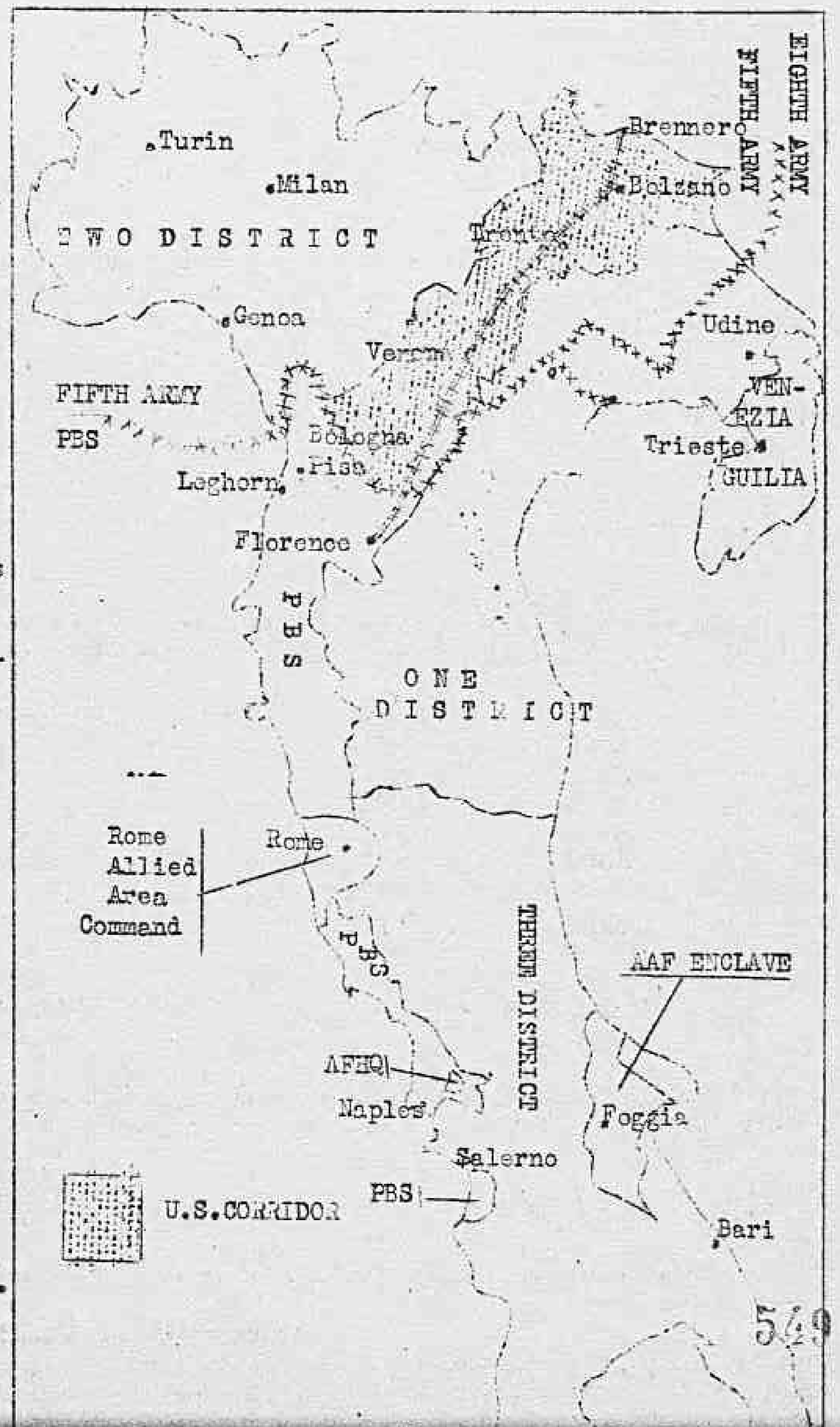
Administration and military government in the corridor will be the responsibility of the Fifth Army until some future date when responsibility will be turned over to One District and Allied Commission.

U.S. requirements will be supplied by rail and road via Bologna-Ostiglia-Verona and Brenner.

Northeast Italy, less Venezia Guilia, the compartment in which Trieste is located, will be undertaken by the Eighth Army. As the rear Eighth Army boundary moves toward the Italian frontier, the area will be administered by One District and Allied Commission.

U.S. requirements in Northeast Italy will be provided by road, and British and common user items will be routed by sea through Venice.

Venezia Guilia will be set up under separate instructions as the



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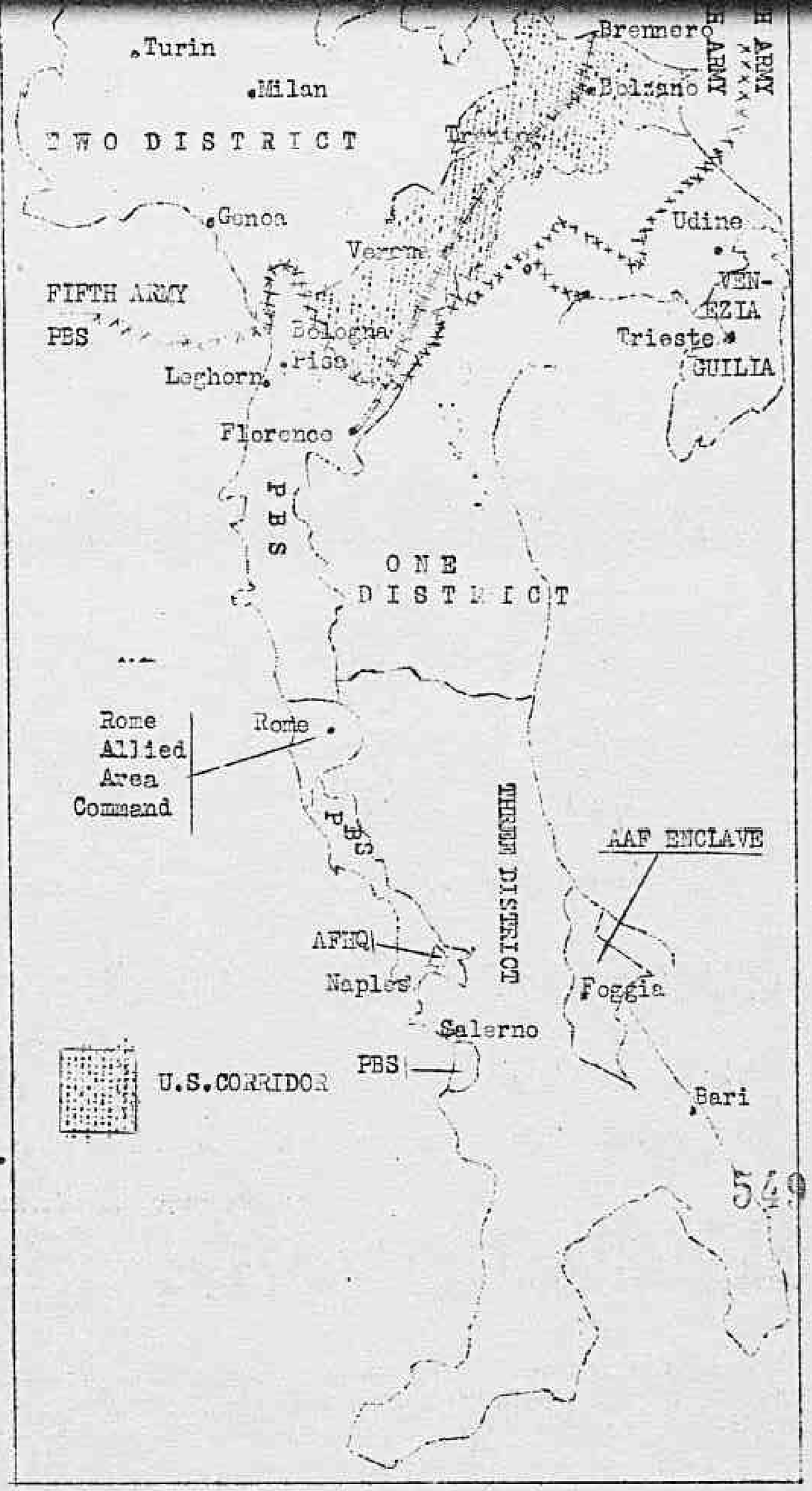
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U.S. requirements in Northeast Italy will be provided by road, and British and common user items will be routed by sea through Venice.

Venezia Guilia will be set up under separate instructions as the Eighth Army moves out of the area.

Northwest Italy falls in the Fifth Army area, and will continue under Fifth Army Administration until a date set by AFHQ when the Allied Commission and Two District will become the controlling agencies.



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Ref. this story 37-12

BUBONIC IN AJACCIO

Warnings have been issued vessels to keep out of the port of Ajaccio, Corsica, because of Bubonic Plague there. The last lifts of personnel from Corsica are now being made from Bastia by LST.

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NAPLES-UDINE FLIGHT ADDED TO ATA SCHEDULE

Ref. this story 37-12

A daily flight between Naples and Venice which will stop at Udine has been announced by the Mediterranean Air Transport Service.

The flight:

Read Down	0740	lv	Naples	ar	1215 Read Up
	0855	ar	Rome	lv	1100
	0940	lv	Rome	ar	1015
	1040	ar	Florence	lv	0915
	1110	lv	Florence	ar	0845
	1210	ar	Verona	lv	0745
	1240	lv	Verona	ar	0715
	1345	ar	Udine	lv	0610
	1415	lv	Udine	ar	0540
	1455	ar	Venice	lv	0500

T.C. PAMPHLET ISSUED ON PROCESSING SHIPMENTS RETURNING TO UNITED STATES

Ref. this story 37-13

Procedure for processing shipments returning from overseas through ports of embarkation is covered in Transportation Corps Pamphlet No. 36, ASF, OCOT, provisions of which supersede TC Circular No. 15-16, subject: "Return Cargoes," dated 2 January, 1945. The new pamphlet, dated 11 April, 1945, is worthy of careful reading in that it gives the picture of the paper work involved in the reception of cargo in the U.S.

Particular attention is drawn to Section X, "Reporting of Improper Forwarding of Shipping Papers and/or Improper Loading of Cargo," quoted below for ready reference:

17. Improper forwarding of shipping papers and improper loading of cargo by the overseas theater will be reported promptly by the Port Commander to the Theater Commander, Attention: Chief of Transportation.

18. Serious violations, such as failure of radios and manifests to arrive in sufficient time to permit proper planning for arrival of vessels and handling of cargo, will be reported by radio, when necessary. Other serious violations requiring detailed explanations will be reported by air mail letter.

19. OCT Form 381, "Report of Improper Forwarding of Shipping Papers and/or Improper Loading of Cargo" will be used for routine weekly reporting by air mail such violations as the following:

a. Irregularities in the preparation or forwarding of shipping papers. Section A

b. Irregularities in the condition, marking or stowage of cargo. Section B

TRAVEL OF CIVILIAN DEPENDENTS

Ref. this story 37-13

Declassified E.O. 12356 Section 3.3/NND No. 785021

0855	ar	Rome	lv	
0940	lv	Rome	ar	1015
1040	ar	Florence	lv	0915
1110	lv	Florence	ar	0845
1210	ar	Verona	lv	0745
1240	lv	Verona	ar	0715
1345	ar	Udine	lv	0610
1415	lv	Udine	ar	0540
1455	ar	Venice	lv	0500

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b. Irregularities in the condition, marking or stowage of cargo. Section B

TRAVEL OF CIVILIAN DEPENDENTS TO UNITED STATES CURTAILED

Ref. this story 37-13

Due to the critical shipping situation in MTOUSA, civilian dependents of military personnel will not be furnished transportation to the United States until such time as redeployment has been sufficiently completed to permit such travel without displacing military personnel.

It has been advised that necessary steps to secure approval for transportation of dependents be taken by military personnel prior to the issuance of orders relieving them from duty in this theater. This will prevent confusion and undue delay when transportation for dependents becomes available.

(Reference: MTOUSA Ltr AG 371.2/398 A-0 dated 25 May)

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TRANSPORTATION NEWS LETTER

MAINTENANCE TONNAGES ACCEPTED FOR PERIOD 25-31 June

	Naples	Naples SubPorts	Bagnoli	Leghorn	Civita-vecchia	Piombino	Heel	Ancona
US Gnd Forces	5000	0	0	20000	0	0	6500	2000
US Air Forces	1730	0	0	0	0	0	2436	0
British Army	23455	0	0	200	0	0	3972	8181
Brit Air Forces	1048	0	0	0	0	0	176	0
Alcom	9000	0	12000	3500	7000	8000	3000	3500
Coal	3500	10000	0	5000	8000	0	1500	0
Total	43733	10000	12000	28700	15000	8000	17584	13681

U.S. BIDS FOR MOVEMENT BY SEA TO POINTS OUTSIDE ITALY 25-31 June

	From Naples	From Leghorn	From Bari	Totals
To Marseilles	79	65	0	144
To Destinations Unknown	4000	250	4000	8250
To South Pacific	12100	12000	18000	42100
To United States	6332	31362	5490	43184
To Mideast	50	0	30	80
To Casablanca	110	0	0	110
To India	300	50	200	550
To Greece	10	0	0	10
To Trieste	0	0	35	35
Total	22981	43727	27755	94463

DIVERSION OF CONVOY UGS-92

SOUTHERN FRANCE---

Carlos J. Finlay — George Dewey — *Henry Groves Connor
**Jamaique — Thomas Fitzsimmons

NAPLES to berth or for on routing to LEGHORN---

*Haym Salomon — Ignace Paderewski — John L. Elliott
Ira Nelson Morris

BARI---

Louis Marshall

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

**Amos Kendall	Grain	Southern France
Empire Archer	Wheat	Catania/Crotone
Empire General	Coal	Oran/Algiers
Fort Liard	Wheat	Messina/Palermo
Fort Orleans	Coal	Gibraltar
Fort Sennecville	Coal	Taranto
[illegible]	Coal	Southern France

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US Air Forces	1730	0	0	0	0	0	[illegible]	[illegible]
British Army	23455	0	0	200	0	0	3972	8181
Brit Air Forces	1048	0	0	0	0	0	176	0
Alcom	9000	0	12000	3500	7000	8000	3000	3500
Coal	2500	10000	0	5000	8000	0	1500	0
Total	43733	10000	12000	28700	15000	8000	17584	13681

U.S.BIDS FOR MOVEMENT BY SEA TO POINTS OUTSIDE ITALY 15 to 21 June

	From Naples	From Leghorn	From Bari	Totals
To Marseilles	79	65	0	144
To Destinations Unknown	4000	250	4000	8250
To South Pacific	12100	12000	18000	42100
To United States	6332	31362	5490	43184
To Mideast	50	0	30	80
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Fort Orleans	Coal	Gibraltar
Fort Sennerville	Coal	Taranto
**Harold L. Winslow	Coal	Southern France
**Henry H. Sibley	Wheat	Naples
**James Rumsey	Grain	Bari
**Lief Olsen	Grain	Naples
**Matthew Shoonan	Grain	Algiers
**Nelson Dingley		Southern France
Ocean Courier		Bizerte
Ocean Rider	Grain	Piombino

Vessels sailing for the Black Sea will discharge as follows:

James Gunn — Odessa

* Fitted
** Unballasted

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TRANSPORTATION NEWS LETTER

PORT SITUATION---NAPLES AREA

	Discharged							Loaded
	No.	General Cargo			Breakdown by Ports			Gen Cargo
	Veh	*U.S.	Brit.	Total	Naples	C'Mare	T.Ann	All Ports
16 May	24	4609	3742	8351	6307	1767	277	2785
17 May	68	5405	3391	8796	7187	1379	230	4637
18 May	31	4609	3420	8029	6609	708	712	3566
19 May	33	4594	3582	8176	6391	846	939	2456
20 May	29	4050	3719	7769	6336	523	910	2118
21 May	0	3241	3828	7069	5718	314	1037	1981
22 May	8	3541	3593	7134	6300	0	834	1934
Total	193	30049	25275	55324	44848	5537	4939	19929
Daily Av	28	4293	3611	7903	6407	791	706	2847

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General
	No.	General Cargo			Cargo
	Veh	*U.S.	Brit.	Total	Loaded
16 May	28	6228	0	6228	743
17 May	37	4833	0	4833	1028
18 May	1	4214	0	4214	954
19 May	0	3764	0	3764	1955
20 May	48	3261	0	3261	1263
21 May	141	2947	0	2947	1068
22 May	61	3649	0	3649	1057
Total	316	28896	0	28896	8068
Daily Av	45	4128	0	4128	1153

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				General
	No.	General Cargo			Cargo
	Veh	U.S.	*Brit.	Total	Loaded
13 May	0	260	2844	3104	297
14 May	16	105	3272	3377	988
15 May	0	28	3664	3692	588
16 May	33	45	3764	3809	671
17 May	0	91	4359	4450	1232
18 May	0	58	4145	4203	1253
19 May	0	140	3670*	3810	1685
Total	49	727	25718	26445	6714
Daily Av	7	104	3674	3778	959

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

Declassified E.O. 12356 Section 3.3/NND No. 785021

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	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
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PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
13 May	0	260	2844	3104	297
14 May	16	105	3272	3377	988
15 May	0	28	3664	3692	588
16 May	33	45	3764	3809	671
17 May	0	91	4359	4450	1232
18 May	0	58	4145	4203	1253
19 May	0	140	3670	3810	1685
Total	49	727	25718	26445	6714
Daily Av	7	104	3674	3778	959

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded			
	No. Veh	General Cargo U.S.	*Brit	Total	No. Veh	General Cargo U.S.	Brit.	Total
13 May	0	800	878	1678	0	723	1916	2439
14 May	1	1795	2068	3863	0	464	1353	1817
15 May	0	2176	2782	4958	0	438	1609	2047
16 May	5	2025	3090	5115	34	194	1647	1841
17 May	4	1825	2630	4455	20	18	1391	1409
18 May	0	1857	1936	3793	0	0	875	875
19 May	60	3469	1762	5231	0	628	439	1067
Total	70	13947	15146	29093	54	2465	9030	11495
Daily Av	10	1992	2164	4156	8	352	1290	1642

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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STATUS OF CARGO VESSELS IN MAJOR PORTS

NAPLES as of 28 May

Discharging

Vernon Parrington 30
Fort Souris30
Benjamin Bourn 30
Jacob Perkins 30
Peribonka 31
Joseph Alston 31
Hope Crown 31
Frank Cooper 2
Emily Dickinson 4
William Bloxham 4
Campidoglio 4
Robert Livingston 6
Jacob Mansfeld 6
Fort Erie 6
William Prouse 6
Franklin Mall 6
Trevaylor86
Fort Royal 8
George Lawson 10
Albert Smiley 10

Discharged, Awaiting Orders or Convoy

Empire Gat
Alfred DuPont
Walter Wellman
Charles Schwab
Grafton Park

Loading

Alexander Mitchell
Archbishop Lamy
Fort Frontenac
Niki
Frederick Turner
Samuel Parker
Joseph Alston
Seatrain Texas
William Jerman
Campidoglio

Loaded, Awaiting

LEGHORN as of 28 May

Awaiting Berth for Discharge

James Manning

Discharging

Joseph Nicholson
John Fairfield
Joseph H. Drake
Orland Loomis
Joseph N. Teal
Cape Romano
Croce
Stephen Douglas
William Palmer
Cape Pembroke

Loading

Victor Herbert
Joseph Nicholson
Cantalit
Carl B. Eilson
Orland Loomis

Loaded, Awaiting Convoy or Orders

Daniel Drake

SOUTHERN FRANCE as of 28 May

Discharging

Oliver Perry
F.A.C. Muhlenberg 28
William Pinkham 29
Saiwo 31
Nongareil 2
Sarah Jewett 29
William Byrd 3
Abraham Lincoln 3
Emma Willard 3
Daniel Johnson 5
Galen Stone 5
Archer 31
Albert Michelson 30
Fred Merrling
Thomas Paine
William Libbey

Loading

American Ranger 31
Horace Wells 3

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Vernon Farrington 30
Fort Souris30
Benjamin Bourn 30
Jacob Perkins 30
Peribonka 31
Joseph Alston 31
Hope Crown 31
Frank Cooper 2
Emily Dickinson 4
William Bloxham 4
Campidoglio 4
Robert Livingston 6
Jacob Mansfeld 6
Fort Erie 6
William Prouse 6
Franklin Mall 6
Trevaylor36
Fort Royal 8
George Lawson 10
Albert Smiley 10

Discharged, Awaiting Orders or Convoy

Empire Gat
Alfred DuPont
Walter Wellman
Charles Schwab
Grafton Park

Loading

Alexander Mitchell
Archbishop Lamy
Fort Frontenac
Niki
Frederick Turner
Samuel Parker
Joseph Alston
Seatrain Texas
William Jerman
Campidoglio

Loaded, Awaiting Orders or Convoy

James Barbour

James Manning

Discharging

Joseph Nicholson
John Fairfield
Joseph R. Drake
Orland Loomis
Joseph N. Teal
Cape Romano
Croce
Stephen Douglas
William Palmer
Cape Pembroke

Loading

Victor Herbert
Joseph Nicholson
Cantakit
Carl B. Wilson
Orland Loomis

Loaded, Awaiting Convoy or Orders

Daniel Drake

F.A.C. Muhlenberg 28
William Pingman 29
Suiyo 31
Nonpareil 2
Sarah Jewett 29
William Byrd 3
Abraham Lincoln 3
Emma Willard 3
Daniel Johnson 5
Galen Stone 5
Archer 31
Albert Michelson 30
Fred Merrling
Thomas Paine
William Libbey

Loading

American Ranger 31
Horace Wells 3

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NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	C&S
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D
41-60	COT, ASF, WD
61	[illegible], Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAC
66-68	CG, [illegible]/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMGEN, Eighth Fleet
79	CG, Penbark
80	DIRS, Italy, Rome
81	DDIRS, Italy, Rome
82	CO, Adriatic Base Command
83	CO, Penbase South (Attn: Rail Tpn Officer)
84	CO, Penbase South
85-86	CO, 10th Port
87-88	CO, 8th Port
89	CO, 8th Port (Attn: I & E O)
90	Tpn O, Deltabase
91	Tpn O, Conad
92	Tpn O, Penbase
93	Tpn O, Fifth Army
94	Tpn O, Penbase South
95	Movsouth, CIF (Attn: Mov 3)
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PSC, APO 795, c/o pm New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, C/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board PBS, Naples
127	Army-Navy Staff College, [illegible] WD Bldg, Washington (Attn: Col. Kerr)

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6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSIC (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D

64	CG, Penbase
65	CG, MAAF
66-68	CG, AFHQ/MTO
69	CG, 15th Army Gp (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, EFOUSA
77-78	CGUS, Eighth Fleet
79	CG, Pencark
80	DSRS, Italy, Rome
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124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board PBS, Naples
127	Army-Navy Staff College, W WD Bldg, Washington (Attn: Col. Kerr)
128-129	753rd Ry Shop Bn, APO 512
130-131	Commandant, Tpn Corps School, New Orleans Army Air Base, New Orleans
132-133	CO, ASF Training Center, Camp Plauche, New Orleans

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431/8 124

MEMORANDUM: To All Concerned.

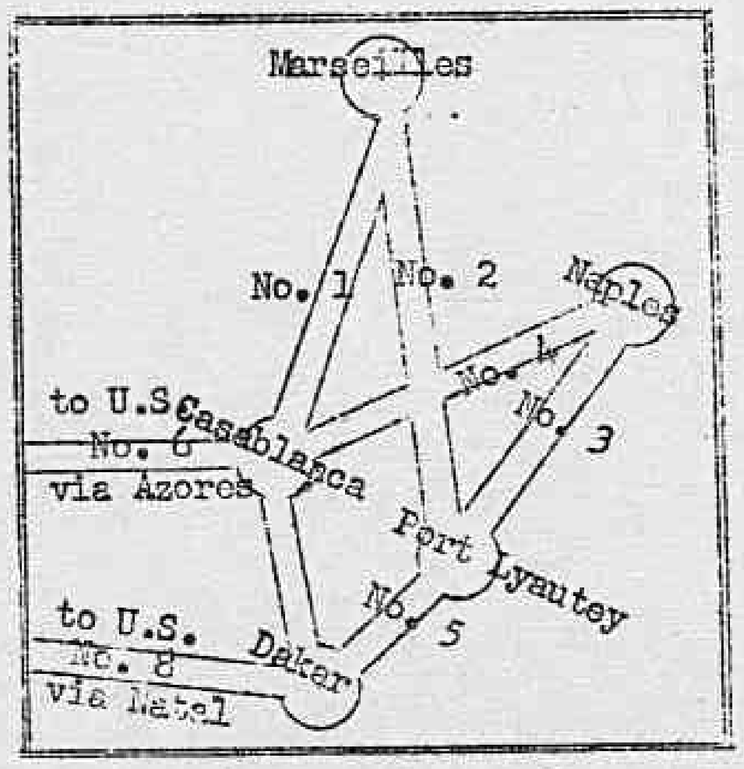
SUBJECT: Transportation News Letter

Published Weekly by the Office of Chief of Transportation, MTOUSA

Ref. this story 36-1

PLANS PREPARED FOR LARGE SCALE AIR TRANSPORTATION TO U.S.

A plan for large scale transportation of personnel by air from Southern France and Italy to the United States via North Africa is being set up by the North African Division, Air Transport Command, and it is estimated that by August 1,040 passengers per day will be lifted.



Flights are being scheduled so that as a given number of persons are flown from Europe to North Africa, an equivalent number will be flown from North Africa to the United States.

Seven routes have been set up:

1. Marseille to Casablanca
2. Marseille to Port Lyautey
3. Naples to Port Lyautey
4. Naples to Casablanca
5. Port Lyautey to Dakar
6. Casablanca to the United States via Azores
7. Casablanca to Dakar
8. Dakar to the United States via Natal

B-17s operated by the Eighth Air Force will make the lifts from Marseilles to North Africa, and B-17s operated by the 15th Air Force will make the lifts from Naples to North Africa. C-54s of the NATC will handle routes in Africa and to the United States.

At present it is planned that during June 150 passengers per day will be lifted from Naples to Casablanca and from Casablanca to the United States.

In July 640 passengers will be lifted daily from Southern France to North Africa and 220 from Naples to North Africa. Eight hundred and eighty passengers will leave North Africa for the United States each day.

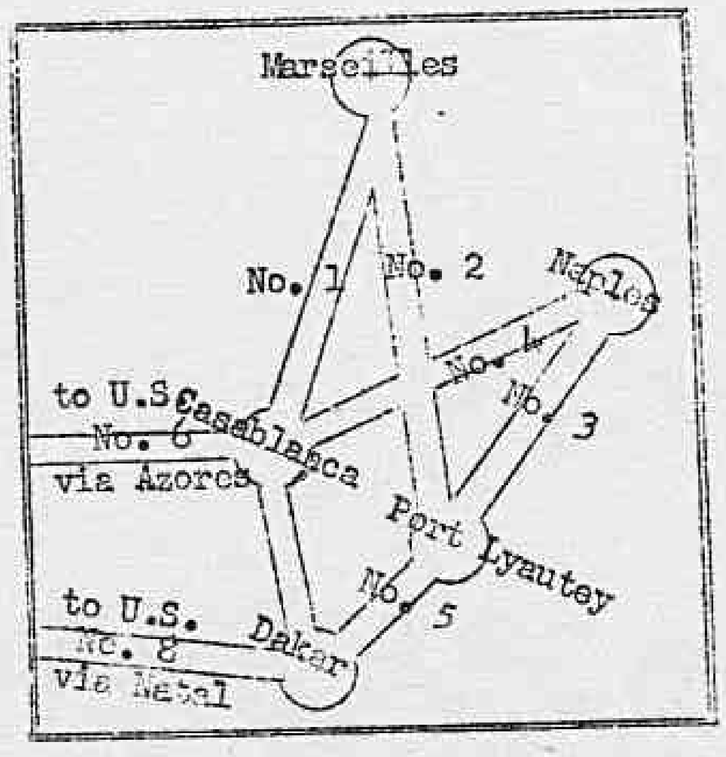
In August these figures will increase to 710 passengers leaving Southern France and 330 leaving Italy each day for North Africa, and 1,040 leaving North Africa for the United States. 546

(Reference: NAFD ltr, "Plan for Moving Green Projected Passengers" dated 13 May)

Ref. this story 36-2

Declassified E.O. 12356 Section 3.3/NND No. 785021

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546

(Reference: NAFD ltr, "Plan for Moving Green Projected Passengers" dated 13 May)

CLOSEOUT OF NORBASE
NEARING COMPLETION

Ref. this story 36-2

The last coaster lift in the program for the closing out of Northern Base Section in Corsica was completed 19 May, and the last of the remaining cargo will be lifted by barges approximately 24 May. Availability of the five-barge barge-tug line made it possible to cut the final two coaster lifts from the program.

NORBASE HEADQUARTERS DISCONTINUED

Ref. this story 36-3

Effective at 0001B hours 20 May, Headquarters and Headquarters Company, Northern Base Section, was discontinued. (Reference: MTOUSA ltr AG 322/518 C-O dated 19 May)

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TRANSPORTATION NEWS LETTER

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100 VICTORY TYPE VESSELS TO OPERATE EUROPE - U.S.

Ref. this story 36-4

One hundred Victory type vessels are being converted during May, June, July and August at the rate of approximately 30 per month to be used in transporting troops and cargo between ETOUSA, MTOUSA and the Atlantic Ports of the United States exclusively. Each will have a capacity of 1,500 troops.

The Victory type vessel is slightly larger than the Liberty and has a speed of more than 15 knots. Voyage turnarounds are estimated at 30 to 40 days.

Also being prepared for carrying troops and cargo from Europe to the United States exclusively are 206 POW type Liberty ships. Personnel carrying capacity of these vessels are being increased from 350 to 550 at the rate of approximately 80 per month. Added to this fleet will be 10 POW type Liberties now operating with capacities of 500 each and about 20 other Liberties with personnel capacities of approximately 83 persons each. Turnaround of these vessels is estimated between 55 and 70 days. It is anticipated that a number of these vessels will load in the United States for British and other national import programs.

A number of large fast troopships will be put in service to carry troops from Europe to the Pacific. No Victory vessels will be used in this program.

(Reference: AGWAR cable WX 84187 dated 18 May)

INVENTORY SHOWS 29,124 RAILROAD CARS IN ITALY

Ref. this story 36-5

An inventory of railroad cars on the Italian mainland as of 30 April showed a total of 29,124 in service. This figure does not include a large number recovered in Northern Italy since that date.

Type	Inventoried as of March 15	Additional Cars Received to 31 March	Cars Added 1 April to 30 April	Total 30 April
Coach	775	14	35	824
Baggage	375	0	14	389
Box	10187	277	454	10918
High-Sided gon	9809	160	342	10311
Low-Sided gon	2349	85	90	2524
Flatcar	1433	35	68	1536
Refrigerator	666	0	18	684
Tank	1577	23	50	1650
Other	264	11	13	288
Total	27435	605	1084	28124

During April cars were recovered from the following sources:

U.S. cars from North Africa	132
Italian State Railway cars from Sardinia	0

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The Victory type vessel is slightly larger than the Liberty and has a speed of more than 15 knots. Voyage turnarounds are estimated at 30 to 40 days.

Also being prepared for carrying troops and cargo from Europe to the United States exclusively are 206 POW type Liberty ships. Personnel carrying capacity of these vessels are being increased from 350 to 550 at the rate of approximately 80 per month. Added to this fleet will be 10 POW type Liberties now operating with capacities of 500 each and about 20 other Liberties with personnel capacities of approximately 83 persons each. Turnaround of these vessels is estimated between 55 and 70 days. It is anticipated that a number of these vessels will load in the United States for British and other national import programs.

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Tank	1577	23	50	1650
Other	264	11	13	288
Total	27435	605	1084	28124

During April cars were recovered from the following sources:

U.S. cars from North Africa	132
Italian State Railway cars from Sardinia	0
Freight cars repaired and in service for the first time	785
Passenger cars repaired and in service for the first time	39
Cars recovered through the opening of Line 219 from Pisa to Florence	128
	1084

FIFTH ARMY TRAIN SET UP FOR ANZIO MEMORIAL SERVICES

Ref. this story 36-6

A special train has been set up to lift 900 Fifth Army personnel from Grizzana to Anzio Cemetery for special Memorial Day Services there 30 May.

The train will leave Grizzana at 1400 hours [illegible] May and will arrive at Anzio at 1030 hours 30 May. Troops will be billeted overnight in Rome and Florence.

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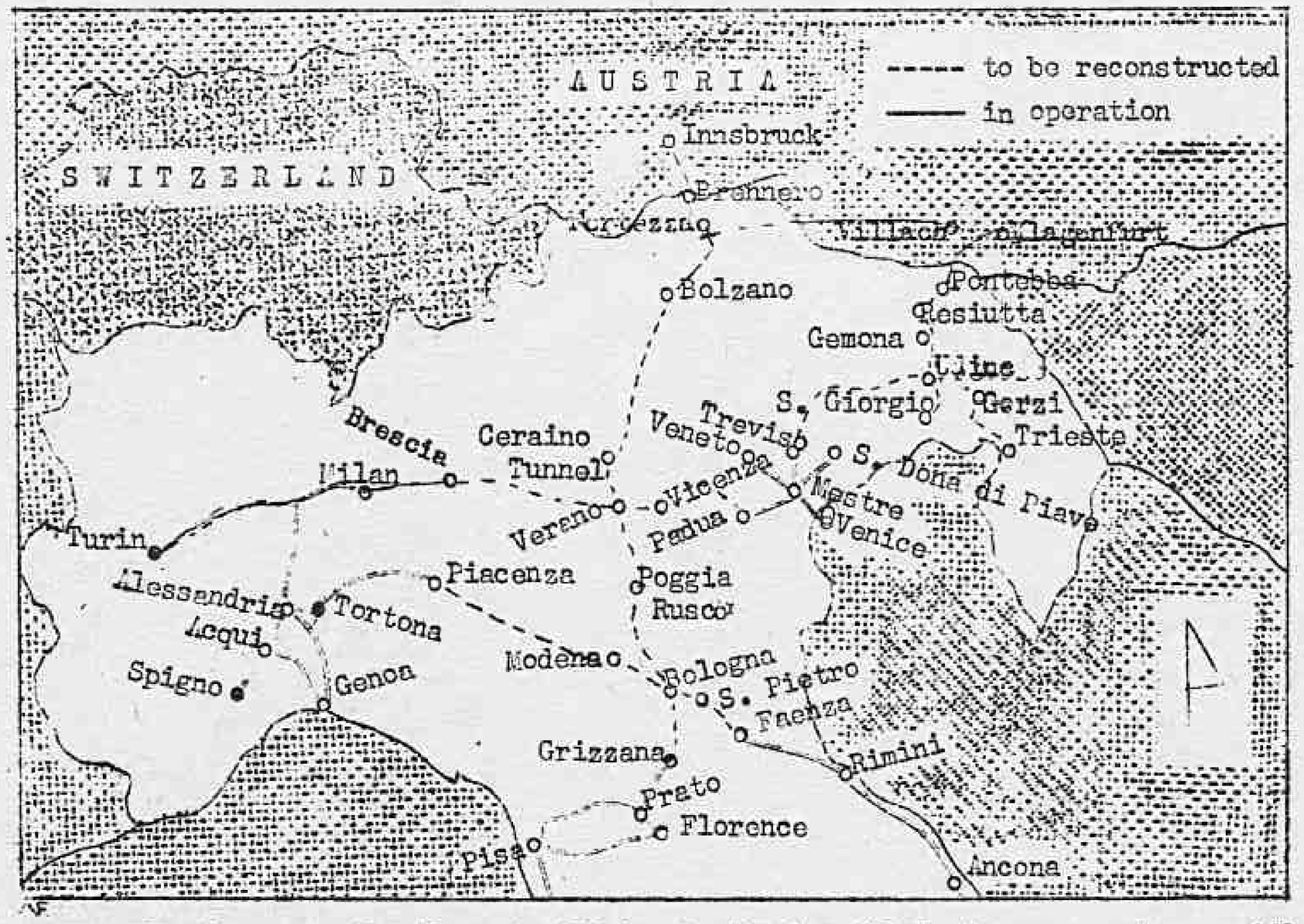
Declassified E.O. 12356 Section 3.3/NND No. 785021

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TRANSPORTATION NEWS LETTER

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RAIL SYSTEM GROWING IN NORTHERN ITALY



Development of railway facilities in Northern Italy is progressing rapidly and many important lines are expected to be opened within the next month.

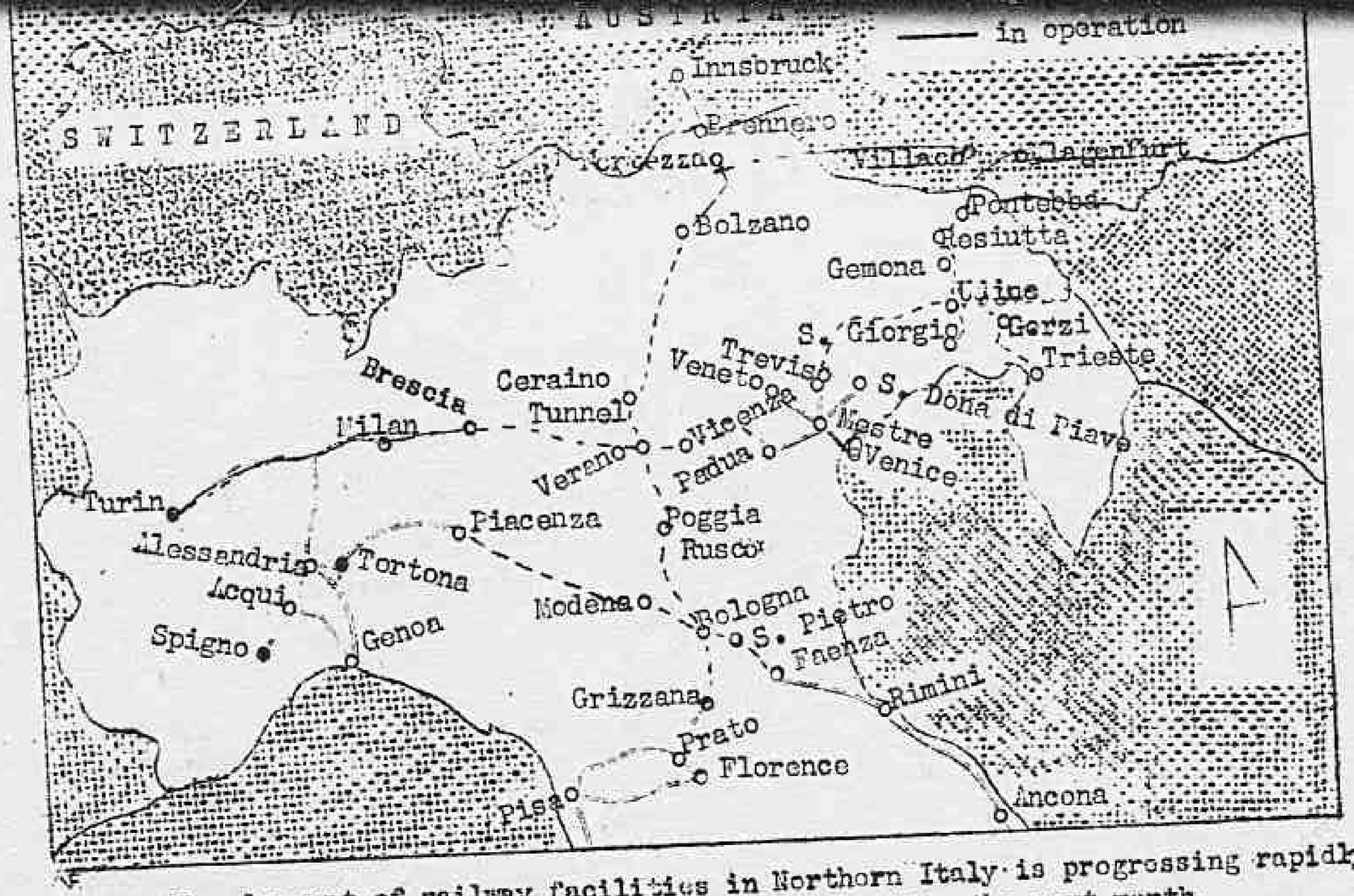
The Bologna and San Pietro railheads are expected to be completed by 31 May, the Bologna railhead with a capacity of 4,000 tons per day and the San Pietro railhead with a capacity of 2,500 tons.

Line 71, which is to join Mestre, rail junction serving Venice, with Klagenfurt in Austria is badly damaged between Gemona and Pontebba, and it is estimated that it will be three or four months before it can be reconstructed. A road ferry capable of transporting 1,500 tons a day will be set up to span the gap.

Present status of work:

		Priority	Estimated Date of Completion	
Line 69	Bologna-Poggio Rusco	No. 1	15 June	
	Poggio Rusco-Verona	No. 1	7 July	Delayed by Po Bridge
	Verona-Ceraino	No. 1	20 July	Delayed by tunnel

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	Poggio Rusco-Verona	No. 1	7 July	Delayed by Po Bridge
	Verona-Ceraino	No. 1	20 July	Delayed by tunnel
	Ceraino-Brennoro	No. 1	20 June	
Line 66	Fortezza-Villach	No. 1	20 June	
Line 71	Mestre-Udine-Gemona	No. 1	28 May	
	Pontebba-Klagenfurt		Now working	
Line 53	Turin-Brescia		Now working	
	Brescia-Verona	No. 2	7 June	
	Verona-Vicenza	No. 1	15 June	
	Vicenza-Padua	No. 1	30 June	
Line 84/177	Trieste-Udine	No. 3	24 June	
Line 65	Bologna-Modena-Piacenza	No. 3	30 July	

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PORT OF TARANTO Ref. this story 36-8

(Refer to Map on Page 5)

The Port of Taranto, located in the arch of the boot of Italy, is important as a ship repair base and as a personnel and oil discharge port.

The Tosi Shipyards in Taranto are the largest available to the Allies in Italy at present although they will be surpassed by shipyard facilities in Genoa The yards are operated under Allied Naval supervision.

Taranto has only two personnel berths, both of which are also used as oil jetties. There is no limit, however, to the personnel which may be discharged by lighter.

The port may accommodate eight large and two small tankers simultaneously and has storage resources for 419,000 barrels of 100-octane gasoline, 65,000 barrels of 80-octane gasoline, 82,000 barrels of diesel oil, and 3,350,000 barrels of black oil.

Port capacity for the discharge of store ships is 1,000 tons per day. Loading capacity is 500 tons per day.

Berths facing Mare Grande have unlimited draft. Vessels which are to enter Mare Piccolo for discharge must be lightened to 22 feet.

The berths:

No.	Draft	Type		
1	25'6	Liberty	Alongside	Porto Mercantile
2	24'	Liberty	Alongside	Porto Mercantile
3	19' fwd 24' aft	Liberty	Port Side to	Porto Mercantile
4	12' fwd 24' aft	Coaster	Starboard Side to	Porto Mercantile
5 east	18' fwd 21' aft	Liberty	Starboard Side to	Mare Piccolo
5 west	18' fwd 21' aft	Liberty	Starboard Side to	Mare Piccolo
6	18' fwd 21' aft	Liberty	Starboard Side to	Mare Piccolo
6a	17' fwd 22' aft	Liberty	Starboard Side to	Mare Piccolo
7	17' fwd 20' aft	Liberty	Starboard Side to	Mare Piccolo
8		Repair wharf		
12	14' fwd 24'9 aft	Coal jetty	Starboard Side to	Mare Piccolo
Ponte della	31'6	Tanker	Stern to	Mare Piccolo, 2 vessels. Capable of discharging

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4	12' fwd 24' aft	Coaster	Starboard Side to	Porto Mercantile
5 east	18' fwd 21' aft	Liberty	Starboard Side to	Mare Piccolo
5 west	18' fwd 21' aft	Liberty	Starboard Side to	Mare Piccolo
6	18' fwd 21' aft	Liberty	Starboard Side to	Mare Piccolo
6a	17' fwd 22' aft	Liberty	Starboard Side to	Mare Piccolo
7	17' fwd 20' aft	Liberty	Starboard Side to	Mare Piccolo
8		Repair wharf		
12	14' fwd 24'9 aft	Coal jetty	Starboard Side to	Mare Piccolo
Ponte della Penna	31'6	Tanker	Stern to	Mare Piccolo, 2 vessels. Capable of discharging 3,000 barrels per hour one vessel. Discharge of second vessel dependent upon ship's gear.
Il Pizzone	31'6	Tanker	Stern to	Mare Piccolo. Capable of discharging 1,600 barrels per hour.
Il Fronte*	22'	Tanker	Stern to	Mare Piccolo. Capable of dischargin 800 barrels per hour
Il Chippera**		Tanker	Stern to	Mare Grande

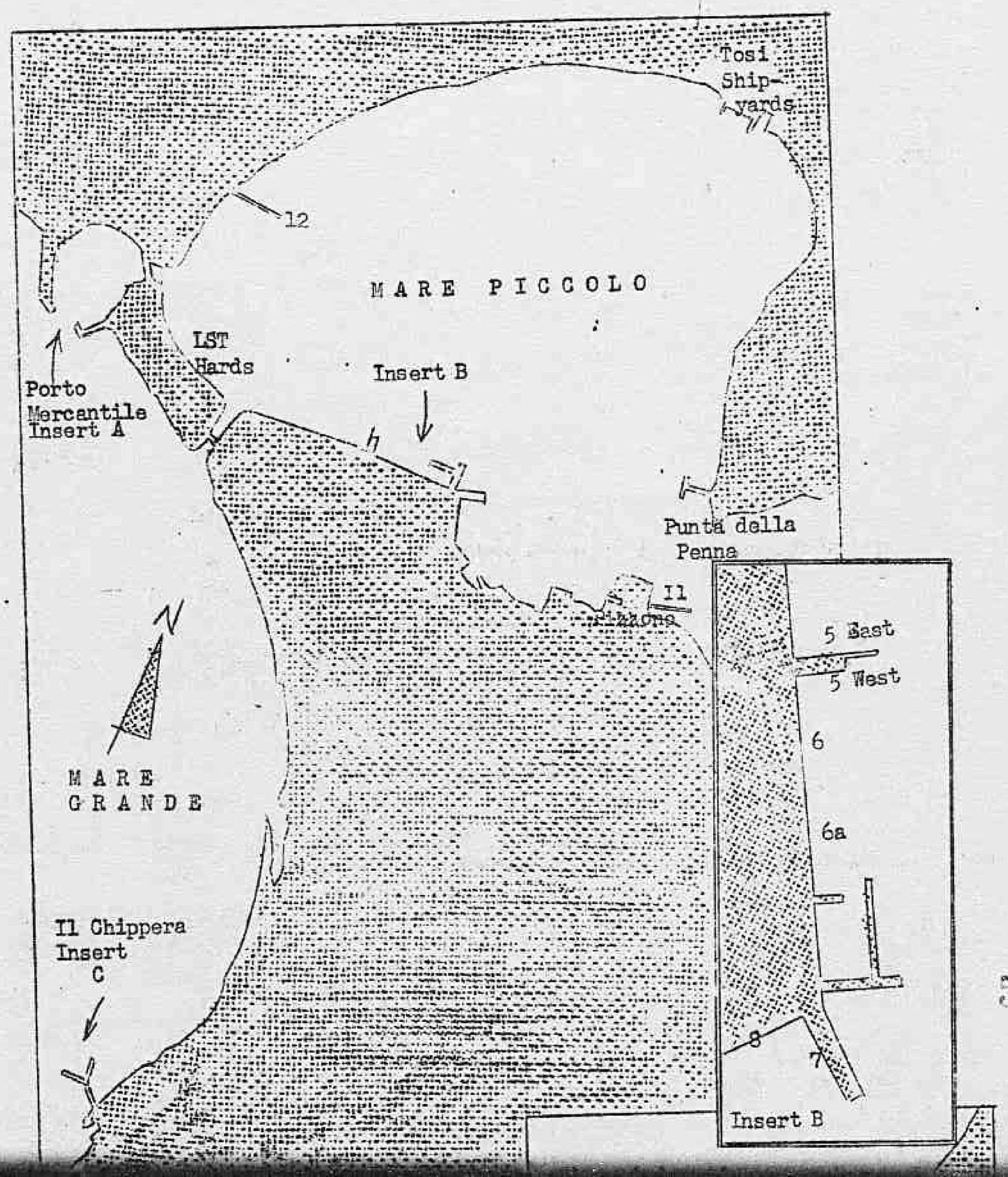
*Not shown on map.

**Can discharge four large and two small tankers. Has two berths 31', two 24' and two 17'. Is also used for large personnel ships and accommodates two vessels simultaneously.

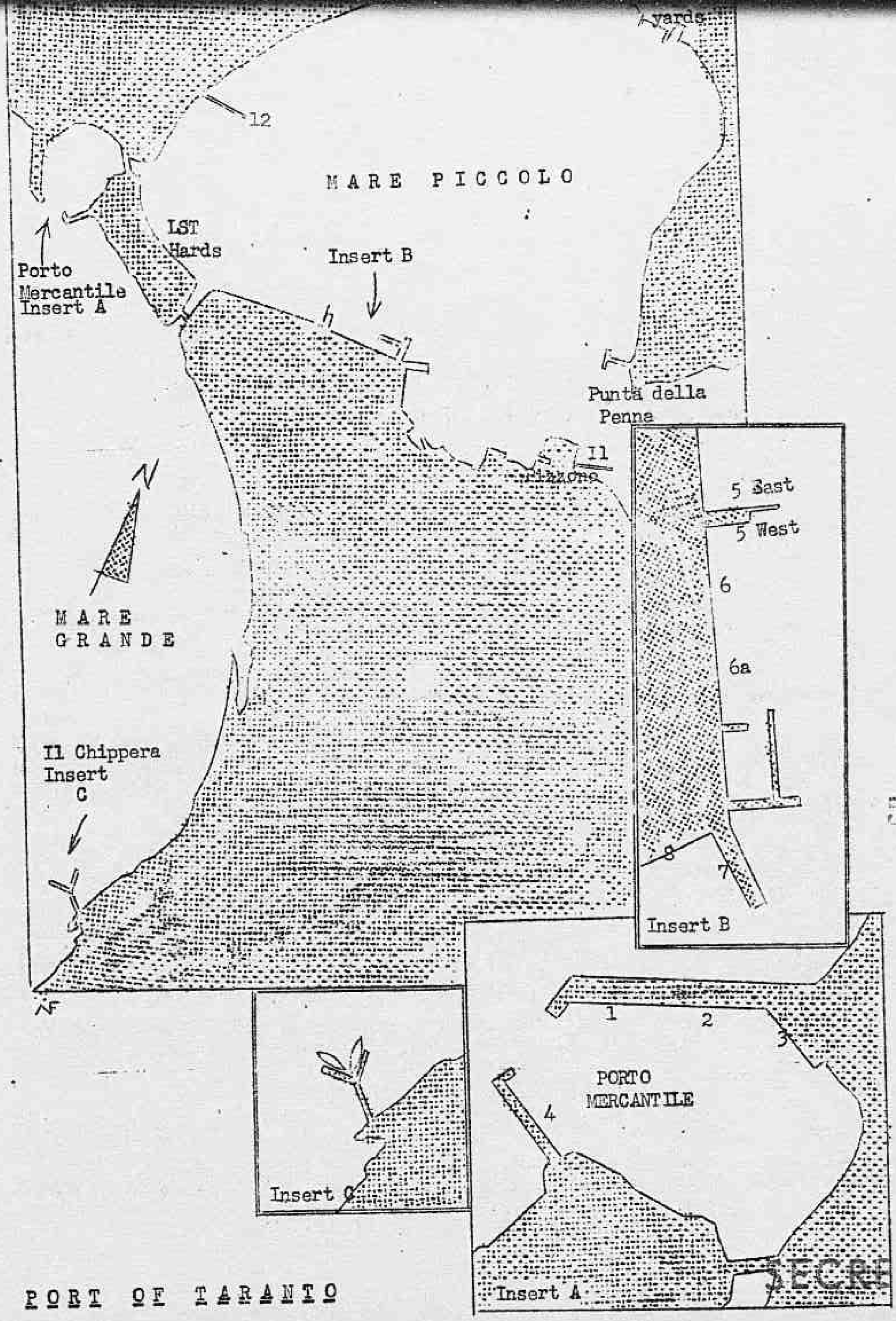
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PORT OF TARANTO

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SECOND LST SEATRAIN
TO BE RELEASED 4 JUNE

Ref. this story 36-9

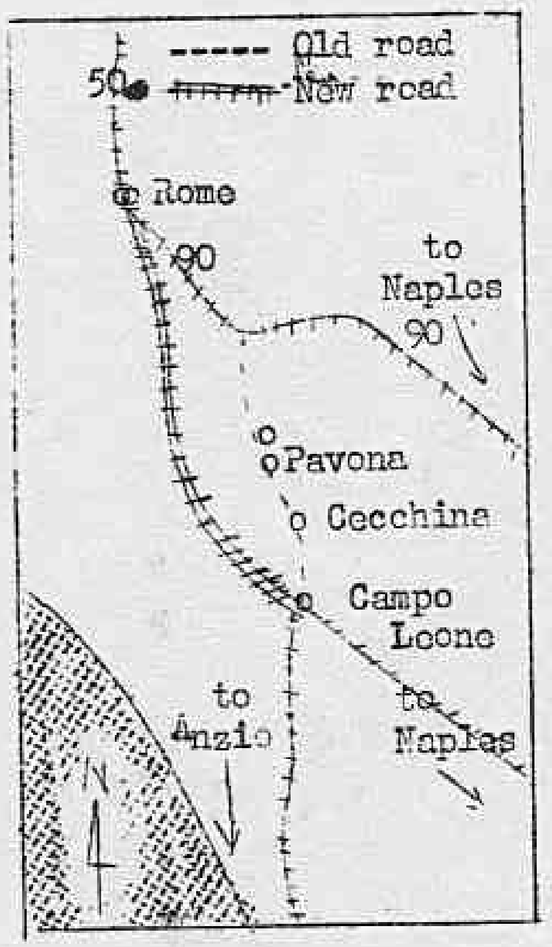
One of two LSTs converted to seatrains to lift rolling stock from North Africa to Italy and Southern France has been released while the second is expected to complete its mission and be released 4 June.

The seatrain is now lifting 34 railcars from Oran to Southern France and upon completion will return to Oran to lift approximately 34 cars to Naples. Approximately 12 Italy-destined cars, which will remain in Oran after the LST is out of service, will be lifted to Naples from Algiers on a Liberty ship set up for potatoes and other cargo.

All lifts of railway cars from Bizerte to Italy were completed during the week ending May 17 with the lifting of 16 boxcars and two flats. During the same period 41 gondolas and 13 cabooses were shipped to Southern France from Oran.

LINE 89 COMPLETED
CAMPO LEONE TO ROME

Ref. this story 36-10



Line 89 was completed between Campo Leone and Rome 15 May providing a better route between the two points.

When Line 89 (Naples-Formia-Rome) was under construction shortly after the capture of Rome it was found that the railroad between Campo Leone and Rome was damaged too badly for speedy repair, and it was necessary to lay new track over an abandoned road-bed through the hills south of Rome in order to reach the city.

Grades and curves on this road slowed traffic considerably and it is believed that completion of the original Line 89 will result in increased capacity and speed of service.

PSTO MED COASTERS LIFT
125,048 TONS IN APRIL

Ref. this story 36-11

Vessels of the Mediterranean Coaster Fleet, operated as an AFHQ pool, lifted a total of 125,048 tons during April, according to a report on the working of coasters submitted to PSTO, Mediterranean. The total included 41,171 tons of POL and 83,877 tons of cargo.

Working in the fleet during the period were:

		Total Capacity
British-controlled petrol fitted coasters	20	32,811 tons
British-controlled store coasters	28	63,094 tons
	16	31,450 tons

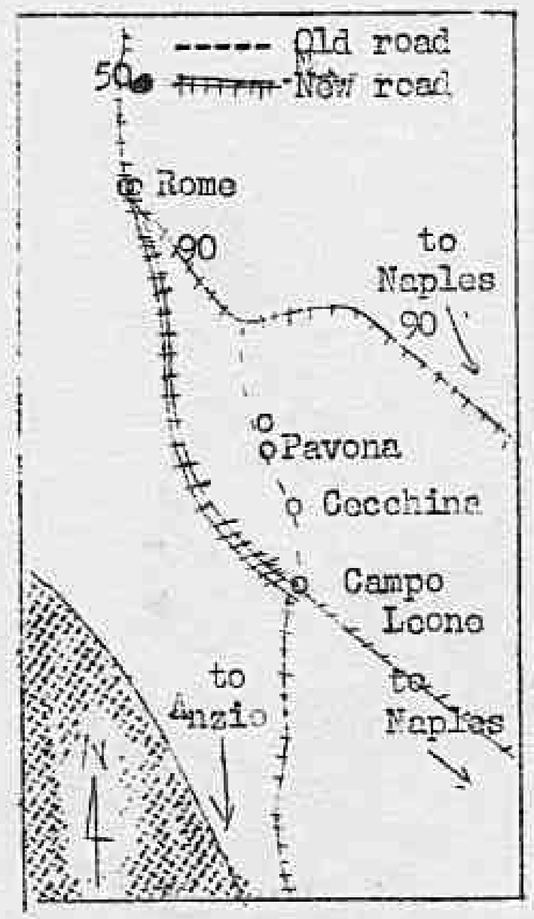
Declassified E.O. 12356 Section 3.3/NND No. 785021

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		Total Capacity
British-controlled petrol fitted coasters	20	32,811 tons
British-controlled store coasters	28	63,094 tons
Italian store coasters	15	31,450 tons
	63	127,355

The petrol vessels carried 41,171 tons for an average of 2,058 each; the British-controled store coasters lifted 54,144 tons for an average of 1,934 tons, and the Italian coasters lifted 29,735 tons for an average of 1,982 tons.

Three petrol vessels, seven British-controlled store vessels and one Italian store vessel made no lifts during the period as they were undergoing repairs.

Ten coasters operated by the Ministry of War Transport Representative lifted 27,484 tons during April including 5,200 tons of Sardinian coal, 8,400 tons of salt and 13,844 tons of civilian supplies.

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TRANSPORTATION NEWS LETTER

Vol. I, No. 36 21 May, 1945 Page 7

DIVERSION OF CONVOY UGS-91

SOUTHERN FRANCE---

Abraham Lincoln Daniel L. Johnston Emma Willard
Galen L. Stone William Byrd

ORAN to discharge U.S. Navy cargo, thence to SOUTHERN FRANCE for completion---

John A. Donald

NAPLES to berth or for on routing to LEGHORN---

Albert K. Smiley Franklin P. Mall James Manning

BARI---

Joel Chandler Harris

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Benjamin Bourn	wheat	Naples/Civitavecchia
Cyrus H.K.Curtis	grain	Casablanca/Algiers
Fort Turtle	wheat	Catania/Reggio Calabria
George Ade		Bari
George Eldridge		Casablanca/Bari
Jacob S. Mansfield		Naples
Jared Ingersoll		Oran
John A. Dix	grain	Southern France
LeBaron Russell Briggs	grain	Palermo
Matthew J. O'Brien		Balkan area
Orient City	grain	Crotone
Robert R. Livingson		Naples
Sarah Orne Jewett		Southern France
Thomas Paine		Southern France
Thomas Todd		Bari
Vernon L. Parrington	Coal	Naples/Taranto
William D. Bloxham		Naples
Fort Lennox	grain	Algiers
James Trevaylor	grain	Naples

Vessels sailing for the Black Sea area will discharge as follows:

Harry A. Garfield	Odessa
Russell A. Jones	Constanza

DAILY AVERAGE PORT CLEARANCE---NAPLES April 24 to May 14

543

BY RAIL

Export Cargo Import Cargo

Declassified E.O. 12356 Section 3.3/NND No. 785021

Galen L. Stone William Byrd

ORAN to discharge U.S. Navy cargo, thence to SOUTHERN FRANCE for completion---

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George Ade		Bari
George Eldridge		Casablanca/Bari
Jacob S. Mansfield		Naples
Jared Ingersoll		Oran
John A. Dix	grain	Southern France
LeBaron Russell Briggs	grain	Palermo
Matthew J. O'Brien		Balkan area
Orient City	grain	Crotone
Robert R. Livingson		Naples
Sarah Orne Jewett		Southern France
Thomas Paine		Southern France
Thomas Todd		Bari
Vernon L. Parrington	coal	Naples/Taranto
William D. Bloxham		Naples
Fort Lennox	grain	Algiers
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Vessels sailing for the Black Sea area will discharge as follows:

Harry A. Garfield	Odessa
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DAILY AVERAGE PORT CLEARANCE---NAPLES April 24 to May 14

543

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	23	291	18	217	54	701	52	734
BRITISH	22	288	22	246	99	1076	99	1051
TOTAL	45	579	40	463	153	1707	151	1785

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
U.S.	1065	2106
BRITISH	235	1213
TOTAL	1300	3319

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TRANSPORTATION NEWS LETTER

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PORT SITUATION---NAPLES AREA

	Discharged						Loaded
		General Cargo			Breakdown by Ports		
	No. Veh	*U.S.	Brit.	Total	Naples	S. Marco	La Ann	All Ports
May 9 and 10	33	6970	3429	10399	6192	2069	1838	2310
May 11	52	6613	3072	11685	10123	736	826	2698
May 12	91	4937	3743	8730	7408	267	975	2229
May 13	22	4629	2850	7029	6081	425	523	2634
May 14	96	3844	2959	6803	5441	312	150	1757
May 15	"	6893	2978	9870	7548	1411	850	1816
Total	301	35886	21231	64514	43794	5560	5162	18444
Daily Av	43	4751	3015	7707	6162	797	737	1920

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
		General Cargo			
	No. Veh	*U.S.	Brit.	Total	
May 9	8	2952	0	2952	1113
May 10	153	2242	0	2242	922
May 11	162	3755	49	3804	1251
May 12	90	5384	0	5384	1485
May 13	11	4779	0	4779	1272
May 14	26	5165	0	5165	1033
May 15	34	5198	0	5198	630
Total	484	29475	49	29524	7706
Daily Av	69	4211	7	4218	1101

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				General Cargo Loaded
		General Cargo			
	No. Veh	U.S.	*Brit.	Total	
May 6	0	950	1048	1998	1295
May 7	9	189	1845	2034	1098
May 8	21	0	2005	2005	2268
May 9	0	0	0	0	0
May 10	0	0	1160	1160	1367
May 11	0	0	900	900	2539
May 12	0	0	1356	1356	2654
Total	30	1139	8314	9453	11221
Daily Av	4	163	1188	1351	1603

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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and 10	68	6819	5429	10696	8162	2369	1588	2538
May 11	52	6618	5672	11986	10123	736	826	2698
May 12	91	4987	5745	9730	7408	267	975	2229
May 13	22	4699	2850	7029	6061	425	523	2634
May 14	96	3844	2559	6303	5541	312	150	1757
May 15	7	6993	5275	9870	7542	1411	850	1816
Total	801	52903	37103	90016	65774	5520	6162	13444
Daily Av	43	4701	3015	7717	6162	797	737	1920

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
May 9	8	2952	0	2952	1115
May 10	153	2242	0	2242	922
May 11	162	3755	49	3804	1251
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*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
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May 7	9	189	1845	2034	1098
May 8	21	0	2005	2005	2268
May 9	0	0	0	0	0
May 10	0	0	1160	1160	1367
May 11	0	0	900	900	2539
May 12	0	0	1356	1356	2654
Total	30	1139	8314	9453	11221
Daily Av	4	163	1188	1351	1603

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
May 6	1	169	3812	3981	885
May 7	0	307	3327	3634	1062
May 8	36	139	3260	3399	595
May 9	0	0	1093	1093	147
May 10	0	0	2450	2450	125
May 11	0	0	3785	3785	250
May 12	0	309	3118	3427	0
Total	37	924	20845	21769	3064
	5	132	2978	3110	438

*Includes all cargo other than U.S. Ground Forces cargo.
Does not include weight of vehicles and bulk POL.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

S. FRANCE as of 20 May

Awaiting berth to Discharge

Clarksville Victory
Cape Mun
Fairmount
Ponta Alminia

Discharging

Alexander Lillington 23
Hugh Legare 22
James Hoban 23
Ckement Clay 23
Kenyon Butterfield 23
Michael Edelstein 23
Eufaula Victory 25
Charles Lanham 23
Highland Monarch 21

Discharged awaiting convoy or orders

Edwin Moore
Samavon
Celestia

Loading

Tamaroa
American Ranger

NAPLES as of 20 May

Discharging

Benjamin Lindsay 20
Trajanus 20
Niki 20
Archbishop Lamy 28
Samwinged 30
Fort Frontenac 22
William Jerman 23
Empire Noble 23
Paul Bunyan 24
Alfred Smith 28
Charles Schwab 23
Fort Se is 30
Grafto ark 1

Loading

M.E.Comerford
Alexander Mitchell
Kohistan
Nathan Hale
Raymond Baker
Ole Bull
Benjamin Lindsay
Archbishop Lary

Loaded, Awaiting Orders or Convoy

Arlesford
Cape Romano

LEGHORN as of 20 May

Discharging

Walter Wellman
Amelia Earhart
Santa Chiara
Joseph Nicholson
Daniel Drake
C.M.Loomis
Joseph N. Teal
James Duncan
John Fairchild

Loading

George Bibb
Walter Wellman
James Duncan
Joseph Nicholson
Victor Herbert

NOTE: Figures following names of vessels indicate estimated date of completion

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Awaiting berth to Discharge

Clarksville Victory
Cape Nun
Fairmount
Ponta Alminia

Discharging

Alexander Lillington 23
Hugh Legare 22
James Hoban 23
Ckement Clay 23
Kenyon Butterfield 23
Michael Edelstein 23
Eufaula Victory 25
Charles Lanham 23
Highland Monarch 21

Discharged awaiting convoy or orders

Edwin Moore
Samavon
Celestia

Loading

Tamaroa
American Ranger

Discharging

Benjamin Lindsay 20
Trajanus 20
Niki 20
Archbishop Lamy 28
Samwinged 26
Fort Frontenac 22
William Jerman 23
Empire Noble 23
Paul Bunyan 24
Alfred Smith 28
Charles Schwab 23
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Loading

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Loaded, Awaiting Orders or Convoy

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George Bibb
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James Duncan
Joseph Nicholson
Victor Herbert

NOTE: Figures following names of vessels indicate estimated date of completion

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TRANSPORTATION NEWS LETTER

DISTRIBUTION:

MTOUSA	
1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-3
6	G-2
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
AFHQ	
32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APO Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D
41-60	COT, ASF, WD
61	DGMR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Group (Attn: G-4
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84.	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn O)
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 16th Port (Attn: I & T O)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase
94	Tpn O, Fifth Army
95	Tpn O, Penbase South
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c.o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples

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5	G-3
6	G-2
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APO Naples
37	PSTC (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D

63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Group (Attn: G-4
70-72	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMH, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy, Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84.	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn O)
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 85th Port (Attn: I & D O)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase

94	Tpn O, Fifth Army
95	Tpn O, Penbase South
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 835, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c.o pm, New York
124-125	Allied Commission, Rome (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Movsouth, CMF (Attn: Mov 3)
128	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
129-130	753rd Ry Shop Bn, APO 512

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SECRET MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter

TN. 5/c(2) 124 530

Published Weekly by the Office of the Chief of Transportation, ETCUSA

Vol. I. No. 35 14 May. 1945 Page 1

PERSONNEL LIFT PROGRAM SET UP FOR ETCUSA

Ref. this story 35-1 431/3

A program which would bring a total of five personnel ship lifts to Italy between 4 May and 3 July has been set up for the return of personnel to the United States. It is anticipated that more personnel ships will be added to the program shown below.

The program to date:

		Capacity per lift
West Point	3 lifts	7,740
General Meigs	1 lift	5,235
Mt. Vernon	1 lift	6,140

In addition the General Richardson will lift personnel for Trinidad. The Admiral Eberle also will lift personnel from MTO to Trinidad and will then lift units at Marseilles for the Pacific. The Admiral Eberle has a capacity of 4,203 personnel, and the General Richardson a capacity of 5,235 personnel.

The following vessels have been nominated for direct shipment of personnel from Southern France to the Pacific:

Admiral	Benson	1 lift	4,172
General	Bitner	1 lift	4,730
General	Mitchell	1 lift	5,248
General	Bundy	1 lift	3,098
General	Brewster	1 lift	3,098
General	Pope	1 lift	5,140
Admiral	Eberle	1 lift	4,203

Plans call for lifting of casual personnel from MTO ports in fourteen Liberty type vessels. The list may be supplemented with additional vessels.

Upon arrival in the Theater, each ship will be surveyed by port authorities who will determine what the actual capacity should be. It is hoped capacities can be increased to 500 during summer weather by installing additional bunks and overside latrines and providing additional life saving gear. Tentative capacities, for planning purposes only, are:

Thomas Hyde	351		
Seatrain Texas	168		
George M. Bibb	55	Off	310 EM
James Duncan	6	Off	86 EM
Lyman Abbott	55	Off	450 EM
Archbishop Lamy	51	Off	315 EM
Joseph H. Nicholson	348		
Robert M.T.Hunter	351		
Joseph M. Teal	351		
Stephen A. Douglas	55	Off	500 EM
William J. Palmer	108		

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States. It is anticipated that more personnel ships will be added to the program shown below.

The program to date:		Capacity per lift
West Point	3 lifts	7,740
General Meigs	1 lift	5,235
Mt. Vernon	1 lift	6,140

In addition the General Richardson will lift personnel for Trinidad. The Admiral Eberle also will lift personnel from MTO to Trinidad and will then lift units at Marseilles for the Pacific. The Admiral Eberle has a capacity of 4,203 personnel, and the General Richardson a capacity of 5,235 personnel.

The following vessels have been nominated for direct shipment of personnel from Southern France to the Pacific:

Admiral	Benson	1 lift	4,172
General	Bitner	1 lift	4,730
General	Mitchell	1 lift	5,248
General	Bundy	1 lift	3,098
General	Brewster	1 lift	3,098
General	Pope	1 lift	5,140
Admiral	Eberle	1 lift	4,203

Plans call for lifting of casual personnel from MTO ports in fourteen Liberty type vessels. The list may be supplemented with additional vessels.

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Joseph H. Nicholson	348				
Robert M.T.Hunter	351				
Joseph M. Teal	351				
Stephen A. Douglas	55	Off	500	EM	
William J. Palmer	108				
Fort Royal (reefer)	42				
Joel Chandler Harris	351				
Benjamin Bourn	71				

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ADDITIONAL "ANZIO ANNIE" CARS FOUND — Ref. this story 35-2

Two more rail cars, believed to have been used in the operation of "Anzio Annie", 280 mm (11 inches) railway gun, have been recovered and are being prepared for shipment to the United States. One car supported a crane which was used to lift ammunition, and the second was a generator car which provided electric power for the weapon. The cars will be lifted from Taranto on the Seatrain "Texas" if the vessel is found to be suitable.

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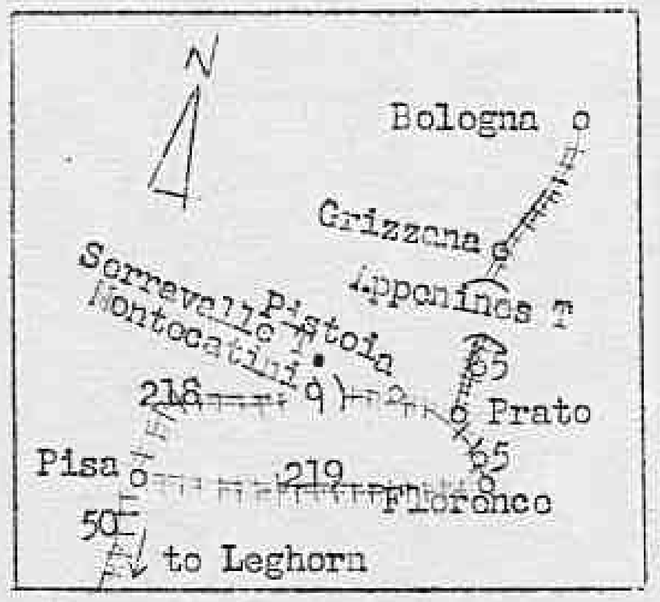
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APPENINES, SERRAVALLE TUNNELS IN OPERATION

Ref. this story 35-3

The Appenines and Serravalle tunnels, long a block in the northward progress of the Italian rail system, were opened 9 May.

The Serravalle tunnel, located on Line 218 between Montecatini and Pistoia, will provide a direct route from Pisa to Prato, and the Appenines Tunnel opening makes it possible to develop a railhead at Grizzana, located on Line 65 between Prato and Bologna.



A roundabout route from Pisa to Florence to Prato was developed while the Serravalle Tunnel was being reconstructed. All tonnage destined for Grizzana will leave Pisa via Line 218, while tonnages for Florence and railheads between Florence and Prato will move over Line 219.

Present capacity at Grizzana is 3,750 tons per day discharged and 1,000 tons outloaded. A portion of this tonnage is coming from Campo Marte, a railhead in Florence.

Railheads at Pistoia and Montecatini are to to be closed out gradually.

BARBERS IMPORTANT IN REDEPLOYMENT

Ref. this story 35-4

There is a bottleneck in hair cuts in the United States and thousands of enlisted men are suspected of hesitating to go home looking shaggy. It is felt that a very definite lift in morale will take place if every opportunity is given enlisted men to clean up in a tonsorial manner in the staging area and after boarding ship. This applies to troopships as well as Liberties.

An effort should be made on the part of the port and staging area to provide the necessary barbering equipment, and if no barbers are being shipped, it is recommended consideration be given to assigning barbers to each shipment, PCMs if necessary, to provide barbering services.

CORRECTION

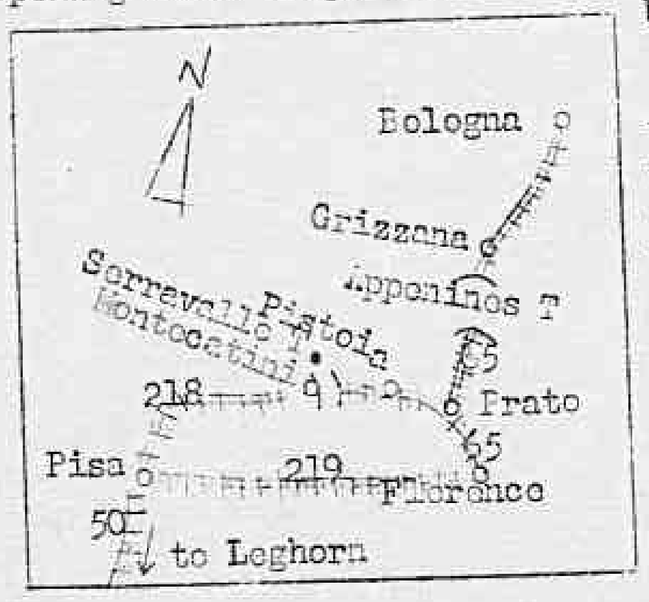
Ref. this story 35-5

Story 33-13, Vol. I, No. 33 dated 30 April, 1945, should read:

"Transportation Corps personnel from overseas, when their orders authorize travel to Washington, D.C., are invited to visit and make their headquarters in the office of the Overseas Operations Group, Office of the Chief of Transportation, Room 4-D-718, The Pentagon---telephone REpublic 6700, Extension 74828, and the services and facilities of the office of the Overseas Operations Group, Office of the Chief of Transportation, will be placed at their disposal."

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opening makes it possible to develop a railhead at Grizzana, located on Line [illegible] between Prato and Bologna.



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Ref. this story 35-6

LINE 87 ELECTRIFIED ORTE TO FALCONARA

The complete length of Line 87 from Orte to Falconara has been energized and warnings have been issued that only a 15-foot clearance exists between rail level and power line.

Special warnings have been issued for trains on Lines 65 (Rome-Arezzo) and 86 (Ancona-Rimini) which must cross Line 87 at Orte and Falconara. Care must be taken that extensions such as tank radio aerials and opened tank turrets, which may extend above 15 feet when being carried on railroad flats, be tied down while the trains are under the power lines.

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VENICE TO BE DEVELOPED AS MILITARY PORT: RECONSTRUCTION OF [illegible] Ref. this story 35-7

Venice is to be developed on a landing craft/coaster basis to be used as a military port in the lines of communication to Austria and as a seahead for the British Eighth Army.

Venice-bound cargo will be transshipped to coaster from Italian Adriatic ports. Later Venice may be developed on an ocean-going basis. (Reference: CinC Med cable 131136B May)

Approaches to all northern Adriatic ports are reported to be heavily mined. Lanes between principal ports are being swept, and a No. 2 priority has been recommended for the clearing of mines from Venice.

The western quay of the Venice commercial harbor is reported to be in generally good condition except for a 170-foot hole in the road. On the eastern quay warehouses and cranes are in excellent condition. The coal wharf and equipment at Marghera is intact and should be ready for use in two weeks.

Work on the port of Genoa has progressed and it is believed that responsibility for sailing and meeting of convoys and berthing of vessels would be transferred to the Naval Officer in Charge by noon 14 May. Military and civil supplies were unloaded over the beach 10 May.

It was reported that 24 craft, mostly tugs, were recovered in Genoa.

DURAZZO REPORTED READY Ref. this story 35-3

Vessels up to 250 feet long with maximum drafts of 16 feet may now moor alongside the jetty in Durazzo Harbor, Albania, a Naval survey revealed. (Reference: CinC Med cable 122001 B May)

FLIGHTS TO NORTHERN ITALY ADDED TO MATS SCHEDULE Ref. this story 35-9

Four flights, two between Naples and Milan and two between Naples and Venice, have been added to the MATS schedule. They are:

Read down				Read up
1225	Lv	Naples	Ar	1125
1340	Ar	Rome	Lv	1010
1425	Lv	Rome	Ar	0925
1535	Ar	Florence	Lv	0815
1605	Lv	Florence	Ar	0745
1720	Ar	Milan	Lv	0630
0600	Lv	Naples	Ar	1500
0805	Ar	Pisa	Lv	1250
0850	Lv	Pisa	Ar	1210
1000	Ar	Milan	Lv	1100
1140	Lv	Naples	Ar	1040
1255	Ar	Rome	Lv	0925

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The western quay of the Venice commercial harbor is reported to be in generally good condition except for a 100-foot hole in the road. On the eastern quay warehouses and cranes are in excellent condition. The coal wharf and equipment at Marghera is intact and should be ready for use in two weeks.

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1720	Ar	Milan	Lv	0630
0600	Lv	Naples	Ar	1500
0805	Ar	Pisa	Lv	1250
0850	Lv	Pisa	Ar	1210
1000	Ar	Milan	Lv	1100
1140	Lv	Naples	Ar	1040
1255	Ar	Rome	Lv	0925
1340	Lv	Rome	Ar	0840
1440	Ar	Florence	Lv	0740
1510	Lv	Florence	Ar	0710
1610	Ar	Verona	Lv	0610
1640	Lv	Verona	Ar	0540
1720	Ar	Venice	Lv	0500
0430	Lv	Naples	Ar	1800
0545	Ar	Rome	Lv	1645
0630	Lv	Rome	Ar	1600
0800	Ar	Ancona	Lv	1430
0830	Lv	Ancona	Ar	1400
0930	Ar	Bologna	Lv	1300
1000	Lv	Bologna	Ar	1230
1045	Ar	Venice	Lv	1145

NOTE: All above times GMT. For Caserta time add two hours.

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PORT OF NAPLES

(Numbers refer to Map on Page 5)

Principal military port in Italy is Naples which during its peak was discharging and loading a total of approximately 850,000 tons per month.

Naples was taken 1 October, 1943, and on 4 October the first Liberty steamed into the harbor to discharge benefirst. German demolition and American bombers had made a shambles of the port. Not a single craft remained afloat, and some 200 wrecked vessels, including 30 major ships, littered the harbor.

On the land side every building in the port area had been blasted, railway lines and tunnels wrecked and blocked, railroad trains wrecked, fires set, utilities knocked out, piers, warehouses and cranes destroyed, and delayed action bombs planted.

Since that time, however, the port has been cleaned up and few wrecks remain as obstacles. In many cases platform ramps have been built over wrecked vessels to create piers, and in some cases wrecks have been converted into finger berths.

The port at present is working at an estimated capacity of 9,000 tons per day discharged and 3,000 tons per day outloaded.

Berth	#Draft			
1		LST Hard		
2		LST Hard		
3		LST Hard		
4		LST Hard		
5	28'	Liberty	alongside	
5a	28'	Hospital	alongside	
5-5a	28'	Personnel	alongside	
6	30'	Liberty	alongside	Heavy lift railroad equipment discharged at Berths 6 and 7 as they are the only berths with railroad sidings.
7	30'	Liberty	alongside	
6-7	30'	Personnel	alongside	
8	30'	Liberty	alongside	
* 9	28'	Liberty	alongside	
10	24'	Liberty	alongside	
@12	26'	Liberty	alongside	
*14	22' fore			
	26' aft	Liberty	alongside	
16		Personnel or Navy	alongside	Finger berth over sunken ship.
18	22'	Liberty	alongside	
19-20		Unserviceable. Sunken vessel now being salvaged there.		
@22	27'	Liberty	alongside	Discharge over ramp.
23		Personnel	alongside	Discharge over sunken vessel
24		Port firefighting equipment		
*25	28'	Liberty	alongside	
26	28'	Personnel	alongside	Used only when not required by Navy for repair purposes.

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26	28'	Personnel	alongside	Used only when not required by Navy for repair purposes.
27	24'	Liberty	alongside	Finger berth over sunken vessel.
27a	24'	Liberty	alongside	Finger berth over sunken vessel.
@29	28'	Liberty	alongside	Discharge over ramp.
30	28'	Liberty	alongside	
*31	28'	Liberty	alongside	
33	18'	Navy	alongside	
35	28'	Liberty	alongside	Discharge over ramp.
36-36a		Navy	alongside	Finger berths over sunken vessel
37	24'	Coasters, schooners etc.	alongside	
38	24'	Coasters, schooners etc.	alongside	
39	24'	Coasters, schooners etc.	alongside	
40	24'	Coasters, schooners etc.	alongside	

(Continued on Page 6)

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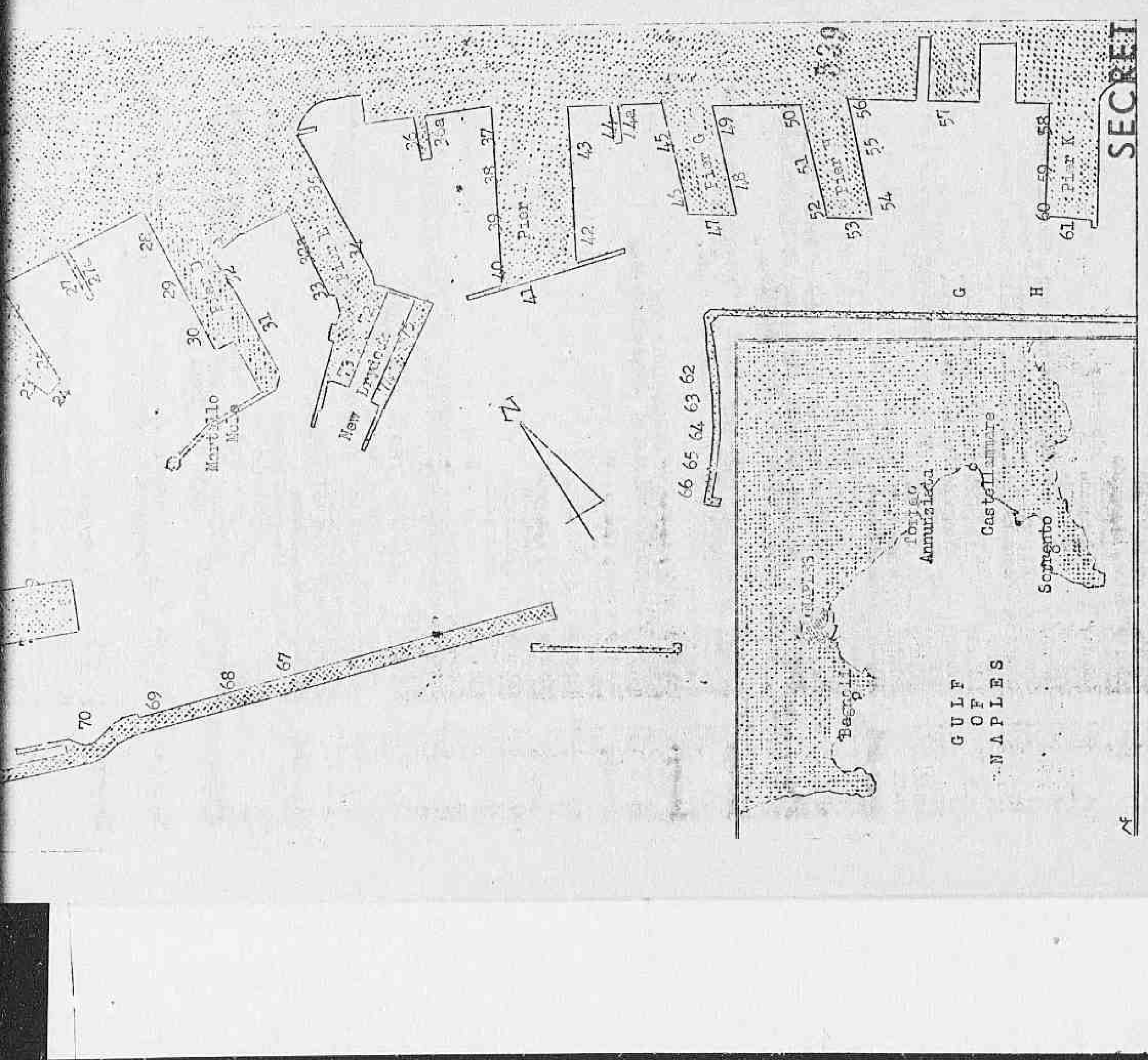
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PORT OF NAPLES (Cont'd from Page 4)

Berth	#Draft			
41		Holding berth	stern to	For vessels with heavy lifts
42	27'	Liberty	alongside	
44	28'	Liberty	alongside	Finger berth over sunken vessel
44a	28'	Liberty	alongside	Finger berth over sunken vessel
46	28'	Navy		
48	28'	Coaster or ½ Liberty	alongside	
*49	28'	Liberty	alongside	Discharge over ramp.
50	28'	Holding berth	stern to	Two vessels
*51	28'	Liberty	alongside	
52	28'	Liberty	alongside	
53	28'	Coaster or Liberty	alongside	
@54	28'	Liberty	alongside	
55	28'	Liberty	alongside	
@56	28'	Liberty	alongside	Discharged over ramp. Italian Govt. berth.
57	28'	Coasters, schooners, etc.	alongside.	Italian Govt. berth.
58	28'	Coasters, schooners, etc.	alongside.	Italian Govt. berth.
59	26'	Tanker or Liberty	alongside	Italian Govt. berth.
*60	30'	Tanker	alongside	Italian Govt. berth.
61	30'	Holding berth	stern to	May be used for alongside tanker berth
62-66		Holding berth	stern to	
67-71		Holding berth	stern to	British
Buoys G-H		Holding berth	offshore	
72		Personnel	alongside	Drydock
73		Personnel	alongside	Drydock
74		Personnel	alongside	Drydock Outer edge of Berths 74 and 75
75		Personnel	alongside	Drydock may be used as holding berths
Molo Martello		Holding berth	stern to	three vessels

Berths 56-60 operated by Italian Government. Chief of Transportation retains control of allocation of berths

\# Winter soundings.
* Must be berthed portside because of obstructions etc.
@ Must be berthed starboardside because of obstructions etc.

Summary:

1	Hospital berth
26	Liberty berths, alongside
1	Liberty or tanker berth, alongside
1	Liberty or coaster berth, alongside
6	Coaster, schooner etc. berths, alongside
4	LST hards
4	Personnel berths in new drydock, alongside
4	Personnel berths, alongside
5	Navy berths, alongside. Two may be used for personnel when not

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44a	28'	Liberty	alongside Finger berth over sunken vessel
46	28'	Navy	
48	28'	Coaster or ½ Liberty	alongside
*49	28'	Liberty	alongside Discharge over ramp.
50	28'	Holding berth	stern to Two vessels
*51	28'	Liberty	alongside
52	28'	Liberty	alongside
53	28'	Coaster or Liberty	alongside
@54	28'	Liberty	alongside
55	28'	Liberty	alongside
@56	28'	Liberty	alongside Discharged over ramp. Italian Govt. berth.
57	28'	Coasters, schooners, etc.	alongside. Italian Govt. berth.
58	28'	Coasters, schooners, etc.	alongside. Italian Govt. berth.
59	26'	Tanker or Liberty	alongside Italian Govt. berth.
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67-71		Holding berth	stern to British
Buoys G-H		Holding berth	offshore
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73		Personnel	alongside Drydock
74		Personnel	alongside Drydock Outer edge of Berths 74 and 75
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Molo Martello		Holding berth	stern to three vessels

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1	Liberty or coaster berth, alongside
6	Coaster, schooner etc. berths, alongside
4	LST hards
4	Personnel berths in new drydock, alongside
4	Personnel berths, alongside
5	Navy berths, alongside. Two may be used for personnel when not required by Navy.
1	Tanker berth, alongside
1	Tanker or holding berth, alongside or stern to
12	Holding berths, stern to
	Two buoys for offshore holding berths
	Molo Martello holding berth for three vessels
2	Holding berths stern to Outer edges of berths 74 and 75
2	Unserviceable berths
1	Fire fighting equipment berth
1	Coaster or ½ Liberty, alongside

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DIVERSION OF CONVOY UGS-89

SOUTHERN FRANCE---

Alexander Lillington	Clement Clay	Hugh S. Logare
James Hoban	Kenyon L. Butterfield	M. Michael Edelstein

NAPLES for berth or for on routing to ports north of Naples---

Joseph N. Teel	Orland Loomis	Alfred E. Smith

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Charles M. Schwab		Naples
Fort Enterprise	grain	Western Italy
Grafton Park		Naples
John H. Reagan	grain	Balkans
Marija Potrinovic		Gibraltar/Malta Island/ Bari
Samanoy	grain	Gibraltar for orders
William Ford Nichols		Hool
Denewood		Algiers/Malta Island
Morris Sigman		Constanza

Ordered to return to the United States without discharging:

Charles C. Jones	John Martin Miller

DIVERSION OF CONVOY UGS-90

SOUTHERN FRANCE---

F.A.C. Muhlenberg	Joseph W. Polk	Pierre Soule
Theodoric Bland	William Libbey	William Tilghman

NAPLES for partial discharge, thence to LEGHORN for completion---

Fort Royal (reefer)	Zacapa (reefer)

NAPLES to berth or for on routing to LEGHORN---

J. Frank Cooper	Stephen A. Douglas	William J. Palmer

NAPLES for partial discharge, thence to CIVITAVECCHIA for completion---

Wilson B. Keene

BARI---

Emily Dickinson

CASABLANCA---

Peregrine White

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Joseph N. Teel	Orland Loomis	Alfred E. Smith

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John H. Reagan	grain	Balkans
Marija Petrinovic		Gibraltar/Malta Island/ Bari
Samanoy	grain	Gibraltar for orders
William Ford Nichols		Hoel
Donewood		Algiers/Malta Island
Morris Sigman		Constanza

Ordered to return to the United States without discharging:

Charles C. Jones	John Martin Miller

DIVERSION OF CONVOY UGS-20

SOUTHERN FRANCE---

F.A.C. Muhlenberg	Joseph W. Polk	Pierre Soule
Theodoric Bland	William Libby	William Tilghman

NAPLES for partial discharge, thence to LEGHORN for completion---

Fort Royal (reefer)	Zacapa (reefer)

NAPLES to berth or for on routing to LEGHORN---

J. Frank Cooper	Stephen A. Douglas	William J. Palmer

NAPLES for partial discharge, thence to CIVITAVECCHIA for completion---

Wilson B. Keene

BARI---

Emily Dickinson

CASABLANCA---

Peregrine White

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Joseph B. Eastman		Bari/Ancona
Albert A. Nicholson		S. France
Fort Rupert	Coal	Gibraltar for orders
Fred Herrling		S. France
Hopecrown	grain	Naples
Joseph N. Nicollet	grain	Balkan Area

(Continued on Page 9)

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PORT SITUATION---NAPLES AREA

	Discharged						Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	Breakdown by Ports Naples	C'more	T.Ann.	All Ports
May 2	0	6615	1789	8404	6268	2106	30	1809
May 3	20	6413	2260	8673	7278	1210	185	1977
May 4	44	6246	3758	10004	9206	0	798	1857
May 5	3	3463	5201	8664	7173	650	841	1341
May 6	115	6912	5060	11972	9224	1825	923	1325
May 7	55	4394	4955	9349	7084	1400	865	2887
May 8	51	2738	4179	6917	6027	680	210	1997
Total	288	36781	27202	63983	52330	7811	3852	12203
Daily Av	41	5254	3886	9140	7474	1116	550	1756

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
May 2	21	4958	258	5216	277
May 3	30	5045	402	5447	670
May 4	197	3695	338	4033	17
May 5	10	2481	323	2804	191
May 6	192	3917	576	4493	81
May 7	25	3389	456	3845	407
May 8	35	2681	314	2995	1153
Total	510	26166	2667	28833	2796
Daily Av	73	3738	381	4119	399

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit	Total	
Apr. 29	0	2530	784	3314	2890
Apr. 30	0	2460	1441	3901	1961
May 1	0	2247	1640	3887	1629
May 2	0	243	2072	2315	1396
May 3	0	1150	1343	2493	1011
May 4	0	990	1458	2448	1699
May 5	0	1050	1725	2775	1791
Total	0	10670	10463	21133	12377
Daily Av	0	1524	1495	3019	1768

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

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May 6	115	6912	5068	11980	7084	1400	685	2087
May 7	55	4384	4955	9349	7084	689	219	1097
May 8	51	2738	4179	6917	6647	689	3852	12203
Total	288	36781	27202	62983	52320	5011	3852	12203
Daily Av	41	5254	3886	9140	7474	1116	550	1756

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				General Cargo Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
May 2	21	4988	258	5216	277
May 3	30	5045	402	5447	670
May 4	197	3695	338	4033	17
May 5	10	2481	323	2804	191
May 6	192	3917	576	4493	81
May 7	25	3389	456	3845	407
May 8	35	2681	314	2995	1153
Total	510	26196	2667	28863	2796
Daily Av	73	3738	381	4119	399

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
Apr. 29	0	2530	784	3314	2890
Apr. 30	0	2460	1441	3901	1961
May 1	0	2247	1640	3887	1629
May 2	0	243	2072	2315	1396
May 3	0	1150	1343	2493	1011
May 4	0	990	1458	2448	1699
May 5	0	1050	1725	2775	1791
Total	0	10670	10463	21133	12377
Daily Av	0	1524	1495	3019	1768

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				General Cargo Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
Apr. 29	76	159	4425	4584	93
Apr. 30	29	38	4089	4127	278
May 1	0	27	3413	3440	135
May 2	8	158	3230	3388	75
May 3	0	356	4600	4956	8
May 4	0	711	3882	4593	167
May 5	4	70	3625	3695	586
Total	117	1519	27264	28783	1342
Daily Av	17	217	3895	4112	192

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 14 May

Discharging

Empire Nerissa 14
Westmount Park 18
Colin McKinney 15
Archbishop Lamy 22
Samuel Parker
Seapool 16
Kohistan 15
B.B.Lindsay 21
Ole Bull 19
Niki 14
Ft. Frontenac 14
W.F.Jerman

Discharged Awaiting Convoy or Orders

Trajanus

Loading

Loke
M. .Comerford
A. Mitchell
Kohistan
Colin McKinney
Tore Jarl
Nathan Hale.

S. FRANCE as of 13 May

Awaiting Berth to Discharge

Meerkerk

Discharging

Jeb Stuart 14
William Howells 14
John Chandler 14
Carl Webb 15
Joseph Hewes 14
St. Bertrand 16
Cape Lookout 17
Grenville Dodge 18
Joseph Robinson 18
Idaho Victory 19
Leopold Damrosch 14
George Uhler 14
Hillery Herbert 17
Empire Ranger 19
Hubert Bancroft 14
Marina Raskova 14
Edward Hinton 18
Edwin Moore 18

LEGHORN as of 14 May

Discharging

Joseph Nicholson
Joseph Le Conte
Joseph Gale
Victor Herbert
Alfred I. DuPont
Lyman Abbott
George Bibb
James Duncan
Carl B. Ellson
Abangarez
Amelia Earhart

Loading

Joseph Gale

NOTE: Figures after vessels' names indicate estimated date of completion.

DIVERSION OF CONVOY UGS-90 (Cont'd from Page 7)

Navarchos Koundouriotis	grain	Balkan area
Oliver Hazard Perry		Casablanca/S. France
Walker Taylor	grain	Balkan area
William W. Johnson	grain	Cagliari
Horace Mann		Odessa
Royal S. Copeland		Odessa

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Archbishop Lamy 22
Samuel Parker
Seapool 16
Kohistan 15
B.B.Lindsay 21
Ole Bull 19
Niki 14
Ft. Frontenac 14
W.F.Jerman

Discharged Awaiting Convoy or Orders

Trajanus

Loading

Loke
M. .Comerford
A. Mitchell
Kohistan
Colin McKinney
Tore Jarl
Nathan Hale.

Discharging

Jeb Stuart 14
William Howells 14
John Chandler 14
Carl Webb 15
Joseph Hewes 14
St. Bertrand 16
Cape Lookout 17
Grenville Dodge 18
Joseph Robinson 18
Idaho Victory 19
Leopold Damrosch 14
George Uhler 14
Hillery Herbert 17
Empire Ranger 19
Hubert Bancroft 14
Marina Raskova 14
Edward Hinton 18
Edwin Moore 18

Victor Herbert
Alfred I. DuPont
Lyman Abbott
George Bibb
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Loading

Joseph Gale

NOTE: Figures after vessels' names indicate estimated date of completion.

DIVERSION OF CONVOY UGS-90 (Cont'd from Page 7)

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	Oliver Hazard Perry		Casablanca/S. Franco
	Walker Taylor	grain	Balkan area
	William W. Johnson	grain	Cagliari
	Horace Mann		Odessa
	Royal S. Copeland		Odessa

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DISTRIBUTION:

ETOUSA

1-2	CG(Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (I & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	Ag M & D
41-60	COT, ASF, WD
61	DGMR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Group (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn O)
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 8th Port (Attn: I & E O)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase
94	Tpn O, Penbase South
95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, MTET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome, (Attn: Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Movsouth, CMF, (Attn: Mov 3)
128	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
129-130	753rd Ry Shop Bn, APO 512

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8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (I & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APE Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	Ag M & D

66-68	CG, AAFSC/MTO
69	CG, 15th Army Group (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMH, Eighth Fleet
79	CG, Pembark
80	DMRS, Italy, Rome
81	DDMRS, Italy Rome
82	CO, Norbase
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84	CO, Penbase South
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90	CO, 8th Port (Attn: I & E O)
91	Tpn O, Deltabase
92	Tpn O, Conad
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94	Tpn O, Penbase South

95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
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129-130	753rd Ry Shop Bn, APO 512

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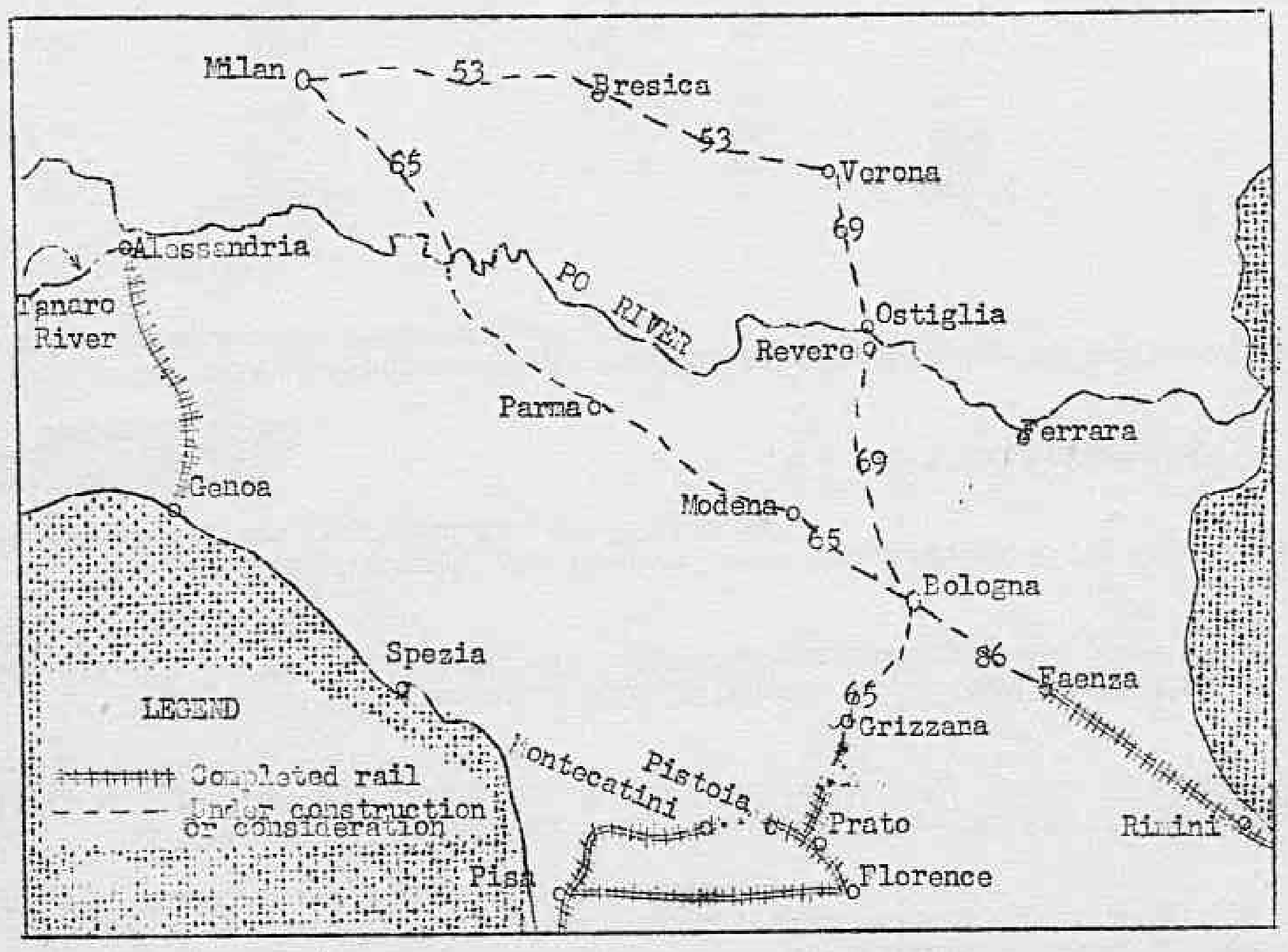
MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter

Published Weekly by the Office of Chief of Transportation, MTOUSA

RAIL CONSTRUCTION TO BOLOGNA, VERONA GIVEN HIGH PRIORITIES

Ref. this story 34-1



Reconstruction of Italian railway lines by Allied armies will continue northward beyond Bologna to Verona and possibly westward to Milan.

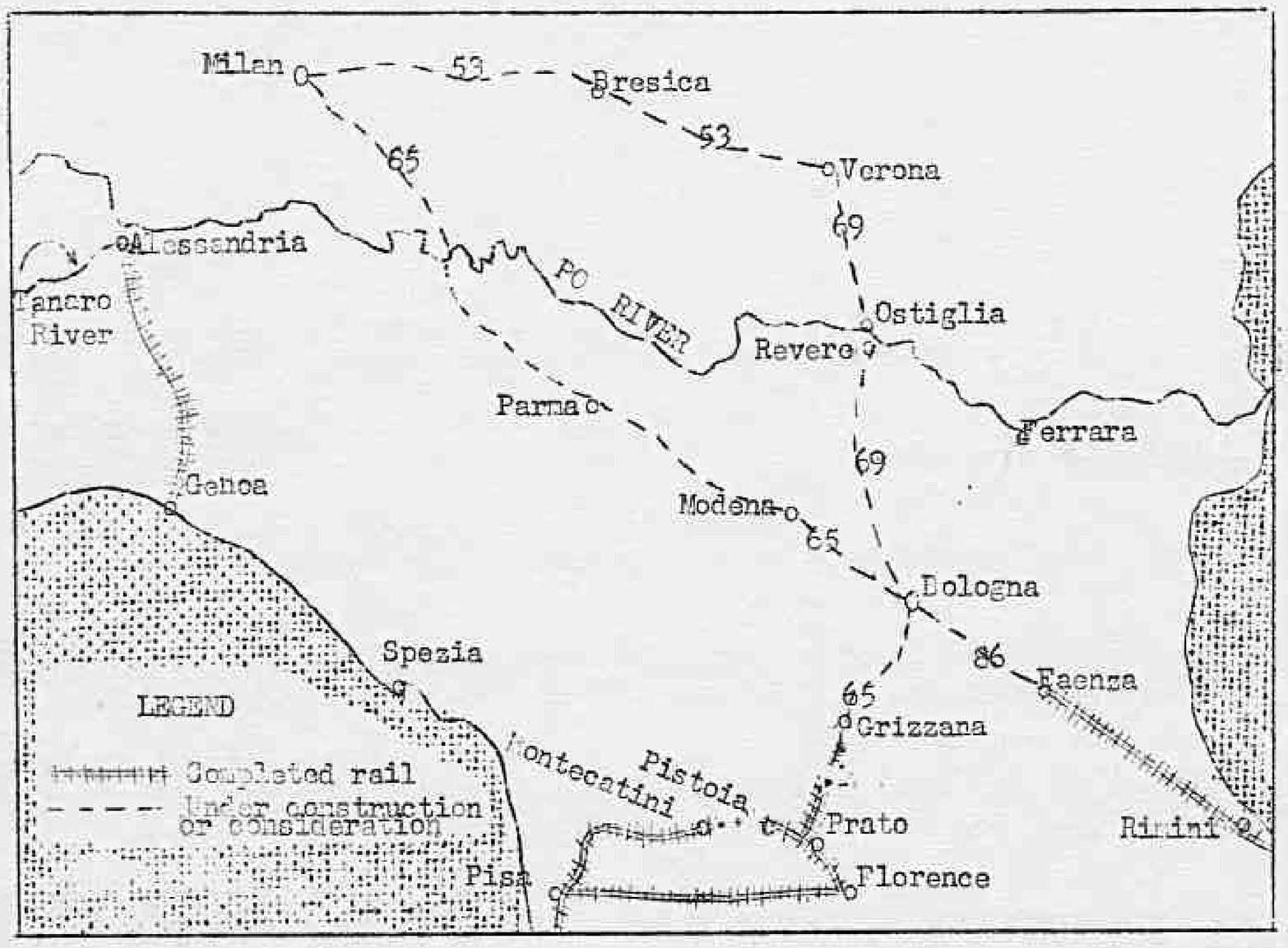
First priorities have been given Line 65 from Prato to Bologna and Line 86 from Faenza to Bologna with estimated dates of completion set at 31 May. Line 65 is scheduled to open about 10 May from Prato through the Apponines Tunnel to Grizzana. It is anticipated that the two lines into Bologna will have capacities of 5,000 tons per day each.

Second priority has been given Line 69 from Bologna to Verona. The line

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RAIL CONSTRUCTION TO BOLOGNA, VERONA, GIVEN HIGH PRIORITIES

Ref. this story 3/-1



Reconstruction of Italian railway lines by Allied armies will continue northward beyond Bologna to Verona and possibly westward to Milan.

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Second priority has been given Line 69 from Bologna to Verona. The line is to be opened as far as Revere, just south of the Po River, by early June. The bridge across the Po is out of service, but it is estimated that it will be restored and the line completed to Verona by the middle of June. The Po bridge consists of seven spans and is 1,117 yards long.

Development of Line 85 from Bologna to Ferrara to serve an Eighth Army Railhead has been dropped. The railhead will be developed in Bologna instead.

Under consideration at present is a priority rating for Line 86 from Bologna to Modena for the Fifth Army. Reconnaissance indicates that only three medium and four small bridges are out and that the road bed is in fair condition. Modena may be used as a principal railhead until Revere is opened.

Also under consideration at present is the development of lines from

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(Cont'd on Page 2)

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RAIL CONSTRUCTION TO BOLOGNA (Cont'd from Page 1)

Verona to Milan (Line 53) and Bologna to Milan (Line 65). Reconnaissance of the lines indicates only moderate damage.

The railroad line between Genoa and Alessandria is reported intact except for a bridge over the Tanaro River in Alessandria. The line, powered by electric and steam, is capable of handling trains up to 300 tons.

The international railroad from Trento, Italy, through the Brenner Pass to Innsbruck, Austria, has been reported in operating condition except for a break at Brenner Pass. This is expected to be repaired within the next four or five days.

Ref. this story 34-2

107,224 PERSONNEL MOVED IN OPERATION "GOLDFLAKE"

One British infantry division, two Canadian armored divisions, one Canadian armored brigade and several American, British and Canadian service units, totaling 107,224 personnel and 29,199 vehicles, were lifted from the Mediterranean Area to Southern France in operation "Goldflake" between 15 February and 30 April. The troops were shipped overland from Southern France to join the Canadian and British Armies in Holland.

A total of 23 LCI (landing craft infantry) lifts; 217 LST (landing ship tank) lifts; 77 Liberty ship lifts, 16 personnel ship lifts and one hospital ship lift, 334 in all, made the move.

Except for three personnel ship lifts made in the Mideast and three Liberty ship lifts made in Bari, all outloading was handled by the ports of Naples and Leghorn.

A few remaining units and organizational equipment are being moved from Naples and Leghorn at present in four Liberties.

Ref. this story 34-3

TWO DAILY FLIGHTS TO VERONA SCHEDULED

Two daily flights to Bologna and Verona were added to the Mediterranean Air Transport Service schedule last week.

They are:

Read Down				Read Up
0500	lv	Bari	ar	1730
0610	ar	Naples	lv	1620
0655	lv	Naples	ar	1535
0915	ar	Bologna	lv	1315
1000	lv	Bologna	ar	1230
1045	ar	Verona	lv	1145
		Naples	ar	1655

Capt Coulds

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cept for a bridge over the Tanaro River in Alessandria. The line, powered by electric and steam, is capable of handling trains up to 300 tons.

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1000	lv	Bologna	ar	1230
1045	ar	Verona	lv	1145
0515	lv	Naples	ar	1555
0610	ar	Rome	lv	1500
0655	lv	Rome	ar	1405
0820	ar	Florence	lv	1250
0905	lv	Florence	ar	1205
1005	ar	Verona	lv	1105

Capt Gould

NOTE: Above times GMT. For Caserta time add two hours.

PORT, TRUCK COMPANIES TRANSFERRED — Ref. this story 34-4

The 697th Port Co., 3489th QM Truck Co. and 3491st QM Truck Co. have been relieved of assignment with Northern Base Section, Corsica, and assigned to Peninsular Base Section.

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SIXTEEN SHIPS TO BE RETURNED TO UNITED STATES UNDISCHARGED

Ref. this story 34-5

Sixteen vessels arriving in this theater in Convoys UGS-84 to 89 will be returned to the United States undischarged as the result of the end of hostilities in Europe. This includes one vessel in UGS-84, one in UGS-85, three in UGS-86; four in UGS-87, five in UGS-88 and two in UGS-89. In addition two vessels scheduled to sail in UGS-90 have been withdrawn from the convoy by the War Department.

One of the 16 ships, the mule ship F.J.Luckenbach, will be routed to Gibraltar for water and forage before being returned to the United States. Where possible vessels en route Europe are being diverted to U.S. waters.

The Elihu Root, now unloading ammunition in Italy, has been ordered to cease discharging, reload with ammunition and general cargo and return to the United States. The Thomas Nuttall will return to the U.S. after disposing of T-1 Air Corps bombs only and loading available space with 2,000-ton bombs.

Six ships are to discharge down to pierced steel planking cargo, be reloaded and rerouted according to War Department instructions.

The Joseph Nicholson is to discharge critical Ordnance supplies, Engineer lumber and CWS spare parts. All Engineer and Ordnance vehicles and heavy equipment aboard will be returned to the U.S. as it is needed urgently in the Pacific.

Cargo not needed in this theater may be discharged if necessary and reloaded immediately on the same vessel for return to the United States without processing through depots in this theater. No new documentation will be needed, the original manifest, corrected, being satisfactory.

(Reference: TWX Conference dated 4 May, 1945)

TRUCK FERRY SET UP FOR GAP IN LINE 86

Ref. this story 34-6

A new portion of Line 86 between Pescara and a point south of Ancona will go into operation approximately 13 May. Completion of the line through to Ancona has been delayed because of cave-ins in the tunnel at Varona. Estimated date of opening is 31 May.

A railhead will be established in the vicinity of Osimo and a truck ferry set up to haul freight from the railhead to Ancona. Capacity of Line 86 to this point will depend upon the capacity of the ferry.

Upon completion of the tunnel Line 86 will provide a continuous rail connection from Lecce, in the heel of the boot of Italy, to Bologna.

The line is being put into use in its present uncompleted condition to relieve Line 91 (Foggia-Aversa), Lines 89 and 90 (Caserta-Naples-Rome) and

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The line is being put into use in its present uncompleted condition to relieve Line 91 (Foggia-Aversa), Lines 89 and 90 (Caserta-Naples-Rome) and Line 87 (Orte-Falconara) over which all traffic between the Heel and Eighth Army railheads must be shipped at present.

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FISCAL SECTION, MRS, TO COMPILE REPORTS

Ref. this story 34-7

Waybills, the only record of freight and personnel moved over Italian railways, are being turned over by Peninsular Base Section and Southern District, PBS, to the newly established Fiscal Section, Military Railway Service, for the compilation of a report on the use of Italian railways.

In the future the Base Section will render weekly reports as of 1800 hours each Saturday to Fiscal Section, 774th Railway Grand Division, APO 512. The MRS Section will prepare monthly reports showing military, non-military and civil tonnage and passengers moved. (Reference: AFHQ cable F 71010 dated 5 May)

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TRANSPORTATION NEWS LETTER

Vol. I, No. 34 7 May 1945 Page 4

PORT OF BARI Ref. this story 34-7

(Refer to Map on Page 5)

Bari is the largest of the five Heel ports and has a daily capacity of approximately 5,000 tons per day. Although operated by the British, much of the tonnage discharged there is for the United States Air and Ground Forces.

Despite the fact that during most of the later part of the Italian carpaign Bari was much further from the Eight Army forward lines than the northern port of Ancona, Bari was called upon to accept a great part of the Eighth Army tonnage, particularly during the winter months when heavy swells made discharging in Ancona difficult.

Bari is the principal port in the support of the Balkans and has outloaded much supplies and equipment for the British and Allied troops in Italy, Greece, Yugoslavia and Albania.

One Liberty berth and many warehouses were destroyed 9 April in Bari when the Charles Henderson, a USA Liberty carrying ammunition, exploded while discharging at Berth No. 14. The blast destroyed and damaged several ships and cost many lives. A complete report of the damage has not yet been compiled.

Draft at the port entrance is 30 feet.

Berth No.	Draft	Length	Type	
1	10'	1170'	Lighter and schooner	alongside
2	12'		Lighter and schooner	alongside
3	14'	574'	Lighter and schooner	alongside
4	14'		Lighter and schooner	alongside
5	19'	280'	Coaster	alongside
6	16'6" fore 19'6" aft	1214'	Coaster	alongside
7	19' fore 17'6" aft		Coaster	alongside
8	18'		Coaster	
10	18'		Coaster & Hospital	alongside
11a	30'		Royal Navy	alongside
11b	30'		Holding, 2 vessels	stern to
12	29'	500'	Coal	alongside
12a	29'	200'	Schooner	alongside
13	30'	450'	Liberty	alongside
14	Damaged by explosion 9 April. Permanently unserviceable.			
15	30'	550'	Liberty	alongside
16	30'	1300'	Liberty	alongside
17	30'		Liberty	alongside
18	30'		Liberty	alongside
*21	30'	600'	Liberty	overside
*23	30'		Liberty	overside
San Cataldo Quay			LCTs	

*Vehicles may be discharged alongside on mole.

Summary:

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approximately 9,500 tons per day. Although operated by the British, much of the tonnage discharged there is for the United States Air and Ground Forces.

Despite the fact that during most of the later part of the Italian campaign Bari was much further from the Eight Army forward lines than the northern port of Ancona, Bari was called upon to accept a great part of the Eighth Army tonnage, particularly during the winter months when heavy swells made discharging in Ancona difficult.

Bari is the principal port in the support of the Balkans and has outloaded much supplies and equipment for the British and Allied troops in Italy, Greece, Yugoslavia and Albania.

One Liberty berth and many warehouses were destroyed 9 April in Bari when the Charles Henderson, a USA Liberty carrying ammunition, exploded while discharging at Berth No. 14. The blast destroyed and damaged several ships and cost many lives. A complete report of the damage has not yet been compiled.

Draft at the port entrance is 30 feet.

Berth No.	Draft	Length	Type	
1	10'	1170'	Lighter and schooner	alongside
2	12'		Lighter and schooner	alongside
3	14'	574'	Lighter and schooner	alongside
4	14'		Lighter and schooner	alongside
5	19'	280'	Coaster	alongside
6	16'6" fore 19'6" aft	1214'	Coaster	alongside
7	19' fore 17'6" aft		Coaster	alongside
8	18'		Coaster	
10	18'		Coaster & Hospital	alongside
11a	30'		Royal Navy	alongside
11b	30'		Holding, 2 vessels	stern to
12	29'	500'	Coal	alongside
12a	29'	200'	Schooner	alongside
13	30'	450'	Liberty	alongside
14	Damaged by explosion 9 April. Permanently unserviceable.			
15	30'	550'	Liberty	alongside
16	30'	1300'	Liberty	alongside
17	30'		Liberty	alongside
18	30'		Liberty	alongside
*21	30'	500'	Liberty	overside
*23	30'		Liberty	overside
San Cataldo Quay			LCTs	

*Vehicles may be discharged alongside on mole.

Summary:

Number Berths	Draft	Total Length	Type	
4	10'-14'	1744'	Lighter and schooner	alongside
1	29'	200'	Single schooner	alongside
*5	16'6-19'6"	1494'	Coaster	alongside
1	30'		Royal Navy	
1	29'	500'	Coal berth	alongside
5	30'	2300'	Liberty	alongside
2	30'	500'	Liberty	oversido
1	30'		Holding, 2 vessels	stern to
1 Quay			LCTs	

*Coaster berth No. 10 also accepts hospital ships.

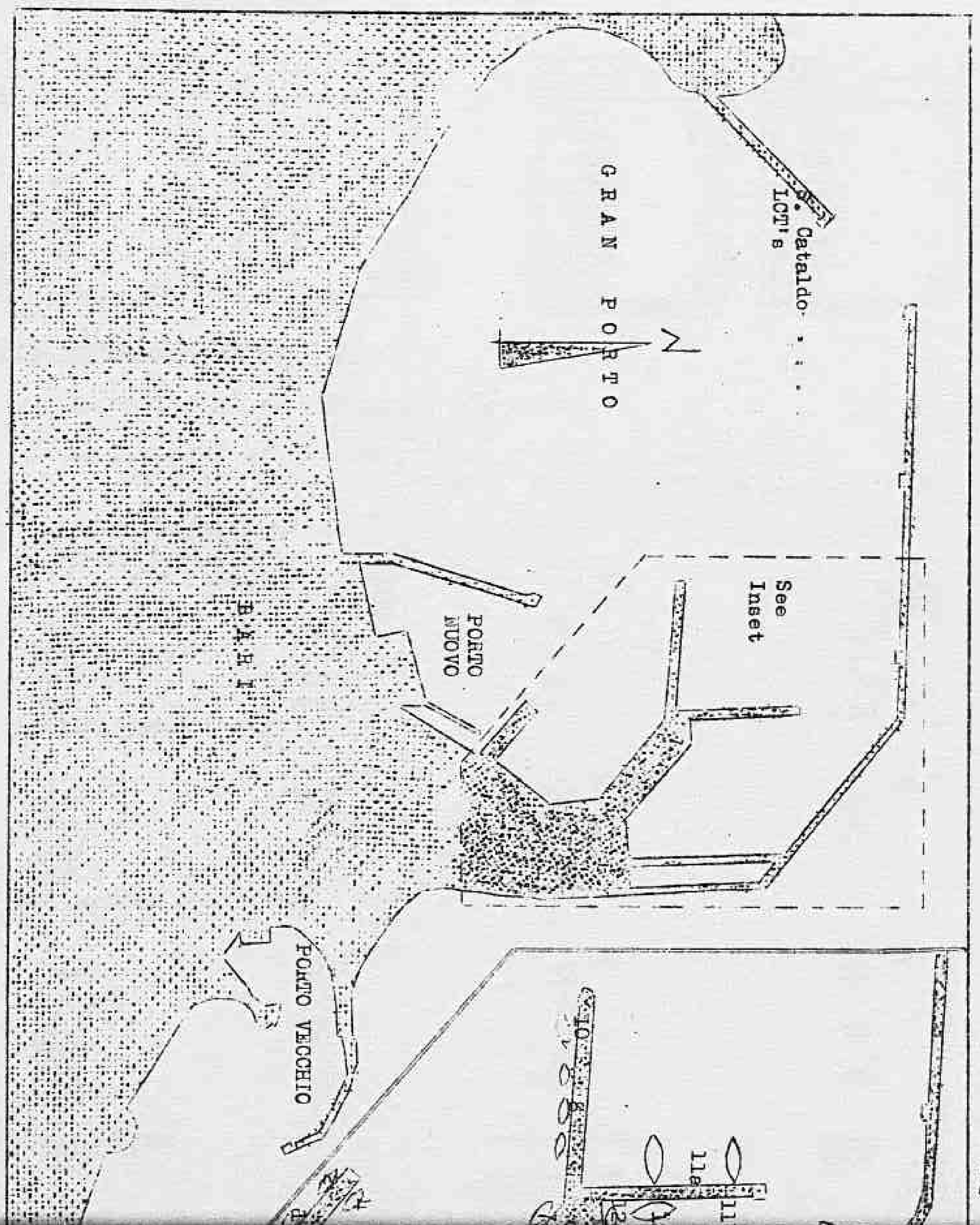
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TRANSPORTATION NEWS LETTER

PORT OF BARI


GRAN PORTO
Cataldo
LCT's
See Inset
PORTO NUOVO
PORTO VECCHIO
Ferry
Ferry
Ferry

0594

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TRANSPORTATION NEWS LETTER

ESTIMATED 34,049 PERSONNEL AVAILABLE FOR SHIPMENT TO U.S.

Ref. this story 34-8

An estimated 34,049 personnel will be available for shipment to the United States from this theater during May according to estimates made by the Transportation Section.

Breakdown:

Classification	Awaiting Shipment As of 1 May		Additional Expected to 1 May		Total	
Patients						
Army	728		3162		3690	
Navy	0		50		50	
POW	250		50		300	
Civilian	5		5		10	
Misc.	150		50		200	
		1133		3317		4450
Duty Officers (1st Class)						
Army	719		3393		4112	
Navy	11*		50		61	
Civilian	67		100		167	
Misc.	20		90		110	
		217		3633		4450
Enlisted (Troop Class)						
Army	1105		22671		23776	
Navy	268**		525		793	
POW	---		---		---	
Misc.	180		400		580	
		1553		23596		25149
Grand Totals		3503		30546		34049

*Includes 6 at Oran.
**Includes 150 at Oran.

Approximately 19,435 personnel, 4,040 patients and 15,395 duty, will be available for transportation to the U.S. during June.

(Reference: AFHQ cable FX-69293 dated 2 May)

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Leghorn		Naples(Bagnoli)		Naples	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
22 Apr.	468	25 Apr.	258	25 Apr.	850	25 Apr.	0
23 Apr.	274	26 Apr.	0	26 Apr.	400	26 Apr.	0
24 Apr.	366	27 Apr.	0	27 Apr.	500	27 Apr.	0
25 Apr.	360	28 Apr.	0	28 Apr.	400	28 Apr.	0

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Breakdown:

Classification	Awaiting Shipment As of 1 May	Additional Expected to 1 May	Total
Patients			
Army	728	3162	3890
Navy	0	50	50
POW	250	50	300
Civilian	5	5	10
Misc.	150	50	200
	1133	3317	4450
Duty Officers (1st Class)			
Army	719	3393	4112
Navy	11*	50	61
Civilian	67	100	167
Misc.	20	90	110
	217	3633	4450
Enlisted (Troop Class)			
Army	1105	22671	23776
Navy	268**	525	793
POW	---	---	---
Misc.	180	400	580
	1553	23596	25149
Grand Totals	3503	30546	34049

*Includes 6 at Oran.
**Includes 150 at Oran.

Approximately 19,435 personnel, 4,040 patients and 15,395 duty, will be available for transportation to the U.S. during June.

(Reference: AFHQ cable FX-69293 dated 2 May)

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Leghorn	
Date	Tons	Date	Tons
22 Apr.	468	25 Apr.	258
23 Apr.	274	26 Apr.	0
24 Apr.	366	27 Apr.	0
25 Apr.	360	28 Apr.	0
26 Apr.	807	29 Apr.	0
27 Apr.	849	30 Apr.	0
28 Apr.	670	1 May	0
Total	3794	Total	258
Daily Av	542	Daily Av	37

Naples(Bagnoli)		Naples	
Date	Tons	Date	Tons
25 Apr.	850	25 Apr.	0
26 Apr.	400	26 Apr.	0
27 Apr.	500	27 Apr.	0
28 Apr.	400	28 Apr.	0
29 Apr.	920	29 Apr.	0
30 Apr.	3130	30 Apr.	0
1 May	2190	1 May	0
Total	8390	Total	0
Daily Av	1199	Daily Av	0

AMPHIBIOUS TRAILER DEVELOPED

A water-tight amphibious cargo trailer designed and developed by the U.S. Marine Corps and first used in the Peleliu operations is being made available through the Ordnance Department. The trailer weighs 4,000 pounds and has a capacity of 6,000 to 8,000 pounds on land and water. It may be towed by DUKWs or LVTs.

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TRANSPORTATION NEWS LETTER

MAINTENANCE TONNAGES ACCEPTED FOR PERIOD 26 May-4 June

	Naples	Naples SubPorts	Pagnoli	Leghorn	Civita-vecchia	Piombino	Hool	Ancona
US Gnd Forces	9173	0	0	43228	0	0	7372	2876
US Air Forces	8200	0	0	6996	0	0	20900	3300
British Army	28090	0	0	250	0	0	19135	21559
Brit Air Forces	1198	0	0	0	0	0	372	0
Civil	9632	12000	0	500	7000	5000	0	2500
Coal	3500	0	10000	5000	8000	0	13500	4000
Totals	59793	12000	10000	55974	15000	5000	61279	34235

U.S. Bids for Movement by Sea to Points Outside Italy 26 May-4 June:

	from Naples	from Leghorn	from Bari	Total
To Marseilles	107	72	0	179
To United Kingdom	150	0	100	250
To United States	2707	921	1050	4678
To Middle East	25	0	25	50
To Casablanca	35	10	20	65
To Greece	25	0	0	25
To India	100	0	75	175
Totals	3149	1003	1270	5422

DIVERSION OF CONVOY UGS-88

SOUTHERN FRANCE---

David F. Houston — David Starr Jordan — Granville M. Dodge
James Dowdoin — Joseph T. Robinson — Lambert Cadwalador

NAPLES to berth or for on routing to ports north of NAPLES---

Amelia Earhart — Archbishop Lamy — John Fairfield
Joseph H. Nicholson

BARI---

Robert M.T.Hunter

The following vessels carrying U.S. Army cargo have been ordered back to the United States without discharging in this theater:

Elijah Kellogg — F.J.Luckenbach — Laura Bridgman
William P. Fessenden — Abner Nash

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Clinton Kelly — Balkan Area
Fort Finlay — Heel

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Brit. Air Forces	1192	0	0	0	0	0	0	0
Civil	9632	12000	0	500	7000	5000	0	2500
Coal	3500	0	10000	5000	8000	0	13500	4000
Totals	59793	12000	10000	55974	15000	5000	61279	34235

U.S. Bids for Movement by Sea to Points Outside Italy 26 May-4 June:

	from Naples	from Leghorn	from Bari	Total
To Marseilles	107	72	0	179
To United Kingdom	150	0	100	250
To United States	2707	921	1050	4678
To Middle East	25	0	25	50
To Casablanca	35	10	20	65
To Greece	25	0	0	25
To India	100	0	75	175
Totals	3149	1003	1270	5422

DIVERSION OF CONVOY UGS-88

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Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

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Clinton Kelly		Balkan Area
Fort Finlay		Heel
Fort Michipicoten	Coal	Gibraltar for orders
George E. Pickett	Wheat	Bone for partial discharge, thence to Bizerte for completion
Henry Clay	Grain	Casablanca
Horace Wells	Coal	Southern France
Melville Jacoby	Grain	Heel to lighten for Balkan area
Samuel Parker	[illegible] draft	Naples to discharge deck cargo, thence to Palermo for completion
City of Omaha		Constanza
Pierre Gibault		Odessa
William H. Aspinwall		Odessa

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PORT SITUATION---NAPLES AREA

	Discharged							Loaded
	No.	General Cargo			Breakdown by Ports				
	Veh	*U.S.	Brit.	Total	Naples	Salerno	C'Mare	T. Ann	All Ports
Apr. 25	22	5180	2994	8174	5826	5	2343	0	2232
Apr. 26	148	3751	3718	7469	5351	433	1685	0	2678
Apr. 27	255	3653	4908	8761	6769	993	779	220	2334
Apr. 28	118	4536	3179	7715	5571	1147	0	997	2852
Apr. 29	85	5902	2650	8552	6459	873	59	1161	2678
Apr. 30	22	7551	2782	10333	8512	478	0	1343	1813
May 1	4	5135	2775	7910	6109	0	1362	439	2408
Total	654	36928	23006	59924	44597	3929	6228	4160	16995
Daily Av	93	5137	3279	8416	6371	561	890	594	2428

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
Apr. 25	15	3389	0	3389	405
Apr. 26	36	4755	0	4755	916
Apr. 27	37	4690	196	4886	193
Apr. 28	30	3649	493	4142	0
Apr. 29	120	5663	364	6027	0
Apr. 30	14	6230	474	6704	0
May 1	28	6112	279	6391	0
Total	286	34488	1806	36294	1514
Daily Av	41	4927	258	5185	216

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No.	General Cargo			
	Veh	U.S.	*Brit.	Total	
Apr. 22	0	1350	2175	3525	964
Apr. 23	0	1940	3096	5036	559
Apr. 24	0	1280	3380	4760	793
Apr. 25	0	1519	2640	4159	788
Apr. 26	0	1540	1607	3147	1582
Apr. 27	0	3330	180	3510	1686
Apr. 28	0	2541	432	2973	2402
Total	0	13600	13510	27110	8774
Daily Av	0	1943	1930	3873	1253

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

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[illegible]	28	118	4536	3179	7715	5571	1147	0	997	2692
[illegible]	29	85	5902	2650	8552	6459	873	59	1161	2678
[illegible]	30	22	7551	2782	10333	8512	478	0	1343	1813
[illegible]	1	4	5135	2775	7910	6109	0	1362	439	2408
Total		654	34928	24965	59894	44597	3929	6228	4160	16995
Daily Av		93	5137	3279	8416	6371	561	890	594	2428

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
Apr. 25	15	3389	0	3389	405
Apr. 26	36	4755	0	4755	916
Apr. 27	37	4690	196	4886	193
Apr. 28	30	3649	493	4142	0
Apr. 29	120	5663	364	6027	0
Apr. 30	14	6230	474	6704	0
May 1	28	6112	279	6391	0
Total	286	34488	1806	36294	1514
Daily Av	41	4927	258	5185	216

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
Apr. 22	0	1350	2175	3525	964
Apr. 23	0	1940	3096	5036	559
Apr. 24	0	1280	3380	4760	793
Apr. 25	0	1519	2640	4159	788
Apr. 26	0	1540	1607	3147	1562
Apr. 27	0	3330	180	3510	1686
Apr. 28	0	2541	432	2973	2402
Total	0	13600	13510	27110	8774
Daily Av	0	1943	1930	3873	1253

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit	Total	
Apr. 22	0	620	2378	2998	108
Apr. 23	0	649	4070	4719	10
Apr. 24	0	53	3851	3904	0
Apr. 25	0	0	2746	2746	0
Apr. 26	0	105	6003	6108	158
Apr. 27	0	42	4738	4680	100
Apr. 28	0	52	3838	4290	87
Total	0	1521	27624	29145	463
Daily Av	0	209	3946	4214	66

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals

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TRANSPORTATION NEWS LETTER

STATUS OF CARGO VESSELS IN MAJOR PORTS

NAPLES as of 6 May

Awaiting Berth
To Discharge

Bartholdi
Nathan Hale

Discharging

Thomas Guardia 7
Rufus Peckham 9
Alexander Mitchell 10
Trevanion 14
Langlecrag 14
Fort Alexandria 14
Empire Nerissa 15
Colin McKinney 15
Sea Pool 15
Fort Panmure 15
Kohistan 15
Empire Bellard 16
Westmount Park 17
Frank Vanderlip 17

Loading

Samtay
Empire Don
John Sullivan

LEGHORN as of 7 May

Discharging

Trafalgar
Walker Forward
Joseph LeConte
Joseph Gale
Victor Herbert

Loading

Elihu Root

S. FRANCE as of 7 May

Awaiting Berth
To Discharge

Cape Falcon
Peter Donahue

Discharging

Zanesville Victory 8
Jacob Perkins 7
Cape Ardner 7
Billy Mitchell 8
Mayo Brothers 8
John Sergeant 8
John McKledge 7
R.M.Williamson 8
LaCrosse Victory 9
Kokomo Victory 12
Lewiston Victory 10
George Marr 7
Toussaint Louverture 7
Edward Hinton 13
Edwin Moore 13
Winchester Victory 9
John Gates 9
Pere Marquette 12
Hubert Bancroft 10
Henry Foote 13
Marina Raskova 13

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Nathan Hale

Discharging

Thomas Guardia 7
Rufus Peckham 9
Alexander Mitchell 10
Trevanion 14
Langlecrag 14
Fort Alexandria 14
Empire Nerissa 15
Colin McKinney 15
Sea Pool 15
Fort Panmure 15
Kohistan 15
Empire Ballard 16
Westmount Park 17
Frank Vanderlip 17

Loading

Samtay
Empire Don
John Sullivan

Joseph LeConte
Joseph Gale
Victor Herbert

Loading

Elihu Root

Peter Donahue

Discharging

Zanesville Victory 8
Jacob Perkins 7
Cape Arinof 7
Billy Mitchell 8
Mayo Brothers 8
John Sargeant 8
John McCledge 7
R.M.Williamson 8
LaCrosse Victory 9
Kokomo Victory 12
Lewiston Victory 10
George Marr 7
Toussaint Louverture 7
Edward Linton 13
Edwin Moore 13
Winchester Victory 9
John Gates 9
Pere Marquette 12
Hubert Bancroft 10
Henry Foote 13
Marina Raskova 13

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TRANSPORTATION NEWS LETTER

DISTRIBUTION:

ETOUSA	
1-2	CG(Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
AFHQ	
32	G-4 (I & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	Ag M & D
41-60	COT, AST, WD
61	DGTR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/ETO
69	CG, 15th Army Group (Attn: G-4)
70-71	CG, NYPS (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Denmark
80	DDTS, Italy, Rome
81	DDTRS, Italy Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn O
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 8th Port (Attn: I & E O)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase
94	Tpn O, Penbase South
95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm, New York
104-105	Department COF, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PCC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 675, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COF, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o pm, San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome, (Attn. Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Movcontrol, CMF, (Attn: Mov 3)
128	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
129-130	753rd Ry Shop Bn, APO 512

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5	G-2	63	CG, Oahu
6	G-3	64	CG, Ferbase
7	G-4 Plans	65	CG, MAF
8-9	G-4	66-68	CG, AFSC/HTO
10	G-4 S & R	69	CG, 15th Army Group (Attn: G-4)
11	QM	70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
12	Sig O	72-76	COT, ETOUSA
13	Surg	77-78	COMN, Eighth Fleet
14	CWS	79	CG, Ponbark
15	Engr	80	DDTS, Italy, Rome
16	Ord	81	DDTRS, Italy Rome
17-31	Tpn	82	CO, Norbase
		83	CO, Adriatic Base Command
AFHQ		84	CO, Penbase South
32	G-4 (M & Tn) Br	85	CO, Penbase South (Attn: Rail Tpn O
33	G-4 Log Plans	86-87	CO, 10th Port
34	G-3	88-89	CO, 8th Port
35	MRS Rep	90	CO, 8th Port (Attn: I & E O)
36	APB Naples	91	Tpn O, Deltabase
37	PSTO (Attn: SOPO)	92	Tpn O, Conad
38	Pet Sec	93	Tpn O, Penbase
39	WSA	94	Tpn O, Penbase South
40	Ag M & D		

95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
102-103	Chief, Trans Service, SOS, USAF, IET, APO 885, c/o pm, New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, San Francisco
106-107	Tpn O, AFEF, APO 757, c/o pm, New York
108-109	Port Tpn O, PCC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
116-117	COT, USF, China Theater, APO 879, c/o pm, New York
118-119	Tpn O, South Pacific Base Command, APO 502, c/o pm, San Francisco
120-121	Tpn O, POA, APO 958, c/o , San Francisco
122-123	Base Tpn O, United Kingdom Base, APO 413, c/o pm, New York
124-125	Allied Commission, Rome, (Attn. Tpn Sub Com)
126	Joint Railway Control Board, PBS, Naples
127	Movsouth, CMF, (Attn: Mov 3)
128	Army-Navy Staff College, New WD Bldg, Washington (Attn: Col. Kerr)
129-130	753rd Ry Shop Bn, APO 512

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69	CG, 15th Army Group (Attn: G-4)
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72-76	COT, ETOUSA
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80	DMRS Italy, Rome
81	DDMRS Italy, Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn Officer)
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 8th Port (Attn: I & E Officer)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase
94	Tpn O, Penbase South
95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	[illegible]TS, Naples [illegible] c/o PM San Francisco

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32	G-4 (M & Tn) Br
33	G-4 Log Plans
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35	MRS Rep
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38	Pet Sec
39	WSA
40	Ag M & D

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MEMORANDUM: To All Concerned.

SUBJECT: Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

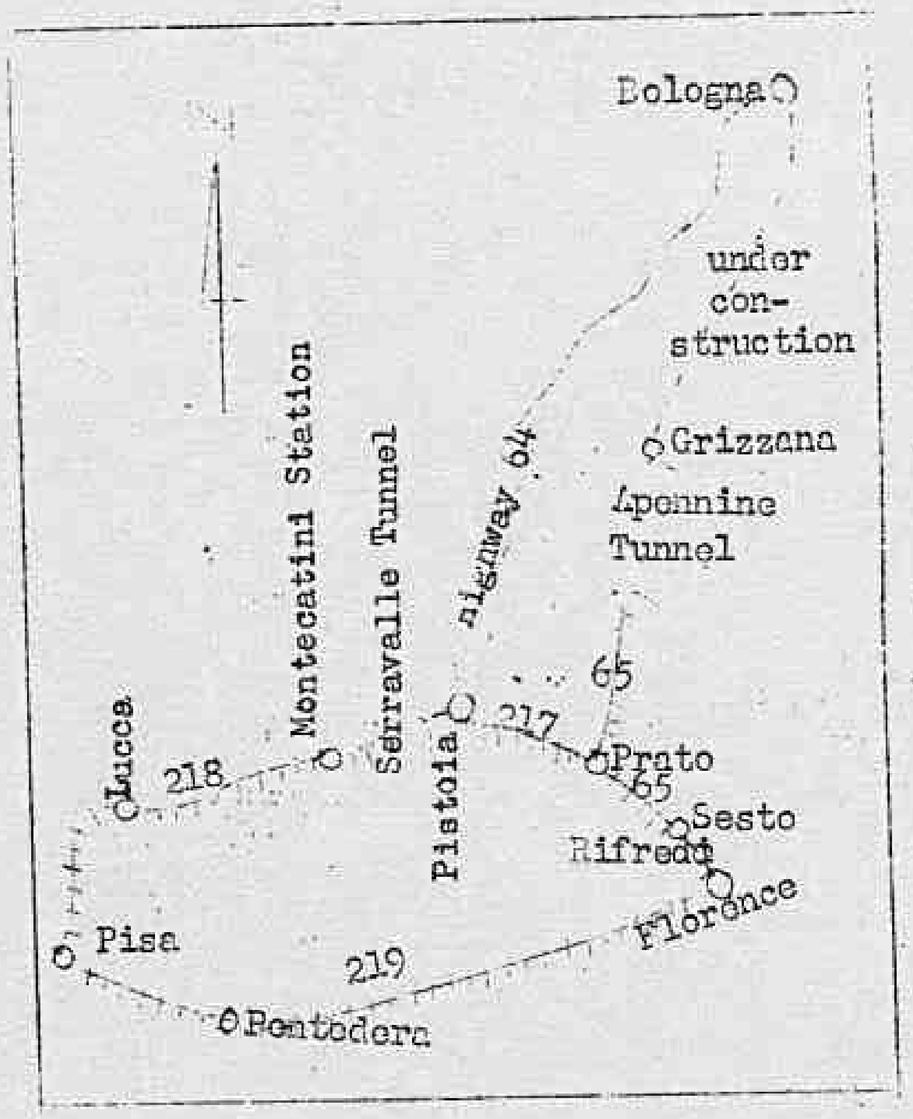
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Ref. this story 32-1

SERRAVALLE TUNNEL, LINE 218 COMPLETION ESTIMATED 10 MAY

Completion of the Serravalle Tunnel and Line 218 from Pisa to Pistoia is estimated 10 May. The line will provide a shorter rail route to the Fifth Army's new advance railhead at Grizzana than the present Pisa-Florence-Prato-Grizzana lines.

Originally Line 218 was to have been completed by 1 December, 1944, and a railhead established at Pistoia on the eastern end of the tunnel. It is at Pistoia that Highway 64, principal motor route to Bologna, meets Line 218. When it became apparent that there would be a great deal of work and difficulty in repairing Serravalle, a railhead was established at Montecatini Station on the west end of the tunnel instead.



As greater difficulties were encountered it was decided to rush the repair of Line 219, an alternate route from Pisa to Florence, as a roundabout way to Pistoia. The line had been badly damaged and reconstruction of the line had not been undertaken as a military project. The Italian State Railway started the repair work, and was given military aid when the line's immediate repair became essential.

Line 219 was completed 1 April making possible the opening of railheads at Pontedera, Campo Marte in Florence, Rifredi, Sesto and Prato.

The railhead at Grizzana also is scheduled to open 10 May with the completion of repairs to the 1½ mile long Apennine Tunnel, south of the railhead. Originally listed to have a capacity of 3,000 tons per day until 25 May and 4,000 tons thereafter, the railhead will open with a capacity of 4,000 tons per day and increase this to 5,000 tons after 25 May. (Reference: DRSI cable 176 A dated 19 April)

All rail freight for Montecatini Station, Pistoia, Prato and Grizzana, an estimated 6,000 tons per day, will be routed over Lines 218-217-65. Freight for Campo Marte, Rifredi, Sesto and Pontedera will be shipped over Lines 219

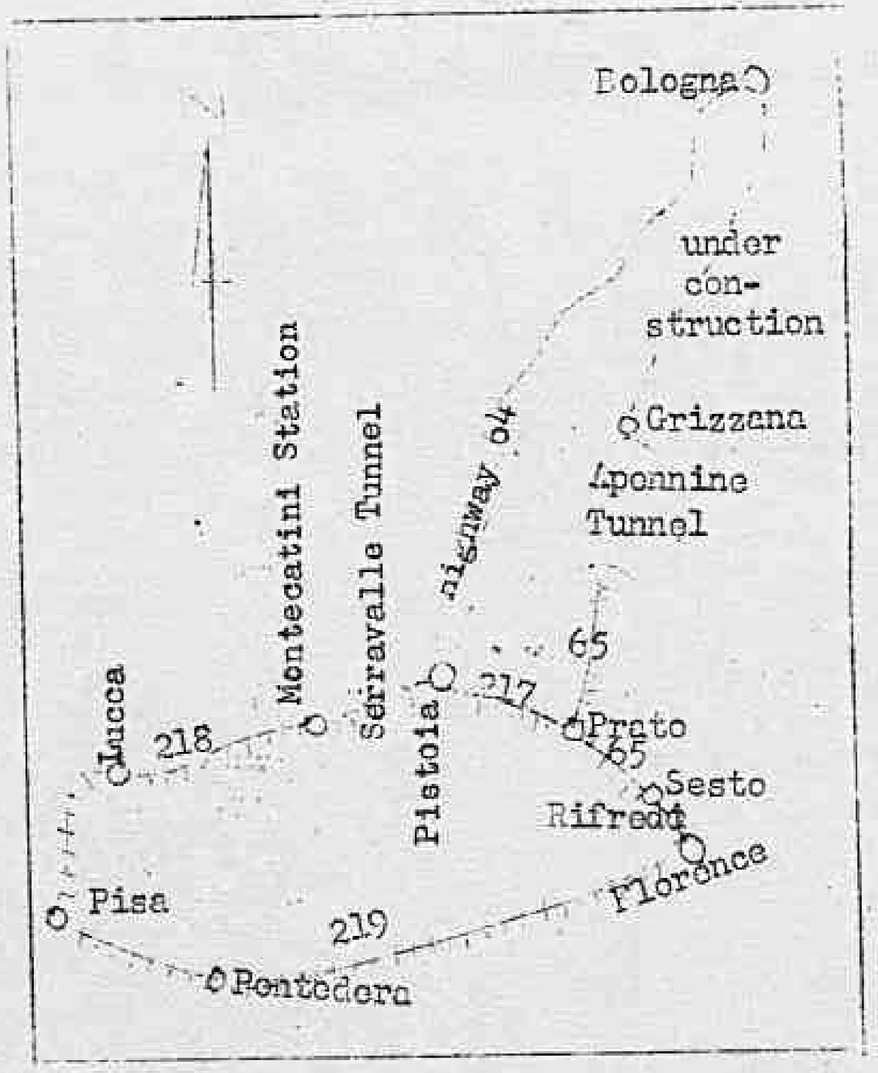
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Reconnaissance of Line 65 for completion from Grizzana to Bologna is now being made. Preliminary reports indicated that damage to rail lines immediately north of Grizzana is not as great as had been contemplated.

LIBERTIES FITTED TO LIFT GERMAN POWs FOR U.S.

Ref. this story 32-2

Fitted Liberty vessels are being used to transfer German prisoners of war from Marseille to the United States. The fitted vessels are loaded with cargo for the Mediterranean and European Theaters, and upon discharge call at Marseilles to lift the prisoners. Capacities vary from 350 to 1,000 prisoners per vessel.

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Ref. this story 32-3

255 RAIL CARS AWAIT LIFT IN NORTH AFRICA

A total of 255 rail cars are awaiting shipment to Southern France and Italy in North Africa as of 19 April.

During the week ending 19 April 30 gondolas and four cabooses were lifted by the Navy's LST seatrain ferry from Oran to Marseille, while the Bizerte -Reggio Calabria LST ferry lifted 43 boxcars and a mail car for Italy. One 40-ton box car was destroyed in a switching accident.

Breakdown of remaining cars:

Oran for Southern France	Oran for Italy	Bizerte for Italy
107 gondolas	2 gondola flats	71 box cars
13 cabooses	3 well cars	2 mail cars
	4 20-ton box flats	
	1 caboose	
	52 40-ton box flats	
120	62	73

The Navy is contemplating taking the seatrains out of service for 10 days for overhauling approximately 28 April.

Ref. this story 32-4

97 U.S. CIVILIAN SEAMEN MADE AVAILABLE TO ETO

Ninety-seven United States civilian seamen, contracted by the War Department to crew U.S. Army vessels in this theater are being made available for transfer to the European Theater of Operations. The seamen were declared surplus because of the transfer of nine Y-tankers to the War Shipping Administration.

Nine of the 10-Y tankers in the theater already have been transferred. Personnel of the tenth will be made available to ETO upon completion of the tanker's transfer to WSA. The transfer is being delayed until the tanker completes its present assignment.

Breakdown of ranks available to ETO:

1st Officers (IS)	5
2nd Officers (IS)	7
3rd Officers (IS)	8
Junior 3rd Officer (IS)	1
2nd Assistant Engineer (IS)	6
3rd Assistant Engineer (IS)	7
Able Bodied Seamen	18
Ordinary Seamen	12
Oilers	15
Cooks	7
Messmen	11
	97

IS denotes Inter-Island Service

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LCTs TO MARSEILLES Ref. this story 32-5

Twelve Navy LCTs (Landing Craft Tank) are to be sent to Marseille temporarily to operate a freight shuttle service through the Marseille-Rhone Canal. The canal is 47 miles long and runs from Marseille through the 4½ mile long Rove tunnel to Port de Bouc and Arles.

LCTs are particularly suitable for this assignment because they are low enough to clear the 21-foot bridges under which the canal runs.

The Rove tunnel runs under Nertho Ridge and is 59 feet wide at the basin. The height above the bottom of the basin is 50½ feet and the depth of the water in the basin is 13 feet 3 inches.

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RAIL BREAKS GET RAPID REPAIR

Ref. this story 32-6

Rapid repair of rail breaks which threatened to hamper the movement of supplies to forward areas during the Allies' great push into the Po Valley this week end was credited to the Military Railway Service's maintenance of way companies.

A railway culvert crossing was damaged by sabotage north of Senigallia on Line 86 (Ancona-Forli) on the morning of 19 April, but all repairs were completed by 1500 hours causing little delay in traffic.

Line 50 (Rome-Pisa) was blocked between Bibbona and Cecina at 1530 hours 19 April when a train consisting of a locomotive, deadhead locomotive and 50 empties ran onto a length of track which was under repair and was derailed. All wreckage was cleared by 0410 hours on 20 April.

The third mishap occurred on Line 89, the westernmost Rome-Naples route, on the morning of 19 April when a northbound train ran into an open switch at the north end of a tunnel south of Minturno. Cars which were still inside the tunnel were telescoped and derailed. Clearance of the track was difficult because the low ceiling and confining walls of the tunnel made impossible the use of wreckers to lift the cars. All traffic was rerouted over Line 90, eastern Rome-Naples railroad, and the blocked line was reopened on 22 April without delay to freight shipments.

NORTHERN BASE SECTION PERSONNEL TO BE LIFTED IN MAY AND JUNE

Ref. this story 32-7

All Northern Base Section personnel remaining on Corsica will be lifted during May and early June to complete the personnel closeout of the island.

First week in May two LSTs will begin a series of shuttle trips between Bastia and Leghorn to lift 1,900 personnel, 526 vehicles and 527 tons of organizational equipment.

During this time ten LCI(L)s (Landing Craft Infantry Large) will be used to make two shuttle trips to Marseille with approximately 3,000 Slavs, who worked on the island as service units.

Early in June three LSTs will make several lifts to transport 785 personnel and 321 vehicles to Leghorn, and three LCI(L)s will make single trips to Marseille with approximately 500 Slav troops.

524

Total personnel lifted during this period will be 6,185.

RUSSIANS IN ITALY TO BE REPATRIATED

Ref this story 32-8

Approximately 450 Russians liberated by the Fifth Army in Italy are

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Approximately 450 Russians liberated by the Fifth Army in Italy are to be transferred from the Fifth Army area to a Heel port by rail to await transportation back to Russia. As soon as sufficient Russians are assembled to justify a lift, a vessel will be nominated to transport the repatriates to a Black Sea port.

A program for the repatriating of 12,000 Russians a month has been set up at Marseille. Five personnel ships with an average capacity of 2,000 each will be used. Turnaround of these vessels is estimated at 17 or 18 days.

It is estimated that approximately 22,500 ex-prisoners of war and 70,000 displaced personnel are in Southern France. 55,000 of the displaced personnel are already located while 15,000 are scattered.

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THE PORT OF ANCONA

(See map of Port of Ancona on Page 5)

Ancona, British-operated forward port on the eastern coast of Italy, has only two alongside Liberty berths, but is capable of accepting approximately 4,500 tons of cargo per day.

Although located on the east coast, Ancona is situated on a hook of land in such way that entrances to the port must be made from the north and the west. During the summer, operation of the port is comparatively simple, but on many days during the winter great swells wash into the bay and make the harbor unusable.

Ancona is the principal seaport for the supplying of the Eighth Army and is the southern terminus of the Ancona-Forli portion or Railroad Line 86 into the Po valley.

Because a break in Line 86 between Ortona and Ancona makes it necessary for cargo moving by rail out of Heel ports to make a roundabout trip, much of the cargo is moved by schooner or coaster from the Heel ports to Ancona.

Two small personnel vessels operate between the Heel and Ancona carrying troops which otherwise would have to be moved forward by rail. The harbor has a maximum draft of 24 feet and is unable to accommodate full-size personnel ships for alongside discharge.

Berthing facilities:

Berth No.	Draft	Type of Berth	- Remarks
		Tanker berth	
1	24'	Liberty	Stern to
2		Royal Navy	For small operational craft
3		Lighter Quay	
4	20'	Liberty	Alongside
5		Not in Use	
6	24'	Liberty	Stern to
7	24'	Liberty	Stern to
8		Lighter Quay	
9		Not in Use	
10		Royal Navy	Mooring berth for small craft
11	20'	Personnel Ferry	For small personnel vessels shuttling between the Heel and Ancona
12	24'	Liberty	Stern to
13	24'	Hospital Ship	
14	18'	Coaster	Alongside
15		Lighter Quay	
16		Lighter Quay	
17		Lighter Quay	
18		Schooner	Can accommodate four schooners alongside

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18		Schooner		Can accommodate four schooners alongside
19	18'	Coaster		Alongside
20	18'	Coaster		Alongside
21	24'	Liberty		Stern to
22	24'	Liberty		Alongside
23	24'	Liberty		Stern to used in summer only
24	24'	Liberty		Stern to used in summer only

SUMMARY

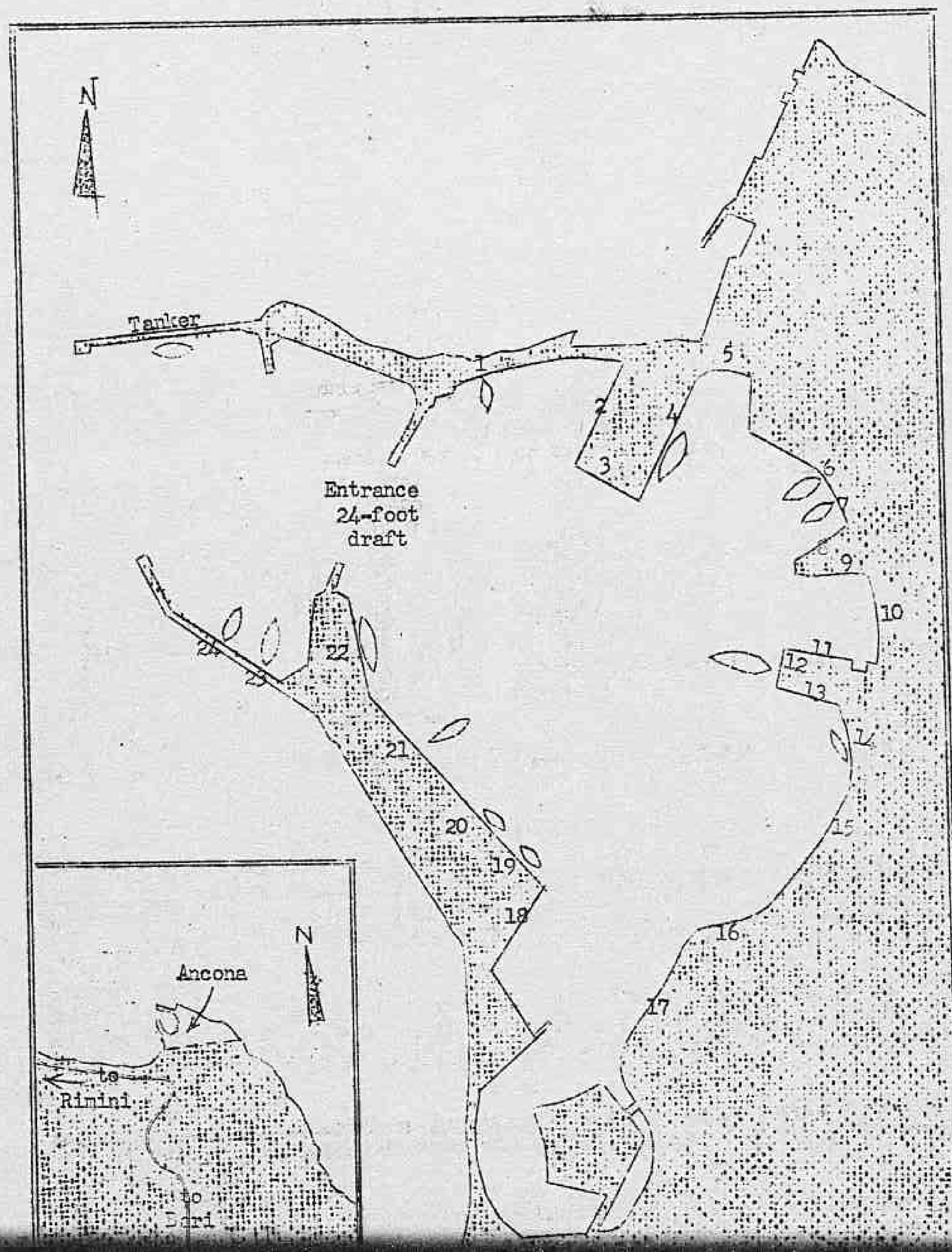
1 Liberty 24' draft alongside
1 Liberty 20' draft alongside

(Continued on Page 6)

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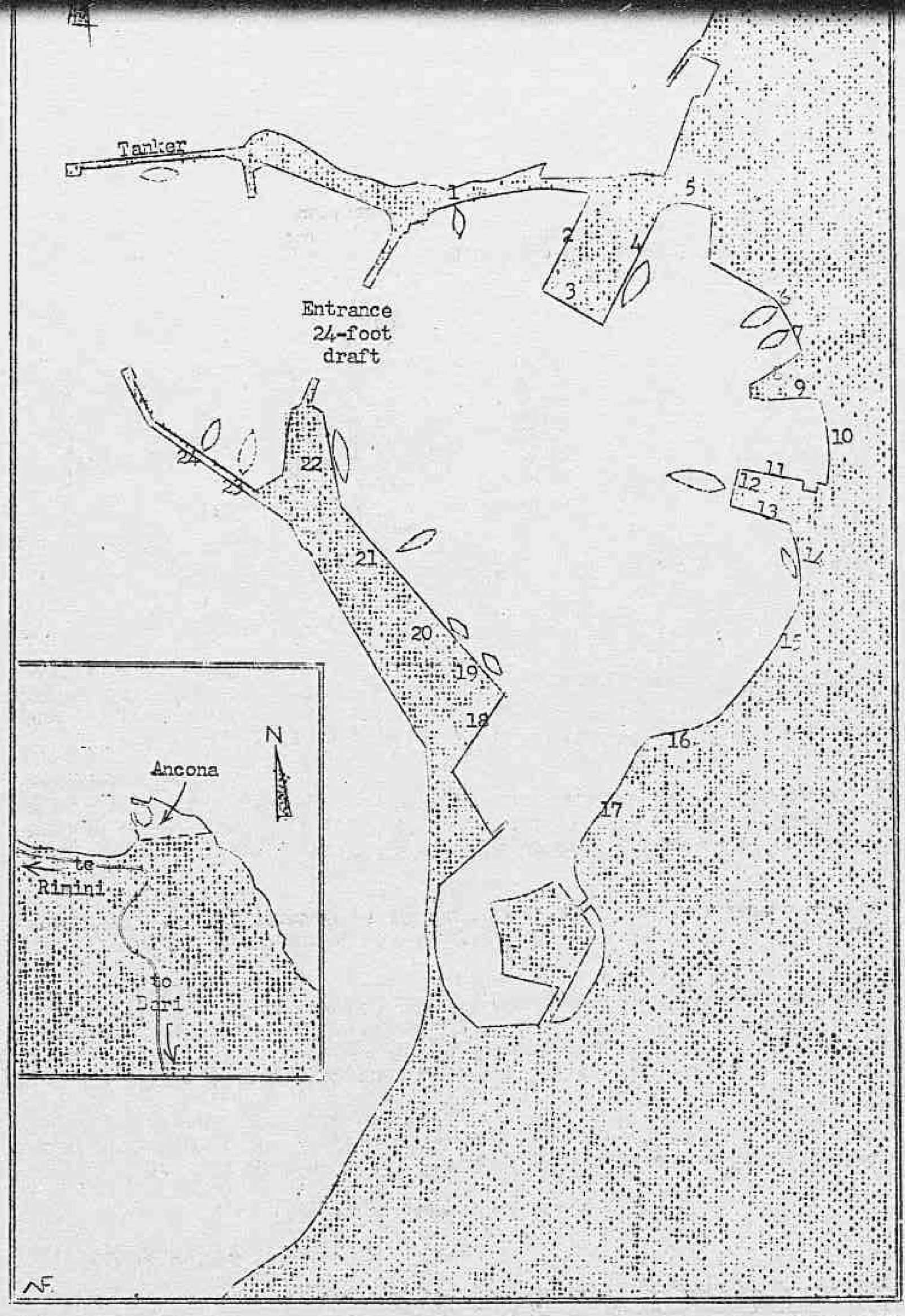
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PORT OF ANCONA



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PORT OF ANCONA (Cont'd from Page 4)

2 Not in use
5 Liberty 24' draft stern to
2 Liberty 24' stern to summer only
1 Tanker
2 Royal Navy
1 Personnel Ferry
1 Hospital Ship
1 Schooner Quay for four schooners
5 Lighter Quays
3 Coaster 18' draft alongside
25

MAINTENANCE TONNAGES ACCEPTED FOR PERIOD 16-25 MAY

	Naples	Bagnoli	Naples SubPorts	Leghorn	Civita-vecchia	Piombino	Ancona	Ancona
US Gnd Forces	10000	0	0	41935	0	0	7013	4098
US Air Forces	8200	0	0	6996	0	0	23900	3500
British Army	35772	0	0	300	0	0	26952	27393
Brit Air Forces	632	0	0	0	0	0	960	495
Alcom	16469	0	15330	660	18500	3000	10000	12901
Coal	4000	10000	0	5000	8000	0	14000	4000
POL	0	0	0	0	0	0	0	1500
Totals	75073	10000	15330	54891	26500	3000	82825	53807

U.S. Bids for Movement by Sea to Points Outside Italy 16-25 May:

	from Naples	from Leghorn	from Bari	Totals
To Marseilles	220	112	0	332
To Bastia	10	0	0	10
To Greece	50	0	0	50
To United States	2586	1297	1000	4883
To Middle East	50	0	35	85
To Casablanca	20	10	10	40
To United Kingdom	150	0	100	250
To India	100	0	0	100
Totals	3186	1419	1145	5750

7,960 TONS OF PRODUCE TO BE LIFTED FROM N.A.

Ref. this story 32-9

Three Liberty ships, not yet nominated, and the Italian refrigerator vessel, Genepesca, will lift a total of 7,960 tons of vegetables, fruit and eggs from North Africa for the military in Italy between 21 April and 21 June.

The Liberties are being fitted with five blowers and five exhausts each to assure ample ventilation in order to prevent spoilage of the potatoes. Because of the ventilation problem potatoes can be piled only nine bags high, thus lowering capacities of the vessels which carry them.

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The shipping schedule:

		Origin	Cargo
21 April	Genepesca	Tunis	355 tons fruit & veg.
10 May	Liberty No. 1	Casablanca	900 tons potatoes
17 May	Liberty No. 1	Algiers	1150 tons potatoes
20 May	Genepesca	Casablanca	355 tons eggs & veg.
20 May	Liberty No. 2	Casablanca	500 tons potatoes
27 May	Liberty No. 2	Algiers	1150 tons potatoes
2 June	Liberty No. 1	Casablanca	600 tons potatoes
9 June	Liberty No. 1	Algiers	1000 tons potatoes
15 June	Genepesca	Casablanca	700 tons potatoes
21 June	Liberty No. 3	Algiers	1250 tons potatoes

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DIVERSION OF CONVOY UGS-85

SOUTHERN FRANCE---

Cape Diamond	Hamlin Garland	Henry S. Foote
Marina Raskova	Moses Austin (fitted for POWs)	Paul Bunyan
Richard Alvey	Richmond P. Hobson	Robert E. Lewis
Robert G. Ingersoll	Sidney Sherman	Thomas W. Hyde (fitted for POWs)

NAPLES to berth or for on routing to LEGHORN---

Abigail Gibbons	Cape Corwin	Alexander Mitchell
Elihu Root	James Monroe (fitted for POWs)	
Thomas B. Robinson (fitted for POWs)		

BARI---

James Lykes

Vessels carrying other than U.S. Army-controlled cargo will discharge as follows:

Anna Odland	grain	Palermo
Charles H. Lanham	wheat	S. France
Empire Nerissa		Gibraltar/Naples
Fort LaHave		Gibraltar for orders
George Whitefield	wheat	S. France
J.H.Drummond	coal	S. France
John S. Sargent	grain	Balkans
Ocean Fame		Gibraltar for orders
Pere Marquette	coal	S. France
Richard Lyons		Naples/Catania/Crotone
Rufus W. Peckham		Naples
Steel Engineer		Bari
Trevanion		Naples
James Harlan		Odessa

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Leghorn		Naples		Bagnoli(Naples)	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
Apr. 8	354	Apr. 11	396	Apr. 11	0	Apr. 11	2635
Apr. 9	892	Apr. 12	367	Apr. 12	0	Apr. 12	2862
Apr. 10	593	Apr. 13	311	Apr. 13	0	Apr. 13	3350
Apr. 11	988	Apr. 14	200	Apr. 14	0	Apr. 14	599
Apr. 12	742	Apr. 15	82	Apr. 15	0	Apr. 15	344
Apr. 13	682	Apr. 16	0	Apr. 16	0	Apr. 16	308
Apr. 14	1425	Apr. 17	35	Apr. 17	0	Apr. 17	380
Total	5676	Total	1391	Total	0	Total	10498
Daily Av	811	Daily Av	199	Daily Av	0	Daily Av	1500

DAILY AVERAGE PORT CLEARANCE---NAPLES 11-17 April

522

BY RAIL

Declassified E.O. 12356 Section 3.3/NND No. 785021

Robert G. Ingersoll Sidney Sherman Thomas G. Lykes (fitted for POWs)

NAPLES to berth or for on routing to LEGHORN---

Abigail Gibbons Cape Corwin Alexander Mitchell
Elihu Root James Monroe (fitted for POWs)
Thomas B. Robinson (fitted for POWs)

BARI---

James Lykes

Vessels carrying other than U.S. Army-controlled cargo will discharge as follows:

Anna Odland	grain	Palermo
Charles H. Lanham	wheat	S. France
Empire Nerissa		Gibraltar/Naples
Fort LaHave		Gibraltar for orders
George Whitefield	wheat	S. France
J.H.Drummond	coal	S. France
John S. Sargent	grain	Balkans
Ocean Fame		Gibraltar for orders
Pere Marquette	coal	S. France
Richard Lyons		Naples/Catania/Crotone
Rufus W. Peckham		Naples
Steel Engineer		Bari
Trevanion		Naples
James Harlan		Odessa

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Leghorn		Naples		Bagnoli(Naples)	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
Apr. 8	354	Apr. 11	396	Apr. 11	0	Apr. 11	2655
Apr. 9	892	Apr. 12	367	Apr. 12	0	Apr. 12	2862
Apr. 10	593	Apr. 13	311	Apr. 13	0	Apr. 13	3350
Apr. 11	988	Apr. 14	200	Apr. 14	0	Apr. 14	599
Apr. 12	742	Apr. 15	82	Apr. 15	0	Apr. 15	344
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Total	5676	Total	1391	Total	0	Total	10498
Daily Av	811	Daily Av	199	Daily Av	0	Daily Av	1500

DAILY AVERAGE PORT CLEARANCE---NAPLES 11-17 April 522

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	5	76	13	191	54	767	62	865
BRITISH	37	588	45	713	119	1501	124	1606
TOTAL	42	664	58	904	173	2268	186	2471

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
U.S.	1187	2743
BRITISH	248	1721
TOTAL	1435	4464

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PORT SITUATION---NAPLES AREA

	Discharged						Loaded
	No.	General Cargo			Breakdown by Ports			
	Veh	*U.S.	Brit.	Total	Naples	Gaeta	Leghorn	All Ports
April 11	25	5137	3921	9058	8466	0	592	2218
April 12	47	5696	4565	10263	9452	0	811	1797
April 13	4	4858	5127	9985	9015	0	970	1321
April 14	3	1471	4422	5893	5185	8	700	1091
April 15	2	1551	4793	6344	5837	7	500	2100
April 16	67	724	4239	4963	4809	0	154	1644
April 17	16	413	3587	4000	3929	0	0	1978
Total	164	19837	30654	50492	46693	15	3727	12949
Daily Ave.	23	2837	4378	7215	6681	2	532	1764

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
April 11	159	5810	27	5837	0
April 12	194	6943	23	6966	39
April 13	203	4116	10	4126	234
April 14	304	3129	0	3129	411
April 15	386	6389	0	6389	268
April 16	300	6300	179	6479	327
April 17	186	6335	0	6335	462
Total	1732	39022	239	39261	1741
Daily Ave.	247	5575	34	5609	249

* Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No.	General Cargo			
	Veh	U.S.	*Brit.	Total	
April 8	22	3010	2447	5457	1505
April 9	0	0	0	0	0
April 10	12	2754	809	3563	9
April 11	0	165	1019	1184	598
April 12	11	497	213	710	62
April 13	28	1147	1530	2677	38
April 14	0	1500	1529	3029	268
Total	73	9073	7547	16620	2480
Daily Ave.	10	1296	1078	2374	354

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

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0620

April 14	3	1471	4422	5893	5185	8	700	1091
April 15	2	1551	4793	6344	5587	7	500	2100
April 16	67	724	4280	5063	4909	0	154	1844
April 17	16	478	3688	4166	3988	0	0	1978
Total	164	19827	39694	59522	49469	15	3127	12349
Daily Ave.	23	2837	4378	7215	6681	2	532	1764

* Includes all cargo other than British cargo,
. Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
April 11	159	5810	27	5837	0
April 12	194	6943	23	6966	39
April 13	203	4116	10	4126	234
April 14	304	3129	0	3129	411
April 15	386	6389	0	6389	268
April 16	300	6300	179	6479	327
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Total	1732	39022	239	39261	1741
Daily Ave.	247	5575	34	5609	249

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Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
April 8	22	3010	2447	5457	1505
April 9	0	0	0	0	0
April 10	12	2754	809	3563	9
April 11	0	165	1019	1184	598
April 12	11	497	213	710	62
April 13	28	1147	1530	2677	38
April 14	0	1500	1529	3029	268
Total	73	9073	7547	16620	2480
Daily Ave.	10	1296	1078	2374	354

* Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
April 8	0	0	3897	3897	352
April 9	6	0	3647	3647	599
April 10	0	0	4056	4056	292
April 11	7	165	2258	2423	483
April 12	0	168	3394	3562	348
April 13	0	141	2113	2254	75
April 14	0	58	2908	2966	0
Total	13	532	22273	22805	2149
Daily Ave.	2	76	3182	3258	307

* Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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STATUS OF SHIPS IN MAJOR PORTS

NAPLES as of 22 April

Discharging

Arthur Huddell 22
Empire Kumasi 22
Svet Vlaho 22
Frank Vanderlip 22
David Stone 25
Fort Panmure 26
Milton Foreman 28
Empire Peacock 28
Touissant Louverture 30
Joshua Lippincott 30
Ocean Vagrant 30

Loading

Samcrest
Frank Vanderlip
Santay

S. FRANCE as of 22 April

Discharging

Fridtjof Nanson 22
Isaac Wise 24
James Schurman 23
George Goethals 24
Daniel Lownsdale 24
John P. McGuire 23
Wayne McVeagh 23
Congo 30

Discharged, Awaiting Convoy or Orders

John Laurance
George Segor
Carillo
Robert Owen
Empire Gareth

LEGHORN as of 22 April

Awaiting Berth to Discharge

Samuel Shreve

Discharging

David Wilce
Rufus C. Dawes
Joaquin Miller
Brent
George Vickers
Samtredy
Virginian

Loading

Houston Volunteers

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Frank Vanderlip 22
David Stone 25
Fort Panmure 26
Milton Foreman 28
Empire Peacock 28
Touissant Louverture 30
Joshua Lippincott 30
Ocean Vagrant 30

Loading

Samcrest
Frank Vanderlip
Samtay

George Goethals 24
Daniel Lownsdale 24
John P. McGuire 23
Wayne McVeagh 23
Congo 30

Discharged, Awaiting Convoy or Orders

John Laurance
George Seger
Carillo
Robert Owen
Empire Gareth

Discharging

David Yulee
Rufus C. Dawes
Joaquin Miller
Brent
George Vickers
Samtredy
Virginian

Loading

Houston Volunteers

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NOTE: Figures following names of vessels indicate estimated date of completion.

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DISTRIBUTION:

MTOUSA	
1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
AFHQ	
32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pot Sec
39	MSA
40	AG M & D
41-55	COT ASF WD
56	DCMR, Lyons
57	CG, Deltabase
58	CG, Conad
59	CG, Penbase
60	CG, PLF
61-63	CG, AFSC/MTO
64	CG, 15th Army Group (Attn: G-4)
65	CG, Pembark
66-67	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
68-72	COT, ETOUSA
73-74	COMGEN, Eighth Fleet
75	DMRS ITALY, Rome
76	DDMRS ITALY, Rome
77	CO, Norbase
78	CO, Adriatic Base Command
79	CO, Penbase South
80	CO, Penbase South (Attn: Rail Tpn Officer)
81-82	CO, 10th Port
83-84	CO, 8th Port
85	CO, 8th Port (Attn: I & E Officer)
86	Tpn O, Deltabase
87	Tpn O, Conad
88	Tpn O, Penbase
89	Tpn O, Penbase South

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8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
AFHQ	
32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pot Sec
39	NSA
40	AG M & D
41-55	COT ASF ETO
56	DCOS, Lyons
57	CG, Deltabase
58	CG, Conad
59	CG, Penbase
60	CG, NATF
61-63	CG, AAFSC/MTO
64	CG, 15th Army Group (Attn: G-4)
65	CG, Pomark
66-67	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
68-72	COT, ETOUSA
73-74	COMGEN, Eighth Fleet
75	DIRS ITALY, Rome
76	DDIRS ITALY, Rome
77	CO, Norbase
78	CO, Adriatic Base Command
79	CO, Penbase South
80	CO, Penbase South (Attn: Rail Tpn Officer)
81-82	CO, 10th Port
83-84	CO, 8th Port
85	CO, 8th Port (Attn: I & E Officer)
86	Tpn O, Deltabase
87	Tpn O, Conad
88	Tpn O, Penbase
89	Tpn O, Penbase South.
90	Tpn O, Fifth Army
91	Tpn O, Adriatic Base Command
92	G-4, Fifth Army
93-94	NATS, Naples
95-96	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
97-98	Chief Trans Service, SOS, USAF IBT, APO 885, c/o pm, New York
99-100	Dept Chief of Trans, APO 830, c/o pm, New Orleans
101-102	Tpn C, AMET, APO 787, c/o pm, New York
103-104	Port Tpn O, PCG, APO 830, c/o pm, New Orleans
105-106	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
107-108	Chief Tpn O, USASOS, APO 707, c/o pm, San Francisco
109-110	Chief Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
111-112	Allied Commission Rome (Attn: Tpn Sub Com)
113	SHAEF Fwd, M & Tn, G-4 Division, FMD APO 757

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SECRET

TN S/C 116

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter. 42/5 9090

Published Weekly by the Office of Chief of Transportation, MTOUSA

PORT OF GENOA REPORTED TO BE IN GOOD CONDITION

Ref. this story 33-1

Early reconnaissance of the port of Genoa indicated that quays and harbor are heavily mined, but that it will be ready to accept cargo shortly.

Port Commander Genoa reported 29 April that two coasters can be accepted over the beach provided landing craft or Dukws are available. Approach and anchorages must be swept for mines.

Port entrances are completely blocked except for one possible channel capable of taking one small vessel. No estimated time of clearance has been determined.

All quays in the port were prepared for demolition with about 500 heavy charges and mines, but were not blown. About 73 magnetic and acoustic mines are believed to be in the port while more mines are believed to be in the port entrances.

Three diesel tankers of about 9000 tons each were found near completion on the shipbuilding slips in the port with facilities for rapid launching. Dry dock and ship repair facilities in the port are in good condition.

The city itself is damaged little. It is believed that buildings are available for housing personnel. Bridge and rail exit bridges are intact; the water supply is intact; roads are good; petrol storage tanks are in good condition, and the local labor supply is adequate. The electric supply is available from a source still in enemy hands (29 April). The local power station is badly damaged and has no coal supply.

(References: Port Commandant Genoa cable 290930B, and NOIC Party J cable 292322B)

The Port of Genoa is comparable to Marseilles in importance and size on the Mediterranean. It is enclosed for four miles and has a total area of over 1,000 acres. It consists of four basins protected from seaward by a continuous detached breakwater 2½ miles long, and can accommodate the largest vessels.

The town is highly industrial, its fields of industry including foodstuffs, shipbuilding, iron smelting, engineering and armament. (Reference: ISTD Report K/206, October, 1943)

15th ARMY GROUP MOVING FROM FLORENCE TO BOLOGNA

Ref. this story 33-2

Command Group, 15th Army Group (Filpot) will move from Florence to Bologna approximately 1 May, and Administrative Group, 15th Army Group (Foxglove) will follow approximately 4 May. Because of a reduction in telephone circuits between AFHQ and 15th Army Group it is requested that calls be limited to os-

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Postponed (Ch 6 Sum) 530

After the move of the Command Group and prior to the move of the Administrative Group calls to Foxglove will be placed through the exchange "Florence".

TRANSPORTATION SECTION, 5th ARMY, MOVES — Ref. this story 33-3

Transportation Section, Fifth Army, has moved its headquarters from Signa to a point northwest of Bologna.

The telephone exchange is Transportation and may be reached through the Lightning or Vicksburg switchboards. All extension numbers are to remain the same.

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SECRET

TRANSPORTATION NEWS LETTER

Vol. I. No. 33 30 April, 1945 Page 2

FIVE BERTHS RELEASED TO ITALIAN GOVERNMENT

Ref. this story 33-4

Five berths in the port of Naples are to be released to the Italian Government effective 1 May for use in discharging certain Italian operated vessels. The Chief of Transportation will retain control over allocation of the berths.

The berths include:

One full Liberty berth (discharge over tanker hulk)
One stern to berth for Italian Naval Craft
One deep coaster berth
Two partial Liberty berths. (also to be used by Allied tankers. Tankers will retain priority.)

None of the berths are served by rail.

The area of the Italian berths will be fenced off completely from the rest of the port and a system of passes installed.

For the present the Port Commandant will be responsible for the supply and maintenance of cargo gear for the Italian port area. Tugs, lighters, cranes and other heavy equipment will remain in the general port pool and demands for use of such equipment submitted through Port Commandant channels.

Until such time as the complete control of berthing in Naples reverts to the Italian Ministry of Marine, the Royal Navy will continue to be responsible for berthing of vessels.

RETENTION OF EXCESS ROLLING STOCK SOUGHT

Ref. this story 33-5

Possibility of retaining in Italy for civilian use U.S. railway rolling stock not required in other theaters or in the U.S. is being studied here.

Rolling stock available Italians at present is not sufficient to meet civilian requirements, and a requisition for large quantities of rolling stock for the Italian State Railways is being prepared by Allied Commission. It has been suggested that U.S. rolling stock not required elsewhere be applied on the proposed requisition. (Reference: AFHQ cable F 65448 dated 25 April)

The War Department, for planning purposes only, announced that only diesel locomotives will be moved in the withdrawal of equipment program following cessation of hostilities. Other rolling stock will be disposed of in accordance with conditions which prevail at the time it is declared excess.

Floating equipment capable of moving under its own power or being towed will be moved. (Reference: AGWAR cable W 73767 dated 27 April)

CANCELLATION, CURTAILMENT OF REQUISITIONS REQUESTED

Ref. this story 33-6

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The berths include:

One full Liberty berth (discharge over tanker hulk)
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CANCELLATION, CURTAILMENT OF REQUISITIONS REQUESTED

Ref. this story 33-6

Cancellation or curtailment of all possible requisitions is being urged by the War Department in order to reduce shipments from the Zone of Interior and to speed the Pacific endeavor.

Supply services have been asked to make an immediate check of operational requirements of all items in light of the current military situation and to take prompt positive action to cancel or curtail outstanding requisitions wherever possible.

Theater requirements, particularly for critical items, should be screened against theater stockage with the view of reducing shipments from the Zone of Interior. Prompt action in reporting excesses will permit instructions to be issued for expeditious use of return shipping.

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SECRET

60 OIL-BURNING LOCOMOTIVES AWAITING SHIPMENT TO MTO

Ref. this story 33-7

Sixty oil burning locomotives, a portion still due on Requisition A-180, are available for shipment to the Mediterranean Theater at New York Port of Embarkation. In addition eight coal burners are also available and will be shipped to this theater with oil burner converters.

Fifty-three of the locomotives are scheduled to be lifted by the Seatrain "Texas" soon.

Requisition A-180 for a total of 203 oil-burning locomotives was approved 8 January, 1944. With 14 en route to this theater at present and 68 awaiting shipment at the New York POE, four remain to be accounted for.

SEATRAIN "TEXAS" MAY LIFT CAPTURED GIANT WEAPON

Ref. this story 33-8

The Seatrain "Texas" bringing locomotives to this theater, may be used to lift the gun barrel and carriage of "Anzio Annie", 280 mm. German railroad gun, now at Taranto awaiting shipment to the United States.

Use of the Texas for this lift has been approved by the War Department and the vessel will be surveyed when it arrives in Naples to determine whether it is suitable to make the lift.

The gun and carriage was moved by rail from the Anzio area to Taranto to be deckloaded onto a tanker or tankers after cradles were prefabricated in Naples. At Taranto, however, it was determined that to lift the heavy weapon by British tanker would require a week of bracing and reinforcing work on the deck and that such delay was undesireable. No American tankers large enough to make the lift are available.

The gun and carriage have been broken down into five component parts.

Tube and breech assembly	96 tons
Carriage	66 tons
Cradle	30 tons
Bogie	20 tons
Bogie	20 tons
	232 tons

Assembled the weapon has an overall length of 97 feet. In operation "Anzio Annie" consisted of four railroad cars. One car, however, was too badly damaged to move and the other two were lifted at Naples several weeks ago.

ALBANIA-ITALY FLIGHT SCHEDULED

Ref. this story 33-9

One flight per week between Italy and Albania will be made each Wednesday, Mediterranean Air Transport Service announced. A plane will depart Bari at 0700 (GMT) and will arrive in Tirana at 0800 (GMT). The return trip

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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The gun and carriage have been broken down into five component parts.

Tube and breech assembly	96 tons
Carriage	66 tons
Cradle	30 tons
Bogie	20 tons
Bogie	20 tons
	232 tons

Assembled the weapon has an overall length of 97 feet. In operation "Anzio Annie" consisted of four railroad cars. One car, however, was too badly damaged to move and the other two were lifted at Naples several weeks ago.

ALBANIA-ITALY FLIGHT SCHEDULED — Ref. this story 33-9

One flight per week between Italy and Albania will be made each Wednesday, Mediterranean Air Transport Service announced. A plane will depart Bari at 0700 (GMT) and will arrive in Tirana at 0800 (GMT). The return trip will leave Tirana at 0900(GMT) and arrive in Bari at 1000 (GMT). For B time, now in effect in Caserta, add two hours to GMT.)

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FIFTH ARMY LEAVE TRAIN DISCONTINUED: ROME-TO-LEGHORN TRAIN ESTABLISHED — Ref. this story 33-9-

The Montecatini-Rome Fifth Army leave train has been discontinued effective 28 April, and a Leghorn-Rome leave train established 29 April.

The new train will leave Leghorn every Sunday and Wednesday and will leave Rome every Tuesday and Saturday. Equipment will consist of a baggage car and sufficient coaches to accommodate 550 persons.

PBS leave and furlough personnel and British Army and Air Force leave and replacement personnel will use the train. (Reference: AFHQ cable FX 54397 dated 23 April)

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THE PORT OF BRINDISI Ref. this story 33-10

(Refers to Map on Page 5)

Brindisi, one of the five British-controlled Med ports (Brindisi, Bari, Monopoli, Taranto and Barletta) is the second largest of the five with a capacity of approximately 2,500 tons per day.

The port has six coaster berths with a total length of 2,190 feet and five MT/Store Ship berths with a total length of 3,200 feet. In addition there are two long quays for the berthing of Z craft and lighters and eight anchorage berths.

The berths:

Berth No.	Type	Draft	Length
1	Coaster alongside	21'	280'
2	MT/Store alongside	23'6"	460'
3	Coaster alongside	23'6"	290'
4	MT/Store alongside	20'6"	740'
5	MT/Store alongside	28'	1460'
6	MT/Store alongside	23'6"	
7	MT/Store alongside	23'	540'
8	Coaster alongside	21'	500'
9	Coaster alongside	22'	260'
10	Coaster alongside	18'	400'
11	Coaster alongside	14'	400'
A	Lighter & Z Craft		
B	Lighter & Z Craft		
Outer Harbor	Anchorage berths for eight vessels		

Summary:

6	Coaster Berths 14' to 23'6"
5	MT/Store Berths 20'6" to 28'
2	Lighter & Z Craft Quays
8	Anchorage berths
21	

FIFTH ARMY TRANSPORTATION USING PLANE FOR ROAD PATROL Ref. this story 33-11

An L-4 Piper Cub airplane is now being used by Fifth Army Transportation for road patrol and traffic control. Equipped with loud speakers for direct communication with persons on the ground, Movement Control and MP observers are able to survey road and traffic conditions hurriedly. The plane keeps close contact with Traffic Control Points and Military Police patrols.

Convoy commanders, vehicle drivers and other concerned have been ordered to comply with instructions received from these aircraft in the same manner as they would with instructions received from TCP or MP personnel on the ground. These instructions may be given directly by the plane's loud speakers or by

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The port has six coaster berths with a total length of 2,130 feet and five MT/Store Ship berths with a total length of 3,200 feet. In addition there are two long quays for the berthing of Z craft and lighters and eight anchorage berths.

The berths:

Berth No.	Type	Draft	Length
1	Coaster alongside	21'	280'
2	MT/Store alongside	23'6"	460'
3	Coaster alongside	23'6"	290'
4	MT/Store alongside	20'6"	740'
5	MT/Store alongside	28'	
6	MT/Store alongside	23'6"	1460'
7	MT/Store alongside	23'	540'
8	Coaster alongside	21'	500'
9	Coaster alongside	22'	260'
10	Coaster alongside	18'	400'
11	Coaster alongside	14'	400'
A	Lighter & Z Craft		
B	Lighter & Z Craft		
Outer Harbor	Anchorage berths for eight vessels		

Summary:

6	Coaster Berths 14' to 23'6"
5	MT/Store Berths 20'6" to 28'
2	Lighter & Z Craft Quays
8	Anchorage berths
21	

FIFTH ARMY TRANSPORTATION
USING PLANE FOR ROAD PATROL

Ref. this story 33-11

An L-4 Piper Cub airplane is now being used by Fifth Army Transportation for road patrol and traffic control. Equipped with loud speakers for direct communication with persons on the ground, Movement Control and MP observers are able to survey road and traffic conditions hurriedly. The plane keeps close contact with Traffic Control Points and Military Police patrols.

Convoy commanders, vehicle drivers and other concerned have been ordered to comply with instructions received from these aircraft in the same manner as they would with instructions received from TCP or MP personnel on the ground. These instructions may be given directly by the plane's loud speakers or by messages dropped to the ground. The messages are dropped in canvas message cases attached to yellow streamers. Persons finding messages not intended for themselves are asked to deliver them to the nearest MP or TCP as quickly as possible.

The airplane may be identified by yellow discs painted on the underside of the left wing and ... the right side of the fuselage, and two yellow stripes on both the vertical and horizontal tail surfaces.

VEHICLES ARRIVING ON NEW TYPE SHIP

Ref. this story 33-12

The Frederic C. Howe, a vessel constructed especially for the transportation of mechanized artillery, is sailing in convoy UGS-87 with a cargo for Western Italy which includes 160 vehicles, total deadweight 1,062 long tons, measurement weight 5,812 tons. The vessel is believed to be the first EC-2 discharged in this Theater. It is listed for priority discharge in Western Italy.

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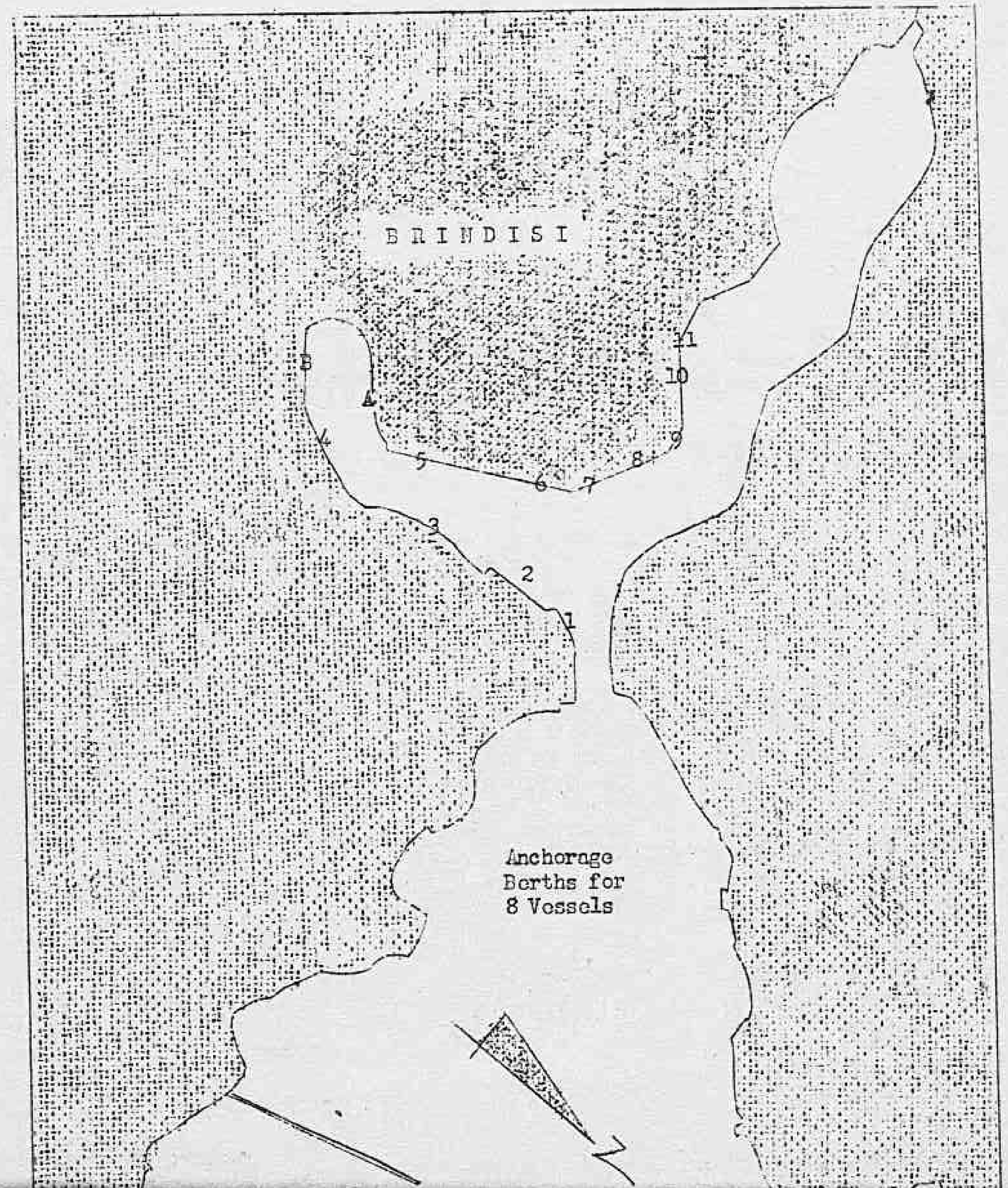
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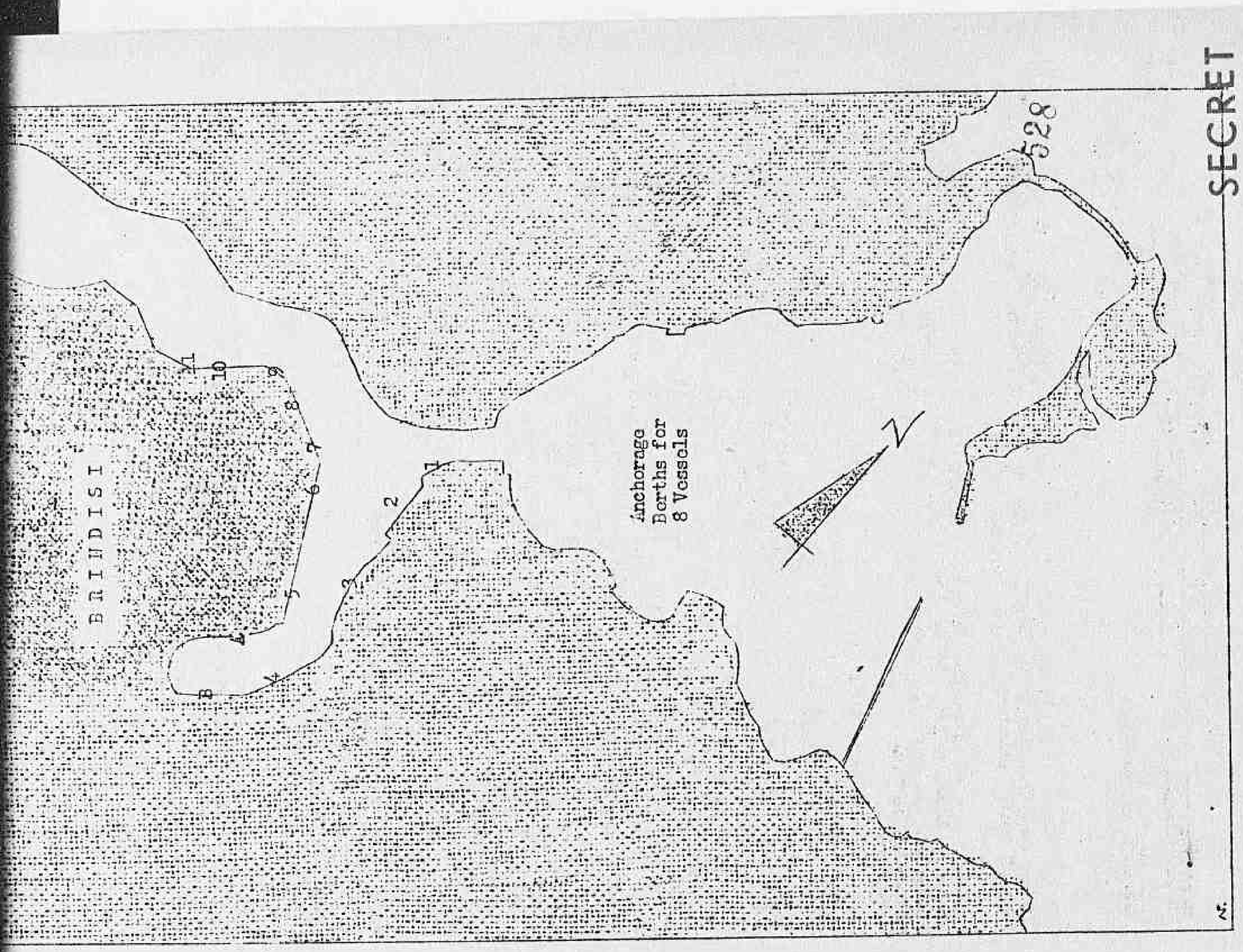
PORT OF BRINDISI



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VISITORS' SERVICE OFFERED BY OCOT IN WASHINGTON, DC

Ref. this story 33-13

An office to assist Transportation Corps personnel from overseas who are in Washington, whether on mission or visiting, has been established by the Overseas Operations Group, OCOT, in The Pentagon.

The purpose of the office is to aid visitors in establishing contact with appropriate Chiefs of Divisions and Branches of OCOT and with other echelons of the War Department, to assist in problems such as travel and hotel reservations, and to guide visitors through the vast expanses of The Pentagon and the National Capital generally.

All Transportation Corps personnel returning from overseas are invited to make the office their headquarters.

The office address is Overseas Operations Group, Office of the Chief of Transportation, Room 4-D-718, The Pentagon. The telephone number is Republic 6700, extension 74828.

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Leghorn		Naples		Bagnoli(Naples)	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
Apr. 15	1198	Apr. 18	701	Apr. 18	0	Apr. 18	1860
Apr. 16	838	Apr. 19	699	Apr. 19	0	Apr. 19	3963
Apr. 17	842	Apr. 20	682	Apr. 20	0	Apr. 20	3087
Apr. 18	723	Apr. 21	605	Apr. 21	0	Apr. 21	2068
Apr. 19	940	Apr. 22	436	Apr. 22	0	Apr. 22	2128
Apr. 20	1169	Apr. 23	449	Apr. 23	0	Apr. 23	0
Apr. 21	949*	Apr. 24	135	Apr. 24	0	Apr. 24	130
Total	6659	Total	3707	Total	0	Total	13336
Daily Av	951	Daily Av	530	Daily Av	0	Daily Av	1891

*Includes 163 tons of coke.

DAILY AVERAGE PORT CLEARANCE---NAPLES 18-24 April

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	7	103	4	54	30	425	35	519
BRITISH	15	236	19	281	94	1185	105	1291
TOTAL	22	339	23	335	124	1610	140	1810

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
U.S.	931	1830
BRITISH	206	1158
TOTAL	1137	2988

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COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Leghorn		Naples		Bagnoli(Naples)	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
Apr. 15	1198	Apr. 18	701	Apr. 18	0	Apr. 18	1860
Apr. 16	838	Apr. 19	699	Apr. 19	0	Apr. 19	3963
Apr. 17	842	Apr. 20	682	Apr. 20	0	Apr. 20	3087
Apr. 18	723	Apr. 21	605	Apr. 21	0	Apr. 21	2068
Apr. 19	940	Apr. 22	436	Apr. 22	0	Apr. 22	2128
Apr. 20	1169	Apr. 23	449	Apr. 23	0	Apr. 23	0
Apr. 21	949*	Apr. 24	235	Apr. 24	0	Apr. 24	130
Total	6659	Total	3707	Total	0	Total	13235
Daily Av	951	Daily Av	530	Daily Av	0	Daily Av	1891

*Includes 163 tons of coke.

DAILY AVERAGE PORT CLEARANCE---NAPLES 18-24 April

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	7	103	4	54	30	425	35	519
BRITISH	15	236	19	281	94	1385	105	1291
TOTAL	22	339	23	335	124	1810	140	1810

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
U.S.	931	1830
BRITISH	206	1158
TOTAL	1137	2988

DIVERSION OF CONVOY UGS-87 (Cont'd from Page 7)

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Big Foot Wallace
John N. Robins
Lyman Abbott
Meerkerk
Samota
William D. Moxie
William F. Jorman
Francis Lewis

Heel/Dubrovnik
Oran/Algiers/Tunis
Western Italy
Gibraltar for Orders
Messina/Reggio
Balkan Area
Naples
Odessa

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DIVERSION OF CONVOY UGS-86

SOUTHERN FRANCE

Alf Lindberg	Billy Mitchell	Capo Avinof
Eugene E. O'Donnell	Florence Crittenton	Jacob Perkins
John Millodge	John Sergeant	John W. Gates
Mayo Brothers	Peter Donahue	R.M.Williamson

NAPLES to berth or for on routing to LEGHORN---

A. Frank Lever	Henry Jocelyn	John La Farge
Joseph Galo	Victor Herbert	Walter Forward

BARI---

Joseph Alston	Robert Trimble

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Amoriki	Naples/Civitavecchia
Collin McKinney	Naples
Edward N. Hinton	S. Franco
Edwin G. Weed	Bizerte
Edwin W. Moore	S. Franco
Fred E. Joyce	Casablanca/Alexandria
Fort Alexandria	Naples/Castellammare
Harriet Tubman	Heel/Ancona
Henry Watterson	Cagliari
Hubert Howe Bancroft	S. Franco
Jasper F. Cropsey	Oran/Algiers
John W. Davis	Naples/Civitavecchia
Tomas Guardia	Naples/Civitavecchia
Westmount Park	Naples
William A. Dobson	Oran
Yamaska Park	Gibraltar for orders
Dolmar	Piraeus to load deck cargo for Constanza discharge
Philip H. Sheridan	Odessa

DIVERSION OF CONVOY UGS-87

SOUTHERN FRANCE---

Amar J. Pothier	Brockholst Livingston	Carl Zachary Webb
Grant Wood	Hilary A. Herbert	Job Stuart
John Chandler	John M. Morehead	Joseph Hewes
Robert Rogers	Theodore Foster	
William Dean Howells		

SOUTHERN FRANCE and LEGHORN---

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Mayo Brothers | Peter Donahue | R.P. Williamson

NAPLES to berth or for on routing to LEGHORN---

A. Frank Lever | Henry Jocelyn | John La Farge
Joseph Galo | Victor Herbert | Walter Forward

BARI---

Joseph Alston | Robert Trimble

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Ameriki	Naples/Civitavecchia
Collin McKinney	Naples
Edward N. Hinton	S. France
Edwin G. Weed	Bizerte
Edwin W. Moore	S. France
Fred E. Joyce	Casablanca/Alexandria
Fort Alexandria	Naples/Castellammare
Harriet Tubman	Hool/Ancona
Henry Wattorson	Cagliari
Hubert Howe Bancroft	S. Franco
Jasper F. Cropsey	Oran/Algiers
John W. Davis	Naples/Civitavecchia
Tomas Guardia	Naples/Civitavecchia
Westmount Park	Naples
William A. Dobson	Oran
Yamaska Park	Gibraltar for orders
Delmar	Piraeus to load deck cargo for Constanza discharge
Philip H. Sheridan	Odessa

DIVERSION OF CONVOY UGS-87

SOUTHERN FRANCE---

Amar J. Pothier | Brookholst Livingston | Carl Zachary Webb
Grant Wood | Hilary A. Herbert | Jeb Stuart
John Chandler | John M. Morehead | Joseph Hewes
Robert Rogers | Theodore Foster
William Dean Howells

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SOUTHERN FRANCE and LEGHORN---

Abangarez (reefer)

NAPLES to berth or for on routing to LEGHORN---

Alfred I DuPont | George M. Bibb | James Duncan
Walter Wellman

BARI---

Cornelius Harnett | George H. Dern | Henry W. Grady
Smith Thompson

AZORES---

Gatun

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(Continued on Page 6)

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PORT SITUATION---NAPLES AREA

		Discharged							Loaded
	No.	General Cargo			Breakdown by Ports				
	Veh	*U.S.	Brit.	Total	Naples	Salerno	C'mare	T. Ann	All Ports
Apr. 18	70	2275	4534	6809	6809	0	0	0	1512
Apr. 19	27	5533	4067	9600	9560	40	0	0	1962
Apr. 20	40	4446	3509	7955	7325	30	600	0	1505
Apr. 21	42	4690	2708	7398	6361	10	1027	0	1255
Apr. 22	0	4857	1766	6623	5144	10	1402	67	658
Apr. 23	0	3655	1971	5626	4323	10	993	300	1348
Apr. 24	0	3613	1823	5436	3749	10	1503	174	2096
Total	187	29069	20378	49447	43271	110	5525	541	10856
Daily Av	27	4153	2911	7064	6182	16	789	77	1551

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
Apr. 18	34	6768	324	7092	489
Apr. 19	58	6176	271	6447	0
Apr. 20	90	6053	0	6053	157
Apr. 21	192	6010	0	6010	571
Apr. 22	98	5400	0	5400	480
Apr. 23	30	3856	0	3856	340
Apr. 24	8	3161	0	3161	156
Total	510	37424	595	38019	2173
Daily Av	73	5346	85	5431	310

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded
	No.	General Cargo			
	Veh	U.S.	*Brit.	Total	
Apr. 15	0	0	2557	2557	200
Apr. 16	0	426	2665	3091	358
Apr. 17	0	672	2933	3605	302
Apr. 18	0	222	2689	2911	222
Apr. 19	16	0	1624	1624	95
Apr. 20	16	679	3127	3806	58
Apr. 21	0	638	2720	3358	110
Total	32	2637	18315	20952	1345
Daily Av	5	377	2616	2993	192

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

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Apr. 21	42	4690	2708	7398	6361	16	1027	0	1289
Apr. 22	6	4857	1766	6623	5144	10	1402	67	658
Apr. 23	0	3655	1971	5626	4323	10	993	300	1048
Apr. 24	0	3613	1823	5436	3749	10	1503	174	2096
Total	187	29069	20378	49447	43271	110	5525	541	10856
Daily Av	27	4153	2911	7064	6182	16	789	77	1551

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
Apr. 18	34	6768	324	7092	489
Apr. 19	58	6176	271	6447	0
Apr. 20	90	6053	0	6053	157
Apr. 21	192	6010	0	6010	571
Apr. 22	98	5400	0	5400	480
Apr. 23	30	3856	0	3856	340
Apr. 24	8	3161	0	3161	156
Total	510	37424	595	38019	2173
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*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

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	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
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Apr. 16	0	426	2665	3091	358
Apr. 17	0	672	2933	3605	302
Apr. 18	0	222	2689	2911	222
Apr. 19	16	0	1624	1624	95
Apr. 20	16	679	3127	3806	58
Apr. 21	0	638	2720	3358	110
Total	32	2637	18315	20952	1345
Daily Av	5	377	2616	2993	192

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
Apr. 15	19	1750	1742	3492	673
Apr. 16	0	1580	1711	3291	703
Apr. 17	0	758	1651	2409	1430
Apr. 18	0	0	1615	1615	1889
Apr. 19	0	0	2590	2590	1835
Apr. 20	0	120	2857	2977	1401
Apr. 21	13	1360	3262	4622	1332
Total	32	5568	15428	20996	9263
Daily Av	5	795	2204	2999	1323

Weight of wheeled vehicles and bulk POL not included in totals.
*Includes all cargo other than U.S. cargo.

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STATUS OF SHIPS IN MAJOR PORTS

NAPLES as of 29 April

Discharging

Cape Trafalgar 29
Toussaint Louverture 30
Joseph LeConte 30
Ocean Vagrant 1
Boryslaw 1
Cape Corwin 2
Fort Panmure 2
Joshua Lippincott 2
Charles Coutant 3
Walter Fleming 5
Fort Marin 6
Langlecrag 6
Alex Mitchell 14
Trevanion 14

Discharged, Awaiting Convoy or Orders

Carlton
Rufus Peckham

Loading

Samtay
Theodore Parker
George Marr
Samuel Shreeve
Virginian
Toussaint Louverture
Cape Trafalgar

Loaded, Awaiting Convoy or Orders

Abigail Gibbons

LEGHORN as of 29 April

Discharging

George Vickers
C.H.M. Jones
Somerset
Elihu Root
James Monroe
Granston Victory
Nathan Hale
Thomas Robinson
James Barbour

S. FRANCE as of 29 April

Discharging

Felipe DeNevo 29
Raymond Clapper 29
William Yancey 29
James Caldwell 29
Joseph Lee 29
John Fiske 2
Chapel Hill Victory 3
Hamlin Garland 3
Cape Diamond 2
Sidney Sherman 4
Richard Alvey 2
Robert Lewis 2
Moses Austin
Robert Ingersoll 3
Paul Bunyan 2
Richard Hobson 2
Henry Foote 4
Marina Raskova 4
Pere Marquette 4
J.H.Drummond 4
Benjamin Franklin 29
Robert Lovett 29
Thomas Hyde 4
Oneida Victory 4
Nicholas Gilman 29
R.J.F. Reynolds 29

Discharged, Awaiting Convoy or Orders

George Vickers

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NOTE: Figures after names of vessels indicate estimated date of completion

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Cape Trafalgar 29
Touissant Louverture 30
Joseph LeConte 30
Ocean Vagrant 1
Boryslaw 1
Cape Corwin 2
Fort Panmure 2
Joshua Lippincott 2
Charles Coutant 3
Walter Fleming 5
Fort Marin 6
Langlecrag 6
Alex Mitchell 14
Trovanion 14

Discharged, Awaiting
Convoy or Orders

Carlton
Rufus Peckham

Loading

Samtay
Theodore Parker
George Marr
Samuel Shreeve
Virginian
Touissant Louverture
Cape Trafalgar

Loaded, Awaiting
Convoy or Orders

Abigail Gibbons

George Vickers
C.H.M. Jones
Samcrest
Elihu Root
James Monroe
Cranston Victory
Nathan Hale
Thomas Robinson
James Barbour

Philips Beneve 29
Raymond Clapper 29
William Yancey 29
James Caldwell 29
Joseph Lee 29
John Fiske 2
Chapel Hill Victory 3
Hamlin Garland 3
Cape Diamond 2
Sidney Sherman 4
Richard Alvey 2
Robert Lewis 2
Moses Austin
Robert Ingersoll 3
Paul Bunyan 2
Richard Hobson 2
Henry Foote 4
Marina Raskova 4
Pere Marquette 4
J.H.Drummond 4
Benjamin Franklin 29
Robert Lovett 29
Thomas Hyde 4
Oneida Victory 4
Nicholas Gilman 29
R.J.F. Reynolds 29

Discharged, Awaiting
Convoy or Orders

George Vickers

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NOTE: Figures after names of vessels indicate estimated date of completion

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TRANSPORTATION NEWS LETTER

DISTRIBUTION:

MTOUSA	
1-2	CG(Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
41-60	COT ASF WD
61	DGMR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Group (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS Italy, Rome
81	DDMRS Italy, Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn Officer)
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 8th Port (Attn: I & E Officer)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase
94	Tpn O, Penbase South
95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm San Francisco

AFHQ	
32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	Ag M & D

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3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	Ag M & D
41-60	COT ASF WD
61	DGMR, Lyons
62	CG, Deltabase
63	CG, Conad
64	CG, Penbase
65	CG, MAAF
66-68	CG, AAFSC/MTO
69	CG, 15th Army Group (Attn: G-4)
70-71	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
72-76	COT, ETOUSA
77-78	COMM, Eighth Fleet
79	CG, Pembark
80	DMRS Italy, Rome
81	DDMRS Italy, Rome
82	CO, Norbase
83	CO, Adriatic Base Command
84	CO, Penbase South
85	CO, Penbase South (Attn: Rail Tpn Officer)
86-87	CO, 10th Port
88-89	CO, 8th Port
90	CO, 8th Port (Attn: I & E Officer)
91	Tpn O, Deltabase
92	Tpn O, Conad
93	Tpn O, Penbase
94	Tpn O, Penbase South
95	Tpn O, Fifth Army
96	Tpn O, Adriatic Base Command
97	G-4, Fifth Army
98-99	MATS, Naples
100-101	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm San Francisco
102-103	Chief, Trans Service, SOS, USAF, IBT, APO 885, c/o pm New York
104-105	Department COT, Panama Canal Dept., APO 830, c/o pm, New Orleans
106-107	Tpn O, AMET, APO 787, c/o pm, New York
108-109	Port Tpn O, PGC, APO 795, c/o pm, New York
110-111	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
112-113	Chief Tpn O, USASOS, SWPA, APO 707, c/o pm, San Francisco
114-115	Tpn O, Alaskan Department, APO 942, c/o pm, Seattle
116-117	Allied Commission, Rome, (Attn: Tpn Sub Com) — SP 489(2)(116-117)
118-119	753 Ry Shop Tpn, APO 512
120	Joint Railway Control Board, PBS, Naples
121	Movsouth, CMS, (Attn: Mov 3)
122	Army-Navy Staff College, New War Dept. Building, Washington, D.C. (Attn: Col. KERR)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

MEMORANDUM: To All Concerned

SUBJECT : Transportation News Letter

4/31/3 112

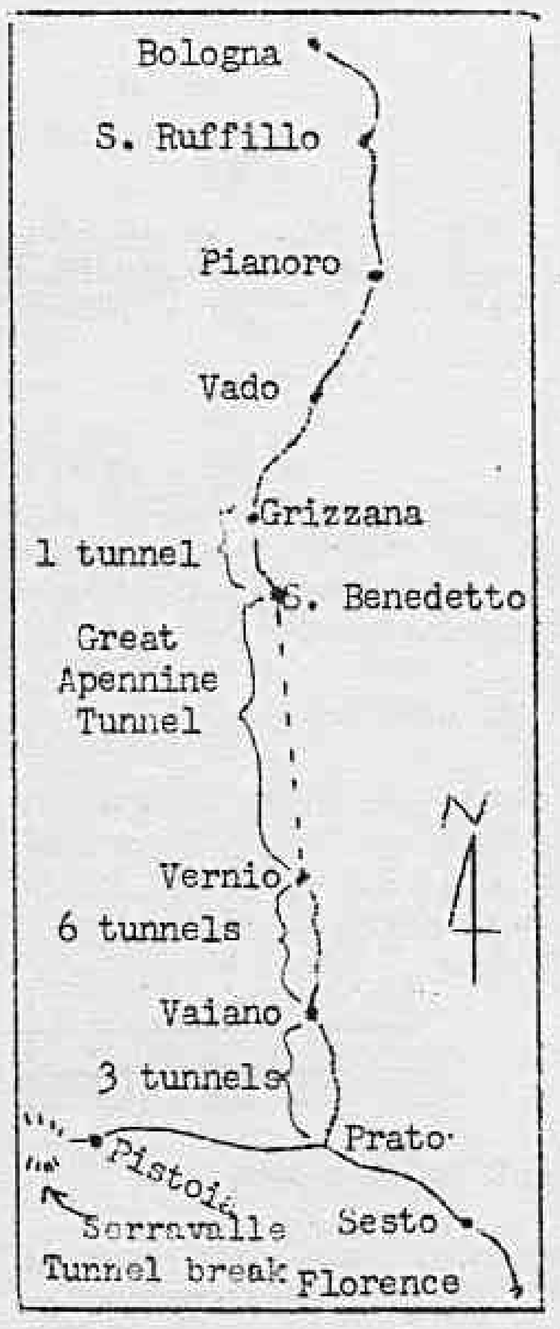
Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 31 16 April, 1945 Page 1

APENNINE TUNNEL, GRIZZANA RAILHEAD TO OPEN 10 MAY

Ref. this story 31-1

Rail line 65 will be opened from Prato to Grizzana and the railhead at Grizzana will be in operation 10 May. (Reference: DRSI cable 176 dated 16 April)



The railhead will open with a capacity of 3,000 tons per day until 25 May when it will be increased to 4,000 tons per day.

Line 65 runs from Prato north to Bologna, a distance of approximately 50 miles by rail. Grizzana is located about 28 miles north of Prato.

Originally a target date of 1 March was set for completion of the line to Grizzana, but this was altered after an entrance had been forced into the Great Apennine Tunnel and a reconnaissance made of the damaged interior.

The tunnel, one of the world's longest, runs for 11½ miles under the Apennine Mountains and is one of 11 railroad tunnels between Grizzana and Prato. The tunnel varies in height from approximately 24 to 27 feet and in peacetime was double tracked.

Original construction work on the tunnel was started in 1920 and completed in 1929. Much gas and water were encountered in digging making construction work difficult.

One tunnel between Grizzana and S. Benedetto, the Pian di Solta, is two miles long, while other tunnels between Prato and Grizzana vary in length from .12 to .62 miles.

The development of Grizzana will relieve Fifth Army trucks from a great deal of work as highway supply routes out of Prato and Pistoia are mountainous.

BOMB WING MOVES OUT OF CORSICA

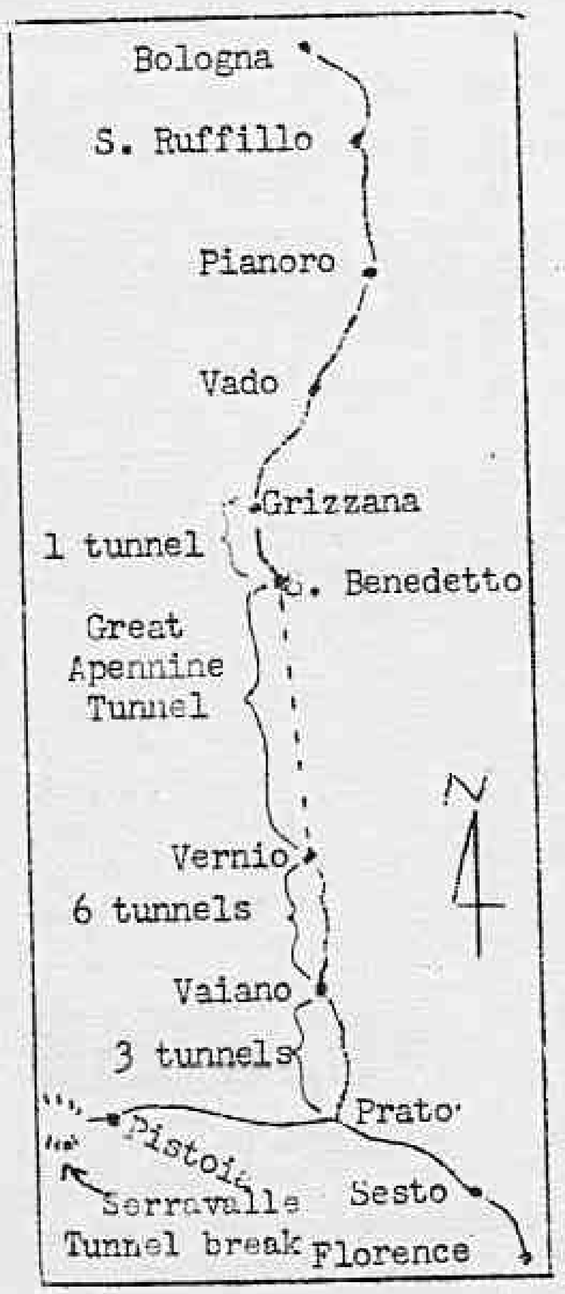
Ref. this story 31-2

520

The move of the 57th Bomb Wing from Corsica to the Italian mainland, involving the lifting of 3,202 personnel and 2,309 vehicles, was completed 16 April. Thirty-four LST lifts were made in the move. Total personnel was less than anticipated because of the large numbers flown from the island to air

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The first half of the move was made between 2 and 7 April and the last half between 11 and 16 April.

TRANSFER OF EIGHT Y TANKERS COMPLETED

Ref. this story 31-3

Five Y tankers were turned over to the War Shipping Administration for operation 15 April bringing to eight the total number released. Transfer of two remaining Y tankers will be delayed.

SECRET

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SECRET

NAVY TO OVERHAUL LST SEATRAINS

Ref. this story 31-4

The LST seatrains engaged in lifting rolling stock from Bizerte to Reggio Calabria and from Oran to Marseilles will be taken out of service for 10 days to permit the Navy to overhaul and service the vessels.

The Navy has requested that at the end of this period both vessels be placed in service between Bizerte and Reggio in order to clear the North African port as soon as possible. The Navy is closing out port installations there. Should both seatrains be assigned to the Bizerte-Reggio run no further shipments would be made to Southern France until shipments to Italy are completed.

A 40-ton Lima crane has been shipped from Naples to Reggio so that it may be used in lifting railroad cars from the top deck of the LSTs. Previously the seatrains coming to Reggio could not be deck loaded as facilities for discharging cars from the deck were not available.

It has been requested that the balance of cars due to be shipped to France from North Africa be diverted to Italy. This would help relieve a critical car shortage in Italy and would speed the close out of North Africa. Balance of cars due France from North Africa on 12 April was 146.

(Reference: AFHQ cable FX 60237 dated 15 April)

SHIPPING SCHEDULE SET FOR NORBASE CLOSEOUT

Ref. this story 31-5

A shipping schedule which calls for the removal of 19,450 tons of cargo from Corsica to Italy between 16 April and 11 May has been set up for the closing out of Northern Base Section. This cargo plus approximately 250 vehicles and 650 tons of pipeline and pierced steel planking represents all tonnage known at present to be on the island for outloading.

Twelve coasters have been set up to lift the 19,450 tons.

At present two ocean-going barges of 300 tons each are loading at Bastia for Leghorn as a test of the feasibility of using a barge line between Corsica and Leghorn. If the test is deemed a success it is contemplated putting five barges into Calvi, Porto Vecchio and other shallow points to clear out odd bits of cargo.

Since 25 March, 10,271 tons of cargo have been lifted from the Island.

ROME-BARI LEAVE TRAIN CUTS SCHEDULE BY THREE HOURS

Ref. this story 31-6

Travel time on the Rome-Bari leave train was cut almost three hours from the time schedule originally announced. The original schedule would require 22 hours while the revised schedule requires 19 hours and 18 minutes.

The leave train, established for American personnel stationed in the

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The leave train, established for American personnel stationed in the Bari area, leaves Bari at 1342 hours each Saturday and arrives in Rome at 0900 hours on Sundays. The return train leaves Rome at 2130 hours on Thursdays and arrives in Bari at 1645 hours on Fridays.

Stops of 45 minutes are made for meals at Benevento. The leave train has a capacity of 600 persons.

BILLS OF HEALTH NO LONGER REQUIRED — Ref. this story 31-6

Vessels and aircraft clearing for ports in the United States or U.S. possessions no longer require bills of health according to a letter from the American Consulate General.

SECRET

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OPERATION OF RAILROADS IN ITALY Ref. this story 31-7

(Refer to map on Page 4)

Well over half of the railroads in Allied-occupied Italy have been turned back to the Italian State Railways.

The ISR now operates all railroads south of Rome plus Line 50 from Rome to Grosseto and Line 65 from Rome to Arezzo. This does not include the Sud-Est Railroad, a small independent line operating in the Puglia area in the Heel of Italy.

The greater part of the Italian lines now are operated by the Italian State Railways under the general direction of the Military Railway Service. The ISR reports to the Director, MRS, Italy. General policies are set up by MRS and carried out by Italian personnel. There is no interference in the actual operation of the railroads.

Liaison between ISR and the Allied Military is carried on by boards consisting of representatives of MRS, Movements and Transportation (British) and Peninsular Base Section. All matters concerning military traffic or the ISR operation of the railroads must be taken up through MRS.

Railroad lines in the Calabrian area are operated by the Italian State Railways under supervision of the Allied Commission. Included in these lines are:

Line 95	Metaponto to Reggio Calabria
Line 92	Reggio Calabria to Battipaglia
Line 306	Sibari to Cosenza
Line 305	A cog railway from Castiglione to Paola
Line 304	S. Eufemia Lamezia to Catanzaro Marina

Formerly operated by the British Military and now under IRS operation are:

Line 86	Ortona to Brindisi and Lecce
Line 295-303	Bocchetta to Taranto
Line 94	Potenza to Metaponto to Brindisi
Line 91-302	Foggia to Potenza
Line 296	Spinazzola to Barletta
Line 301	Ofantino to Margherita di Savoia
Line 716	San Severo to Peschici
Line 300	Cerignola to Cerignola C.

Lines formerly operated by the American Military and now under IRS operation:

Line 94	Potenza to Battipaglia to Naples
Line 292	Sicignano to Lagonegra
Line 282-283	Salerno to Avellino
Line 90	Naples to Cancello to Rome
Line 91	Aversa to Caserta to Cervaro
Line 89	Naples to Aversa to Rome
[illegible]	Naples to Villa Literno

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Railroad, a small independent line operating in the Puglia area in the east of Italy.

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Line 90	Naples to Cancello to Rome
Line 91	Aversa to Caserta to Cervaro
Line 89	Naples to Aversa to Rome
Line 287	Naples to Villa Literno
Line 265	Nettuno to Line 90
Line 50	Rome to Grosetto
Line 263	Civitavecchia to Line 50

Lines operated by British Military are:

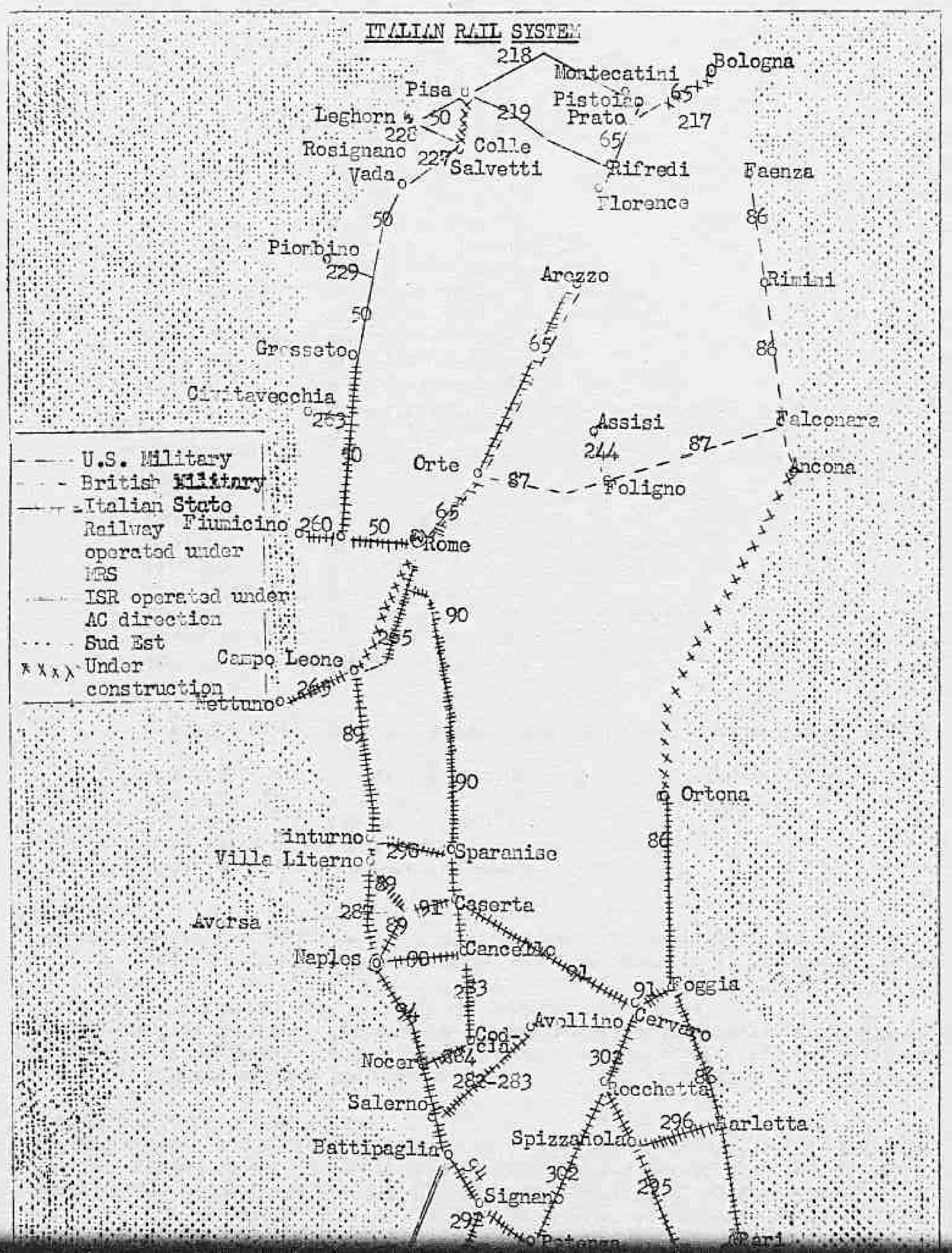
Line 87	Orte to Falconara
Line 86	Ancona to Rimini to Faenza
Line 244	Foligno to Assisi

519

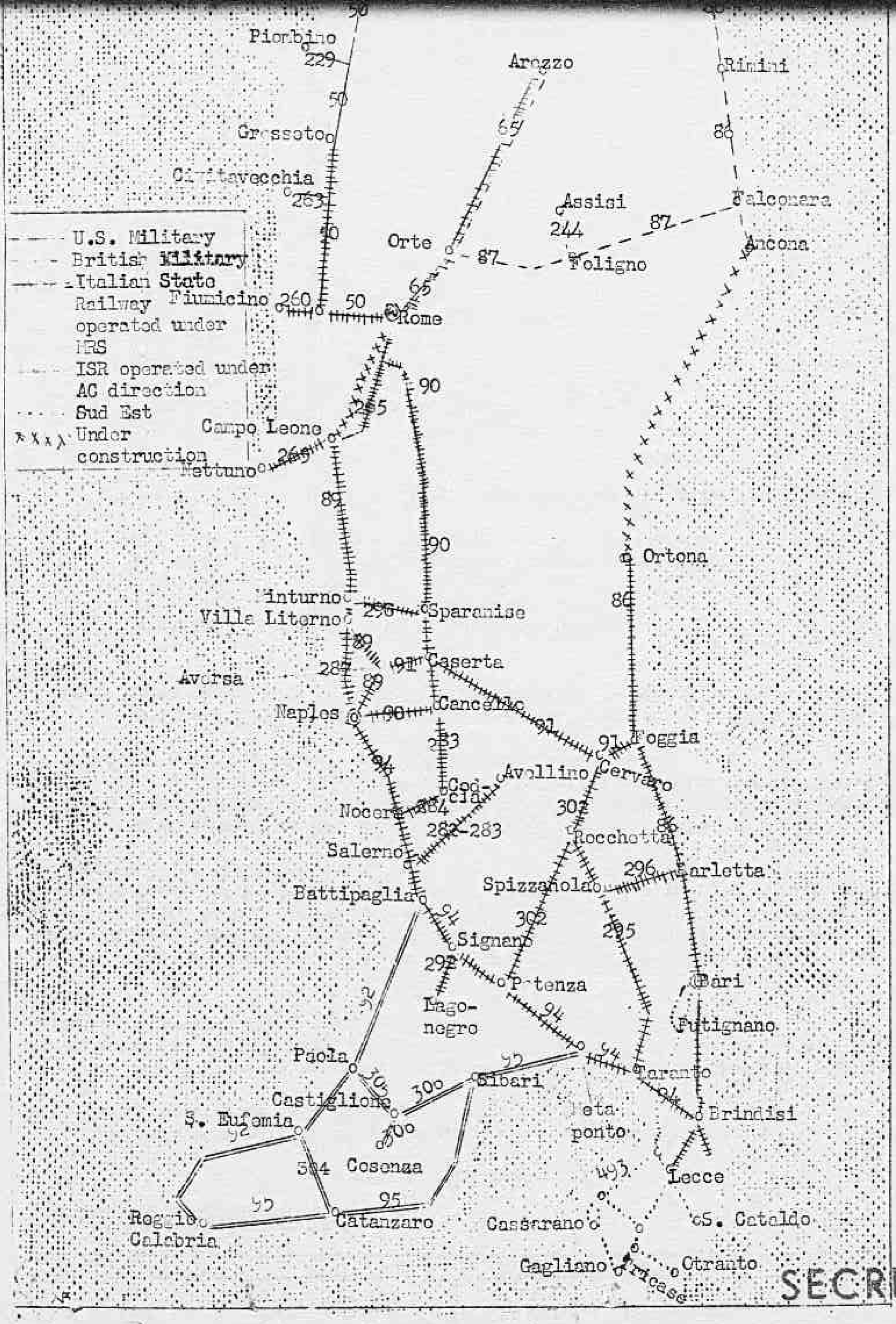
(Continued on Page 6)

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DIESEL LOCOMOTIVE CYLINDER HEAD ASSEMBLIES FLOWN FROM ENGLAND

Ref. this story 31-8

Several diesel electric locomotive cylinder head assemblies manufactured in England are being flown to this theater for testing in an effort to alleviate the critical shortage of cylinder head assemblies. If successful the assemblies will be put into full scale manufacture immediately.

Fifty-four diesel locomotives were deadlined as of 7 April, 40 awaiting spare parts and 14 in the shop for routine repair.

The 760th Railway Shop Battalion in Rome has been successful in manufacturing suitable cylinder head assemblies, but can produce only 25 a month. Steps for obtaining locomotive spare parts from the United States have resulted in allocation of highest production priority for all critical items. Some parts have been air shipped when available, but in most cases availability dates for parts have extended into 1946.

A constant search is being made to locate a manufacturer of bearings in Italy to produce critically needed bearings for the locomotives. If one is found necessary action to procure raw materials for production will be taken.

Bearings which can be rehabilitated by babbitting now are being flown to England for repair.

PACKING SQUAD ASSIGNED TO HEADQUARTERS, MTOUSA

Ref. this story 31-9

The 2652nd Packing Squad, Ovhd, has been relieved from assignment to Allied Force Headquarters and assigned to Headquarters, MTOUSA, placed under operational control of the Chief of Transportation, MTOUSA. The squad is attached to Peninsular Base Section for administration and supply. (Reference: MTOUSA Ltr AG 370.5/788 C-O dated 13 April)

The squad is conducting a packaging school in Naples to instruct base section personnel in the proper methods to be used in packing, packaging, processing and marking supplies for intra-theater and overseas shipments, particularly in connection with the redeployment program.

Prior to coming to Italy the squad worked as a unit in the United States for two years.

SECRET MOVEMENT OF INFANTRY REGIMENT ACCOMPLISHED BY LSTs

Ref. this story 31-10

The movement of the 442nd Infantry Regiment, Japanese-American organization which was transferred from Sixth Army Group in France to the Fifth Army in Italy to take a leading role in the current Italian offensive, was accomplished by 16 LST lifts between 22 and 26 March. The transfer of the regiment from France to Italy was referred to as one of the best kept secrets of the war.

In addition to transferring the infantry regiment, a band, engineer

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In addition to transferring the infantry regiment, a band, engineer company and infantry replacements were also lifted.

Ref. this story 31-11

RAIL CAPACITY OF LINE 219, PISA TO FLORENCE, INCREASED

Line 219, recently completed rail connection between Pisa and Florence, has been increased in capacity from 6,000 to 6,500 tons per day and will be increased by another 500 tons per day by 30 April. Line 219 connects Leghorn, Pisa and stations south with Army depots at Florence, Prato, Rifredi, Sesto and Pontedera. (Reference: DIRSI cable 167 dated 14 April)

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MAINTENANCE TONNAGES ACCEPTED FOR PERIOD 6-15 MAY

	Naples	Bagnoli	Naples Sub Ports	Leghorn	Civita-vecchia	Piombino	Heel	Ancona
US Gnd Forces	13003	0	0	41950	0	0	7013	4348
US Air Forces	7600	0	0	3170	0	0	25400	6770
British Army	40882	0	0	1500	0	0	16107	24356
Brit Air Forces	568	0	0	0	0	0	669	360
Civil	13330	0	12330	1160	19000	4330	10000	6800
Coal	0	10000	0	5000	8000	0	14000	4000
POL	5960	0	0	1437	0	0	10824	140
Total	81343	10000	12330	54657	27000	4330	83813	46774

U.S. Bids for Movement by Sea to Points Outside Italy 6-15 May:

	from Naples	from Leghorn	from Corsica	from Bari	Total
To Marseille	193	134	20	0	347
To Bastia	7	2	0	0	9
To United States	1048	1244	2	1010	3304
To United Kingdom	125	0	0	125	250
To India	100	0	0	100	200
To Casablanca	20	10	0	10	40
To Greece	10	0	0	0	10
Totals	1503	1390	22	1245	4160

COAL DISCHARGES—WESTERN ITALY

Civitavecchia	
Date	Tons
Apr. 1	791
Apr. 2	1199
Apr. 3	978
Apr. 4	1075
Apr. 5	1240
Apr. 6	875
Apr. 7	974
Total	7132
Daily Av	1019

Leghorn	
Date	Tons
Apr. 4	519
Apr. 5	518
Apr. 6	541
Apr. 7	540
Apr. 8	481
Apr. 9	508
Apr. 10	472
Total	3579
Daily Av	511

Naples	
Date	Tons
Apr. 4	0
Apr. 5	0
Apr. 6	0
Apr. 7	0
Apr. 8	0
Apr. 9	0
Apr. 10	0
Total	0
Daily Av	0

Bagnoli (Naples)	
Date	Tons
Apr. 4	3293
Apr. 5	1477
Apr. 6	1357
Apr. 7	3825
Apr. 8	2724
Apr. 9	2206
Apr. 10	1293
Total	16173
Daily Av	2311

OPERATION OF RAILROADS IN ITALY (Cont'd from Page 3)

Lines operated by the American Military are:

Line 50	Grosseto to Vada to Mosignano
Line 50	Leghorn to Pisa
Line 228	Colle Salvetti to Leghorn
Line 227	Vada to Colle Salvetti (under construction to Pisa)
Line 218	Pisa to Montecatini (under construction to Pistoia)
Line 219	Pisa to Florence
Line 65	Florence to Prato (under construction to Bologna)
Line 217	Prato to Pistoia
Line 220	Piombino to Line 50

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Civil	13330	0	12330	1160	19000	4330	10000	8000
Coal	0	10000	0	5000	8000	0	14000	4000
POL	5960	0	0	1437	0	0	10324	140
Total	81343	10000	12330	54657	27000	4330	83813	45774

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To United States	1048	1244	2	1010	3304
To United Kingdom	125	0	0	125	250
To India	100	0	0	100	200
To Casablanca	20	10	0	10	40
To Greece	10	0	0	0	10
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Apr. 7	540
Apr. 8	481
Apr. 9	508
Apr. 10	472
Total	3579
Daily Av	511

Naples	
Date	Tons
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Apr. 5	0
Apr. 6	0
Apr. 7	0
Apr. 8	0
Apr. 9	0
Apr. 10	0
Total	0
Daily Av	0

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Line 217	Prato to Pistoia
Line 229	Piombino to Line 50

REQUEST FOR REEFERS WITHDRAWN

In view of the satisfactory service by the refrigerator vessel, Genepesca, in the transportation of fresh fruit, vegetables and produce from North Africa to Italy, requisitions for two small reefers made on the War Department have been withdrawn.

The Genopesca, a small Italian vessel, was freed from ferry duty to Corsica as the result of the closeout program in progress there, and three of its hatches were converted to chill hatches to make the ship suitable for lifting produce.

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DIVERSION OF CONVOY UGS-84

Southern France---

Benjamin Franklin	Button Gwinett	Cape Nome
Charles Sumner	Felipe De Neve	James Caldwell
Joseph Lee	Nicholas Gilman	Raymond Clapper
R.J.Reynolds	Robert S. Lovett	William L. Yancey

Naples---

Cartago

Naples to berth or for on routing to Leghorn---

C.H.M.Jones	Fitzhugh Lee	James Barbour

Bari---

John Sullivan	William Cox

Augusta for orders---

Thomas Nuttall

Casablanca---

Charles Tuftus

Azores---

Hannis Taylor

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Augustus S. Merrinom	Naples
Boryslaw	Naples
Edward Sparrow	Balkan area
Ittersum	Crotone/Catania
John Vining	Augusta for orders
Nathan Hale	Naples
Sambanka	Palermo
Samclyde	Balkans
Samnid	Messina/Reggio Calabria
Samtana	Bari
George E. Badger	Odessa
Rachel Lindsay	Odessa

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DAILY AVERAGE PORT CLEARANCE---NAPLES 4-10 April

BY RAIL

Export Cargo	Import Cargo

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R.J.Reynolds

Naples---

Cartago

Naples to berth or for on routing to Leghorn---

C.H.M.Jones Fitzhugh Lee James Barbour

Bari---

John Sullivan William Cox

Augusta for orders---

Thomas Muttall

Casablanca---

Charles Tuftus

Azores---

Hannis Taylor

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Augustus S. Merrimon	Naples
Boryslaw	Naples
Edward Sparrow	Balkan area
Ittersum	Crotone/Catania
John Vining	Augusta for orders
Nathan Hale	Naples
Sambanka	Palermo
Samclyde	Balkans
Samnid	Messina/Reggio Calabria
Samtana	Bari
George E. Badger	Odessa
Rachel Lindsay	Odessa

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DAILY AVERAGE PORT CLEARANCE---NAPLES 4-10 April

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	37	515	33	441	87	1198	84	1152
BRITISH	27	407	17	269	99	1335	95	1238
TOTAL	64	922	50	710	186	2533	179	2390

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
U.S.	1318	3726
BRITISH	222	1657
	1540	5383

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PORT SITUATION---NAPLES AREA

	Discharged						Loaded
	No.	General Cargo			Breakdown by Ports		
	Veh	*U.S.	Brit.	Total	Naples	Cimare	T.Ann	All Ports
Apr. 4	63	10347	3848	14195	11393	1772	1030	895
Apr. 5	66	9018	7024	16042	12892	1922	1228	577
Apr. 6	78	7676	5582	13258	11768	390	1100	710
Apr. 7	18	9944	5204	15148	14362	51	735	587
Apr. 8	5	7075	4157	11232	10412	0	820	972
Apr. 9	44	5792	2245	8037	7341	0	696	2149
Apr. 10	2	3369	3784	7153	6867	0	286	2462
Total	276	53221	31844	85065	75035	4135	5895	8352
Daily Av.	39	7603	4549	12152	10719	591	842	1193

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
Apr. 4	240	4918	0	4918	314
Apr. 5	261	3150	27	3177	1016
Apr. 6	270	4245	749	4994	1123
Apr. 7	244	4399	906	5305	996
Apr. 8	216	4211	323	4534	294
Apr. 9	73	6081	535	6616	255
Apr. 10	65	5973	0	5973	372
Total	1369	32977	2540	35517	4370
Daily Av.	196	4711	363	5074	624

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No.	General Cargo			
	Veh	U.S.	*Brit.	Total	
Apr. 1	0	3366	3177	6543	1351
Apr. 2	0	1574	1516	3090	1142
Apr. 3	4	1742	2931	4673	2240
Apr. 4	2	1664	2387	4051	3068
Apr. 5	8	1074	2469	3543	3619
Apr. 6	0	742	2345	3087	2428
Apr. 7	4	2672	1686	4358	1920
Total	18	12834	16511	29345	15768
Daily Av.	3	1833	2359	4192	2253

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

Declassified E.O. 12356 Section 3.3/NND No. 785021

Apr. 7	18	9944	5204	15148	14362	51	735	972
Apr. 8	5	7075	4157	11232	10412	0	820	2149
Apr. 9	44	5792	2245	8037	7341	0	696	2462
Apr. 10	2	3369	3784	7153	6867	0	286	8352
Total	276	53221	31804	85065	75035	4135	5895	1193
Daily Av.	39	7603	4549	12152	10719	591	842	

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Daily Av.	3	1833	2359	4192	2253

*Includes all cargo other than U.S. cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	Discharged				Loaded
	No. Veh	General Cargo U.S.	Brit.	Total	
Apr. 1	0	0	4349	4349	101
Apr. 2	16	0	2556	2556	0
Apr. 3	24	0	4686	4686	0
Apr. 4	2	0	4859	4859	48
Apr. 5	11	0	4722	4722	471
Apr. 6	0	0	3427	3427	929
Apr. 7	0	0	2981	2981	271
Total	53	0	27580	27580	1820
Daily Av.	8	0	3940	3940	260

Weight of wheeled vehicles and bulk POL not included in totals.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 16 April

Discharging

Peter Zenger 16
Rubicone 16
Helen Jackson 16
Fort Frontenac 17
Toronto 18
Sveti Vlaho 18
Fort Coulonge 22
Empire Falcon 24
Empire Kumasi 25
Samtay 27
Empire Peacock 27

Loading

Empire Torrent
Rubicone
Santa Marta
William Van Deventer
Fort LaJoie
Peter Zenger
Laurent Meeus

LEGHORN as of 16 April

Discharging

Peter J. McGuire
William D. Moseley
Houston Volunteers
Samuel Shreve
Robert Owen
David Yulee
Morris C. Feinstone
Pierre L'enfant

Loading

Peter J. McGuire
Samuel Shreve

S. FRANCE as of 16 April

Discharging

John Schofield 16
Eugene Chamberlain 16
William Bevan 17
Felix Grundy 18
George Walton 19
Robert Paine 19
Alexander Hamilton 18
Herbert Croly 18
Peter Minuit 17
Thomas Walter 19
Benito Juarez 18
Sea Hawk 19
Rufus Peckham 19

Discharged, Awaiting Convoy or Orders

Julius Rosenwald

NOTE: Figures after names of vessels indicate estimated date of completion.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0662

Peter Zenger 16
Rubicone 16
Helen Jackson 16
Fort Frontenac 17
Toronto 18
Sveti Vlaho 18
Fort Coulonge 22
Empire Falcon 24
Empire Kumasi 25
Samtay 27
Empire Peacock 27

Loading

Empire Torrent
Rubicone
Santa Marta
William Van Devanter
Fort LaJoie
Peter Zenger
Laurent Meeus

Peter J. McGuire
William D. Moseley
Houston Volunteers
Samuel Shreve
Robert Owen
David Yulee
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Pierre L'enfant

Loading

Peter J. McGuire
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Eugene Chamberlain 16
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George Walton 19
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Thomas Walter 19
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Sea Hawk 19
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Discharged, Awaiting Convoy or Orders

Julius Rosenwald

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MTOUSA
1-2 CG(Attn: Aide-de-camp)
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6 G-3
7 G-4 Plans
8-9 G-4
10 G-4 S & R
11 QM
12 Sig O
13 Surg
14 CWS
15 Engr
16 Ord
17-31 Tpn

AFHQ
32 G-4 (M & Tn) Br
33 G-4 Log Plans
34 G-3
35 MRS Rep
36 APB Naples
37 PSTO (Attn: SOPO)
38 Pet Sec
39 WSA
40 AG M & D

41-55 COT ASF WD
56 DGMR, Lyons
57 CG, Deltabase
58 CG, Conad
59 CG, Penbase
60 CG, MAAF
61-63 CG, AAFSC/MTO
64 CG, 15th Army Group (Attn: G-4)
65 CG, Pembark
66-67 CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
68-72 COT, ETOUSA
73-74 COMM, Eighth Fleet
75 DMRS ITALY, Rome
76 DDMRS ITALY, Rome
77 CO, Norbase
78 CO, Adriatic Base Command
79 CO, Penbase South
80 CO, Penbase South (Attn: Rail Tpn Officer)
81-82 CO, 10th Port
83-84 CO, 8th Port
85 CO, 8th Port (Attn: I & E Officer)
86 Tpn O, Deltabase
87 Tpn O, Conad
88 Tpn O, Penbase

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7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
AFHQ	
32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	WSA
40	AG M & D
41-55	COT ASF WD
56	DGMR, Lyons
57	CG, Deltabase
58	CG, Conad
59	CG, Penbase
60	CG, MAAF
61-63	CG, AAFSC/MTO
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88	Tpn O, Penbase
89	Tpn O, Penbase South
90	Tpn O, Fifth Army
91	Tpn O, Adriatic Base Command
92	G-4, Fifth Army
93-94	MATS, Naples
95-96	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
97-98	Chief Trans Service, SOS, USAF IBT, APO 885, c/o pm, New York
99-100	Dept Chief of Trans, APO 830, c/o pm, New Orleans
101-102	Tpn O, AMET, APO 787, c/o pm, New York
103-104	Port Tpn O, PCG, APO 830, c/o pm, New Orleans
105-106	Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
107-108	Chief Tpn O., USASOS, APO 707, c/o pm, San Francisco
109-110	Chief Tpn O, Alaskan Dept, APO 942, c/o pm, Seattle
111-112	Allied Commission Rome (Attn: Tpn Sub Com)

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SECRET A.C. Rome (attn TPR Sub Commission (=)

4581 DISTRIBUTION BY AC/AS, AFHQ 108

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter. P-291(h)(108-109)

Published Weekly by the Office of Chief of Transportation, MTOUSA

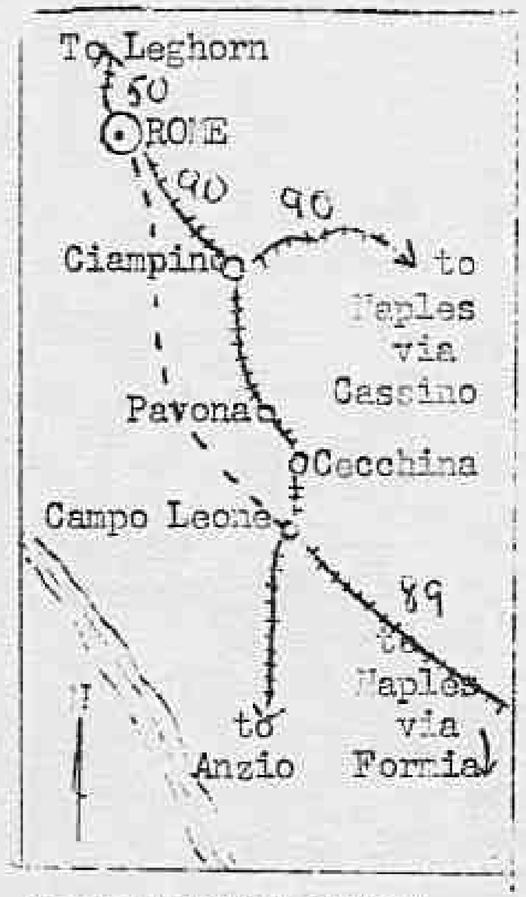
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TWO IMPROVEMENTS SCHEDULED FOR NAPLES-FLORENCE RAIL LINES

Ref. this story 29-1 #31/2

Two projects to improve rail connections between Naples and Florence are being undertaken by Military Railway Service.

The first of these is the reconstruction of the section of Line 89 (Naples-Formia-Rome) between Rome and Campo Leone. When Line 89 was repaired after the fall of Rome, the track between Campo Leone and Rome was found to be in such condition that its repair would require more time than military demands permitted. As a result a new rail line was built over an old abandoned road bed which led through Cecchina, Pavino and Ciampino in the hills south of Rome.



CAMPO LEONE to ROME

Repair of the regular route, expected to be completed by 30 April, will provide the railroad with a well graded line and will eliminated the necessity of hauling freight around the curves and over the grades of the present track. This will increase line capacity and speed the service.

After the project is completed, Line 90 (Naples-Cassino-Rome) will be able to work at a reduced capacity long enough to permit the strengthening of bridges along the line.

The second project is the completion of Line 227 from Colle Salvetti to Pisa. Line 50 (Rome-Leghorn) between Vada and Leghorn was destroyed beyond repair and as a result it was necessary to bypass this stretch by routing trains over Line 227 from Vada to Colle Salvetti and then over Line 228 from Colle Salvetti to Leghorn. Line 50 then continued from Leghorn to Pisa.

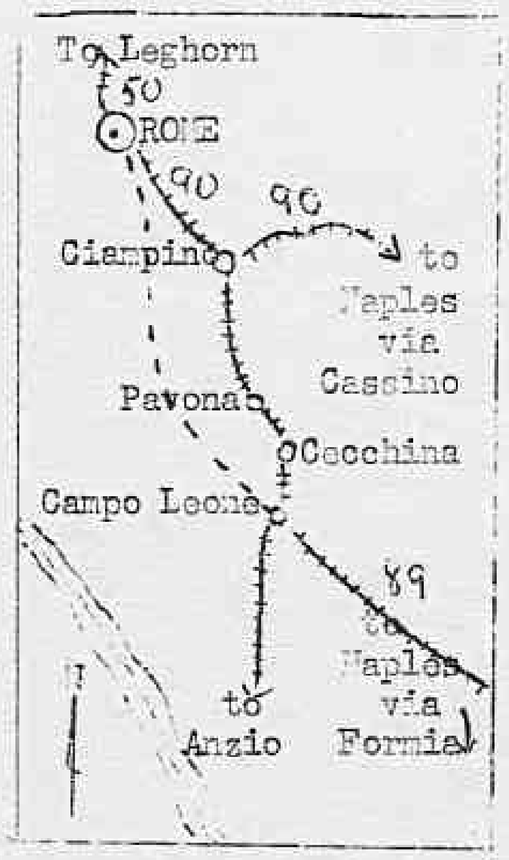
Line 227-228 is single tracked and has few sidings between Vada and Leghorn long enough to accommodate full trains. As a result all traffic must be held up at Vada or Leghorn until traffic traveling in the opposite direction has cleared the track.

Repair of Line 227 between Colle Salvetti and Pisa will shorten the distance to Florence and will permit the bypassing of the congested

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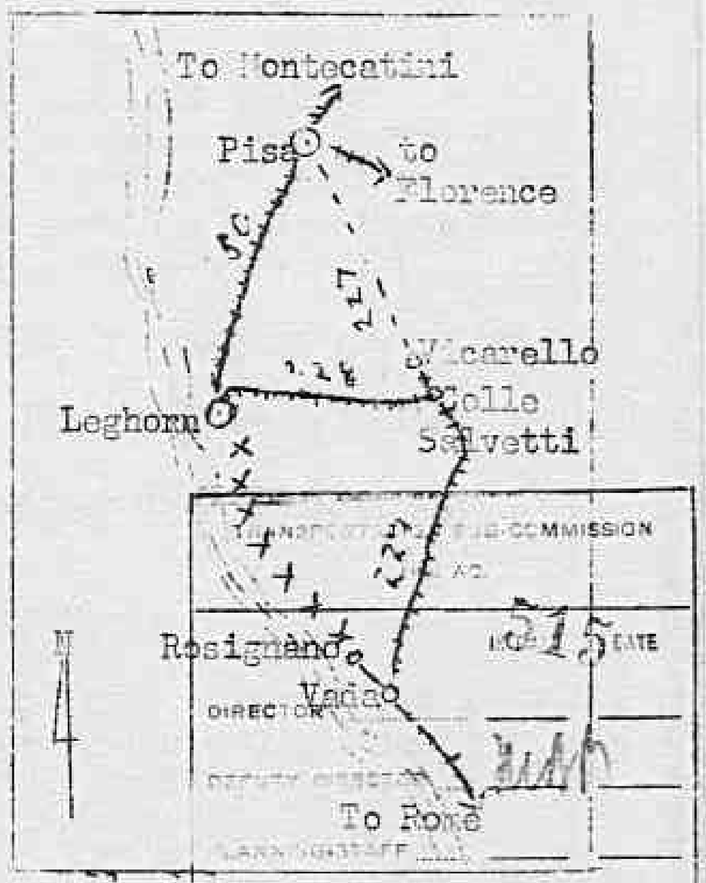
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Line 227-228 is single tracked and has few sidings between Vada and Leghorn long enough to accommodate full trains. As a result all traffic must be held up at Vada or Leghorn until traffic traveling in the opposite direction has cleared the track.

Repair of Line 227 between Colle Salvetti and Pisa will shorten the distance to Florence and will permit the bypassing of the congested Leghorn area. It will also permit Line 50 between Leghorn and Pisa to be used almost exclusively for port clearance of Fifth Army supplies.

Line 227 has been opened for a short distance north of Colle Salvetti in order to service the Fifth Army railhead at Vicarello.

No estimated time of completion has been set on the Colle-Salvetti project. Track maintenance and construction companies released by the completion of Line 219 from Pisa to Florence are working on the reconstruction of Line 227.



COLLE SALVETTI to PISA

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NEW PRIORITY ORDER ESTABLISHED FOR INDIVIDUALS RETURNING TO U.S.

Ref. this story 29-2

A new priority order has been established, effective immediately, for individuals to be returned to the United States. The new order rescinds the former priority list established by AFHQ Cable F-52562 dated 30 May, 1944.

The new priority order:

1. Patients.
2. Repatriates (Recovered U.S. ex-POWs, escapees, evaders and internees).
3. Army and Navy temporary duty returnees (Mediterranean Theater only).
4. Army and Navy personnel returning to school in the United States.
5. Army and Navy rotatees (Mediterranean Theater only).
6. Civilians in governmental or quasi-military services such as the American Red Cross, OSS, UNRRA, FEA, Merchant Marine, civilian technicians, war correspondents, etc. returning to the United States on temporary duty.
7. Army and Navy personnel returning for permanent change of station or discharge or dismissal.
8. Trans-shipments from other theaters.
9. Military dependents.
10. Civilians in governmental or quasi-military services returning for permanent change of station.
11. Service personnel of the United Nations other than United States.
12. Civilians not in governmental or quasi-military service.
13. Prisoners of War.

Casuals will be displaced for the purpose of lifting units upon concurrence of G-1 and G-3, MTOUSA, in each instance dependent upon operational necessity.

The rescinded list:

1. Medical patients.
2. Rotation personnel.
   A. Temporary Duty.
   B. Normal Rotation.
3. Casuals
   A. U.S. military and civilian personnel for or from temporary duty or assignment.
   B. Foreign military or civilian personnel.
4. Limited assignment personnel returned not for rotation.
5. Prisoners of war.

YUGOSLAVIA RECEIVES GRAIN SHIPS DIRECT FROM THE UNITED STATES

Ref. this story 29-3

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. Patients.
2. Repatriates (Recovered U.S. ex-POWs, escapees, evaders and internees).
3. Army and Navy temporary duty returnees (Mediterranean Theater only).
4. Army and Navy personnel returning to school in the United States.
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   B. Foreign military or civilian personnel.
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5. Prisoners of war.

YUGOSLAVIA RECEIVES GRAIN SHIPS DIRECT FROM THE UNITED STATES

Ref. this story 29-3

The first two shipments of cereal direct from the United States were received last week by Yugoslavia when the Samdauntless and Fort McMurray put in at Castle Bay at Split and Port Gruz at Dubrovnic after lightening at Bari and Brindisi. The vessels, both British, and operated by the Ministry of War Transport, were loaded in the United States.

Previous grain requirements for Yugoslavia were met from the Balkan stockpiles in the Mideast and the Med, Hereafter grain vessels will be put directly into Yugoslavian ports thereby saving considerable in trans-shipping of cargo.

The two Yugoslavia ports have drafts of approximately 25 feet.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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TRANSPORTATION NEWS LETTER

Vol. I, No. 29 2 April, 1945

5,100 PIECES OF ROLLING STOCK SOUGHT IN MRS THEATER PROJECT

Ref. this story 29-4

A Theater Project (No. U-52-45) covering additional standard gauge railroad rolling stock requirements of 5,100 pieces for the joint U.S.-British operation of railroads in Italy has been submitted to the War Department for approval. If approved, requisitions will be submitted for the equipment for delivery between June and November, 1945.

Requested, in addition to rolling stock now on requisition, are:

100	2-8-0 oil burning steam locomotives.
2500	20-ton box cars.
1650	20-ton high side gondolas.
150	50-ton flat cars.
350	20-ton low side gondolas.
150	rail tank cars, 10,000 gallon capacity each.
5100	

Above requirements are based on estimates that Military Railway Service will have to move from 10,000 to 15,000 tons of freight each day in Northern Italy in addition to present commitments. Eighty percent of this is military operational freight and twenty percent is essential civilian freight.

Based on present turnaround of cars of 10 days and average tons of freight per car of 12 tons, this will require a minimum of 10,000 cars and 330 locomotives over present holdings.

Recent intelligence reports that the Germans have evacuated 1,000 of the best steam locomotives and thousands of rail cars from Northern Italy. This, in addition to destruction of rolling stock by Allied Air Forces, makes it unlikely that more than 100 locomotives and 5,000 cars in running condition will be recovered.

One hundred thirty locomotives now on requisition plus 100 to be requisitioned and 100 which would be recovered from Northern Italy railroads would provide the required minimum of 330 locomotives.

Above needs do not include requirements for Greece and Yugoslavia which are not yet firm, and will be met partially from expected transfers from Mideast.

Heavy movement of freight will be necessary for both military and essential civilian requirements for some time after the termination of hostilities.

(Reference: AFHQ cable FX-52285 dated 30 March)

WRECKING CREWS ON WAY TO ITALY

Ref. this story 29-5

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(Reference: AFHQ cable FX-52285 dated 30 March)

WRECKING CRANES
ON WAY TO ITALY

Ref. this story 29-5

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Two of four 75-ton railroad wrecking cranes, requisitioned from the United States for Military Railway Service, have been lifted and are en route to this theater, the New York POE announced. The remaining two will be shipped as soon as suitable deck space is available.

MEDITERRANEAN RECEIVING
FAST CARGO VESSELS

Ref. this story 29-5

A large number of fast cargo vessels, sailing independently from the United States loaded for U.S. Army and civil relief accounts, are being received in the Mediterranean Theater.

SECRET

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SECRET

TRANSPORTATION NEWS LETTER

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MARIPOSA RETURNS REPATRIATES FROM ITALY TO UNITED STATES

Ref. this story 29-6

More than 4,000 U.S. personnel including 1,107 enlisted men, 340 officers and four warrant officers who were formerly prisoners of war and were liberated by the Russians and repatriated recently from a Black Sea port, were lifted to the United States from Naples on the personnel vessel, Mariposa.

The lift clears Naples of repatriates released by the Russians. More, however, are scheduled to arrive from Russia soon.

Breakdown of total personnel on the vessel: 676 officers, four Army Nurses Corps officers, 13 warrant officers, 3,367 enlisted men and 70 civilians, total 4,130.

NEW SCHEDULE CUTS 10 HOURS FROM NAPLES-LEGHORN RUN

Ref. this story 29-7

A new schedule which will cut the travel time of replacement trains from Naples to Leghorn by more than 10 hours has been established.

American replacement trains will leave Naples at 0630 hours each Thursday, arriving in Rome at 1930 hours the same day. There will be a one-hour layover at Rome, the train leaving there at 2030 hours on Thursdays and arriving in Leghorn on Fridays at 0830 hours. The previous schedule, which included a four-hour layover in Rome, required 36- hours from Naples to Leghorn.

Hot meals will be served during the layover at Rome, and coffee and doughnuts will be provided at Grosseto.

Replacement trains returning from Leghorn and Rome to Naples may be used to lift casuals and small units.

A joint American-British reinforcement train will operate between Naples and Rome on Wednesdays, leaving Naples at 0630 and arriving in Rome at 1930 with a stop for lunch at Maccaseeca. This schedule cuts four and a half hours from the previous running time.

TEST TRAINS OPERATED OVER TWO NEW TRACKS

Ref. this story 29-8

Test trains were operated successfully over two new stretches of track during the past week.

The Pisa-Florence-Prato-Pistoia rail line was declared in operation at 0300 hours 2 April after the completion of a test run over the route. Line 219, operating between Pisa and Florence, gave Florence its first rail connection since its occupation by the Allies.

The stretch of railroad between Florence and Prato is a part of Line 65. The line is being extended from Prato northward to Bologna. Many tunnels, in-

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lifted to the United States from Naples on the personnel vessel [redacted].

The lift clears Naples of repatriates released by the Russians. More, however, are scheduled to arrive from Russia soon.

Breakdown of total personnel on the vessel: 676 officers, four Army Nurses Corps officers, 13 warrant officers, 3,367 enlisted men and 70 civilians, total 4,130.

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The stretch of railroad between Florence and Prato is a part of Line 65. The line is being extended from Prato northward to Bologna. Many tunnels, including the Great Appenines Tunnel which is more than 11 miles long, are making reconstruction difficult.

The Prato-Pistoia stretch is part of Line 217. Pistoia is on the principal highway to Bologna.

A test train was operated successfully on the short Vada-Rosignano rail spur on Line 50. The spur will service a limestone products plant and some Allied Commission depots.

Ref. this story 29-9

AIR SCHEDULE ATTACHED

An NATS flight schedule is attached as an appendix to this edition of the Transportation News Letter.

SECRET

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SECRET

Ref. this story 29-10

AMERICAN LEAVE TRAIN SERVICE SET UP BETWEEN BARI-ROME

A new American leave train has been set up for weekly runs between Bari and Rome to service U.S. Air Force and Ground Force troops attending the Rest Center in Rome.

Effective 14 April the train will depart Bari at 1100 hours each Saturday and will arrive in Rome at 0900 hours each Sunday. The return trip will leave Rome at 2130 hours on Thursdays and will arrive in Bari at 1930 hours on Fridays. Trains will have a capacity of 600 persons each, and will halt for 45 minutes at Benevento for meals.

The Bari-Rome train brings to five the number of leave trains now in operation to Rome. Leave train schedule:

TO ROME

Station	Time		Day						Remarks
Bari	dep	1100				Sat			Carries U... per-
Rome	arr	0900				Sun			sonnel only.
Naples	dep	0630	Mon						Troops fro Naol
Caserta	arr	0800	Mon						entrain at Caserta.
	dep	0830	Mon						Carries British
Roccasecca	arr	1330	Mon						personnel only.
	dep	1430	Mon						
Rome	arr	1930	Mon						
Arezzo	dep	2215		Wed		Fri			Carries British
Rome	arr	0700		Thu		Sat			personnel only.
Rimini	dep	1600	Mon Tue		Thu			Sun	Carries British
Jesi	arr	1956	Mon Tue		Thu			Sun	personnel only.
	dep	2056	Mon Tue		Thu			Sun	
Rome	arr	0615	Tue Wed		Fri			Mon	
Montecatini	dep	1500	Mon Tue	Wed	Thu	Fri	Sat		Carries U.S. per-
Rome	arr	0800	Tue Wed	Thu	Fri	Sat	Sun		sonnel with one coach for British.

FROM ROME

Rome	dep	2130			Thu				Carries U. . per-
Bari	arr	1930			Fri				sonnel only.
Rome	dep	1930	Mon						Carries British
Caserta	arr	0530	Tue						personnel only.
	dep	0600	Tue						Troops for Naol
Naples	arr	0730	Tue						entrain on "Bari Belle" at Naples at 1705.
Rome	dep	2130			Thu		Sat		Carries British
Arezzo	arr	0615			Fri		Sun		personnel only.
Rome	dep	1735	Mon Tue	Wed		Fri			Carries British
Orte	arr	2020	Mon Tue	Wed		Fri			personnel only.
	dep	2130	Mon Tue	Wed		Fri			

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Effective 14 April the train will depart Bari at 1100 hours each Saturday and will arrive in Rome at 0900 hours each Sunday. The return trip will leave Rome at 2130 hours on Thursdays and will arrive in Bari at 1930 hours on Fridays. Trains will have a capacity of 600 persons each, and will halt for 45 minutes at Benevento for meals.

The Bari-Rome train brings to five the number of leave trains now in operation to Rome. Leave train schedule:

TO ROME

Station	Time		Day					Remarks
Bari	dep	1100					Sat	Carries U.S. per-
Rome	arr	0900					Sun	sonnel only.
Naples	dep	0630	Mon					Troops from Med
Caserta	arr	0800	Mon					entrain at Caserta.
	dep	0830	Mon					Carries British
Roccasecca	arr	1330	Mon					personnel only.
	dep	1430	Mon					
Rome	arr	1930	Mon					
Arezzo	dep	2215		Wed	Fri			Carries British
Rome	arr	0700		Thu	Sat			personnel only.
Rimini	dep	1600	Mon Tue		Thu		Sun	Carries British
Jesi	arr	1956	Mon Tue		Thu		Sun	personnel only.
	dep	2056	Mon Tue		Thu		Sun	
Rome	arr	0615	Tue Wed		Fri		Mon	
Montecatini	dep	1500	Mon Tue	Wed	Thu	Fri	Sat	Carries U.S. per-
Rome	arr	0800	Tue Wed	Thu	Fri	Sat	Sun	sonnel with one coach for British.

FROM ROME

Rome	dep	2130			Thu			Carries U.S. per-
Bari	arr	1930			Fri			sonnel only.
Rome	dep	1930	Mon					Carries British
Caserta	arr	0530	Tue					personnel only.
	dep	0600	Tue					Troops for Med
Naples	arr	0730	Tue					entrain on "Bari Belle" at Naples at 1705.
Rome	dep	2130			Thu		Sat	Carries British
Arezzo	arr	0615			Fri		Sun	personnel only.
Rome	dep	1735	Mon Tue	Wed		Fri		Carries British
Orte	arr	2020	Mon Tue	Wed		Fri		personnel only.
	dep	2120	Mon Tue	Wed		Fri		
Jesi	arr	0254	Tue Wed	Thu		Sat		
	dep	0309	Tue Wed	Thu		Sat		
Rimini	arr	0705	Tue Wed	Thu		Sat		
Rome	dep	1300	Mon Tue	Wed	Thu	Fri	Sat	Carries U.S. per-
Montecatini	arr	0630	Tue Wed	Thu	Fri	Sat	Sun	sonnel with one coach for British.

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Ref. this story 29-11

LAST OF LOCO CTIVES CLEARED FROM N. AFRICA

The last of the locomotives scheduled to be lifted from North Africa as part of the closeout of NBS have been lifted on two Liberty ships. One vessel lifted three locomotives and five tenders and the other lifted two locomotives. (Reference: NASC Cable N.-338 dated 1 April)

SECRET

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Ref. this story 29-12

ETOUSA PERSONNEL INVITED TO JOIN T.C. ASSOCIATION

ETOUSA Transportation Corps personnel has been invited to join the Army Transportation Association, an organization for the dissemination of information on military transport and for the promotion of fellowship among those interested in military transportation.

Membership is open to all officers, enlisted men and other U.S. citizens in T.C. installations. At present the association, organized in January, is believed to have more than 10,000 members. ETOUSA reports a membership of 3,116 as of 19 March.

Major General Charles P. Gross, Chief of Transportation, is honorary president of the Association, and Colonel William H. Clopton, USA., Retired, is secretary-treasurer.

Official publication of the association is the "Army Transportation Journal," a monthly magazine edited by Captain Harry Clarke, formerly of Fortune Magazine.

Dues in the organization is $5 per year and includes a subscription to the "Army Transportation Journal." Application for membership may be made on a form similar to that below, and sent to the Army Transportation Association, 930 F Street, N.W., Washington, D.C.

APPLICATION FOR MEMBERSHIP

Date_____

I hereby apply for membership in the Army Transportation Association, and inclose a postal money order for $5 in full payment for dues to 31 December, 1945.

(Print or type the following)

_____
(Last Name) (First Name) (Initial)

_____
(Rank) (Serial Number) (Unit)

_____
(Mailing Address)

_____
(Signature in full)

Ref. this story 29-13

OVERHEAD REGULATING COMPANIES DISCONTINUED UPON REORGANIZATION OF REGULATION BATTALIONS

The 6629rd Regulating Company (Ovhd) and the 6697th Freight Dispatch Company (Ovhd) assigned to Peninsular Base Section, will be discontinued upon the reorganization of the 2nd Group, Regulating Station, and the 16th T.C. Traffic Regulation Group into the 2nd and 16th T.C.Traffic Regulation Battal-

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(Rank) (Serial Number) (Unit)

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(Mailing Address)

_____
(Signature in full)

OVERHEAD REGULATING COMPANIES DISCONTINUED UPON REORGANIZATION OF REGULATION BATTALIONS

Ref. this story 29-13

The 6623rd Regulating Company (Ovhd) and the 6697th Freight Dispatch Company (Ovhd) assigned to Peninsular Base Section, will be discontinued upon the reorganization of the 2nd Group, Regulating Station, and the 16th T.C. Traffic Regulation Group into the 2nd and 16th T.C.Traffic Regulation Battalions respectively.

The personnel of each battalion will consist of the following grades:

1 lieutenant colonel	1 master sergeant
5 major	9 technical sergeants
8 captain	17 staff sergeants
11 1st Lieutenant	7 sergeants
2 2nd Lieutenant	49 technician, fourth grade
	61 technician, fifth grade
	31 private, first class
	35 private
27	210

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DIVERSION OF UGS-81 CONVOY

SOUTHERN FRANCE---

Isaac Coles	George A. Marr	Richard J. Gatling
Walter Ranger	William P. Duval	James W. Fannin
Laura Keene	Thomas W. Owen	Paul H. Hayne

NAPLES to berth or for on routing to LEGHORN---

William D. Moseley	William S. Young	Peter J. McGuire
Timothy Dwight	Santiago Iglesias (mules)	

NAPLES---

Cornelia	Santa Maria

BARI---

Will R. Wood

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

R.F.Peckham	coal	Southern France
Thomas J. Walsh	coal	Naples/Civitavecchia.
Thomas Hill	grain	Heel
Carl Eielson		Casablanca/Alexandria
Fort Jasper	wheat	Southern France
Fort Pammure	coal	Gibraltar
John H. McIntosh		Bari/Ancona
Cyria	grain	Bari
David S. Terry		Odessa
Josse Cottrell		Odessa
R.S.Wilson		Odessa

COAL DISCHARGE---WESTERN ITALY

Civitavecchia		Naples (Bagnoli)		Naples		Leghorn	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
18 March	578	21 March	3090	21 March	0	21 March	100
19 March	0	22 March	2240	22 March	0	22 March	75
20 March	0	23 March	1009	23 March	0	23 March	619
21 March	0	24 March	1700	24 March	0	24 March	636
22 March	983	25 March	3345	25 March	0	25 March	654
23 March	0	26 March	3270	26 March	0	26 March	484
24 March	1079	27 March	2400	27 March	0	27 March	235
Totals	2640	Totals	16054	Totals	0	Totals	2803
Daily Av	377	Daily Av	2293	Daily Av	0	Daily Av	400

DAILY AVERAGE PORT CLEARANCE---NAPLES 21-27 March

BY RAIL

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NAPLES to sail or for orders pending to NAPLES

William D. Moseley — William S. Young — Peter J. McGuire
Timothy Dwight — Santiago Iglesias (mules)

NAPLES---

Cornelia — Santa Maria

BARI---

Will R. Wood

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

R.F.Peckham	coal	Southern France
Thomas J. Walsh	coal	Naples/Civitavecchia
Thomas Hill	grain	Hool
Carl Eielson		Casablance/Alexandria
Fort Jasper	wheat	Southern France
Fort Pammure	coal	Gibraltar
John H. McIntosh		Bari/Ancona
Cyria	grain	Bari
David S. Terry		Odessa
Jesse Cottrell		Odessa
R.S.Wilson		Odessa

COAL DISCHARGE---WESTERN ITALY

Civitavecchia

Date	Tons
18 March	578
19 March	0
20 March	0
21 March	0
22 March	983
23 March	0
24 March	1079
Totals	2640
Daily Av	377

Naples (Bagnoli)

Date	Tons
21 March	2090
22 March	2240
23 March	1009
24 March	1700
25 March	3345
26 March	3270
27 March	2400
Totals	16054
Daily Av	2293

Naples

Date	Tons
21 March	0
22 March	0
23 March	0
24 March	0
25 March	0
26 March	0
27 March	0
Totals	0
Daily Av	0

Leghorn

Date	Tons
21 March	300
22 March	75
23 March	619
24 March	636
25 March	654
26 March	484
27 March	235
Totals	2803
Daily Av	400

DAILY AVERAGE PORT CLEARANCE---NAPLES 21-27 March

519

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	33	407	30	371	63	952	63	951
BRITISH	5	83	5	69	138	1799	137	1795
TOTAL	38	490	35	440	201	2751	200	2746

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
U.S.	1143	2089
BRITISH	221	1551
Totals	1364	3640

SECRET

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PORT SITUATION---NAPLES AREA

	Discharged							Loaded
	No.	General Cargo		Breakdown by Ports				
	Veh	*U.S.	Brit.	Total	Naples	Salerno	C'mare	T.Annun.	All Ports
Mar. 21	145	8386	5061	13447	10999	1132	1296	20	1053
Mar. 22	19	5980	5473	11453	10632	0	591	230	458
Mar. 23	1	3365	5518	8883	8019	0	34	830	157
Mar. 24	20	3171	5089	8260	7515	0	65	680	468
Mar. 25	8	4578	4045	8623	7942	0	0	681	1386
Mar. 26	1	4951	3212	8163	7615	0	0	548	2183
Mar. 27	106	4224	2319	6543	6316	0	75	152	2105
Total	300	34655	30717	65372	59038	1132	2011	3211	9710
Daily Av	43	4951	7388	9339	8434	162	294	749	1201

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
Mar. 21	9	2437	0	2437	236
Mar. 22	59	6318	0	6318	100
Mar. 23	27	5571	0	5571	0
Mar. 24	74	4645	8	4653	53
Mar. 25	20	4497	804	5301	0
Mar. 26	15	3805	743	4548	0
Mar. 27	0	2366	583	2949	137
Total	198	29639	2138	31777	526
Daily Av	28	4234	305	4539	75

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	*Brit.	Total	
Mar. 18	25	552	1056	1608	1511
Mar. 19	15	1030	1695	2725	1489
Mar. 20	0	2991	2602	5593	2115
Mar. 21	0	3037	2386	5423	1967
Mar. 22	0	3176	3228	6404	2454
Mar. 23	0	2892	2256	5148	2553
Mar. 24	0	1556	1926	3482	2748
Total	40	15234	15149	30383	14937
Daily Av.	7	2176	2164	4340	2048

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

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Mar. 25	8	4578	4045	8623	7942	0	0	681	1366
Mar. 26	1	4951	3212	8163	7615	0	0	548	2183
Mar. 27	106	4224	2310	6540	6316	0	75	152	2105
Total	300	34655	30717	65372	57062	1152	2071	5241	8710
Daily Av	43	4951	4388	9339	8151	165	296	749	1244

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---LIVORNO

	No. Veh	Discharged General Cargo *U.S.	Brit.	Total	Loaded
Mar. 21	3	2437	0	2437	236
Mar. 22	59	6918	0	6918	100
Mar. 23	27	5571	0	5571	0
Mar. 24	74	4645	8	4653	53
Mar. 25	20	4497	804	5301	0
Mar. 26	15	3805	743	4548	0
Mar. 27	0	2366	583	2949	137
Total	198	29239	2138	32377	526
Daily Av	28	4234	305	4539	75

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	No. Veh	Discharged General Cargo U.S.	*Brit.	Total	Loaded
Mar. 18	25	552	1056	1608	1511
Mar. 19	15	1030	1695	2725	1489
Mar. 20	0	2991	2602	5593	2115
Mar. 21	0	3037	2386	5423	1967
Mar. 22	0	3176	3228	6404	2454
Mar. 23	0	2892	2256	5148	2553
Mar. 24	0	1556	1926	3482	2148
Total	40	15234	15149	30383	14337
Daily Av.	6	2176	2164	4340	2048

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION---ANCONA

	No. Veh	Discharged General Cargo U.S.	*Brit.	Total	Loaded
Mar. 18	58	521	3048	4369	165
Mar. 19	65	574	3558	4132	57
Mar. 20	68	756	2787	3543	58
Mar. 21	95	147	5498	5645	0
Mar. 22	6	39	6144	6183	190
Mar. 23	0	20	3990	4010	204
Mar. 24	0	60	4129	4189	0
Total	286	2117	29954	32071	614
Daily Av	41	302	4279	4581	89

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

SECRET

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STATUS OF CARGO SHIPS IN MAJOR PORTS

NAPLES as of 2 April

Awaiting Berth to Discharge

Empire Cato
Tower Hill

Discharging

Empire Wisdom 2
Thaddeus Kosciuszko 2
Ocean Rider 6
Fort Sennoville 7
Lt. DeLatour 8
Empire Torrent 9
James Breck 9
Andrew Furuseth 10
Sveti Vlaho 10
Dallas City 10
Edward Kavenaugh 11
William Vandevanter 11

Discharged Awaiting Convoy or Orders

Empire Don

Loading

Rinucci
Rachel Jackson
Mark Keppel
Sambrian
Heywood Broun
Fort Nottingham

LEGHORN as of 2 April

Discharging

Fort DeDouaumont
Kemp P. Battle
Edward M. House
James G. Birney
Samuel Walker
Benjamin H. Brewster
Fort Esperance
John Sutter
Amaso Delano

Loading

Andrew Pickens

S. FRANCE as of 1 April

Discharging

Roger Moore 2
Thomas Symond 4
Jamaique 3
Edward Ricketts 2
Charles Goodyear 2
Edward Richardson 3
Walter Reed 3
Ezra Hooker 2
Edward Dok 3
Eliphalet Nott 3
A.P.Hill 2
Ocean Wayfarer 5
Stephen Foster 5
Flying Dale 5
Ringer Herman 4
Leland Stanford 4
Raymond Ingersoll 5
E.A.Pedon 3

Discharged, Awaiting Convoy or Orders

Robert Treat
John McGraw

NOTE: Figures after names of vessels indicate estimated date of completion.

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Tower Hill

Discharging

Empire Wisdom 2
Theddeus Kosciuszko 2
Ocean Rider 6
Fort Sennoville 7
Lt. DeLatour 8
Empire Torrent 9
James Breck 9
Andrew Furuseth 10
Sveti Vlaho 10
Dallas City 10
Edward Kavenaugh 11
William Vandeventer 11

Discharged Awaiting
Convoy or Orders

Empire Don

Loading

Rinucci
Rachel Jackson
Mark Keppel
Sambrian
Haywood Broun
Fort Nottingham

Edward M. House
James G. Birney
Samuel Walker
Benjamin H. Brewster
Fort Esperance
John Sutter
Amaso Delano

Loading

Andrew Pickens

Jamaique 3
Edward Ricketts 2
Charles Goodyear 2
Edward Richardson 3
Walter Reed 3
Ezra Hooker 2
Edward Bok 3
Eliphalet Nott 3
A.P.Hill 2
Ocean Wayfarer 5
Stephen Foster 5
Flying Dale 5
Bingor Herman 4
Leland Stanford 4
Raymond Ingersoll 5
E.A.Poden 3

Discharged, Awaiting
Convoy or Orders

Robert Treat
John McGraw

NOTE: Figures after names of vessels indicate estimated date of completion.

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SECRET

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SECRET

DISTRIBUTION:

ETOUSA	
1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn
AFHQ	
32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	AFB Naples
37	PWTO (Attn: SCPO)
38	Pet Sec
39	AG M & D
40-54	COT, ASF, WD
55	DGMR, Lyons
56	CG, Delta base
57	CG, Conad
58	CG, Penbase
59	CG, NATF
60-62	CG, AFSC/MTO
63	CG, Rembark
64	CG, 15th Army Group (Attn: G-4)
65-66	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
67-71	COT, ETOUSA
72-73	COMM, Eighth Fleet
74	DMRS Italy, Rome
75	DDMRS Italy, Rome
76	CC, Torbase
77	CO, Adriatic Base Command
78	CO, Penbase South
79-80	CO, 10th Port
81-82	CO, 8th Port
83	CO, 8th Port (Attn: Information & Education Officer)
84	Tpn O, Delta base

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6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 S & R
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	AFB Naples
37	PWTO (Attn: SCFO)
38	Pet Sec
39	AG M & D
40-54	COM, ASF, WD
55	DGMR, Lyons
56	CG, Delta base
57	CG, Conad
58	CG, Penbase
59	CG, MAC
60-62	CG, AFSC/MTC
63	CG, Peninark
64	CG, 15th Army Group (Attn: G-4)
65-66	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
67-71	COT, ETOUSA
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85	Tpn O, Conad
86	Tpn O, Penbase
87	Tpn O, Penbase South
88	Tpn O, Fifth Army
89	G-4, Fifth Army
90-91	MATS, Naples
92-93	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
94-95	Chief Trans Service, SOS, USAF IBT, APO 885, c/o pm New York
96-97	Dept Chief of Trans, APO 830, c/o pm, New Orleans
98-99	Tpn O, AMET, APO 787, c/o pm, New York
100-101	Port Tpn O, POG, APO 830, c/o pm, New Orleans
102-103	Theater Tpn O, USAFBA, APO 676, c.o pm, Miami
104-105	Chief Tpn O, USASOS, APO 707, c/o pm, San Francisco
106-107	Chief Tpn O, Alaskan Dept, APO 940, c/o pm, Seattle
108-109	Allied Commission, Rome, (Attn: Tpn Sub Com)

SECRET

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SECRET MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, MTOUSA

Vol. I, No. 28 [illegible] 1945

OPENING OF ORTONA-ANCONA RAILROAD ESTIMATED 30 APRIL

Ref. this story 28-1

4/3/1

(Diagr on Page 5)

Reconstruction of Line 86 between Ortona and Ancona is expected to be completed 30 April, and will give Italy continuous rail connection from the Heel area to the Eighth Army fighting front in the Po Valley.

The Ortona-Ancona gap in Italy's Adriatic Seacoast railroad system has been a great handicap in the movement of supplies overland. At present it is necessary to ship all freight discharged in Heel ports for northern points westward across Italy to the Naples area, northward to Rome, eastward across Italy to Falconara, and then north again to the Po Valley. The route is approximately 280 miles longer than it will be when the Ortona-Ancona link is opened.

The flow of freight from the Heel ports, Bari, Barletta, Brindisi, Monopoli and Taranto is very sensitive to the conditions of the long roundabout route as it is affected by any break and no alternative route is available. When Lines 89 and 90 between Naples and Rome were closed down by landslides and washouts during the fall rains, freight needed urgently by the Eighth Army was shipped by rail to Ortona and then by truck ferry to Ancona. Less urgent freight was sent by water transport to Ancona.

The Ortona-Ancona stretch of Line 86 was considered too badly damaged for the military's short range reconstruction program and repair of the line was delegated to the Italian State Railways. Completion of the line, however, soon became important enough so that a No. 3 priority was given the project in order to provide assistance through the release of cement and other priority construction material.

Rail distance between Ortona and Ancona is 104 miles. The track is fairly level but contains 35 bridges and four tunnels.

Estimates are being made by the services which will use the Adriatic Seacoast line to determine how much rolling stock will be required and what the capacity of the line must be. A large rail terminal is under construction at Mondolf

Completion of the rail link will mean the removal of practically all military traffic over Line 91 between Foggia and Caserta and will reduce considerably the military tonnage over Line 89 and 90 from Naples to Rome, Line 95 from Rome to Orte and eastbound freight over Line 87 from Rome to Falconara. It will also make possible greater use of Line 87 for westbound freight out of the port of Ancona.

Line 86 is expected to become more important as the Armies move into the Po valley. From Rimini northeast into the Po Valley Line 86 runs over level land and is expected to carry a great deal of the Po Valley traffic. Most of the line already has been double-tracked and a construction project to double-track the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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MEDITERRANEAN SEA LEVEL BELOW NORMAL: CinC MED

Ref. this story 28-2[illegible]0

Sea level in some places in the Central Mediterranean is between 12 and 18 inches below normal at present, according to a warning issued by CinC Med.

This factor should be taken into consideration when berthing or handling ships in waters where the normal depth is just sufficient to meet operational requirements.

SECRET

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SECRET

TRANSPORTATION NEWS LETTER

Vol. I, No. 28 [illegible] March 1944

LIMA CRANE SENT TO REGGIO FOR DISCHARGE OF SEATRAIN

Ref. this story 28-3

A 40-ton Lima crane is to be shipped by barge to Reggio Calabria where it will be used for the discharging of railroad cars brought by LST seatrain from North Africa.

Because no crane was available at Reggio Calabria, the top deck of the LST was not loaded. Cars were stowed only on the tank deck and were discharged by rolling them on tracks from the deck across a ramp onto the hard.

In order to increase the capacity of the seatrain, however, cars are to be stowed on both the upper and tank decks on Bizerte-Reggio Calabria runs. A second LST operating between Oran and Marseille uses both decks for the storing of railroad cars.

During the week ending 22 March the Oran-Marseille seatrain delivered 34 cars and the Bizerte-Reggio seatrain delivered 21. This brings to 110 the number of cars delivered to Italy and to 90 the number delivered to Southern France. A total of 208 cars remain in North Africa for Marseille and 240 for Reggio Calabria.

MULE SHIP SAMUEL WALKER FITTED FOR MED LIFTS

Ref. this story 28-4

The mule ship, Samuel Walker, is being fitted by the Eighth Port in Naples so that it can lift a capacity load of approximately 600 mules from North Africa to Southern France. The vessel will be required for two trips.

Approximately 1200 mules, French Army animals, must be lifted from North Africa because of the shortage of forage there. The project has been approved by SHAEF.

The Samuel Walker arrived in this theater in a UGS convoy with a shipment of 300 animals for the Tenth Mountain Division. Fewer animals can be accomodated on the long Atlantic Ocean crossing than on the comparatively short Mediterranean trip.

524th PORT BATTALION EMBARKS FOR ETOUSA

Ref. this story 28-5

The 524th Port Battalion, 26 officers, two warrant officers and 822 enlisted men, embarked this week for the European Theater of Operations. Two weeks ago the 525th Port Battalion, consisting of 19 officers and 761 enlisted men, left MTOUSA for ETOUSA.

The 524th, attached to the Eighth Port in Naples, came to Italy from Palermo, Sicily, in July. It was activated from 2nd Cavalry units early in 1943.

TRUCK COMPANY GETS AUGMENTATION TEAM

Ref. this story 28-6

Declassified E.O. 12356 Section 3.3/NND No. 785021

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TRUCK COMPANY GETS AUGMENTATION TEAM — Ref. this story 28-6

The 3590th QM Truck Company, attached to Transportation Corps, PBS, has been authorized augmentation by a 24-man driver team. This is sufficient to permit the company the use of its organizational vehicles in round-the-clock operation.

Two truck companies, formerly assigned to Northern Base Section, Corsica, have been assigned to PBS.

NO MONKEYS TO INDIA — Ref. this story 28-7

Allied personnel traveling to India are advised that the Indian Government bans the bringing of monkeys into India ports. This is a yellow fever preventative measure. The carrying of pets and mascots on U.S.Army transports or on vessels wholly allocated to the War Department is further prohibited by AR 35-4485 Change 2 dated 7 January, 1944.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ref. this story 28-6

BARGE LINE TO OPERATE CORSICA TO LEGHORN

A barge line consisting of one tug and five barges will operate out of Leghorn connecting Corsica with the mainland starting in April. If successful other lines may be put in service.

Equipment will consist of one LT tug, a seagoing type, and five Italian barges. The barges, now being used by the U.S. Army, are the well type. They are 96 feet long, 26 feet wide and have a capacity of approximately 300 tons each. Cargo is stowed in two holds.

The tug will tow no more than two barges at one time. It will be able to bring the barges into a port and leave them there without having to stand by while they are being discharged and reloaded. While barges are being readied in one port, the tug may be working with other barges in other ports.

It is believed that the barge line will have some advantages over the use of coasters, although coasters will continue to be used for some types of carg Barges will be useful in hauling cargoes which must be segregated such as cased POL, and in lifting pipeline, pierced steel planking and heavy machinery. The use of barges will make it possible t lift small quantities of cargo. At present it is necessary to accumulate a thousand tons and more in one port before it is economical to set up a vessel for the lift. Cargo may be lifted by barges as soon as a near capacity quantity is available.

Low freeboards of the barges will be an aid in loading and discharging cargo as in many cases the cargo may be skidded directly from the barge deck to the quay. The barges may be moored to improvised seawalls or in comparatively small spaces.

Ports of call will include Calvi, Porto Vecchio, Ajaccio, Leghorn, Bastia and ports on Elba and islands in the Strait of Bonifacio. Most of these are shallow draft ports.

The trip from Leghorn to Corsica with two loaded barges in tow will require approximately 10 hours. The quick turnaround resulting from the fact that the tug need not wait for barges to be discharged and reloaded will provide economical operation of the Islands-Mainland route.

Ref. this story 28-9

SARDINIAN COAL EXPORTS FOR MARCH IS 33,266 TONS

March exports of coal from the Island of Sardinia amounted to 33,266 tons, according to information received by the British Ministry of War Transport. This tonnage was moved on six coasters, each making several lifts. They are the Edera, 7,436 tons; Omega, 6,150 tons; Wisla, 4,480 tons; Gaeta, 7,800 tons; Empire Don, 3,400 tons and Schiaffino, 4,000 tons.

An estimated 20,000 tons of Sardinian coal will be available for export

Declassified E.O. 12356 Section 3.3/NND No. 785021

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An estimated 20,000 tons of Sardinian coal will be available for export during April.

Ref. this story 28-10

NAPLES, TARANTO TO SUPPLY
COAL FOR CALABRIAN AREA

Coal for the Calabrian area will be furnished from supplies either in Naples or Taranto in order that rail cars which otherwise would be returning to Calabria empty can be utilized. The Calabria area ships lumber and fresh fruits and vegetables northward.

SECRET

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GENEPESCA MAKES TEST RUN:
'TWEEN DECKS TO BE INSTALLED

Ref. this story 28-11

The Italian refrigerator ship, Genepesca, remodeled to provide chilled hatch space for the transporting of fruit and vegetables has made its test run from Naples to Casablanca and is scheduled to return with approximately 400 tons of produce. A temperature of 39 degrees, satisfactory for the purpose, was maintained in No. 1 and No. 2 chilled hatches during the trip.

Upon its return to Naples the vessel will be delayed for four days to permit the installation of 'tween decks in the two chilled hatches. 'Tween decks will provide more floor space in the hatches and will eliminate the necessity for storing the cargo in high piles. This will prevent excessive crushing and bruising of the cargo.

The Genepesca is to ferry between Italy and North Africa, lifting approximately 400 tons of fresh fruit and vegetables per week from North Africa for the U.S. military. Experience in moving fresh produce in dry store ships has proven that spoilage under such conditions is excessive.

COMPETITION IN ARMY-NAVY SPARE PARTS
PROCUREMENT ELIMINATED THROUGH SPDC

Ref. this story 28-12

A revision of the agreement of July, 1944, under which the Army and Navy procure jointly spare parts for marine craft internal combustion engines used commonly by the two forces has been put into effect. Marine engines covered by the agreement, however, represent only a small part of the engines used by Army craft.

Under revised policy the Transportation Corps will provide the Navy Department with a status report each month showing the number of each type of engine in a given Spare Parts Distribution Center area, the area determined by the region serviced by the Center.

The Navy Department will assume supply responsibility for all parts for engines listed in the agreement, whether or not all of the parts are common to Navy engines. Complete date on applicable contracts and bills of material for all engines involved will be furnished by Transportation Corps.

Army requisitions will be submitted through proper Army channels to the Navy's Spare Parts Distribution Center. MTOUSA will be serviced by the SPDC in Oran.

VADA-ROSIGNANO RAIL SPUR
TO BE IN OPERATION SOON

Ref. this story 28-13

The Vada-Rosignano rail spur on Line 50 (Leghorn-Rome) will be opened late this month making possible the operation of a Solvay plant at Rosignano.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The Solvay plant, to be operated under the auspices of the Allied Commission, will manufacture fertilizer and other limestone products for civil and military use.

Plant traffic will require approximately 2,000 tons of cargo hauled daily. This will include 500 tons of coal per day moving into the plant from Leghorn; 1,000 tons of limestone moving into the plant from San Vincenzo, and approximately 500 tons of products moving out of the plant to distribution points throughout Italy.

The line will also be used to haul between 800 and 900 tons of Allied Commission supplies to AC warehouses in the Rosignano area.

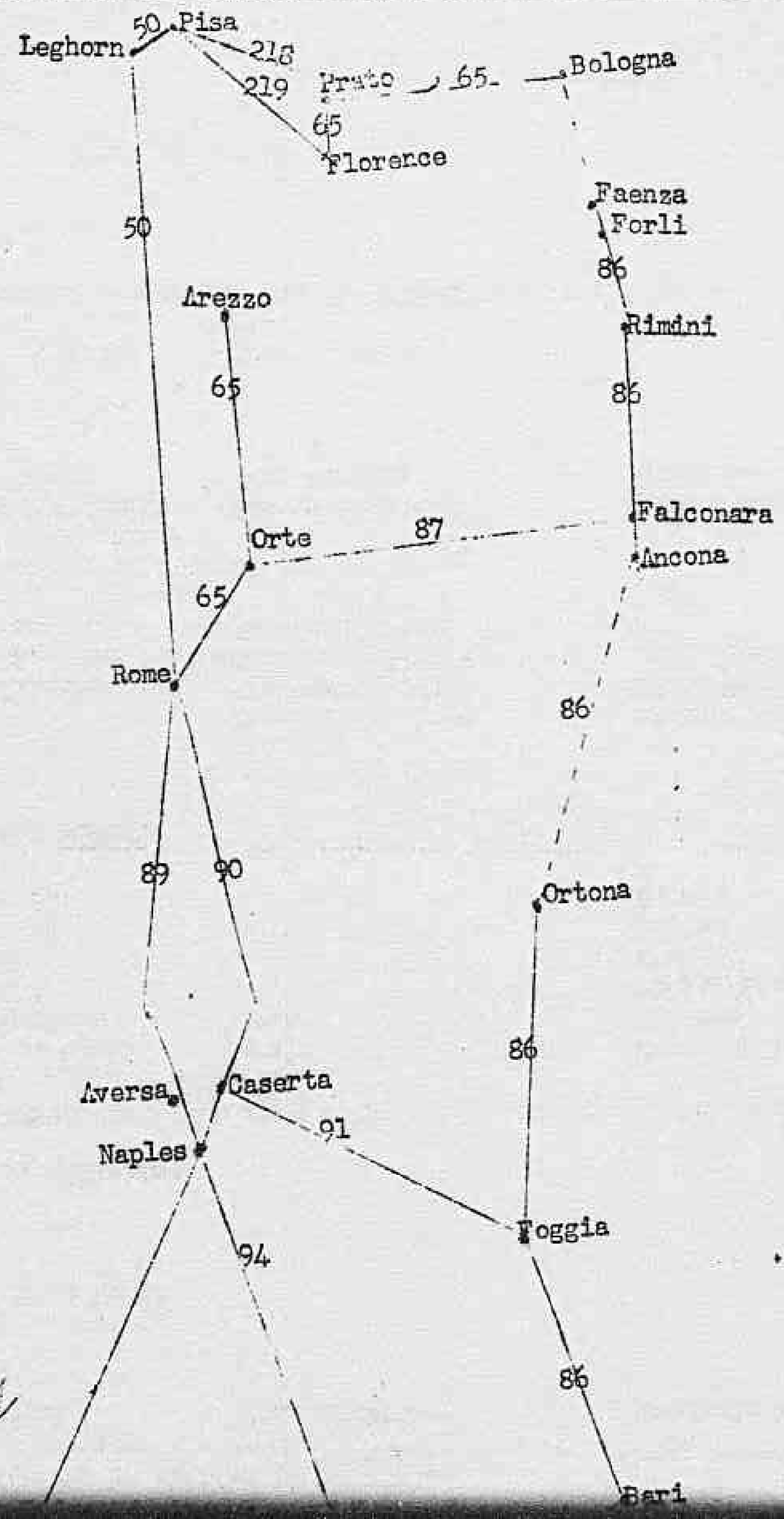
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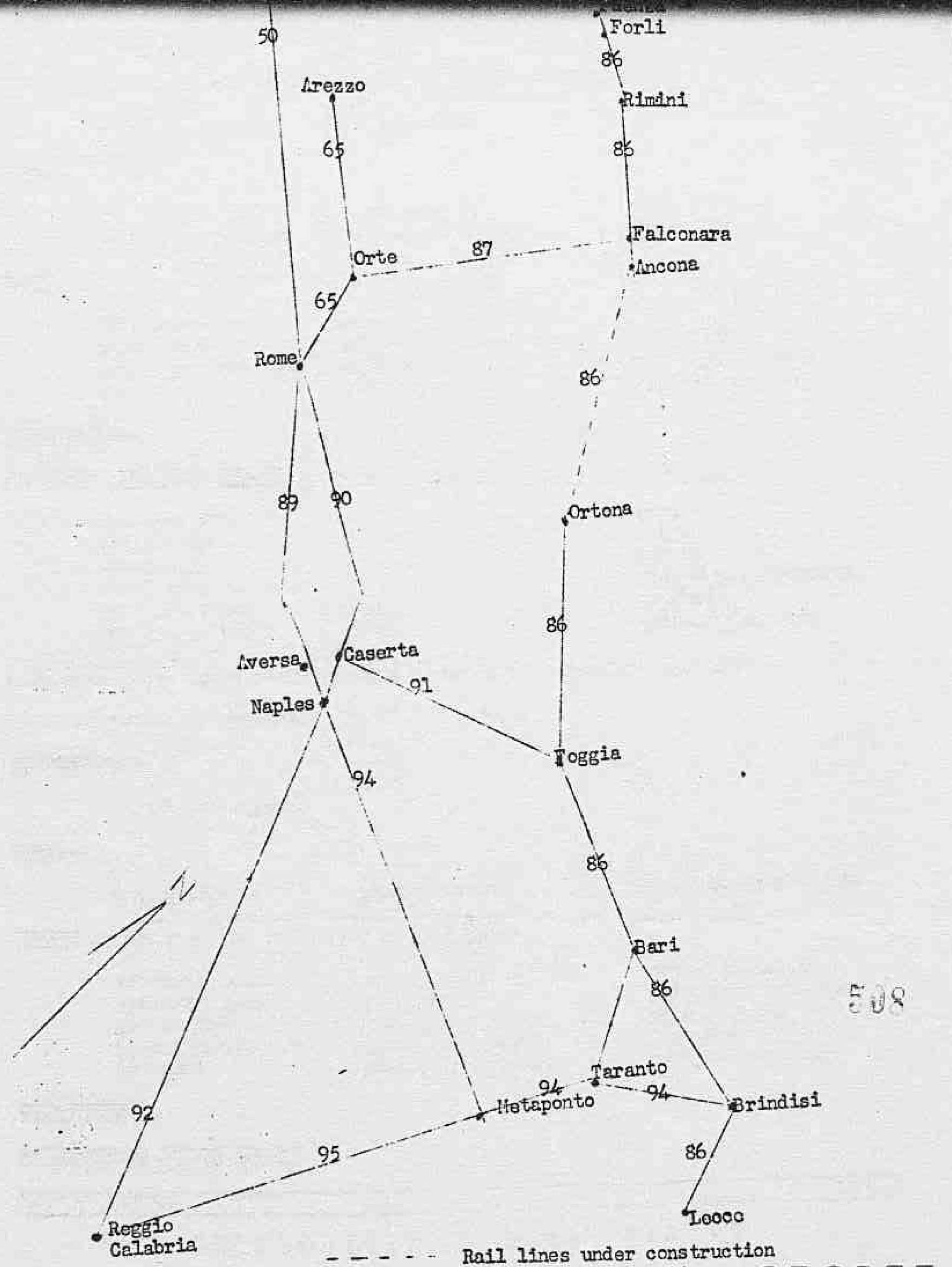
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TRANSPORTATION NEWS LETTER

RELATIONSHIP OF ORTONA-ANCONA RAILROAD TO OTHER PRINCIPAL RAILROADS



Declassified E.O. 12356 Section 3.3/NND No. 785021



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Declassified E.O. 12356 Section 3.3/NND No. 785021

DIVERSION OF CONVOY UGS-79

MARSEILLES---

Jamaique	Howard T. Ricketts	Charles Goodyear
Edward Richardson	Steph. G. Foster	E.A.Peden
Walter Reed	Ezra Thacher	Edward W. Bok
Eliphalet Nott	A.P.Hill	Raymond V. Ingersoll
Binger Hermann	Robert Treat	Leland Stanford

NAPLES to berth or for on routing to LEGHORN---

Mark Keppel	John A. Sutter	Benjamin H. Brewster

BARI---

Finley Peter Dunne

CASABLANCA---

George B. McClellan

Vessels carrying other than U.S. Army cargo will discharge as follows:

William B. Ogden	grain	Augusta/Iraklion
Fort Tremblant	grain	Palermo
Tower Hill		Naples/Castellammare
Forthbank		Naples
Dallas City		Naples
Eastwood Park		Ancona

DIVERSION OF CONVOY UGS-80

MARSEILLES---

Atenas	Crawford W. Long	Richard Stockton
Roger Williams	Francis Marion	James Ford Rhodes
William A. Jones	William L. Smith	Mary Lyons
William Matson	Nathaniel Bacon	

NAPLES for berth or for on routing to LEGHORN---

James J. Pettigrew	Edward Kavanaugh	Andrew Furuseth
William Harper	John Harvard	James L. Breck

BARI---

Charles Henderson	Robert Jordon

Declassified E.O. 12356 Section 3.3/NND No. 785021

Binger Hermann	Robert Treat	Leland Stanford

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BARI---

Charles Henderson	Robert Jordon

CASABLANCA for patrial discharge, then to NAPLES for completion---

Darien

SHIPS TO BE INSPECTED AFTER DISCHARGE
TO PREVENT OVERCARRIAGE OF CARGO

To prevent overcarriage of cargo on ships returning to the United States from the Mediterranean Theater, the Chief of Transportation, MTOUSA, has directed that each vessel be searched thoroughly by a commissioned officer after completion of discharge to ascertain that all cargo has been removed. A statement indicating that no cargo remained after the ship was announced as being completely discharged will be signed by the inspecting officer and filed in the office of the Port Commander.

The object of this especially is to prevent ammunition and other dangerous cargo from being overcarried and returned to the United States.

SECRET

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MAINTENANCE TONNAGES ACCEPTED FOR PERIOD 16-25 APRIL

	Naples	Sub Ports	Bagnoli	Leghorn	Civita-vecchia	Piombino	Ancona	Host
US Gnd Forces	9112	0	0	38600	0	0	1600	6165
US Air Forces	11678	0	0	3710	0	0	4270	11930
British Army	33237	0	0	1136	0	0	19516	15921
Brit Air Forces	681	0	0	0	0	0	15	3188
Civil Supplies	5000	17500	10000	2800	11000	5000	4710	10013
Coal	6200	0	0	5000	8000	0	4000	20200
POL	5185	0	0	1437	0	0	5000	5765
Total	71093	17500	10000	52682	19000	5000	39111	73182

U.S. BIDS FOR MOVEMENT BY SEA TO POINTS OTHER THAN ITALY FOR PERIOD 16-25 APRIL

	from Naples	from Leghorn	from Bari	from Bastia	Total
To Marseilles	162	112	0	2	276
To Bastia	9	15	0	0	24
To United States	521	202	1010	112	1845
To Middle East	50	0	40	0	90
To India	150	0	150	0	300
To Casablanca	25	10	10	0	45
To United Kingdom	0	0	25	0	25
Totals	917	339	1235	114	2605

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Naples		Bagnoli(Naples)		Leghorn	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
Mar. 11	928	Mar. 14	0	Mar. 14	2267	Mar. 14	744
Mar. 12	972	Mar. 15	0	Mar. 15	406	Mar. 15	656
Mar. 13	700	Mar. 16	0	Mar. 16	0	Mar. 16	698
Mar. 14	700	Mar. 17	0	Mar. 17	500	Mar. 17	578
Mar. 15	700	Mar. 18	0	Mar. 18	500	Mar. 18	478
Mar. 16	600	Mar. 19	0	Mar. 19	500	Mar. 19	124
Mar. 17	878	Mar. 20	0	Mar. 20	700	Mar. 20	101
Total	5478	Total	0	Total	4873	Total	3379
Daily Av	783	Daily Av	0	Daily Av	696	Daily Av	483

DAILY AVERAGE PORT CLEARANCE---NAPLES 14-20 March

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	10	149	19	244	21	273	21	287
BRITISH	14	228	23	355	127	1683	125	1661
TOTAL	24	377	42	599	148	1956	146	1948

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled

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Coal	6200	0	0	[illegible]	[illegible]	0	5000	5765
POL	5185	0	0	1437	0	0	5000	5765
Total	71093	17500	10000	52682	19000	5000	39111	73182

U.S. BIDS FOR MOVEMENT BY SEA TO POINTS OTHER THAN ITALY FOR PERIOD 16-25 APRIL

	from Naples	from Leghorn	from Bari	from Bastia	Total
To Marseilles	162	112	0	2	276
To Bastia	9	15	0	0	24
To United States	521	202	1010	112	1845
To Middle East	50	0	40	0	90
To India	150	0	150	0	300
To Casablanca	25	10	10	0	45
To United Kingdom	0	0	25	0	25
Totals	917	339	1235	114	2605

COAL DISCHARGES---WESTERN ITALY

Civitavecchia		Naples		Bagnoli(Naples)		Leghorn	
Date	Tons	Date	Tons	Date	Tons	Date	Tons
Mar. 11	928	Mar. 14	0	Mar. 14	2267	Mar. 14	744
Mar. 12	972	Mar. 15	0	Mar. 15	406	Mar. 15	656
Mar. 13	700	Mar. 16	0	Mar. 16	0	Mar. 16	698
Mar. 14	700	Mar. 17	0	Mar. 17	500	Mar. 17	578
Mar. 15	700	Mar. 18	0	Mar. 18	500	Mar. 18	478
Mar. 16	600	Mar. 19	0	Mar. 19	500	Mar. 19	124
Mar. 17	878	Mar. 20	0	Mar. 20	700	Mar. 20	101
Total	5478	Total	0	Total	4873	Total	3379
Daily Av	783	Daily Av	0	Daily Av	696	Daily Av	483

DAILY AVERAGE PORT CLEARANCE---NAPLES 14-20 March

BY RAIL

	Export Cargo				Import Cargo			
	Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	10	149	19	244	21	273	21	287
BRITISH	14	228	23	355	127	1683	125	1661
TOTAL	24	377	42	599	148	1956	146	1948

TRUCK HAULS BETWEEN DOCK AND DEPOT

	Trucks Used	Tons Hauled
BRITISH	227	1296
U.S.	1121	3045
TOTAL	1348	4341

507

TRANSPORTATION CORPS SERGEANT SUPERVISES PERSIAN VILLAGE

A Transportation Corps sergeant was charged with the general supervisi and control of the village of Sar Bandar in order to keep things running smoothly at the nearby port of Bandar Shahpur.

Since nearly all of the men of the village (population 8,000) worked at the port, Ninth Port felt it necessary to oversee the town and assigned the sergeant to the job. The sergeant acted as mayor, judge, ration board, housing board, OPA, sanitation authority and spiritual guide. (Reference: Transportation Corps Positive Intelligence Bulletin dated 28 February)

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PORT SITUATION---NAPLES AREA

	Discharged							Loaded
	No.	General Cargo			Breakdown by Ports			
	Veh	*U.S.	Brit.	Total	Naples	Salerno	Anzio	All Ports
Mar. 14	60	4306	2832	7638	[illegible]	-	651	1671
Mar. 15	53	3653	2893	6546	5526	-	620	2287
Mar. 16	143	3184	3091	6275	5392	-	593	1340
Mar. 17	31	6053	4544	10597	7453	#2000	886	1754
Mar. 18	43	4042	4674	8716	7602	-	1114	2158
Mar. 19	138	3498	4842	8340	7331	-	805	1549
Mar. 20	13	6003	4751	10754	8135	##1500	802	2499
Total	481	31239	27627	58866	48246	3500	5451	13258
Daily Av	69	4462	3947	8409	6892	500	779	1894

*Includes all cargo other than British cargo. Boxed vehicles and bulk POL not included in totals. #Includes four days' discharge. ##Includes two days' discharge.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No.	General Cargo			
	Veh	*U.S.	Brit.	Total	
Mar. 14	149	4438	-	4438	879
Mar. 15	186	3850	-	3850	958
Mar. 16	36	4428	-	4428	877
Mar. 17	49	3956	-	3956	578
Mar. 18	59	3640	-	3640	371
Mar. 19	-	4353	284	4637	96
Mar. 20	-	2531	93	2624	138
Total	473	27196	377	27573	4055
Daily Av	68	3885	54	3939	579

*Includes all cargo other than British cargo. Boxed vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No.	General Cargo			
	Veh	U.S.	*Brit.	Total	
Mar. 11	38	1690	5880	7570	2068
Mar. 12	68	1415	4261	5676	2038
Mar. 13	26	1514	4476	5990	1966
Mar. 14	105	1162	5524	6686	2163
Mar. 15	27	1215	4503	5718	2199
Mar. 16	104	806	4168	4974	2155
Mar. 17	0	1158	3241	4399	2613
Total	368	8960	32053	41013	15202
Daily Av	53	1280	4579	5859	2172

*Includes all cargo other than U.S.Ground Forces cargo. Does not include weight of boxed vehicles or bulk POL.

PORT SITUATION---NAPLES

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Mar. 17	31	6053	4544	10597	7753	#2000	886	258	1754
Mar. 18	43	4042	4674	8716	7602	-	1114	-	2158
Mar. 19	138	3498	4842	8340	7331	-	805	204	1549
Mar. 20	13	6003	4751	10754	8135	##1500	802	317	2499
Total	481	31239	27627	58866	48246	3500	5451	1669	13258
Daily Av	69	4462	3947	8409	6892	500	779	238	1894

*Includes all cargo other than British cargo. Boxed vehicles and bulk POL not included in totals. #Includes four days' discharge. ##Includes two days' discharge.

PORT SITUATION---LEGHORN

	Discharged				Loaded
	No. Veh	General Cargo *U.S.	Brit.	Total	
Mar. 14	149	4438	-	4438	879
Mar. 15	186	3850	-	3850	958
Mar. 16	36	4428	-	4428	877
Mar. 17	49	3956	-	3956	578
Mar. 18	53	3640	-	3640	371
Mar. 19	-	4353	284	4637	96
Mar. 20	-	2531	93	2624	138
Total	473	27196	377	27573	4055
Daily Av	68	3885	54	3939	579

*Includes all cargo other than British cargo. Boxed vehicles and bulk POL not included in totals.

PORT SITUATION---BARI

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
Mar. 11	38	1690	5880	7570	2068
Mar. 12	68	1415	4261	5676	2038
Mar. 13	26	1514	4476	5990	1966
Mar. 14	105	1162	5524	6686	2163
Mar. 15	27	1215	4503	5718	2199
Mar. 16	104	806	4168	4974	2155
Mar. 17	0	1158	3241	4399	2613
Total	368	8960	32053	41013	15202
Daily Av	53	1280	4579	5859	2172

*Includes all cargo other than U.S.Ground Forces cargo. Does not include weight of boxed vehicles or bulk POL.

PORT SITUATION---ANCONA

	Discharged				Loaded
	No. Veh	General Cargo U.S.	*Brit.	Total	
Mar. 11	8	65	2687	2752	254
Mar. 12	80	202	4924	5126	10
Mar. 13	16	72	5875	5947	0
Mar. 14	179	209	6270	6479	185
Mar. 15	28	128	5356	5484	0
Mar. 16	16	0	5119	5119	32
Mar. 17	13	2	3227	3229	0
Total	340	678	33458	34136	581
Daily Av	49	97	4780	4877	83

*Includes all cargo other than U.S. Ground Forces cargo. Does not include weight of boxed vehicles or bulk POL.

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STATUS OF CARGO VESSELS IN MAJOR PORTS

NAPLES as of 26 March

Awaiting Berth to Discharge

Fort Nottingham

Discharging

Amasa Delano
Fort Esperance 25
Narwik 26
Fort Slave 27
Zacapa 28
Harmattan 28
Fort Sturgeon 29
Jesse Applegate 31
Empire Merganser 31
Charles Hall 5

Discharged, Awaiting Convoy or Orders

Baron Scott
Brighton

Loading

Maya
William Hoard
Laurent Meeus
Amasa Delano

LEGHORN as of 25 March

Discharging

Thomas Lynch
Samuel T. Darling
Empire Gareth
Fort De Peyssmont
Andrew Pickens

MARSEILLE as of 25 March

Discharging

John Davenport 27
Frederick Hicks 29
Joel Harris 29
John Carlisle 30
Lawrence Tyson 29
John Mason 29
Thomas Todd 27
George Woodward 30
Samarinda 28
Thaddeus Kosciusko 26
Joseph Warren 26
Bartholomew Gosnold 26
Eleazar Wheelock 26
Franz Siegel 27
Robert Moore 31
Harvey Cushing 30

Note: Figures following names of vessels indicate estimated dates of completion

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Fort Nottingham

Discharging

Amasa Delano
Fort Esperance 25
Narwik 26
Fort Slave 27
Zacapa 28
Harmattan 28
Fort Sturgeon 29
Jesse Applegate 31
Empire Merganser 31
Charles Hall 5

Discharged, Awaiting Convoy or Orders

Baron Scott
Brighton

Loading

Maya
William Hoard
Laurent Meeus
Amasa Delano

Samuel T. Darling
Empire Gareth
Fort De Monmont
Andrew Pickens

Frederick Hicks 29
Joel Harris 29
John Carlisle 30
Lawrence Tyson 29
John Mason 29
Thomas Todd 27
George Woodward 30
Samarinda 28
Thaddeus Kosciusko 26
Joseph Warren 26
Bartholomew Gosnold 26
Eleazar Wheelock 26
Franz Siegel 27
Robert Moore 31
Harvey Cushing 30

Note: Figures following names of vessels indicate estimated dates of completion

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DISTRIBUTION:

MTOUSA

1-2	CG (Attn: Aide-de-camp)
3	C/S
4	G-1
5	G-2
6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 (S & R)
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	Ag M & D
40-54	COT, ASF, WD
55	DGMR, Lyons
56	CG, Deltabase
57	CG, Conad
58	CG, Penbase
59	CG, MAAF
60-62	CG, AAFSC/MTO
63	CG, Pombark
64	CG, 15th Army Group (Attn: G-4)
65-66	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
67-71	COT, ETOUSA
72-73	COMM Eighth Fleet
74	DMRS Italy, Rome
75	DDMRS Italy, Rome
76	CO, Norbase
77	CO, Adriatic Base Command
78	CO, Penbase South
79-80	CO, 10th Port
81-82	CO, 8th Port
83	CO 8th Port (Attn: Information & Education Officer)
84	Tpn O, Deltabase
85	Tpn O, Conad
86	Tpn O, Penbase

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6	G-3
7	G-4 Plans
8-9	G-4
10	G-4 (S & R)
11	QM
12	Sig O
13	Surg
14	CWS
15	Engr
16	Ord
17-31	Tpn

AFHQ

32	G-4 (M & Tn) Br
33	G-4 Log Plans
34	G-3
35	MRS Rep
36	APB Naples
37	PSTO (Attn: SOPO)
38	Pet Sec
39	Ag M & D
40-54	COT, ASF, WD
55	DGMR, Lyons
56	CG, Deltabase
57	CG, Conad
58	CG, Penbase
59	CG, MAAF
60-62	CG, AAFSC/MTO
63	CG, Pombark
64	CG, 15th Army Group (Attn: G-4)
65-66	CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
67-71	COT, ETOUSA
72-73	COMM Eighth Fleet
74	DMRS Italy, Rome
75	DDMRS Italy, Rome
76	CO, Norbase
77	CO, Adriatic Base Command
78	CO, Penbase South
79-80	CO, 10th Port
81-82	CO, 8th Port
83	CO 8th Port (Attn: Information & Education Officer)
84	Tpn O, Deltabase
85	Tpn O, Conad
86	Tpn O, Penbase
87	Tpn O, Penbase South
88	Tpn O, Fifth Army
89	G-4, Fifth Army
90-91	MATS, Naples
92-93	CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm, San Francisco
94-95	Chief Trans Service, SOS, USAF IBT, APO 885, c/o pm, New York
96-97	Dept Chief of Trans, APO 830, c/o pm New Orleans
98-99	Tpn O, [illegible], c/o pm, New York
100-101	Port Tpn O, POC, APO 830, c/o pm, New Orleans
102-103	Theater Tpn O, USAFSA APO 676, c/o pm, Miami
104-105	Chief Tpn O, USASOS, APO 707, c/o pm, San Francisco
106-107	Chief Tpn O, Alaskan Dept, APO 940, c/o pm, Seattle
108-109	Allied Commission, Rome (Attn: Tpn Sub-Com)

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