

ACC

AC/354/TN.5

10000/148/2008

VEH
DEC 1944

10000/142/2338

VEHICLES AND SPARE PARTS
DEC. 1944 - JUL. 1945 MISCELLANEOUS AREAS
OUTSIDE ITALY

JSE/gbl.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EXT :-566

26 JULY 1945

REF :- AC/394/105

SUBJECT :- Vehicles Spares

TO :- G - 4 (B), H.C.A.C.

1. Confirming conversation (Major Heslam - Captain Billinghamst) of this afternoon the indents from No 1 Truck Pool - FOGGIA signed by the Director of the Pool were prepared and screened under my direction .
2. Will you please advise me when these parts may be collected .

For the DIRECTOR


J.S. BILLINGHAMST
Captain H.C.A.C.

6838

Tel. 572

AC/354

SDB/as

Ref. AC/5694/IND

25 May 45

file

SUBJECT : Trucks from Somaliland
(Offer by Mr. F. Hendel)

TO : Mr. G. Gross, Chief Roads Division,
Transportation Sub-Commission. ✓

FROM : S.D. Brootzkoo, Mechanical &
Automotive Industries Division.

1. In accordance with your suggestion on March 8th, the day before I left for Mideast, I made a special trip to Addis-Ababa, Ethiopia, to talk over with Mr. F. Hendel his offer to the Allied Commission of bringing about 125 trucks along with the drivers and their families from Somaliland to Italy.

2. I met Mr. Hendel and we discussed the whole matter in detail after which I asked him to submit me a written resumé of his offer which he did and which I enclose herewith.

3. From my talks with him I arrived to the following conclusions, some of which are stated also in his letter:

- a. A permission must be received from the British Military Administration of Somaliland for bringing these trucks to Italy. This permission must be negotiated between AFHQ and the Mideast Command (Br). The BMA it seems to me will be somewhat reluctant to grant such a release.
- b. The trucks must be brought to Italy with their owner-drivers and with the owners' families.
- c. The shipment of these trucks with their owners and owner's families will have to be arranged by the AC HQ through the military authorities who are in control of all communications with Somaliland.

- d. The payment for the transportation costs must also be arranged beforehand between the Allied Commission and the truck owners association.
- e. The trucks according to Mr. Hendel are in perfect working condition and the owners will take along enough spares to keep them running for a year (with the exception of injection pumps, pistons and valves for Diesel operated trucks which parts it is impossible to get in Somaliland).
- f. About one fourth of all Italian owned trucks available for repatriation are Ford V-8 trucks of 1936-1939 vintage which may create an additional problem in the future of getting spares for them.
- g. The owners of the trucks and Mr. Hendel are very much concerned with the food situation for themselves and their families and asked whether they will be allowed to draw military or other kind rations at a reasonable price.
- h. Mr. P. Hendel, as I found out, was before this war one of the leading industrialists in Somaliland. He represented there the Ford Motor Co., owned the most modern auto repair plant and a fleet of trucks. During the Italo-Ethiopian war he was instrumental in the organization of the motor transport of the Italian Army. He is a Polish subject and came to Somaliland in 1914 when he was *INTERNEED* there as a member of the crew of an Austrian Naval ship. Mr. Hendel is busy now with an organization of a motor truck service in Ethiopia with a first class auto-repair shop in Addis-Ababa. In this work he is encouraged and assisted by the Middle East Supply Center.

4. From my talks with Mr. Hendel I got an impression that he lost somewhat his interest in this whole scheme of

his being busy with his new enterprises.

1. Incl.:
Ltr. from Mr.
F. HENDEL

S. D. Broetzkoos
S. D. BROETZKOOS
Mechanical Industries Div.,
Industry Sub-Commission.

Copy to:
Economic Section.

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F. HENDEL

ADDIS ABABA - MOGADISHU - DJIBOUTI

SOLE DISTRIBUTOR FOR "THE FORD MOTOR COMPANY"
FOR ETHIOPIA AND THE SOMALILANDS

Addis Ababa , April the 4 th. 1945.

ADDIS ABABA P. O. BOX 621
TELEPHONE 16-17
WORKSHOP 12-39

Dear Sir ,

With reference to my verbal report about the situation in Somalia as far as transport conditions concerns, I herewith have the honour to re-assume the principal points discussed.

I should like to anticipate that I am speaking on behalf of a newly formed Transport Company based on the " padroncini " system, the " TRASPORTATORI EUROPEI RIUNITI S.A. " - UNITED EUROPEAN TRANSPORTERS LTD. Mogadiscio.

1. The Company has at her disposal, if requested , about 70 heavy Diesels 7 - 8 tons trucks with trailers, mostly FIAT 634 with few Alfa Romeo and O.M. some 25 middle Diesels of 4 - 5 tons loading capacity with trailers, mostly Buessing Nag (Alfa Romeo) Mercedes and Lancia Rho, and 30 FORD V8 three tonners petrol trucks. All in fairly good working conditions , many newly overhauled.
2. The experience of last 10 months shows that all these units owned by Italians and driven by them could be considered as superflous transport in Somalia because employed only sporadically with an average of 1000 miles monthly. The Somalia civil market has sufficient vehicles of similar makes owned by Arabs and natives and which are doing the essential work; sufficient for the needs of the country. The B.M.A. (S) has an own fleet of FIATS 634 for the need of the Administration. Knowing the trend of the colonial B.M.A. I am almost sure that on request the B.M.A. (S) would refuse to give free but one vehicle asserting the necessity of vehicles to remain in Somalia. They are anxious to keep a reserve of vehicles for some time later and never agree to their export. I had 1942/3 some 25 heavy diesel trucks reconditioned lying in my yard purposely withhold from the service because intended for export. Nobody cared about their existance but when I asked the permit to export them to the neighboring colony , I received a net refusal. So I must presume that the B.M.A. (S) would object to the export of vehicles if not ordered by higher quarters . I am sure that a neutral expert if sent to Somalia would share my opinion.
3. The owners of the vehicles are only too anxious to work with their units in Italy provided that :
 - a) their living conditions (of the drivers) are not much worse than in the colony as far as the FOOD problem concerns

-- 2 --

b) they are assured that a fair part of the returns resulting from their work could be saved.

The question under a) by granting rations to the drivers (against payment, of course) . Point " b " seems to me assured if considering that a truck worth Lire 5000000 could be , under present rates , fully amortised within one year.

4. Most of the vehicles and trailers have fairly good tyres 42 x 9, 10.000 x 20 38 x 6 etc. The B.M.A. has tyres as well as the Military and could help in case of need. Or at least if ordered to do so.
5. Spare parts are available as far as chassis parts with exception of brakes material. For engines the most pronounced shortage is in injectors and injection pump pistons. Engine pistons could be brought from Eritrea , although at a very high price. The units ready for transfer have the injections pumps overhauled for a six months service , at least.
6. Good shipping conditions from Somalia are prevailing during October to May. In the S.W. monsoon period June / September only ships with a speed of at least 12 miles could stand the sea and the encorage, although the shipping of vehicles and lifting on board could be made in July - September, the worse being June. In such months , if fuel is available , the vehicles could be brought by road (a fairly good one) to Djibouti , some 1700 Km.
7. In order to form a more important nucleus of vehicles for the transfer to Italy the Company would be prepared to assume "padroncini " from Eritrea , thus forming a fleet of at least 250 to 300 vehicles. The B.M.A. (E) once agreed in principle would certainly not object the eritrean " padroncini " to join the Company created in Somalia and transferring her fleet to Italy. I presume so.

In the case the A.C. accepts my proposals I should gladly come to Italy for the conclusion of a contract as well as for making technical preparations for receiving the vehicle fleet in Italy.

Yours faithfully

F. Scuderi

6853

COPY

FROM: F. Hendel
Addis Ababa - Mogadishu-Djibuti
-Distributor for the "Ford Motor Company"-
Addis Ababa P. O. Box 821
Telephone 16-17
Workshop " 14-39

Addis Ababa, February the 14th
1945

Colonel Carness
Allied Commission
Rome

Dear Sir,

Maj. G.L.O. Grundy R.E. who visited you in January informed me that your Department would eventually consider and assist the transfer of Italian civil heavy transport vehicles from the former Italian Colonies to Italy, provided that a certain amount of them could be spared without endangering the local transport situation. I only know the conditions prevailing in Eritrea and Somalia, the former two Italian East African Colonies so I shall concentrate my report on them.

1. SO MALI: Owners of heavy diesel lorries are often waiting for weeks transport opportunities, generally given by the B.M.S. By a rough estimate some 100 seven tonners with some 40 trailers of an average of 4 tons loading capacity could be easily given free for transfer without harm to the existing transport conditions. Some 30 Ford V8 three tonners of the 1935 model would be also available.

TOTAL : ab. 850 tons

2. ERITREA: The situation in Eritrea is, from our stand point, much better as there is more surplus transport lying idle. Shortly, some 100 heavy diesel lorries have reached Ethiopia, permitted by the B.M.E to remain here for transport. Most of them are now looking for employment here and would be lucky to make 1000 miles per month. I think that Eritrea would spare another 250 seven tonner lorries and 100 trailers so that a

TOTAL of ab. 1,750 tons

could be transferred to Italy.

3. Both Colonies would thus give a

TOTAL of 2600 tons

overland transport. (vehicles)

6292

4. The prevailing makes are:

- O.M. eight tonners.....10%
- FILT 634.....75%
- Lancia Ro Ro, 7 tonners.....5%
- Alfa Romeo 4 & 7 tonners.....5%
- Buessing Mag 6 ton.....5%

7/2 +

of which only Buessing Mag being a german make .

5. TYRES: as everyw here, there is in the colonies a certain shortage of new tyres. About 70% of all available lorries have got recently 80% fair tyres. The prevailing sizes are:

- For 7 & 8 tonners.....42 x 9, 11,25 x 24
- " 6 x 5 "36 x 8, 300 x 20, 1 0,00 x 20 , 40 x 8

6. SPARE PARTS: a very substantial part of spare parts for the Italian makes could be produced in the last years locally. Eritrea produces pistons & rings etc. The crucial problem lies in the injection pumps, mostly " Bosch". No parts could be made for injection pumps. I am informed that stocks of parts for the "Bosch" injection pump are in M.E., stored as part of the booty. I think that they are not much needed for the few Italian Diesel lorries used by the Army in the M.E.

7. The Italian lorry owners and their drivers would be too glad to have an opportunity of transferring their lorries to Italy for a secured and continuous employment under fair conditions. I spoke with many of them and could only have the same reply.

8. The system used in the Colonies and partly accepted by the military administrations (B.M.E & B.M.S) is the "padroncini" system, working as follows:

Transport firms or Companies have agreements with a single lorry owners bound to make the transport service through the firms. The transport firms are paying to the lorry owners the fixed rates (by Government or other bodies) less a commission which varies between 8 and 10%. On the other hand the Transport Firms are advancing to the lorry owners money for tyres, fuel etc. are securing a continuous employment, securing certain service facilities, providing for spare parts, dealing with Government or others on behalf and in the interest of the lorry owners. In the same time they take the responsibility for transport efficiency, they grant the safe arrival of goods intrusted to them. The transport firms are usually disposing of an own fleet kept as an emergency reserve.

9. I propose to unite all Italian lorry owners of the colonies willing and permitted to transfer to Italy into a transport firm as described under para 8.

10. It seems to me the best if details of my scheme could be discussed with you in Italy before preliminary steps with the Colonial Military Administrations of Somalia and Eritrea are made. Although a former resident of Rome and Milan for over 20 years, I must acquaint myself with present conditions of service possibilities, spare parts and other technical details in Italy. I am ready to come for a few weeks to Italy and discuss with you my scheme submitting more detailed information. If you agree to it, kindly provide for my entry visa cabling it to the British Embassy in Addis Ababa. I am a Polish citizen and I presume from experience that no objection from the security point of view to my coming to Italy could be made. I shall be highly obliged to you for an immediate reply and in the case my proposal would meet your interest and my coming considered useful for a short cable as an advice.

I can be in 2 days in Cairo by a weekly plane.

Yours faithfully
(F. Hendel)

file in

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

WGP/ls

Ref: AC/344/2/Tn.5

May 1945

SUBJECT: Mr. Arrigoni -- Journey to Albania.

TO : Officer-in-charge, Liaison Division, AG HQ.

Reference your memo 505/AR/EC (L) 28 April 1945.

1. An official clarification of the agreement between Mr. Arrigoni and ENAC was requested by our AC/344/1/Tn.5 of 28 March 1945.
2. That being in hand, we recommend approval of the trip providing the proposal is properly cleared with the Italian Ministry of Transport.
3. The spare parts situation is so critical that all possible supply sources should be fully investigated.

A.G. ANTONINI
Acting Vice President
Economic Section

6849

TRANSLATION

73 / 38

up
344

ENAC

National Organisation for road-haulage of goods

Provincial Management

Service Tecnico- Sect: Ass Tec.
Ref: 3526 AS/lc

Rome 12 April 1945

TO: ALLIED COMMISSION
Transportation Sub-Commission
ROME

This provincial Management take the liberty to recommend the application of Mr. Arrigoni Aldo, who would like to obtain permission to go by air (with allied plan of the service Bari Tirana) in Albania, as he has the possibility to salvage spare-parts for trucks, which we abandoned in his own workshop at Durazzo.

The material has been subtracted to German pillage and has been transferred in another place of Albania in spite of the exorbitant transport - rates.

As Mr. Arrigoni has declared that he will allocate all the material at normal prices to the transporters supervised by this management, we strongly recommend his application.

Mr. Arrigoni informs us that the Italian Foreign office has given its approval, reference to letter N° 6/804/348 dated 11/3/45.

We would appreciate very much a reply
Many thanks and best regards.

THE PROVINCIAL DIRECTOR

(Dr. L. Tanfani)

68.8

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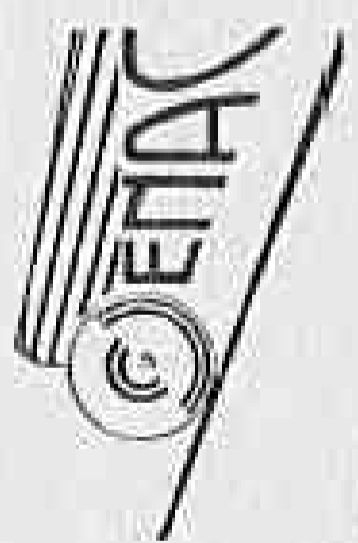
Mod. ENAC 10

Roma, 12 aprile 1945

2421

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE DEI TRASPORTI

R. C. M. A.



Ente Nazionale Autotrasporti Rom.

ISTITUTO DI DIRITTO PUBBLICO
DEL 17 AGOSTO 1944 N. 168

DIREZIONE PROVINCIALE

Ass. Tecnico
Prot. N. 5520. AJ/13
Direttore *del*

OGGETTO:

Questa Direzione Provinciale si permette di appoggiare la richiesta del Sig. Arrigoni Aldo tendente ad ottenere il permesso per recarsi via aerea (con aereo alleato del servizio Bari Tirana) in Albania, dato che egli ha la possibilità di recuperare parti di ricambio per autocarri, abbandonate nell'Officina di sua proprietà a Durezzo.-

Tale materiale è stato sottratto alla rapina tedesca e messo in salvo con gravi spese di trasporto in altra località dell'Albania.-

Poiché il Sig. Arrigoni si impegna di cedere tutto il materiale a prezzi normali per i trasportatori controllati da questa Direzione, la richiesta dell'Arrigoni è appoggiata da questa Direzione Provinciale.-

A maggior precisione di quanto l'Arrigoni ci comunica, il Ministero degli Esteri Italiano ha dato il suo nulla osta con n. 6/804/348 del 10.3.45.-

Si gradirà una cortese assicurazione in proposito.

DIREZIONE PROVINCIALE

Numero 5520 Ass. Tec.
 Data 21/10
 Direzione Ass. Tec.

OGGETTO:

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A maggior precisione di quanto l'Arrigoni ci comunica, il Ministero degli Esteri italiano ha dato il suo nulla osta con n. 6/804/348 del 18.3.45.-

Si gradirà una cortese assicurazione in proposito.
 Ringraziamenti e distinti saluti.-

IL DIRETTORE PROVINCIALE
 (Dr. L. Tanfani)



6837

1248

Tel: 758

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

File - WP - 1 b1h

Ref: AC/344/1/TN.5

28 March 1945

SUBJECT: Mr. Arrigoni - Journey to Albania

TO : Officer-in-charge, Liaison Division, AC.HQ.

1. Reference your Memo 503-AR/EC(L) 22 March 1945.
2. ENAC reports that to date they have no agreement with Mr. Arrigoni re a trip to Albania for motor vehicle spare parts.
3. It is suggested that this aspect of the Memorandum be clarified.
4. The parts in question are greatly needed but we must reserve judgement on the proposal until more complete details are made available.

A. G. ANTOLINI, *6356*
Acting Vice President,
Economic Section

APPROVED *C. W. Atkins*
C. W. ATKINS, CAPT. EC. SEC.

PEW

1 2 4 9

INTER OFFICE MEMO

WAP/hgd

8 Feb. 1945

R/87

AC/R/87/IR.5

SUBJECT : Obtaining Vehicles & Spare Parts from
Libya and Eritrea.

TO : Economic Section.

1. Your letter reference ES/19.10 and dated
1st February 1945 is referred.

2. It is agreed, that under the circumstances
outlined in the above letter, this matter be held in
suspense pending the report from MIDIACT.

Chap

MAJOR R.A.S.C.
Admin. Officer
Roads Section

Copy to: File AC/R/86/IR.5

6255

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

bdn/mem

ES/15.10

1 February 1945

SUBJECT : Obtaining Vehicles and Spare Parts
from Libya and Eritrea.

TO : Transportation Sub-Commission
Attention: Major C.W.A. Pepper

1. In view of the correspondence between Industry Sub-Commission and G-5, AFHQ, flagged in attached Industry file AC/5694, would you not agree that it is advisable to await the report from MIDEAST?
2. Will you kindly return the file to Industry Sub-Commission.

B. D. NASH, Major
Special Assistant to
A/DCOS ECONOMIC SECTION

Enc. Industry S/C File AC/5694

6854

HEADQUARTERS ALLIED COMMISSION
 APO 394
 Transportation Sub-Commission

From	TO	Date	Subject
<i>Road Div.</i>	<i>Director Apt. Sp.</i>	<i>2/1/45</i>	<i>Ref. attached letter. For your approval, and signature of the A.D.C.O.S. please.</i>
<i>Apt Sp.</i>	<i>A.D.C.O.S. Econ. Sect.</i>	<i>2/1/45</i>	<i>For your signature please.</i>

*26 Jan
20*

6853

HEADQUARTERS ALLIED COMMISSION

APO 394

Economic Section

CWAP/hgd

Jan. 1945

AC/R/87/TN.5

SUBJECT: Obtaining Vehicles from Italian Somalilands,
Eritrea and Abyssinia.

TC : A.F.H.Q., G-5 (Att: Col. Butterworth).

1. A Major Grundy of the Rhodesian Army who has spent many years in Abyssinia and Italian Somaliland recently called at this office with information which may prove of considerable value in alleviating the present critical transport shortage in Italy. Major Grundy produced a letter which he had recently received from a personal friend, one Fabiano Hendel who, he stated, is a Polish Jew offering to place at the disposal of the Allies in Italy a number of trucks.

2. Below are quoted four extracts from the original letter:

a. That I am allowed to enter that part of Italy under Allied control.

b. That I am permitted to ship from Mogadiscio 30 trucks (20 fords and 10 Fiats type 634). Also that I am permitted to ship from Eritrea 60 trucks (type Fiat 634).

c. That I am assisted in obtaining the shipment from said places to Italy.

d. That the Administration Authorities in Somalia and Eritrea are recommended to assist me in the matter. I must add that, as far as I am informed from different quarters (in Somalia by my own people) there are in Eritrea and Somalia hundreds of lorries lying idle, all fords and Fiats type 634. Their exportation to Italy would not endanger the transport situation in the said colonies.

6852

These extracts Major Grundy stated two personnel

10 : A.F.H.Q., G-5 (Att: Col. Butterworth).

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6852

d. That the Administration Authorities in Somaliland and Eritree are recommended to assist me in the matter. I must add that, as far as I am informed from different quarters (in Somaliland by my own people) there are in Eritree and Somaliland hundreds of lorries lying idle, all fords and Fiats type 634. Their exportation to Italy would not endanger the transport situation in the said colonies.

3. To these extracts Major Grundy stated two personal notes as follows:

e. Somaliland (Italian) and Eritree have been licked clear of spores but I believe Hendel has an adequate supply.

Not done 15/10
See letter 11/1/15.

b. Hendel has been operating in Italian Somaliland, Abyssinia and Britree for several years before the war and since these countries were occupied by us.

4. It is requested that an investigation be made into the possibility of Fabiano Hendel visiting this Headquarters with the view of submitting a comprehensive plan of action.

For the Chief Commissioner:

L. D. DENSMORE,
Colonel, I.A.
Acting Deputy Chief of Staff
Economic Section.

0851

R/E
87.

Addis Abeba P.O.Box 621

FABIANO HENDEL

Addis Abeba - Mogadiscio
Massua-Gimma-Dire Deua
Ufficio MILANO Via Leopardi
Telegrammi HENDEL

30 Dec 1944

Extracts from original letter to Major Grundy:

1. That I am allowed to enter the part of Italy under Allied control.
2. That I am permitted to ship from Mogadiscio 30 trucks (20 Fords 10 Fiat 634)
That I am permitted to ship from Eritrea 60 trucks (Fiat 634)
3. That I am assisted in obtaining the shipment from the said places to Italy.
4. That the Administration Authorities in Somalia and Eritrea are recommended to assist me in the matter. I must add that as far as I am informed from different quarters (in Somalia by my own people) there are in Eritrea hundreds of lorries lying idle and in Somalia all Fords and some 634. Their exportation to Italy would not endanger the transport situation in the said colonies.

6850

Mogadiscio ~~Box 621~~ & Addis Abeba P.O. Box 621.
S. Somalia

Nairobi P.O. Box 1610
Kenya Colony.

*Copies of letters to
all three addresses.*

Notes by Major Grundy.

1. Somaliland (Italian) and Eritrea have been licked clear of spares but I believe Hendel has an adequate supply.
2. Hendel has been operating in Italian Somaliland, Abissinia, and Eritrea for several years before the war and since these countries were occupied by us.

GR

I 256