

ACC 253/PWU

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TOP SECRET
OCT. 1945

253/PWU

TOP SECRET

10000 / 150 / 623

THIS FOLDER
CONTAINS PAPERS

FROM

TO

CATALOGUE-

253

25

SECRETTel. 320

HEADQUARTERS ALLIED COMMISSION

EJR/bb

INTER OFFICE MEMO

REFERENCE: 253/PWU
SUBJECT : Road from Cuneo to Roja Valley.
TO : Economic Section,
Att: Industry & Commerce Div.
FROM : Director, P. Wks & U. S/C.

26 Oct 45.

1. The railroad tunnel which is being repaired for use as a highway, will be open for traffic about 30 October thereby assuring road communication between the Roja Valley and Cuneo before winter sets in. The railroad tunnel is double track size and can be used for dual purposes as required.

2. The highway tunnel 300 meters above the railroad tunnel is also under repairs but having suffered severe demolition, repairs cannot be completed before spring.

E. J. RISTENT,
Colonel, C.E.,
A/Director.

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

file
RWS/fr

Ref: 253/PWU

20 October 1945

Subject: Communications Facilities - Roja Valley.

To : A.C. Liaison Officer, (Roads)
Headquarters No. 2 District.
Attn: Lt.Col. Hamilton.

Reference your signal dated 10 October 1945.

1. This matter has been referred to our Regional Engineer, Piemonte Region in order to determine the possibilities of opening lines of communication to the Roja Valley. Attached is copy of signal received from the Regional Engineer which clarifies the situation.

2. It obviously is not possible to reopen the road tunnel before spring but as the railroad tunnel will be open to traffic by 30 October, the Valley will no longer be isolated.

3. If further information is desired on matters relating to highways please contact Capt. Leslie Hodges, A.C. Liaison Officer (Roads) who is attached to the Office of the Chief Engineer, 2 District Headquarters.

By Command of Rear Admiral STONE:

N.W. HYLAND
Major, Spec. Res.
Chief, Public Wks. Div.

Secret

RECEIVED
P.W. & U. S/C A.C.
18 OCT 1945 253

CRB/NM

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&U. DIVISION

PR/ENG/7.7

16 October 1945

SECRET

SUBJECT : State Road n° 20 to Tenda.
TO : P.W.&U. Sub Commission Alcom Rome

1. In reply to your telegram dated 12 October requesting report on Tenda tunnel, enclosed herewith is the report as submitted by the Italian State Roads Section.

C. R. Birchett
C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

CRB/NM

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&U. DIVISION

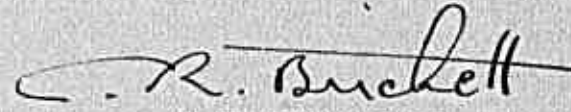
PR/ENG/

16 October 1945

SECRET

SUBJECT : State Road n° 20 to Tenda.
TO : P.W.&U. Sub Commission Alcom Rome

1. In reply to your telegram dated 12 October requesting report on Tenda tunnel, enclosed herewith is the report as submitted by the Italian State Roads Section.


C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

Subject : State road 20 (del Colle di Tenda)
Tract from Cuneo to the French border beyond San
Dalmezzo di Tenda.

The tract from Cuneo to the French border, beyond San Dalmezzo di Tenda, of State road 20, reaches the following villages and towns:

- Borgo San Dalmezzo - Roccazione - Robilante - Vernante - Limone - Vievola - Tenda - San Dalmezzo di Tenda.

The tract between Cuneo and Limone runs first along the Gesso torrent valley, and then along the valley of the Vermezzina torrent.

Beyond Limone, there is the Colle di Tenda, on which, at the northern side, springs the Vermezzina torrent, and, at the southern side, the Roja river, in the valley of which there are the above mentioned villages of Vievola, Tenda and San Dalmezzo di Tenda, touched by State road 20.

Since, as said above, between Limone and Vievola there is the Colle di Tenda, which reaches 2000 meters above the sea level, communications between the Vermezzina valley (at the North side of the mountain) and the Roja valley (at the South side of it) can be obtained along three different routes:

- a) railroad tunnel (double track) running from the neighborhood of Limone (1000 meters a.s.l.) to Vievola (990 meters a.s.l.) with a distance of 800 meters in the inside of the mountain.
- b) road tunnel of State road 20, running from the neighborhood of a place called Bragard (1300 meters a.s.l.) to a place called La Punta at the southern side of the mountain (1300 meters a.s.l.), with an underground distance of 3000 meters.
- c) military road (del Forte del Colle di Tenda) which, starting from Bragard on the N side (1300 meters a.s.l.) reaches the Forte di Tenda at 2000 meters, and from such locality climbs down till it reaches State road 20 near La Punta at 1300 meters a.s.l. near the Southern Entrance of the road tunnel.

The present situation of these communications is the following:

- 1) The road tunnel is badly interrupted, in consequence of the blowing up, made by the Germans, of many mine-chambers at both entrances; works of removal and repair, already commenced have shown, by exploration, that in the inside of the tunnel there is other very bad damage. The road tunnel cannot be reopened to road traffic before next spring.
- 2) The military road (del Forte di Tenda) may be used by trucks along the tract on the N side of the mountain only and is of no use on the S side in consequence of its

ages of Vievola, Tenda and San Delmazzo di Tenda, touched by State road 20.

Since, as said above, between Limone and Vievola there is the Colle di Tenda, which reaches 2000 meters above the sea level, communications between the Vermentagna valley (at the North side of the mountain) and the Roja valley (at the South side of it) can be obtained along three different routes:

- a) railroad tunnel (double track) running from the neighborhood of Limone (1000 meters a.s.l.) to Vievola (990 meters a.s.l.) with a distance of 800 meters in the inside of the mountain.
- b) road tunnel of State road 20, running from the neighborhood of a place called Bragard (1300 meters a.s.l.) to a place called La Punta at the southern side of the mountain (1300 meters a.s.l.), with an underground distance of 3050 meters.
- c) military road (del Forte del Colle di Tenda) which, starting from Bragard on the N side (1300 meters a.s.l.) reaches the Forte di Tenda at 2000 meters, and from such locality climbs down till it reaches State road 20 near La Punta at 1300 meters a.s.l. near the Southern Entrance of the road tunnel.

The present situation of these communications is the following:

- 1) The road tunnel is badly interrupted, in consequence of the blowing up, made by the Germans, of many mine-chambers at both entrances; works of removal and repair, already commenced have shown, by exploration, that in the inside of the tunnel there is other very bad damage. The road tunnel cannot be reopened to road traffic before next spring.
 - 2) The military road (del Forte di Tenda) may be used by trucks along the tract on the N side of the mountain only and is of no use on the S side in consequence of its extraordinary dangerous and difficult trace. This road may be used (on the N side) only during the good season. During winter time no type of vehicle (neither sledges) can be used because of large snow storms and, even more, in consequence of numerous dangerous and persistent Alpine storms that perturb the whole mountain.
 - 3) The railroad tunnel along which repair work supervised by Ufficio Speciale del Genio Civile Viabilità is now well advanced, will be reopened to road traffic within 30 Oct next. This will be, during next winter, the only way of communication thru which it will be possible to link the Roja Valley with the remaining Italian territory.
- It is further pointed out that both along Vermentagna and along Roja Valley there is no other road that may replace or form a deviation of State road No 20.

/s/ Francesco Moncelli
Ingegnere Capo

Translation N 587
made on 12 Oct 45
by Giuseppe Ferrero,

0 P - Works

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

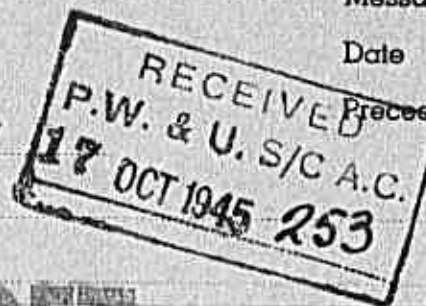
Date/Time of Origin: OCT 16 2110A

Message Centre No: G/1208

Date Time Rec'd: OCT 17 0900A

FROM: AMG PIEMONTE PW AND U DIV

TO : HQ ALCOM PW AND U PR/ENG



Precedence: IMPORTANT

SECRET

SECRET

Only 3 roads to TENDA from ITALY. First over mountain second highway tunnel third rail tunnel. Mountain road not passable to vehicles larger than jeep in summer in winter impassable highway tunnel blocked rail tunnel will be open by 30 October detail report follows.

Dist

Action - P Works SC
Info - Chief Commissioner
Econ Sec 2
Tn SC 2
File 2 Float.

ACTION



SECRET

Seen by Hyland
Maj 17/10/45
L.H.

2

AMG PIEMONTE REGION

6909

11 OCT 45

PRIORITY

TOPSEC PD

SUBJECT IS ACCESSIBILITY OF ROJA VALLEY FROM ITALIAN SIDE PD
PAREN TO AMG ~~XXXXXXXX~~ PIEMONTE REGION FOR REGIONAL ENGINEER
FROM HQ ALCOM CITE ACPWU PAREN

PARA ONE PD ADVISE STATUS ROAD CUNEO NAN EIGHT FIVE TENDAY
NAN EIGHT SEVEN ONE NINE AND IF IT WILL BE USABLE BEFORE WINTER RAINS
PD

PARA TWO PD ALSO ADVISE POSSIBILITIES OF OPENING OTHER
APPROACHES TO VALLEY PD

PARA THREE PD PLEASE GIVE GENERAL ANSWER BY WIRE AND FOLLOW
WITH A REPORT COVERING THE FULL SITUATION IN REGARD TO SUBJECT

44 30/10/45

1107

Public Works

339

COPY No. 1

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: OCT 101200A

RECEIVED

P.W. & U. S/C A.C

11 OCT 1945

Message Centre No: G/564

Date Time Rec'd: OCT 110900

Precedence: EMERGENCY OPS

FROM AC LO DISTWO MILAN SIGNED HAMILTON

TO : ACTION ALCON ROME FOR CHIEF COMMISSION, ALCON ROME FOR PW AND USC?
ALCON MILAN FOR PW AND USC.

TOP SECRET

TOP SECRET.

1. Unless highest priority is given to ensuring that road CUNEO
* N 85 TENDAN 8719 is open and in good condition for the winter and if possible before the autumn rains, ROJA valley will only be accessible from the French side.
2. In view of the political issues involved and the great advantage which the French would gain politically from such a situation I have considered it advisable to bring this urgently to your attention.
3. Other approaches Via VENTIMIGLIAMR S 88 requires bridging likely to be beyond available resources.

DIST

COPY NO 1	ACTION	P WORKS SC ✓
2	INFO	CHIEF COMMISSIONER
3 & 4		EX COMMISSIONER 2
5		POLAD (A)
6		POLAD (B)
7		ECON SEC
8		FILE

* Should read N 85 TENDA N 8719

TOP SECRET

46

1758

1758