

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

785015

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10000/100/706

126 pp.

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

785015

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STATE ROADS, ITALY
FEB. - JUNE 1943;
AUG., SEPT. 1943

126 pp.

1-8. Reggio Calabria - Amantea State Road No 18

AFHQ Amendment NO 1 to Jais CB40864(8)

AFHQ, MGS Amends No 1-4

10-52	6 Sep 43	AMCOT/41/HQ	To: MGS, AFHQ.
53	9 Sep 43	8.389.231/4 OI(26)	From: MGS
54	15 Sep 43	71/HQ	To: August 8 Army
55	14 Sep 43	EI/249/1	From: AFHQ (Engr Sec)
56	2 Sep 43	Amex 6	" AFHQ.
57-82	1 "	" 5	" "
83-88	16 "	41/HQ	To: AMCOT, 8 ARMY.
89	"	—	From: AMCOT, 8 ARMY.
90	24 "	—	Road Information - Region 2
91	30 "	—	

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785015

713

Kind Information - Region 2

30 " "

ROAD INFORMATION - REGION 2.

Regio Calabria to Cosenza, Corigliano and Taranto
as at 30. Sept. 43.

91

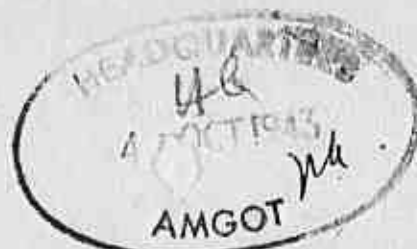
- East of Scilla - break mended.
- Bagnara - in town - bridge blown and mended,
diversion below for heavy vehicles.
- Gioja Tauro - Fiume Petroco - Br. repaired.
Very bad break in Ry. Br. here.
Ry. from Reg. Calabria nearing Palmi except for
one 600 yds. break now being repaired.
- Rosarno - Fiume Mesima - Main road closed but bridge on the
old straight road has been mended.
- Pizzo - North of Fiume Angitola - Br. blown and repaired - Ry. Bridge also
been used as diversion as rails are up.
- Fiume Amato - near junction for Nicastro and Catanzaro - bad break -
crossing made in river bed - earth and stone on top
of some iron pipes - bridge repaired and in use for
North - South traffic.
- Coraco - Sheet 47/Z 0560 - 2 Br. blown - one on road from Soveria ^{repairs} not yet started,
one on Colosimi-Rogliano road - timber Br. almost
completed and is useable for cars - but further break
up this road at Fiume Savuto reported to need another
week to mend by Italian Engineers.
- Diversion - East at Soveria - narrow road to Colosimi, then East
at Colosimi along road No. 108 to rd. junction at
Bocca di Piazza. Then West to Parenti-Rogliano.
This diversion is good but narrow and twisting, and
takes car 1½ hours. *Italian army units use this road but some
of the temporary bridges are very narrow.*
- Cosenza - Br. blown - ford through river.
- Corigliano - 5 miles East of - F. Malbrancati - wadi crossing. Will probably
be impassable in rains.
- A coast road obviating this deviation can be taken
either North from Rossano or by Corigliano Station -
this minor road is good surface and no breaks up to
Sibari.
- Taranto - several bridges but all repaired and passable - road not ⁷¹³ -
heaps of stores along it all the way, and is very slow
when convoys moving. (Corigliano - Taranto - 5 hrs.
would be about 2½ hrs. if roads clear)
- Taranto City - several deviations west of swing bridge, but all are passable.

One copy on Secret spare file

P/PA
12/9/40
all e

Declassified E.O. 12356 Section 3.3/NND No. 785015

To: AMOT HQ.
S C I L Y.



90

Receipt is acknowledged of two copies of AFHQ amendments Nos. 1 - 4 to ISIS Report CB 4096H(8) and ISTD/D/223.

Date 24/9/43

(Signature)

Ernest W.

*Forwarded
for communication
at 10:55*

711

SUBJECT:- Maps and Amendments to I.S.I.S. Report.

MOST SECRET.

AMCOT/71/HQ.

AMCOT H.Q. SICILY.

16. Sept. 43.

AMCOT,
Eighth Army.

File

Forwarded herewith are two copies of A.F.H.Q. Amendments Nos. 5 & 6 to I.S.I.S. Report C.E. 4096H(8) and ISID/D/223.

I also forward 1 copies sheet 31, Italy 1:250,000 for promontary of Gargano.

Please acknowledge receipt.

TS

4

CHARLES M. SPOFFORD.
Colonel, G.S.C.
Chief Staff Officer.

89

710

SECRET

SECRET
(EQUALS BRITISH MOST SECRET)

ALLIED FORCE HEADQUARTERS

Office of Assistant Chief of Staff, G-2

1 September 1943

A.F.H.Q. Amendment No. 5 to

- a. I.S.I.S. Report CB. 4096 H(8) (CALABRIAN Peninsula).
- b. I.S.T.D./D/223 Report (being a re-print of a. above).

Road Reports - ITALY.

1. The attached reports are additional to those reports contained in the above mentioned I.S.I.S. and I.S.T.D. reports. Details are as follows:-

Route 1001 - CONCESSA - IE GALEARIE

Route 1002 - SINOFOLI - PALMI

Route 1003 - ROUTE NO. 1 - MELICUCCA

Route 1005 - ROSARNO - FOLLISTENA

Route 1010 - VIM VALLENTIA - SAN ANGELO

2. Attention is drawn to the road numbering system which conforms to that contained in Amendment No. 1 to I.S.T.D./C/212, THE ROADS OF SOUTHERN ITALY.

3. Further Road Reports for this area are in course of preparation.

709

Route 1001 - CONCESSA - LE GALLIE

Route 1002 - GENOPOLI - PALMI

Route 1003 - ROUTE NO. 1 - MELICUCCA

Route 1005 - ECSEATNO - POLISTINA

Route 1010 - VIM VALENTIA - SAN ANGELO

2. Attention is drawn to the road numbering system which conforms to that contained in Amendment No. 1 to I.S.T.D./C/212, THE ROADS OF SOUTHERN ITALY.

3. Further Road Reports for this area are in course of preparation.

SECRET
(Equals British MOST SECRET)

SECRET
(Equals British Lost Secret)

Route 1001.

CONCESSA - LE GABRIEL

(15 miles; 24 km.)

Map references are to GSCS 4164 - Sheet No. 254.

Detalled road about 16 feet wide as far as S. ROBERTO (mile 61) then it becomes a mule track which would not be negotiable by wheeled vehicles except with reconnaissance. Streams are bridged only on stretch CONCESSA - S. ROBERTO.

Mile	Km.
0	0

CONCESSA. M.R. 437561 Road weaves around the foot of the steep north bank of R. CAJONIL, generally corniche construction, as far as S. ROBERTO. The stream channel is located 200-400 yards south of the road.

Deployment is impossible and scattered trees afford the only cover.

2	3.2
---	-----

S. LUCIA M.R. 458573 Third grade road branches north to CAMPO DE CALABRIA.

4	6.4
---	-----

PIUMAPA M.R. 433583.

6 1/2	10.5
-------	------

S. ROBERTO. M.R. 520584 Some cover from air observation available in vicinity of S. ROBERTO. Road becomes mule track and turns NE over rugged country for 2 mi., and then over cultivated plateau where deployment is possible.

14	22.5
----	------

Junction with Route No. 22. Follows Route No. 22 to LE GABRIEL.

15	24
----	----

LE GABRIEL. M.R. 609537 Good cover available in vicinity of LE GABRIEL.

0 0

CONCESSA, M.R. 437561 Road weaves around the foot of the steep north park of F. GATTOMIA, generally cornice construction, as far as S. ROBERTO. The stream channel is located 200-400 yards south of the road.

Deployment is impossible and scattered trees afford the only cover.

2 3.2

S. LUOLA M.R. 458570 Third grade road branches north to CAMPO DI CALABRIL.

4 6.4

FIUMARA M.R. 403583.

6.5 10.5

S. ROBERTO, M.R. 520504. Some cover from air observation available in vicinity of S. ROBERTO. Road becomes mule track and turns NE over rugged country for 2 mi., and then over cultivated plateau where deployment is possible.

14 22.5

Junction with Route No. 22. Follows Route No. 22 to LE GABERIL.

15 24

LE GABERIL, M.R. 609537 Good cover available in vicinity of LE GABERIL.

708

SECRET
(Equals British MOST SECRET)

SECRET
(Equals British Lost Secret)

Route 1002.

SINOPOLI - PALMI

(10½ miles; 16.5 km)

Map references are to GSSS 4164 - Sheets No. 254 - 245.

Metalled road about 16 feet wide. Runs over fairly level wooded ground. Parallels railway from HELICUCCA to PALMI. Deployment generally possible but limited by woods and small streams. Good cover available throughout.

<u>Mile</u>	<u>Km.</u>	
0	0	SINOPOLI. M.R. 545644 Junction Route No. 23.
1½	2.8	S. PROCOPIO. M.R. 653664 Steep descent by hairpin turns to stream crossing (mile 2½).
2½	4.4.	Bridge over stream; M.R. 647667 probably masonry arch construction, length 60 ft. Approaches are corniche and would require considerable work to repair. Best bridging site is located about 1200 yards downstream.
4½	6.8	HELICUCCA. M.R. 644687 Junction Route No. 1003.
7½	12	SEMIARA. M.R. 656724 Third grade road branches west to BARRITTALI.
10½	16.5	Route No. 1002 overpasses railway and joins Route No. 1 at point M.R. 623756 1 mile N. of PALMI.

1 1/4	2.8	S. POCOPIO, M.R. 653664 Steep descent by hairpin turns to stream crossing (mile 2 1/4).
2 1/4	4.4.	Bridge over stream; M.R. 647667 probably masonry arch construction, length 60 ft. Approaches are crumbling and would require considerable work to repair. Best bridging site is located about 1200 yards downstream.
4 1/4	6.8	RELICUCCA, M.R. 644687 Junction Route No. 1003.
7 1/4	12	SEMIARA, M.R. 636724 Third grade road branches west to BARRUTILLI.
10 1/4	16.5	Route No. 1002 overpasses railway and joins Route No. 1 at point M.R. 623756 1 mile N. of BARRUTILLI.

SECRET
(Equals British MOST SECRET)

85
SECRET
(Equals British MOST SECRET)

Route 1003.

ROUTE NO. 1 - MELICUCCA

(4½ miles; ~ 7 km.)

Map references are to GSGS 4164 - Sheet No. 234.

Metalled road about 12 feet wide. Runs over flat cultivated land. Widespread deployment possible over entire length. Good cover available in vicinity of MELICUCCA.

<u>Mile</u>	<u>Km.</u>	
0	0	Junction Route No. 1, M.R. 613696 4½ mi. north of RAGHARA CALABRA.
3½	5.6	Level crossing. M.R. 636573 Road parallels railway to MELICUCCA.
4½	7	MELICUCCA. M.R. 644637 Junction Route No. 1002.

0	0	Junction Route No. 1, M.R. 613696 4½ mi. north of RAGUERA CALABRA.
3½	5.6	Level crossing. M.R. 636673 Road parallels railway to HELICUCCA.
4½	7	HELICUCCA, M.R. 644687 Junction Route No. 1002.

707

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(Equals British TOP SECRET)

SECRET
(Equals British MOST SECRET)

Route 1005.

HOSATNO - POLISTENA

(8 1/2 miles; - 14 km)

Map references are to CGCS 4164 - Sheet No. 246.

Installed road 20-24 ft. wide. Flat cultivated land. Widespread deployment possible. Orchards near F. VIALLE provide limited cover.

Mile Km.

0 0 HOSATNO, M.R. 721892 Route No. 1005 runs east from junction with Route No. 1.

2 1/2 4 Junction with installed road, M.R. 738668 20-24 ft. wide running NE for about 1 mile where it joins a road of similar construction running parallel to Route No. 1005. This area was formerly marshy but has been drained and is under cultivation.

4 6.4 Bridge over F. VIALLE M.R. 771898 3 span masonry or concrete 100' long. Wide sandy bottom, low banks, and easy to ford. Alternate crossing by bridge located about 1 mile downstream.

8 1/2 14 POLISTENA, M.R. 810805 Junction Route No. 24.

4
24
Junction with metalled road. M.R. 759868 20-24 ft. wide running NE for about 1 mile where it joins a road of similar construction running parallel to Route No. 1005. This area was formerly marshy but has been drained and is under cultivation.

6.4
4
Bridge over F. VARAJE M.R. 771858 3 span masonry or concrete 100' long. Wide sandy bottom, low banks, and easy to ford. Alternate crossing by bridge located about 1 mile downstream.

84
14
POLISTENA. M.R. 810805 Junction Route No. 24.

706

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(Equals British MOST SECRET)

SECRET
(Equals British MOST SECRET)

Route 1010.

VIDO VALENTIA - SAN ANGELO

(100 miles; - 7 km)

Map references are to GSGS 4164 - Sheets No. 241, 246.

Notalled road 20-24 ft. wide. Country is rolling and hilly, largely cultivated. Employment is generally possible. Little cover available.

Mile	Km.	
0	0	VIDO VALENTIA, M.R. 824106 Junction Route No. 1.
3	4.8	S. GREGORIO D'IPPONA M.R. 828068.
9	9.3	RIO CACARILACI, M.R. 83057 Masonry or concrete bridge 60 ft. long.
9	14.5	F. MESIMA, M.R. 877049 6 span masonry or concrete bridge 490 ft. long. Water in shallow channel about 40 ft. wide.
10 1/2	7	SAN ANGELO, M.R. 888037 Junction Route No. 24.

4.3	S. GREGORIO D'IPPONA M.R. 828068.
9.3	RIO CACAPILACI, M.R. 850057 Masonry or concrete bridge 60 ft. long.
14.5	T. MESIMA, M.R. 877049 6 span masonry or concrete bridge 490 ft. long. Water in shallow channel about 40 ft. wide.
10 1/2	7 SAN ANGELO, M.R. 888037 Junction Route No. 24.

705

SECRET
(Equals British MOST SECRET)

SECRET

(Equals British MOST SECRET)

SECRET

(Equals British MOST SECRET)

ALLIED FORCE HEADQUARTERS

Office of Assistant Chief of Staff, G-2

2 September 1943

A.F.H.Q. Amendment No. 6 to

- a. I.S.I.S. Report OB. 4096 E(8) (CALABRIAN Peninsula).
- b. I.S.T.D./D/225 Report (being a re-print of a. above).

Road Reports - ITALY.

1. The attached report supersedes the corresponding report contained in the above mentioned I.S.I.S. and I.S.T.D. reports. Details are as follows:-

Revised report and route No.	Old route No.	Page numbers in I.S.I.S. and I.S.T.D. Reports
(1)	(2)	(3)

Route 8

REGGIO CALABRIA - CROTONE
VIA CARO SPARTIVENTO - LOCRI -
MARINA DI CATANZARO

1

52 - 58

The pages enumerated in c.1. (3) above should be cancelled and a note inserted referring to A.F.H.Q. Amendment No. 6.

2. Attention is drawn to the road numbering system which conforms to that contained in Amendment No. 1 to I.S.T.D./C/212, THE ROADS OF SOUTHERN ITALY.

3. Further Road Reports for this area are in course of preparation.

Revised report and
Route No.

Old route No.

Page numbers in I.S.I.S.
and I.S.W.D. Reports

(1)

(2)

(3)

Route 8

1

52 - 58

MEZIO CALABRIA - CRISTOF
Via CAPO SPARTIVENTO - LORE
MANERA DI CALANZARO

The pages enumerated in c 1. (3) above should be cancelled and a note inserted referring to A.F.H.Q. Amendment No. 6.

2. Attention is drawn to the road numbering system which conforms to that contained in Amendment No. 1 to I.S.I.S./C/212, THE ROADS OF SOUTHERN ITALY.

3. Further Road Reports for this area are in course of preparation.

704

SECRET
(Equals British MOST SECRET)

SECRET
(Equals British MOST SECRET)

SECRET
(Equals British 1057 SECRET)

ROUTE 8

State Road 106

REGGIO CALABRIA-CROTONE

Via CAPO SPARTIVENTO-LOCHRI-MARINA DI CATANZARO

(19.3 miles; 231 km.)

Category: A 1

Information shown herein is compiled from C.B. 4096.E(6) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to SSAS 4164, W.O. 1941, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./O/212, The Roads of SOUTHERN ITALY dated 29 June 1943.

From REGGIO CALABRIA to mile 1.7 1/2 this road follows the south and east coasts of the CALABRIAN Peninsula; deployment is possible only on a very narrow front limited by the width of the coastal plain, which never exceeds one mile. This stretch of road crosses innumerable valleys which carry little or no water for the greater part of the year, but are liable to flood in the rainy season. It is extremely vulnerable to both sea and air bombardment and can be easily obstructed by demolition of bridges and culverts, or by blocks at the many points where it runs on galleries cut into the mountain-sides. (See, for example, photographs 57 a and 92 a.) Cover is scattered, being principally found among vineyards and fruit-groves along the sides of the valleys, although in several places the coastal plain is well cultivated and there are extensive olive-groves, particularly between miles 120 and 130.

From mile 137 1/2 to CROTONE it is a mountain road, crossing the MARCHESATO with fairly steep gradients and sharp turns which may prove difficult to inexperienced drivers. Deployment on this stretch is impossible, and cover is very limited. The valleys and mountain-sides are wooded in places, but cover is generally inaccessible to M.T.

Construction and Condition.

Very good tar-macadam surface, of sufficient width for two-way military traffic; at least 20 feet wide.

Bridges.

Route numbers have been changed to conform to I.S.T.D./C/212, The Roads of Southern Italy dated 29 June 1943.

From REGGIO CALABRIA to mile 137 1/2 this road follows the south and east coasts of the CALABRIAN Peninsula; deployment is possible only on a very narrow front limited by the width of the coastal plain, which never exceeds one mile. This stretch of road crosses invariable valleys which carry little or no water for the greater part of the year, but are liable to flood in the rainy season. It is extremely vulnerable to both sea and air bombardment and can be easily obstructed by demolition of bridges, and culverts, or by blocks at the many points where it runs on galleries cut into the mountain-sides. (See, for example, photographs 57 a and 92 a.) Cover is scattered, being principally found among vineyards and fruit-groves along the sides of the valleys, although in several places the coastal plain is well cultivated and there are extensive olive-groves, particularly between miles 120 and 130.

From mile 137 1/2 to CROTONE it is a mountain road, crossing the MARCHESATO with fairly steep gradients and sharp turns which may prove difficult to inexperienced drivers. Deployment on this stretch is impossible, and cover is very limited. The valleys and mountain-sides are wooded in places, but cover is generally inaccessible to M.F.

Construction and Condition.

Very good tar-macadam surface, of sufficient width for two-way military traffic; at least 20 feet wide.

Bridges.

There is a very large number of bridges over valleys running down to the sea, many of them dry for the greater part of the year. Fine, modern bridges, capable of taking at least 50 tons, have been built in recent years. As the railway follows the road practically throughout there is in almost every case a railway bridge parallel to the road bridge. Details of photographs are available of the following:

S. ALB. of FIUMARA V. LINDI	(mile 33)	iron.	703
FIUMARA DI MELITO	(mile 15 1/2)	photograph 62.	
FIUMARA ACTUA	(mile 21 1/2)	photograph 63.	
FIUMARA C. RENE	(mile 55)	reinforced concrete, 3 arches, total length 475 feet.	
FIUMARA DI CONDOIANNI	(mile 59 1/2)	iron girder, 3 spans. (See mosaic 12.)	
FIUMARA NOVITO	(mile 65 1/2)	iron.	
FIUMARA S. JACARINI	(mile 78 1/2)	photograph 77.	
FIUMARA ALACA	(mile 101 1/2)	photograph 87.	

SECRET
Special British Post SECRETMUMBAI, ANGENVALE
FIVE COLAGEphotographs 88, 90, 90 a.
iron; combined road and rail
bridge.(mile 103)
(mile 116 1/2)FIVE ALLI
FIVE SINGEL
FIVE GROCCHIO(mile 120 1/2)
(mile 123 1/2)
(mile 131 1/2)iron.
iron.
iron.Gradients.

The road is practically level from REGGIO CALABRIA to mile 137 1/2, at which point it leaves the coast to cross the MARCHESATO. West of CUPRO at about mile 144 1/2 the road crosses a steep-sided valley and there are downhill and uphill gradients steeper than 1:14.

Sharp Turns.

Along the coast the road is generally straight, and it is not until the mountain stretch is reached that bad turns occur. The whole of this section from mile 137 1/2 to CROTONA would require careful driving. There is a particularly bad hairpin bend west of CUPRO at mile 144 1/2, where the road crosses a steep-sided valley.

INTERVAL

Miles	Km.	Altitude in ft.	Route 8	
0	0	82	REGGIO CALABRIA. Pop. 60,342. (Plan 56, photographs 45-49, 49 a-d.)	
			CORSO GARIBOLDI, the main street of the town, is followed to just beyond PIAZZA DUOMO, the cathedral square, then left down via XXI AGOSTO which in about 100 yds. enters PIAZZA CARMINE; thence S. along Via ALI. SPINA.	
1/2	0.6	..	Bridge over TORRENTE CALOPINACE. MR. 440461. Conc. or mns. bridge, apparently one span approx. 120' long. Alternate crossing at Skew bridge 650 yds. D.S. I.R. Br 800 yds. D.S. and beach 900 yds. D.S. Existing ford 600 yds. U.S.	

No water in June 43. Deployment for vehicles restricted to coastal plain and low slopes within 1/2 to 1 mi. from sea. Cover plentiful for M.T.

Via S. MARTE leads S. out of town as State Road No. 106.

785015

Along the coast the road is generally straight, but in certain stretches it turns. The whole of this section from mile 137 1/2 to CANTONE would require careful driving. There is a particularly bad hairpin bend west of CANTONE at mile 144 1/2, where the road crosses a steep-sided valley.

ITINERARY			Route 8
Mile	Km.	Altitude in ft.	

0	0	82	LENGIO CALLELLA. Pop. 60,342. (Plan 56, photographs 45-49, 49 a-d.)
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CORSO GARIBOLDI, the main street of the town, is followed to just beyond PLAZZA DUOMO, the cathedral square, then left down via OLIARISSO which in about 100 yds. enters PLAZZA CANTONE; thence S. along Via ALBI. SPINA.

1	0.6	..	Bridge over TORRENTE CANTONE. NR. 140461. Conc. or mas. bridge, apparently one span approx. 120' long. Alternate crossing at Skew bridge 650 yds. D.S. R.R. Br 800 yds. D.S. and bench 900 yds. D.S. Existing ford 600 yds. U.S.
---	-----	----	--

No water in June 43. Deployment for vehicles restricted to coastal plain and low slopes within 1/4 to 1 mi. from sea. Cover plentiful for M.T.

Via SPINARE leads S. out of town as State Road No. 106.

(From here to PUNTA PELLARO the road is shown on mosaic II; see also photograph 52.)

14	2.9	137	Bridge over FUMARA S. ASATA. N.P. 447440 Conc. or mas. bridge of 5 arches, total span approx. 275', width of bed above bridge about 300' and below, about 500'. Stream dry in June 1943. R.R. bridge 300 yds. D.S. Fords possible both U.S. and D.S. PEGGIO airfield on right of road.
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(On left, two side turnings leading to narrow roads which climb inland to CALLELLA and ARMO (and to OLIVETO).)

SECRET
(Equals British 100% SECRET)

Route 8			
Miles	Altitude in ft.		
2 1/2	4.5	..	Bridge over VALLEJO RIVER. M.R. 450424. Conc. or mas. bridge of 2 arches, total span about 120'. Alternative route bridge about 300 yds. U.S. R.R. Br. and bench class D.S. Stream probably fordable. No water in June 1943.
3	4.9	..	Bridge over VILLALBA RIVER. M.R. 451420 Conc. or mas. bridge of 3 arches, total span about 165'. Ford about 1400 yds. U.S. also trail runs along river bed from above ford to mouth. No water in June 1943.
3 1/2	5.3	30	SAN CRISTOBAL.
3 3/4	5.5	..	Bridge over N. end of PUNTA VILLALBA. M.R. 451414 Conc. or mas. probably 3 arches, total skew span 105'. Possible fording site about 600 yds. U.S. Ford dry in June 1943.
3 7/8	6.0	..	Bridge over S. end of PUNTA VILLALBA. M.R. 451409 Conc. or mas. single arch span about 50' long. Possible fording site 700 yds. U.S. Ford dry in June 1943.
			Road follows narrow coastal plain. Citrus trees and vineyards.
4 1/2	7.4	..	M.R. 451404 } 2 culverts M.R. 451401 } (On right, old road which crosses railway by level crossing and runs nearer coast, rejoining new road just S. of HILLARIO.)
5	7.9	..	M.R. 454397 } 3 small bridges or culverts. M.R. 454395 } Bridge over PUNTA VILLALBA. M.R. 454389 Small bridge, about 30' long. Fording site about 100 yds. D.S. R.R. for elongated and bench 200 yds. D.S.

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31	5.3	50	SAN GREGORIO.
31	5.5	..	Bridge over R. can of FIUMARA VALMIDI. M.R. 451414 Conc. or mas. probably 3 arches, total skew span 105'. Possible fording site about 600 yds. U.S. Dried in June 1943.
31	6.0	..	Bridge over S. can of FIUMARA VALMIDI. M.R. 451409 Conc. or mas. single arch span about 50' long. Possible fording site 700 yds. U.S. Dried in June 1943.
41	7.4	..	Road follows narrow coastal plain. Citrus trees and vineyards. M.R. 451404 } 2 culverts M.R. 451401 } (On right, old road which crosses railway by level crossing and runs nearer coast, rejoining new road just S. of ELLARO.) M.P. 454397 } 3 small bridges or culverts. M.R. 454395 }
5	7.9	..	Bridge over FIUMARA VALMIDI. M.R. 454389 Small bridge, about 80' long. Fording site about 100 yds. D.S. R.R. line crosses and beach 250 yds. D.S.
51	8.3	..	Bridge over FIUMARA VALMIDI. M.P. 453383 Small bridge about 60' long. Fording site about 100 yds. D.S. R.R. line crosses and beach 200 yds. D.S. Deployment followed from sea still exists about 1 mile to foot of slope. M.R. 453375 culvert. Dried in June 1943.
6	9.3	..	ELLARO village to left of road; station on right. (Old road rejoins on right). Bridge over FIUMARA VALMIDI. M.R. 440368. Conc. or mas. bridge, probably 3 arches, total length about 155'. Possible fording site 600 yds. U.S. Dried in June 1943.

702

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
			Deployment now restricted to area along side road in small valleys.
			Road follows coastline, cutting across base of PONTA FILIZIO.
			Fairly steeply rising ground under vine cultivation on inland side.
			M.R. 449337. On right, old road which runs on seaward side of railway and rejoins new road at mile 11.6.
			M.R. 455328 small B. conc. or mas. about 60' span. Fording site on line of old road about 75 yds. D.S.
9.6	15.3	..	Bridge over FIUMARA DI OLIVETO. M.R. 457327 Conc. or mas. bridge span about 80'. Fording site along old road 100 yds. D. S.
10	16.1	26	LAZZARO.
			Road runs on inland side of railway along cultivated coastal plain about 500 yds. wide, gradually narrowing towards CAPO DELL'AFRI.
			M.R. 463391 Culvert
10.4	16.6	..	Bridge over FIUMARA DI LAZZARO. M.R. 465316 Conc. or mas. bridge, 5 arches, total length approx. 305'.
			Fording site on line of old road 50 yds. D.S.
			Bed dry in June 1943.
			M.R. 469310 Culvert. M.R. 470397 conc. or mas. bridge about 30' long.
			Fording site on old road about 60 yds. D.S.
			Bed dry in June 1943.

10 15.3 .. Bridge over FIUMARA DI OLIVETO. M.R. 457327
Conc. or mas. bridge span about 80'. Fording
site along old road 100 yd. D. S.

10 16.1 26 LAZZARO.
Road runs on inland side of railway along
cultivated coastal plain about 500 yds. wide,
gradually narrowing towards CAPO DELL'ARMI.
M.R. 453391 Culvert

10 16.6 .. Bridge over FIUMARA DI LAZZARO. M.R. 465316
Conc. or mas. bridge, 5 arches, total length
approx. 305'.
Fording site on line of old road 50 yds. D.S.
Bed dry in June 1943.

11 18.2 .. M.R. 469310 Culvert. M.R. 470307 conc. or
mas. bridge about 30' long.
Fording site on old road about 60 yds. D.S.
Bed dry in June 1943.
(Old road rejoins on right. M.R. 473302)

13 21.4 33 Road runs on galleries surrounding CAPO DELL'
ARMI (photograph 57c).
Two bridges over W. and E. arms of FIUMARA
DI MOLARO. M.R. 491294. Concrete bridge over
west arm of FIUMARA MOLARO. Length approx.
350'. Possible fording sites on beach 150 yd.
D. S. and close U.S.
Stream bed dry in June 1943.

M.R. 455290 conc. or mas. bridge over east
arm of FIUMARA MOLARO, length approx. 130'.
Road is located alongside of railway. Upon
reaching E. bank of east arm of F. MOLARO road

SECRET
(Equals British Most Secret)

Miles	Km.	Altitude in ft.	Route 8
14 1/2	23.8	..	Turns left and follows bank U.S. about 350 yds. and then turns east thru a small village with cultivated groves nearby, between road and railroad, suitable for M.T. cover. Road runs fairly straight, keeping close to rising ground on inland side of cultivated coastal plain about 700 yds. wide. Railway runs close to shore, about 250 yds. from road. On right of road is a small brackish lake, SALINE DI REGGIO, separated from sea by railway embankment. (On left, metalled road up FIUMARA DI S. ELIA to MONTENELLO IONICO.) Bridge about 40' long over small stream. Bridge over FIUMARA DI S. ELIA. M.R. 532273 Conc. or mas. Br. approx. 260' long. Canalized stream. Existing ford underneath bridge. R.R. Br. about 300 yds. D.S. Bed dry in June 1943. Bridge over FIUMARA DI ANNA. M.R. 546262 Conc. or mas. Br. approx 150' long on relocation of road alongside R.R. Br. Canalized stream. Ford exists on old road location 500 yds. U. S. Road continues along coastal plain, through intensely cultivated countryside (mulberries, olives, citrus, and wheat), to MELITO DI PORTO SALVO. Pop. 3,296. Road skirts S. side of town. Cover plentiful in groves around town and along the road up W. bank of river, and for distance of 1/2 mile beyond river along Route 8. (On left, Route 42 to Le GATTARIE and to CALISCO INTERIORE on Route 1). Road turns to follow W. bank of river to cross close U.S. of R.R. Br.
15 1/2	25.3	..	
16	25.8	30	
17	27.3	39	
18 1/2	30.1	49	
19 1/2	30.9	30	

(On left, detailed route up FIUMARA DI S. ELIA to MONTEBELLO IONICO.)

Bridge about 40' long over small stream.

Bridge over FIUMARA DI S. ELIA. M.R. 532273
 Conc. or mas. Br. approx. 260' long. Canalized
 stream. Existing ford underneath bridge. R.R.
 Br. about 300 yd. D.S. Bed dry in June 1943.

Bridge over FIUMARA DI ANNA. M.R. 546262
 Conc. or mas. Br. approx 150' long on relocation
 of road alongside R.R. Br. Canalized stream. Ford
 exists on old road location 500 yd. U. S.

Road continues along coastal plain, through
 intensely cultivated countryside (milkberries,
 olives, citrus, and wheat), to

MELITO DI PONTO SALVO. Pop. 3,296. Road
 skirts S. side of town. Cover plentiful in groves
 around town and along the road up W. bank of river,
 and for distance of 1/2 mile beyond river along
 Route 8.

(On left, Route 2 to Le GABRIELE and to
 CALABICO INFERIORE on Route 1). Road turns to follow
 W. bank of river to cross close U.S. of R.R. Br.

Bridge over FIUMARA DI MELITO. (Photograph 62)
 M.R. 571262 Conc. bowstring bridge, 3 arches with
 total span of approx. 310'. Three small bays of
 streams in June 1943.

Ford 200 yds. U.S. of bridge. About 1 1/2 miles
 U.S. there is a 5 span bridge across FIUMARA DI
 MELITO to village of FRABELLA.

Mountains rise steeply on inland side of road.
 Citrus groves and kitchen gardens around village of
 PIATU, on E. bank of FIUMARA DI MELITO. Cement and
 tile factory just W. of

TORRE DEL SALTO.

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SECRET
 (Equals British MOST SECRET)

SECRET
(is British Lost Secret)

Miles	Km.	Altitude in ft.	Route 8
21 1/2	34.7	..	Mountains recede from coast, but road still keeps close to their base, with plain about 250 yds. wide on seaward side. Bridges over FIUMARA AGRIMA. (Photograph 65.) M.R. 617266 3 span concrete arch bridge about 175' long. Bed practically dry in June 1943. (On left, side road to P. MARSA.) About 1,000 yds. E. of this valley, coastal plain widens and land slopes gently upward to S. for about 1/2 mile to 50 m. (165 ft.) contour, then rises abruptly. Bridge over APANAZA stream. M.R. 644273 (On left, side road to CONDOTTI, pop. 910. Photograph 53 a.) - Conc. or mas. Br. about 50' long over canalized stream. Stream should be easily crossed by knocking down walls. R.R. br. about 200 yds. D.S. adjacent to beach. Bed dry in June 1943. Bridge over FIUMARA DI APENDOLA. M.R. 660274 Conc. or mas. multiple span bridge about 720' long. Bridled canalized stream flowing some water in April 1943 with bed about 200 yds. wide at bridge and widening to about 1000 yds. one mile above bridge. Stream probably fordable close U.S. thru evenings in stream wall, except in wet seasons. Apparently uncultivated valley, being very stony, at least as far N. as SAN CARLO. Mountains approach close to shore and road and railway run along beach, road on inland side. Bridge over VINA stream. BOVA MARINA. Pop. 2,098. M.R. 692277 (Photograph 64.) Bridge over FIUMARA SIDERONI.
24 1/2	39.2	26	
26 1/2	42.5	33	

785015

N. for about 1/2 mile to 50 m. (165 ft.) contour, then rises abruptly.

Bridge over ALMUDA stream. M.R. 644273 (On left, side road to CONDOMARI, pop. 910. Photograph 63 a.) Conc. or mss. Br. about 50' long over canalized stream. Stream should be easily crossed by knocking down walls. R.R. Br. about 200 yds. D.S. adjacent to beach. Bed dry in June 1943.

24 39.2 26

Bridge over FIUMARA DI ATTENDOLA. M.R. 660274 Conc. or mss. multiple open bridge about 720' long. Braided canalized stream flowing some water in April 1943 with bed about 200 yds. wide at bridge and widening to about 1000 yds. one mile above bridge. Stream probably fordable close U.S. thru openings in stream wall, except in wet seasons.

Apparently unutilized valley, being very stony, at least as far N. as SAN CARLO.

Mountains approach close to shore and road and railway run along beach, road on inland side.

Bridge over VILLA stream.

25 42.5 33

BOVA MARINA. Pop. 2,096. M.R. 692277 (Photograph 64.) Bridge over FIUMARA SIDERONI. Conc. or mss. bridge about 55' long. Stream canalized. Existing ford about 200 yds. U.S. at north edge of town. Very little water in April 1943. (On left, side road to BOVA.)

Road continues along narrow defile between mountains and beach. Sharp double bend.

26 44.7 ..

Bridge over FIUMARA S. PASQUALE. M.R. 715270 Conc. or mss. Br. approx. 130' long. By-pass should not be difficult. Small amount of water in April 1943.

Valley on east side of river extends about 1 mile to east and about 2 miles upstream. Cover in orchard groves about 150 yds. wide and 3/4 mi. long.

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SECRET
(Equis British MOST SECRET)

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
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After crossing this valley, road is again in defile between mountains and beach. (On left, side road to PALIZZI SUPERIORE.)

Bridge over FIUMARA PALIZZI. M.R. 745266
Cauc. or mas. Br. approx. 138' long. Ford's close U. S., and D.S. at beach. Small amount of water in April 1943.

MARINA DI PALIZZI. Pop. 1,825. Railway station and cluster of houses at mouth of narrow valley which runs up inland into mountains.

Sharp bend round spur running out to coast. Road is here over railway which runs in tunnel.

Road continues parallel to railway and close to beach.

Narrow cultivated strip (mostly vineyards) between mountains and sea.

Cauc. or mas. Br. about 45' long M.R. 768265. By-pass probably not difficult on beach. Small amount of water in April 1943.

Bridge over FIUMARA SERRIOLI. M.R. 501270
Cauc. or mas. skew Br. about 115' long, canalized stream. Ford about 150 yds. U. S. Ford dry in June 1943.

Cover for infantry among clematis bushes. (Photograph 65.)

Bridge over FIUMARA PINCHIA. 3 spans
Cauc. or mas. Br. about 115' long. Practically no water in stream bed in June 1943. Ford underneath bridge to beach and one inland to connect with narrow trail over hill.

(For view of coastal strip and railway, see photograph 66.)

50 48.5 26

34 54.1 ..

34 55.7 ..

Sharp bend around spur running out to coast. Road is here over railway which runs in tunnel.

Road continues parallel to railway and close to beach.

Narrow cultivated strip (mostly vineyards) between mountains and sea.

Conc. or mas. Br. about 45' long M.R. 768265. By-pass probably not difficult on beach. Small amount of water in April 1943.

Bridge over FIUMARA SPAROLI, M.R. 301270 Conc. or mas. skew Br. about 115' long, canalized stream. Ford about 150 yds. U. S. Bed dry in June 1943.

Cover for infantry among clouder bushes. (Photograph 65.)

Bridge over FIUMARA MINCHIA. 3 spans conc. or mas. Br. about 115' long. Practically no water in stream bed in June 1943. Ford underneath bridge to beach and one inland to connect with narrow trail over hill.

(For view of coastal strip and railway, see photograph 66.)

Several small bridges. By-passing not difficult.

Road and railway continue between mountains and sea.

Bridge over TORRENTI ARTALIA. M.R. 843312 Conc. or mas. Br. approx 60' long. Canalized stream. Existing ford 650 yds. U. S. Bed dry in June 1943.

MARINA DI BRANCALEONE. Pop. 1,555.

(On left, side road to BRANCALEONE.)

Road turns NW., running inland along valley which, according to map, is fairly well wooded.

SECRET
(This is British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
41	66.0	82	Bridge over TUMARA PANTANO Piccolo. M.R. 831344 conc. or mas. Br. approx. 70' long. Stream apparently easy to cross in event of bridge destruction. Very little water in April 1943. (On left, side road to STATI.) 83322 to 836332 - 4 Culverts Bridge over TUMARA PANTANO GRANDE shown on map as TUMARA DI BRUZZANO about 2 miles from beach. M.R. 830361 conc. or mas. bridge approx. 600' long. Canalized stream. Braided streams in April 1943 with little water. (On left, side road to MONTICELLA.) Climb in series of curves, through bare and rocky countryside. Fairly steep descent to Road junction on very sharp right turn. (On left, side road to FERRUZZANO.) 863382 866386 - 3 Culverts 861389 - Small bridge probably masonry 65' approx V. CAVALETTI 861394 - 5 Culverts to 868408 869410 - small bridge 20' approx. 877413 - Culvert
42	73.0	..	

on map as PUMARA DI BRUZZANO about 2 miles from beach. M.R. 830361 conc. or mas. bridge approx. 600' long. Canalized stream. Braided streams in April 1943 with little water.

(On left, side road to POTTICELLA.)

Climb in series of curves, through bare and rocky countryside.

Fairly steep descent to

Road junction on very sharp right turn.

(On left, side road to BRUZZANO.)

865382

865386 - 2 Culverts

861389 - Small bridge probably masonry 65' approx

V. CARLITTO

861394 - 5 Culverts

to

868408

869410 - small bridge 20' approx.

877413 - Culvert

Steep climb, then descent, with sharp turns, to coast.

Bridge over PUMARA LA VERDE. M.R. 877422
River small flow in June 1943.

Bow-string bridge, probably concrete and masonry. 3 spans 325' long. Existing fording site adjacent to br. on downstream side, involving crossing 2 wet channels one of 10' the other of 20' width (approx.) Bed appears to be sand or gravel. Both approaches on embankment N 900' long, S 450' long.

SECRET
(Equals British MOST SECRET)

73

Miles	Km.	Altitude in ft.	Route 8
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Road follows intensively cultivated coastal plain, about 700 yds. wide, with large olive-groves on outskirts of BIANCO.

M.R. 878423

to

M.R. 889453 - 6 Culverts

BIANCO. Pop. 3,713.

51 1/2 83.2 33

(On left, S. of town, narrow road up to CARAFFA DEL BIANCO and S. ACARA DEL BIANCO.)

In town turn sharp right along road leading to railway station.

Road then turns N., closely following railway and running for about a mile through olive-groves.

M.R. 889458

to

M.R. 890470 - 5 Culverts

52 1/4 84.3 ..

Bridge over VIALE S. ANTONIO. 2(?) span temporary bridge 10-15' approx. height, clear width 14' approx. Length of span 26' approx., overall length 52' approx.

Pier and abutments for new bridge exist alongside this temporary structure.

M.R. 890472

to

M.R. 891488 - 2 Culverts

Apparently not difficult to by-pass.

54 87.2 16

Bridge over Fiume BIANCO. Approx. 435' long. Stream dry in June 1943. Low banks probably fordable.

Road crosses well-wooded region with large citrus, mulberry and olive groves.

in town turn sharp right along road leading to railway station.

Road then turns N., closely following railway and running for about a mile through olive-groves.

N.R. 886498

to

N.R. 890470 - 5 Culverts

84.3

..

Bridge over VALLE DE S. ANTONIO. 2(?) span temporary bridge 10-15' approx. incline; clear width 14' approx. Length of span 26' approx.; overall length 52' approx.

Pier and abutments for new bridge exist alongside this temporary structure.

N.R. 890472

to

N.R. 891488 - 2 Culverts

Apparently not difficult to by-pass.

16

87.2

Bridge over FUNDIA RIVIERA. Approx. 435' long. Stream dry in June 1943. Low banks probably fordable.

Road crosses well-wooded region with large citrus, mulberry and olive groves.

88.2

..

(On left, side road to S. DECA.)

88.4

16

FUNDIA DE CAJAL. Reinforced concrete bridge 475 ft. long.

699

N.R. 896510. Stream practically dry in June 1943. Probably fordable either up stream or along beach.

89.5

..

Bridge over TORRENTA RIVIERA.

90.6

20

BOVILLO RIVIERA. Box. 3,176.

(On left, Route 23 to BOVILLO and across the peninsula to BAJA CALIFORNIA.)

SECRET
(Equals British SECRET)

Miles	Km.	Altitude in ft.	Route 8
			Road continues parallel to railway along coastal plain which appears from map to be fairly well wooded; most probably citrus and orange groves.
			Several small culverts.
57	91.8	..	Bridge over FIUMARA PUNTAMATI. Mas. or conc. 120' long. Apparently easy to ford stream. Bed dry in June 1943.
			Road runs straight NE. close to railway, on seaward side of intensively cultivated coastal plain about 2 miles wide. Good cover on plain among extensive olive, mulberry, and citrus groves.
			Small Br. M.R. 925533 90' long over V. SCIO.
58	94.6	15	ARDORE MARINA. Pop. 834. Small village and railway station.
			(On left, narrow road up to ARDORE SUPERIORE.)
59	96.6	13	Bridge over FIUMARA DI CONDOLENTI, slight flow in June 1943. M.R. 944568 Low string arch bridge probably masonry and concrete. Height 10-15' approx., clear width 18' approx. Number of spans (?), length of spans 140' approx., overall length 420'. Stream probably fordable.
60	97.6	..	(On left, narrow road up to S. ILARIO DELL' IONIO and CHERINA.)
			L.R. 247574 and M.R. 949577 - 2 Culverts
61	98.0	16	FIUMARA PORTICIELLA. M.R. 952580. Dry in June 1943. 4 span bridge probably masonry or concrete. Approx. height 8-12', clear width 18' approx., length of span 65' approx., overall length 250' approx.
			River beddons considerably above bridge.

among extensive olive, mulberry, and citrus groves.

Small Br. M.R. 925533 90' long over V. SCIO.

ARDORE MARINA. Pop. 834. Small village and railway station.

(On left, narrow road up to ARDORE SUPERIORE.)

Bridge over FIUMARA DI CONDOIANI, slight flow in June 1943. M.R. 944568. Low string arch bridge probably masonry and concrete. Height 10-15' approx., clear width 18' approx. Number of spans (?), length of spans 140' approx., overall length 420'. Stream probably fordable.

(On left, narrow road up to S. ILARIO DELL' IONIO and GHIUNTA.)

M.R. 947374

and

M.R. 949577 - 2 Culverts

FIUMARA PORTICIELLA. M.R. 952580. Dry in June 1943. 4 span bridge probably masonry or concrete. Approx. height 8-12', clear width 18' approx., length of span 63' approx., overall length 250' approx.

River broadens considerably above bridge. Existing fording site 50 yds. upstream.

TORE DI GERACE. (On left, narrow road up to PORTICIELLA.)

M.R. 953561

to

M.R. 950587 - 3 Culverts.

M.R. 953587 Small bridge. 1 span approx. height 8-12', clear width 18' approx., overall length 50' approx.

Bridge over FIUMARA DI GERACE. Conc. or mas. 4 spans, total length approx. 225'. Stream dry in July 1943. Ford exists close U.S. of bridge. Canalised stream with openings in walls for ford. R. and beach just downstream.

-10-

SECRET
(Equals British MOST SECRET)

SECRET
(Equals British VOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
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64 103.0 16 LOCRI, M.R. D90619 (Shown on GSI maps as CERACE MARINA). Pop. 5,259.

(On left, Route 25 to GIOLA TAURO.)

Road continues NW. along coastal plain, closely following railway.

Predominant cultivation is now vine, through citrus and olive-groves occur in many places.

M.R. 980617 - Culvert

M.R. 989623 Small bridge, 1 span, height 8-12' approx., clear width 18' approx., overall length 50' approx.

65 105.3 6 M.R. 996638. E. SIDERMA (very small wet channel in June 1943).

Joint road and rail bridge, (?) No. of spans. Height 10-15' approx., clear width 16' approx., overall length 175' approx.

Stream bed broadens considerably immediately above bridge. Possible fording dits adjacent to bridge, bed sand on gravel.

67 107.7 16 SIDERMO MARINA. Pop. 6,164. Seaside town with industrial establishments.

(On left, metalled road, suitable for one-way light M.T., up to CALOLO.)

Bridge over VALLORE LONDO approx. 82' long. Ford alongside. (On left, side road to MIMO.)

Road continues NE. along coastal plain through vineyards and olive-groves.

69 111.4 6 Bridge over TIUMPA TORREDO; M.R. 909699

M.R. 980617 - Culvert

M.R. 989628 Small bridge, 1 span, height 8-12' approx., clear width 18' approx., overall length 50' approx.

M.R. 995638, T. SILLIMA (very small wet channel in June 1943).

Joint road and rail bridge. (?) No. of spans. Height 10-15' approx., clear width 16' approx., overall length 175' approx.

Stream bed broadens considerably immediately above bridge. Possible fording site adjacent to bridge, bed sand or gravel.

SIDERMO MARINA. Pop. 6,164. Seaside town with industrial establishments.

(On left, metalled road, suitable for one-way light M.T., up to CAMOLO.)

Bridge over VALLONE IONDO approx. 82' long. Ford alongside. (On left, side road to MIRTO.)

Road continues NE, along coastal plain through vineyards and olive-groves.

Bridge over FIUMARA TORRIDA: M.R. 208398, 3 spans approx. 650' long.

GIOSIA MARINA. M.R. E035695 Pop. 1,857.

(On left, Route 26 to CINQUEFRONDI, and to Route 27 for SERRA S. PRANO.)

Road continues NE, along coastal plain through vineyards.

Bridge over FIUMARA ROMANO, M.R. E049703 Dry in June 1943. Probably masonry. (?) 1 span. Height 8-12' approx., clear width 16' approx., overall length 65' approx.

Stream is canalized between road and rail bridges (250 yds.) and fording sites should be possible here.

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SECRET
(Equals British MOST SECRET)

SECRET
(Equals British MOST SECRET)

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

785015

Miles	Km.	Altitude in ft.	Route 8
74 1/2	115.5	..	M.R. 2052703 to M.R. 058702 - 3 Culverts Bridge over TIUMARA BACHUCA. M.R. 070705 Dry in June 1943. Bridge probably masonry. 2 span. Height 8-12' approx., length of spans 45' approx., clear width 16' approx., overall length 90' approx. Fording should be possible adjacent to bridge. 304 sand or gravel. M.R. 078709 to M.R. 097717 - 7 Culverts POCCHELLA IONICA. Pop. 6,972. (Photograph 76.) M.R. 100720 Small bridge 1 Span. Clear width 20' approx., overall length 30' approx. M.R. 108723 Small bridge 1 Span. Clear width 20' approx., overall length 20' approx. M.R. 115725 to M.R. 135734 - 8 Culverts M.R. 135734 Small bridge 1 Span. Clear width 18' approx., overall length 15' approx. M.R. 1440737 to M.R. 148742 - 2 Culverts Bridge over TIUMARA AMISA. M.R. 149743 Very slight flow in June 1943. Masonry or concrete. (?) 2 spans, 10-12' or spans 2105'. Height 8-12' approx., clear width 16' approx., overall length 210' approx. Fording site 200 yds. upstream. M.R. 154745 - Culvert.
74	119.4	16	
77 1/2	124.6	..	

785015

M.R. 073709
to
M.R. 097717 - 7 Culverts

ROCCELLA IONICA, Pop. 6,972. (Photograph 76.)

M.R. 100720 Small bridge 1 Span. Clear width 20' approx., overall length 50' approx.

M.R. 108723 Small bridge 1 Span. Clear width 20' approx., overall length 20' approx.

M.R. 115725 to
M.R. 135734 - 8 Culverts

M.R. 135734 Small bridge 1 Span. Clear width 18' approx., overall length 15' approx.

M.R. E140737 to
M.R. 148742 - 2 Culverts

Bridge over FIUMARA AMUSA. M.R. 149743 Very slight flow in June 1943. Masonry or concrete. (?) 2 spans, length of spans 2105'. Height 8-12' approx., clear width 16' approx., overall length 210' approx. Forging site 200 yds. upstream.
M.R. 154745 - Culvert.

CALONIA station.

(On left, 200 yds. farther on, narrow road up to CALONIA, pop. 4,827. Photograph 78.)

Bridge over FIUMARA ALLARO. M. R. 160752. Small flow in June 1943. Masonry or concrete bridge. (?) 6 spans, length of spans 108' approx. Height 10-15' approx., clear width 18' approx., overall length 648' approx.

Forging should be possible 200 yards upstream, bed sand or gravel. Stream is canalised (850' between banks) upstream from bridge.

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SECRET
(Equals British 1057 SECRET)

SECRET

(Equals British Host SECRET)

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

785015

Miles	Km.	Altitude in ft.	Route 8
78 1/2	127.2	13	M.R. 163755 to M.R. 166758 - 2 Culverts Bridge over FIUMARA PECARITI. (Photograph 77). M.R. 170760 Dry in June 1943. Masonry piers and concrete piers. Height 10-15' approx., clear width 18' approx., 6 spans, length of spans 62', overall length 370' approx. Fording should be possible adjacent to bridge, bed sand or gravel. (On left, side road up to FIACAVICA and STEFANO.) M. R. 217565 Small bridge, masonry or concrete. Height 6-12' approx., clear width 18' approx., 1 span, overall length 50' approx. M.R. 176766 to M.R. 186778 - 8 Culverts Level crossing shortly after TORRE S. FILL. M. R. 190779 Small bridge. Height 5-10' approx., clear width 20' approx., 1 span, overall length 40' approx. M.R. 192780 to M.R. 195784 - 3 Culverts M.R. 196786 Small bridge. Height 5-10' approx., clear width 20' approx., 1 span, overall length 20' approx. M.R. 200790 to M.R. 205795 - 2 Culverts
80 1/2	129.8	..	

697

Routing should be possible adjacent to bridge,
bed sand or gravel.

(On left, side road up to ALACANICA and
STIRIANO.)

M.R. 175765 Small bridge, masonry or
concrete. Height 8-12' approx., clear width 18'
approx., 1 span, overall length 50' approx.

M.R. 175766

to

M.R. 180778 - 3 Culverts

Level crossing shortly after TORRE S. PILLI.

M.R. 190779 Small bridge. Height 5-10'
approx., clear width 20' approx., 1 span, overall
length 40' approx.

M.R. 192790

to

M.R. 195784 - 3 Culverts

M.R. 195786 Small bridge. Height 5-10'
approx., clear width 20' approx., 1 span, overall
length 20' approx.

M.R. 200790

to

M.R. 205795 - 2 Culverts

Road runs close to shore on seaward side of
railway; on inland side of railway land rises
steeply.

697

M.R. 206796 Small bridge. Height 8-12'
approx., clear width 20' approx., 1 span, overall
length 30' approx.

TONDIACO NUOVO (PIAZZA MARINA). Small village
and railway station (STAZIONE DI PIACE). (On left,
narrow road up to PIACE.)

M.R. 220798

to

M.R. 211001 - 3 Culverts

- 13 -

SECRET
(Equals British ~~TOP SECRET~~)

804

129.8

..

824

132.4

16

2014年12月10日

68

Miles	Km.	Altitude in ft.	Route d
			M.N. 212803 Small bridge, height 8-12' approx., clear width 20' approx., 1 span, overall length 30' approx.
			M.R. 213803 to M.R. 229622 - 11 Culverts
			M.R. 230823 V. IOCONE - Small bridge, height 8-12' approx., clear width 16' approx., 1 span, overall length 15' approx.
			M. R. 231325 to M. R. 236830 - 4 Culverts
			M.E. 240637 - Small bridge, height 10-15' approx., clear width 20' approx., 1 span, overall length 30' approx.
85½	138.2	16	M.R. 242840 Small wet channel June 1943. 3 span masonry of concrete bridge. Height 15-20' approx., clear width 20' approx., overall length 250' approx, over FIUMARA STILARO. Existi. fording site immediately downstream from bridge. Stream bed apparently sand or gravel, probably rather soft (very close to mouth).
			M.M. E243043 Small bridge 1 span, height 8-12' approx., clear width 16' approx., overall length 30' approx.
			N. side of valley is cultivated (vines and olive or citrus groves).
86½	139.2	16	MATINA DI MONASTERACE. Pop. 721. (On left, Route 28 to W. coast at FRANCAVILLA ANGITOLA station.)
87	140.3	..	Level crossing to landward side of railway. (On left, narrow road up to village of MONASTERACE).

Road closely follows railway between mountains

M.R. 240837 - Small bridge, height 10-15' approx., clear width 20' approx., 1 span, overall length 80' approx.

35 158.2 16

M.R. 242040 Small wet channel June 1943. 3 span masonry or concrete bridge. Height 15-20' approx., clear width 20' approx., overall length 250' approx, over FIUMARA STILARO.

Existing fording site immediately downstream from bridge. Stream bed apparently sand or gravel, probably rather soft (very close to mouth).

M.R. 243043 Small bridge 1 span, height 8-12' approx., clear width 16' approx., overall length 30' approx.

N. side of valley is cultivated (vines and olive or citrus groves).

86 139.2 16

MARINA DI MONASTERACE. Pop. 721.

(On left, Route 28 to W. coast at FRANCIVILLA ANGITOLA station.)

87 140.3 ..

Level crossing to landward side of railway. (On left, narrow road up to village of MONASTERACE).

Road closely follows railway between mountains and shore. The section between MARINA DI MONASTERACE and MARINA DI RADOLATO has been completed since 1938.

M.R. 245046

to

M.R. 249857 - 2 Culverts

88 141.8 ..

Bridge over FIUMARA SSI. M.R. 250874. Small wet channel in June 1943. Box string bridge concrete and masonry. Height 15-20' approx., clear width 16' approx., 3 span, length of span 90' approx., overall length 270' approx.

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(Equals British ~~TOP SECRET~~)

67

Miles	Km.	Altitude in ft.	Route 8
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Fording may be possible alongside bridge, elsewhere difficult. Approach road on embankment.

Wide cultivated valley (vineyards and fruit groves), leading inland from beach.

88 1/2	143.2	..	VALLONE DI GUARDAVALLE. M.R. 250888 Small wet channel in June 1943. Bow string bridge concrete and masonry. Height 15-20' approx., clear width 16' approx., 1 span, overall length 155' approx.
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Approach road on low embankment.

Fording site adjacent to bridge.

Steep-sided valley.

Road and railway continue close to beach. On inland side ground rises steeply; olive-groves on hill-sides.

(On left, side road up to GUARDAVALLE.)
M.R. 243902.

M. R. 243890

to

M. R. 243900 - 6 Culverts

Small bridge - height 10-15' approx., clear width 16' approx., 1 span, overall length 70' approx. M.R. 243900.

M. R. 243909

to

M. R. 243925 - 4 Culverts.

Bridge over TORRENTE LUMINI. M.R. 245927

Very small flow in June 1943. Bow string bridge masonry and concrete. Height 10-15' approx., clear width 16' approx., 1 span, overall length 100 approx.

Fording site adjacent to bridge.

Steep-sided valley.

Road and railway continue close to beach.

On inland side ground rises steeply; clive-groves on hill-sides.

(On left, side road up to CHARDAMALLE.)
M.R. 248902.

M. R. 248890

to

M. R. 248908 - 6 Culverts

Small bridge - height 10-15' approx.,
clear width 16' approx., 1 span, overall length
70' approx. M.R. 248900.

M. R. 248909

to

M. R. 248925 - 4 Culverts.

Bridge over TONKATIE LUMBI. M.R. E245927
Very small flow in June 1943. Bow string bridge
masonry and concrete. Height 10-15' approx.,
clear width 16' approx., 1 span, overall length
100 approx.

Fording possible close U.S. of bridge and
also 450 yards U.S.

M.R. 248928

to

M.R. 242945 - 6 Culverts.

M.R. 242946 Small bridge, height approx.
10-15', clear width 16' approx., 1 span, overall
length 60' approx. **698**

M.R. 240990 Small bridge. Height 10-15'
approx., clear width 16' approx., 1 span, overall
length 110' approx.

Fording may be possible but difficult.

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

785015

Miles	Km.	Altitude in ft.	Route 8
			(On left, side road up to S. CATERINA DELL' IONIO.) M. R. 240902.
			M.R. 238962 Culvert (Small bridge. Clear width 16' approx., 1 span, overall length 40' approx.)
			M.R. 237967 Small bridge. Clear width 16' approx., 1 span, overall length 30' approx.
			M.R. 237968 to M.R. 236985 - 10 Culverts
			M.R. 236989 T. PONZO (v. small flow in June 1943) Lowstring bridge, masonry and concrete. Height 10-15' approx., clear width 18' approx. 1 span, overall length 135' approx.
			Stream canalised above bridge. Fording should be possible adjacent to bridge.
			M. R. E 237994 - Culvert
			M. R. 235992 T. VODA (small flow in June 1943) Lowstring bridge, masonry and concrete. Height 10-15' approx., clear width 18' approx., 1 span, overall length 135' approx.
			Bridging or fording should be possible just upstream from bridge.
95	154.7	..	MARINA DI ADOLATO. Pop. 59. M.R. Z 235000 (On left, fairly good metalled road to ADOLATO, pop. 4,567, then S. to mile 4 1/2 of Route 28.
			M.R. Z235000 - 6 Culverts to M.R. 233010

M.R. 236986 - 10 Culverts

M.R. 236989 T. PONZO (v. small flow in June 1943) Bowstring bridge, masonry and concrete. Height 10-15' approx., clear width 18' approx. 1 span; overall length 135' approx.

Stream canalized above bridge. Fording should be possible adjacent to bridge.

M. R. E 237994 - Culvert

M. R. 235998 T. VODA (small flow in June 1943) Bowstring bridge, masonry and concrete. Height 10-15' approx., clear width 18' approx., 1 span, overall length 135' approx.

Bridging or fording should be possible just upstream from bridge.

MARINA DI BADOLATO. Pop. 59. M.R. Z 235000

(On left, fairly good metalled road to BADOLATO, pop. 4,567, then S. to mile 4 1/2 of Route 28.

M.R. 235000 - 6 Culverts
to
M.R. 233010

Coastal plain becomes wider and land rises less steeply to W.

Road now runs through almost continuous olive-groves.

M. R. 233010 T. BARONE Small bridge. Height 10-15' approx., clear width 18' approx., 1 span; overall length 50' approx.

Bridging or fording possible alongside.

M. R. 233011
to

M. R. 232020 - 2 Culverts

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65

Miles	Km.	Altitude in ft.	Route 8
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(On left, immediately before bridge
over VALLONE OSCURA side road up to ISCA SUL
ICHILO.)

M.R. 232021 F. GALLIPATI (small flow in
June 1943).

3 Span bowstring bridge, masonry and
concrete bridge. Height 10-15' approx., clear
width 10' approx., length of span 20 70' and
1 @ 90', overall length 230' approx.

Fording should be possible adjacent to
existing bridge.

M.R. 2224040 VALL'OSCUA (v. small flow
in June 1943) Masonry or concrete bridge.
Height 10-15' approx., clear width 16' approx.,
number of spans (?), overall length 125' approx.

Fording site adjacent, bridging should be
possible on downstream side (130' gap approx.).

99+ 160.1 ..

S. ANDREA station.

M.R. 222051 (On left, narrow winding road
to S. ANDREA APOSTOLO DELL'ICHILO and thence
via DIACOLI to rejoin Route 8 south of SOVERATO.)

Road continues through olive-groves along
inland side of railway line.

M.R. 224046 - Culvert

M.R. 220064 Small bridge. Height 10-15'
approx., clear width 16' approx., number of spans
1, overall length 65' approx.

Bankers are canalized, bridging possible
adjacent to existing bridge.

M.R. 219069 - Culvert

101+ 162.8 ..

Bridge over TULLA, 140m. 3 spans.

M.R. 2224040 VALL'OSCURA (v. small flow in June 1943) Masonry or concrete bridge. Height 10-15' approx., clear width 16' approx., number of spans (?), overall length 125' approx.

Fording site adjacent, bridging should be possible on downstream side (130' gap approx.).

S. ANDREA station.

M.R. 2220571 (On left, narrow winding road to S. ANDREA APOSTOLO DELL'ICILIO and thence via DAVOLI to rejoin Route 8 south of SOVERATO.)

Road continues through olive-groves along inland side of railway line.

M.R. 224046 - Culvert

M.R. 220094 Small bridge. Height 10-15' approx., clear width 16' approx., number of spans 1, overall length 65' approx.

Banks are canalized, bridging possible adjacent to existing bridge.

M.R. 219069 - Culvert

Bridge over FUMETTA ALCA. 3 spans.
M.R. 217078 Small flow in June 1943. Downstream bridge, masonry and concrete. Height 10-15' approx., clear width 16' approx., 3 spans, length of spans: 2 @ 75' and 1 @ 105', overall length 255'.

Fording site adjacent to bridge on upstream side.

(Photograph 37)

695

M.R. 215093 V. DI FILIS (damp, no flow in June 1943) Flat approach span separated from downstream girder by small island in midstream. Clear width 16' approx., 2 spans: length of spans 1 @ 50' and 1 @ 70', overall length 230' approx.

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Miles	Km.	Altitude in ft.	Route 8
			Bridging or fording site (2 crossings) 100 yards upstream, gaps 130' and 40'.
			M.R. 213099 - Culvert.
102	164.0	..	VILLONE TICARAZZA. M.R. 2214104 Small bridge clear width 16' approx., 1 span, overall length 40' approx.
103	165.6	..	Bridge over FIUME ANCIANAIE. Considerable flow in 3 wet channels June 1943. Long bowstring arch bridge with short approach span at N. end. Height 15'-20' approx., clear width 16' approx., 8 bowstring spans, length of spans: 108' approx., overall lengths 864' plus 150' approach.
			Fording with small bridges over wet channels may be possible, but egress from the N. bank is imposed by railway running parallel to river and passing under the main road just N. of the river. Approach and egress may be easier east of the R.R. bridge and crossing should not be more difficult.
			(Photographs 83, 90, 90 a.) Broad valley leading inland from beach, olive or citrus groves on each side.
			(On left, good road to SATHLINO, pop. 3,510. Photograph 90 b.)
102 1/2	166.4	..	Level crossing. Road runs on seaward side of railway.
			M.R. 213126 Small bridge, height 10-15' approx., clear width 20' approx., 1 span, overall length 30' approx.
			M.R. 211133 - Culvert.

785015

Bridge over FUME RIVER. Considerable flow in 3 wet channels June 1945. Long lowstring arch bridge with short approach span at N. end. Height 15'-20' approx., clear width 16' approx., 3 bowstring spans, length of spans: 108' approx., overall lengths 864' plus 150' approach.

Fording with small bridges over wet channels may be possible, but egress from the N. bank is impeded by railway running parallel to river and passing under the main road just N. of the river. Approach and egress may be easier east of the R.R. bridge and crossing should not be more difficult.

(Photographs 83, 90, 90 a.) Broad valley leading inland from beach, olive or citrus groves on each side.

(On left, good road to SATRIANO, pop. 3,510. Photograph 90 b.)

Level crossing. Road runs on seaward side of railway.

M.R. 216126 Small bridge, height 10-15' approx., clear width 20' approx., 1 span, overall length 30' approx.

M.R. 211138 - Culvert.

M.R. 290141 Bridge, masonry or concrete. Height 10-15' approx., clear width 18' approx., (?) 3 spans, overall length 175' approx.

Diversions difficult without considerable preparations.

M.R. 208142 Bridge, masonry or concrete. Height 8-12' approx., clear width 18' approx., (?) 1 spans, overall length 80' approx.

Diversions difficult without considerable preparations.

SOVERATO. Pop. 2,048.

(On left, Route 29 to CHIARAVALLE CENTRALE on Route 30).

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
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106 170.5 ..
 Bridge over RIVER SOVETATO. Small flow in
 3 wet channels in June 1943. Bowstring girder
 bridge, masonry and concrete. Height 15-20'
 approx., clear width 16' approx., 5 spans, length
 of spans: 3 @ 80' and 2 @ 70'; overall length
 475' approx.

Length includes unidentifiable approach
 span. Difficult fording site with long approaches
 1/2 mile upstream from bridge.

Bridge over stream.

Road runs along inland side of railway across
 PLANO DI SALINARO (PLANO SANCHELLIO, i.e. BLOODY
 Plain), about 1/2 mile wide and covered with olive-
 groves.

M.R. 199157 - F. GRIGIO (No photo cover)

M.R. 201166 - Culvert

M.R. 205172 Small bridge. Height 8-12'
 approx., clear width 16' approx., 1 span, overall
 length 70' approx.

MONTAUF station. (On left, side road with
 branches to MONTAUF, CASPERIA, and MONTAUF).

108 173.7 ..

M.R. 211180 Small bridge. Height 8-12'
 approx., clear width 16' approx., 1 span,
 overall length 50' approx.

M.R. 216186 Small bridge. Height 10-15'
 approx., 1 span, overall length 80' approx.

River has steep banks. Diversion possible
 west of existing bridge.

M.R. 217188

and

M.R. 219190 - 2 Culverts

M.R. 223201 Small bridge. Height 8-12'

PLANO DI SAINARO (PLANO SANGUINARIO, i.e. BLOODY Plain), about 1 mile wide and covered with olive groves.

M.R. 199157 - F. CRIGIO (No photo cover)

M.R. 201166 - Culvert

M.R. 205172 Small bridge. Height 8-12' approx., clear width 16' approx., 1 span, overall length 70' approx.

MONTURO station. (On left, side road with branches to MONTESPINO, CASPERINA, and MONTAURO).

M.R. 211180 Small bridge. Height 8-12' approx., clear width 16' approx., 1 span, overall length 50' approx.

M.R. 216136 Small bridge. Height 10-15' approx., 1 span, overall length 80' approx.

River has steep banks. Diversion possible west of existing bridge.

M.R. 217188

and

M.R. 219190 - 2 Culverts

M.R. 223201 Small bridge. Height 8-12' approx., clear width 16' approx., 1 span, overall length 50' approx.

Road crosses PLANO CRIGIO spur, then runs along terrace between shore and mountains. (Photograph 92.) Many sharp turns. Very vulnerable stretch.

M.R. 224203 Ravine. Small bridge, height 10-15' approx., clear width 16' approx., 1 span, overall length 135' approx.

Ponding site or old R. site 40 yds. West.

62

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
111½	179.4	..	A railway tunnel enters the hill at a point 300 yds. East of the road at Z227203 with its exit at Z229216, 50 yds. North of the Road. PUNTA DI STALETTI. (On left, winding road up to STALETTI.) Road crosses a spur about 180 ft. above sea-level. M.R. 226203 Face of spur. Road is supported on masonry arches (6). M.R. Z230207 Small Wadi. Masonry bridge. Clear width 20' approx., 1 span, overall length 54'. Occurs in bend of road. M.R. Z224222 Small bridge. Clear width 20' approx., 1 span. Bridge over FIUME GATARELLO M.R. 226226 Bowstring bridge. Clear width 20', overall length 220'. SQUILLACE station. (On left, Route 30 to SQUILLACE and Route 28). Road continues along inland side of railway across coastal plain about 2 mile wide. Almost continuous olive-groves. M. R. 230241 Small bridge. Clear width 16', 1 span, overall length 40'. Detour to either side looks possible. M.R. 241247 Small bridge. Clear width 16', 1 span, overall length 30'. M.R. 249255 Small bridge. Clear width 16', 1 span, overall length 35'.
113½	182.2	30	

M.R. Z230207 Small Wadi. Masonry bridge. Clear width 20', approx., 1 span, overall length 54'. Occurs in bend of road.

M.R. Z224222 Small bridge. Clear width 20' approx., 1 span.

Bridge over FIUME CAT/HELLO M.R. 226226 Bowstring bridge. Clear width 20', overall length 220'.

SQUILLACE station.

(On left, Route 30 to SQUILLACE and Route 28).

Road continues along inland side of railway across coastal plain about $\frac{1}{2}$ mile wide. Almost continuous olive-groves.

M. R. 230241 Small bridge. Clear width 16', 1 span, overall length 40'.

Detour to either side looks possible.

M.R. 241247 Small bridge. Clear width 16', 1 span, overall length 30'.

M.R. 249255 Small bridge. Clear width 16', 1 span, overall length 55'.

(On left, Route 31 to BORGIA, MAIDA and Route 1.)

Bridge over FIUME CORACE. M.R. 262274 Steel Girder bridge. Clear width 15', 5 spans, length of spans 90', overall length 455'.

Combined road and rail bridge over river mouth. Spans supported on masonry or concrete piers. Main flow taken under first and last spans. No alternative site. Considerable preparation necessary for by-pass.

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
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117 188.2 16 MARINA DI CATANZARO. Pop. 5,924. Road junction just before town. Fork right. (On left, Route 9 to CATANZARO and NICASTRO.) Level crossing just after road junction.

Bridge over LA FULVARELLA on NE outskirts of town. M.R. Z273282 Concrete bridge. Clear width 15', 2 spans, length of spans 82', overall length 191'.

Road bridge only. Main flow appears to occur just north of the southernmost and central piers

Considerable preparation necessary for by-pass.

Level crossing just after bridge.

Road runs along inland side of railway over coastal plain about 1/4 mile wide. Cultivated land (citrus and olive-groves) to seaward of road and railway.

M.R. 286294 Culvert 25' span, road width 20'.

M.R. 290297 Culvert 25' span, road width 20'.

119 192.4 .. UMERO CASTAGI. M.R. 301305. Air photo not very clear. No stereo pair available. Bridge appears to be a single span about 40' long. Diversion appears easy. A steep-sided valley.

120 194.3 26 FIUME ALI. M.R. 316318 Combined rd. and fly. bridge.

Four span truss girder construction on masonry piers. 325 ft. overall span. Approx. 40 ft. wide.

Considerable preparation necessary for by-pass.

Level crossing just after bridge.

Road runs along inland side of railway over coastal plain about $\frac{1}{2}$ mile wide. Cultivated land (citrus and olive-trees) to seaward of road and railway.

M.R. 286294 Culvert 25' span, road width 20'.

M.R. 290297 Culvert 25' span, road width 20'.

UNEO CASTAGI. M.R. 301305. Air photo not very clear. No stereo pair available. Bridge appears to be a single span about 40' long. Diversion appears easy. A steep-sided valley.

TRUPE ALI. M.R. 316313 Combined rd. and rly. bridge.

Four span truss girder construction on masonry piers. 325 ft. overall span. Approx. 40 ft. wide.

River banks low and shelving. Diversion exists by ford 70 yds. west of bridge.

(On left, road under construction in 1938 runs inland to CATTANZARO-SOVERATO. SILERI road).

Bridge over LAGO DI IECO. M.R. 310333 No stereo pair available. Probably R.C. or masonry arch 60 ft. span. Width of br. approx 12 ft. 693

Banks fairly steep. Diversion not difficult.

TRUPE SILERI M.R. 346345. Combined rd. and railway bridge.

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SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 8
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Four span steel girder construction on masonry piers. 350 ft. overall span, approx. 35' wide.

Approaches to bridge on an embankment.

River banks shallow. Diversion possible either side of bridge after preparation. Apparent fords both U.S. and D.S.

Coastal plain is about a mile wide. Large olive-groves and poplar woods on seaward side of road.

124 1/2 200.2 115
PETRIZIA. Pop. 100. (On left, metalled one-way road to CATANZARO-SOVERIA SIMERI road and to ZACARISE on Route 32.)

M.R. 361362 Very poor photograph. Appears to be R.O. or Masonry arch bridge 40 ft. span. Width of br. 20 ft. Diversion easy on east side of bridge.

125 1/2 201.5 79
TORRENTE URLA. M.R. 368367 No stereo pair available. Very poor photograph. 7 or 8 span bridge about 300 ft. overall span. Width approx. 16-20 ft.

Diversion easy 40 yds. east of bridge.

(On left, road under construction in 1938 follows URLA valley and has branches to CATANZARO-SOVERIA SIMERI road and to CROPANI.)

(On left, side road to MARINA STILIA.)

Bridge over a second stream, also called TORRENTE URLA. M.R. 397377 Three span bridge 150 ft. overall length, 20 ft. in width. Diversion apparently not difficult.

129 1/2 208.2 62
TORRENTE FIASO. M.R. 422392 Four span bridge 200 ft. overall length, 20 ft. in width.

124 $\frac{1}{2}$ 200.2 115
 PETRIZIA. Pop. 100. (On left, metalled one-way road to CATANZARO-SOVERIA SIERI road and to ZAGHISE on Route 32.)

M.R. 361362 Very poor photograph. Appears to be R.C. or Masonry arch bridge 40 ft. span. Width of br. 20 ft. Diversion easy on east side of bridge.

125 $\frac{1}{2}$ 201.5 79
 TORRENTE URIA. M.R. 368367 No stereo pair available. Very poor photograph. 7 or 8 span bridge about 300 ft. overall span. Width approx. 16-20 ft.

Diversion easy 40 yds. east of bridge.

(On left, road under construction in 1938 follows URIA valley and has branches to CATANZARO-SOVERIA SIERI road and to CROPANI.)

(On left, side road to MARINA SELLIA.)

Bridge over a second stream, also called TORRENTE URIA. M.R. 397377 Three span bridge 150 ft. overall length, 20 ft. in width. Diversion apparently not difficult.

129 $\frac{1}{2}$ 208.2 62
 TORRENTE PELASSO. M.R. 423392 Four span bridge 206 ft. overall length, 20 ft. in width.

The road on either side of bridge is on an embankment. Diversion possible with little preparation 20 yds. east of bridge.

Inland of road, W. side of valley is covered with olive-trees, umbrella pines, and vineyards.

(On left, good branch road follows E. side of valley to CROPANI and to SERSALE on Route 32).

M.R. 438398 - Culvert. 20ft. span. 20 ft. width.

SECRET
(Equals British ~~TOP SECRET~~)

Miles Km. Altitude in ft. Route 8

131 211.3 30 TUNE CROCCIO, M.R. 457406 Combined road and railway bridge.

Two span steel girder construction on masonry piers. 200 ft. overall length. 40 ft. overall width. River has high steep banks and no diversion exists without considerable work on approaches and banks.

Ford exist 500 yds. U.S. and apparently D.S. of Railway bridge.

(On left, inferior road up CROCCIO valley to SELCANTO, and via ANELLI to mile 67 of Route 32.)

133 214.2 .. POTRIOMILO; small village to left of road.

U. AVINGO M.R. 488416 25 ft. span. Possibly R.C. or masonry arch construction.

(On left, opposite ROCCAMARE station, side road to GUTTO).

Stream. M.R. 503420 50 ft. span. Probably R.C. or masonry arch construction. Steep banks 8-10 ft. high. No natural diversion exists.

135 216 16 TUNE TACINA, M.R. 519422 Combined road and railway bridge.

Both bridges are carried on the same piers.

The road bridge consists of five spans, the centre three being 80 ft. and the end spans 66 ft. long. It is of beam and slab construction. Overall length 400 ft. Width 14-16 ft.

There is an existing ford on north side of bridge.

Road continues along coastal plain (wheat-fields and pasture).

133 214.2 .. POTRICILLO; small village to left of road.
 U. ANNUCO I.R. 488416 25 ft. span.
 Possibly R.C. or masonry arch construction.
 (On left, opposite ECCOMERANDA station,
 side road to CUTRO).
 Stream. I.R. 503420 50 ft. span. Probably
 R.C. or masonry arch construction. Steep banks
 8-10 ft. high. No natural division exists.
 135 218 16 TIME TRICIA. M.R. 519422 Combined road
 and railway bridge.
 Both bridges are carried on the same piers.
 The road bridge consists of five spans,
 the centre three being 80 ft. and the end spans
 66 ft. long. It is of beam and slab construction.
 Overall length 400 ft. Width 14-16 ft.
 There is an existing ford on north side of
 bridge.
 Road continues along coastal plain (wheat-
 fields and pasture).
 137 221.1 .. Road turns inland up VALLE DI PIZZO NITTO.
 Road winds, climbing gradually.
 Bridge over VALLE DI PIZZO NITTO. Stream
 I.R. 543475 30 ft. span. 692
 Road junction near CUTRO station. Fork
 right. (On left, State Road No. 109 to join
 Route 32 at MANILE road junction.)
 (On right, short loop road past station.)
 Sharp bends on fairly steep climb.
 143 230.4 ..

- 23 -
 SECRET
 (Equals British 100% SECRET)

Miles	Km.	Altitude in ft.	Route 8
-------	-----	--------------------	---------

(On left, difficult side road to OUTRO-
SOMMALE station on State Road No. 109.)

OUTRO. Pop. 3,999. (Photograph 105.)
Highest point on road.

Gradual descent through mountains.

Winding road.

Stream M.R. 558505.

Level crossing at bridge over stream.
V.S. ANNA. M.R. 647534. Appears to be 50-60 ft.
span. R.C. or masonry arch br. 120 ft. span
15 ft. wide. River banks steep. No natural
diversion exists.

ISOLA CAPO RIZZUTO station. (On right,
narrow road to ISOLA CAPO RIZZUTO, Pop. 3,905.)

Stream M.R. 683550 Culvert. 20-30 ft.
span. 18-20 ft. wide.

Level crossing.

Stream M.R. 684567 30 ft. span br. 15 ft.
wide.

Easy diversion south of existing br. over
level crossing to south side of station, connec-
ting up eventually with CIOTONE-STONGOLI rd.

V. CARBONERA M.R. 685569

No easy diversion available as considerable
cutting down on banks required.

Probably only 70 ft. span. No contro
supports shown. There are no arch spans on the
embankment approaches.

151.4 243.4 135 ISOLA CAPO RIZZUTO station. (On right, narrow road to ISOLA CAPO RIZZUTO, Pop. 3,905.)

Stream M.R. 683558 Olivert. 20-30 ft. span. 18-20 ft. wide.

154.2 248.2 .. Level crossing.
Stream M.R. 684567 50 ft. span br. 15 ft. wide.

Easy diversion south of existing br. over level crossing to south side of station, connecting up eventually with GROTONI-STROMBOLI rd.

V. CARBONERA M.R. 685569

No easy diversion available as considerable cutting down on banks required.

Probably only 70 ft. span. No concrete supports show. There are no arch spans on the embankment approaches.

Road follows valley down.

GROTONI. Pop. 19,163. (Plan 58.)

M.R. 515423 - 500470 - 523500 - 554497

(a) Road

A metalled road 10-15 ft. wide. It's importance lies in the fact that it provides a diversion from the main coast road to GROTONI in the event of the coast road br. over F. TACINA being blown.

- 24 -

SECRET
(Equals British 1037 SECRET)

SECRET
(Equals British MOST SECRET)

57

Miles	Km.	Altitude in ft.	Route 8
-------	-----	--------------------	---------

There is one large and about four small bridges on this route.

The road is believed to be capable of taking Class 40 loads.

(h) Bridges

Stream M.E. 515427 Culvert, 20 ft. span, 15 ft. wide.

Stream M.R. 500468 60 ft. span, 12 ft. wide.

River banks steep.

No natural diversion exists.

Stream M.R. 518488 40 ft. span, 12 ft. wide.

River banks steep and full of bushes and shrubs.

River probably dry for most of year.

T. LACINA M.R. 524506 Five span R.C. Bowstring girder type br. 12 ft. wide, 350 ft. overall length.

River banks shallow and shelving.

Site for diversion exists south of existing br.

691

No natural diversion exists.

Stream M.R. 518488 40 ft. span.
12 ft. wide.

River banks steep and full of bushes
and shrubs.

River probably dry for most of year.

T. TACOMA M.R. 524506 Five span R.C.
Bowstring girder type br. 12 ft. wide, 350 ft.
overall length.

River banks shallow and shelving.

Site for diversion exists south of
existing br.

691

- 25 -

SECRET
(Equals British 1057 SECRET)

785015

SECRET
(Equals British MOST SECRET)

54

SECRET
(EQUALS BRITISH MOST SECRET)

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2



B 389.231/4 OI(Lib)

9th September, 1943.

MEMORANDUM FOR : AMGOT H.Q. SICILY.

SUBJECT : Road Reports - ITALY.

53

Reference your letter AMGOT/71/HQ dated 6 September, 1943.

1. As requested in the above mentioned letter (two copies of AFHQ amendments Nos 1 - 4 to ISIS Report CB 4096H(8) and ISTD/D/223) are forwarded herewith. Please acknowledge receipt on the attached form. ✓

2. It is pointed out that these road reports are, in fact, amendments to the publications shown in para 1 and that sufficient copies for those publications in your possession should be forthcoming from the H.Q., which was the original distributor of CB 4096H and ISTD/D/223. This was presumably, H.Q., 15th Army Group, GS"I", who received 200 copies of these reports for distribution.

For the A.C. of S., G-2.,

Action at 55

G.G. Golding
G.G. GOLDING,
1st Lieut, CAV.,
G-2 Section OI(Lib)

Copy to: M.G.S., A.F.H.Q.
GS"I", 15th Army Group

690

SECRET
(EQUALS BRITISH MOST SECRET)

SECRET
(Equals British MOST SECRET)

(56)

ALLIED FORCE HEADQUARTERS
ENGINEER SECTION
A.P.O. 512, U.S. ARMY

SECRET
equals
BRITISH MOST SECRET

EL/243/1

14 Sept. 43

SUBJECT : Maps - Road Overprint.

TO : C.E., 15 Army Group (100)
Engr., 5 Army (200)
C.E., 5 Corps (250) 100
C.E., 10 Corps (40)
G-2 Section (10)
G-3 Section (10)
G-4 Section (10)
Logistical Plans (1)
A.M.G.O.T. (5)
D.W., A.F.H.Q. (5)
D.D.W., A.F.H.Q. Increment (1)



689

Herewith 1/250,000 Road Overprints of Sheets Nos.

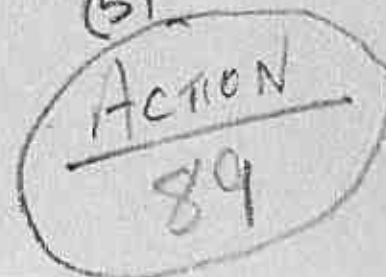
..... 21. 22. 23. 24. 25. and 26.

LIVORNO (5) SIENA (5) PERUGIA (5) MACERATA (5) ANCONA (5) GARDIANO (5)

For the Chief Engineer,

W.G.F. Jackson

W.G.F. JACKSON,
Major, R.E.
S.O.II (Int).



Declassified E.O. 12356 Section 3.3/NND No. 785015

MOST SECRET.

71/HQ.

ECOT HQ. - SIGINT.
15 Sept. 1945.

Subject: AFHQ Amend. Reports to 1515 Report.

To : AFHQ
Eighth Army.

Forwarded herewith are two copies of AFHQ amendments Nos. 1 - 4
to ISIS Report CB 1096H(8) and ISTD/D/223.

Please acknowledge on attached form

P/A 1519
63

CR

CHARLES M. STOFFORD,
Lt. Col. G. S. C.
Chief Staff Officer.

785015

53

SUBJECT:-

Road Reports - ITALY.

AMCOT/72/10

AMCOT H.Q., STALIN.

6th September 1943.

TO:-

H.Q.S.
A.P.H.Q.

-52

Reference your memo of 1st September 1943, forwarding an I.S.I.S. Road Report on Italy and paragraph 2 of memo D.359.231 OI(Lab) of 17th August 1943 from G-2 Section OI(Lab) forwarding the report to you. 51

As further copies are said to be available on demand it would be appreciated if two copies of this and similar reports could be forwarded - one for reference in this H.Q., and one for forwarding to the Region concerned.

For The Chief Civil Affairs Officer:

MB

CHARLES M. SPENCER,
Lieut-Colonel, G.S.C.
Chief Staff Officer.

PK

688

PA
B

SECRET

Equals British MOST SECRET

52

MILITARY GOVERNMENT SECTION

Allied Force Headquarters

File # _____



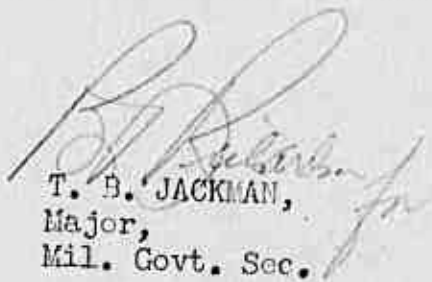
1 SEPTEMBER, 1943
(Date)

SUBJECT: Road Reports - ITALY

TO : AMG

1. Herewith ¹⁵ ~~one~~ 1 copy(ies) of AFHQ Amendment No. 1 - 4 686
(a) REGGIO CALABRIA - AMANTEA
(b) I.S.I.S. Report CB4096 H(8) (CALABRIAN Peninsula).
I.S.T.D./D/223 Report (being a reprint of (a) above)

2. Receipt is to be acknowledged on the form below, which should be returned immediately to Military Government Section, Allied Force Headquarters, A. P. O. #512.


T. B. JACKMAN,
Major,
Mil. Govt. Sec.

SECRET

(EQUALS BRITISH MOST SECRET)

SECRET
(Equals British MOST SECRET)ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff**HEADQUARTERS**

5 SEP 1943

AMGOT

Brig. Gen. I. H. H. H.
Colonel MAXWELL
Major JACKMAN

51

R 589.231 OI(Lib)

SUBJECT: Road Reports - ITALY.

1. Herewith 1 copy(ies) of AMHQ Lmdt. No. ¹⁻⁴~~1-3~~ to:

- (a) ISIS Report CB 4096H(8) - CALABRIAN PENINSULA
- (b) ISFD/D/223 Report (being a reprint of (a) above),

for insertion in the copy(ies) of the above report/reports which you hold.

- 2. Further copies are available on demand.
- 3. Please acknowledge receipt on form attached.

For the A.C. of S., C-2.,

SUBJECT

FILE NO. MGS- 461

H. BLACKMORE,
Captain,
C-2 Section OI(Lib)

DISTRIBUTION: One copy for each ISIS CB 4096H) to all holders of
One copy for each ISFD/D/223) either or both reports.
INFORMATION: War Dept., Washington.
I.S.(O), Offices of the War Cabinet.
D.L.I., M.I.(P), GHQ., Middle East Forces.

687

SECRET
(Equals British MOST SECRET)**SECRET**
(EQUALS BRITISH MOST SECRET)

SECRET

(Equals British MOST SECRET)

Route 1.

SECRET

(EQUALS BRITISH MOST SECRET)

REGGIO CALABRIA - AMANTEA

(127½ miles; 204.7 km.)

Via PAINT

Category: A. 1

State Road No. 18.

HEADQUARTERS

5 SEP 1943

AMGOT

Information shown herein is compiled from G.R. 4096.H(8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1241, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C./212, The Roads of SOUTHERN ITALY dated 29 June 1945.

An important road serving the western side of the CALABRIAN Peninsula. It runs along the coast from REGGIO CALABRIA to IANICOLA CALABRIA (mile 20½), then climbs to the terraces which lead up from the sea to the mountains, still keeping near to the coast. North of ROSARNO (mile 42) it turns inland over the hills to avoid a large promontory, returning to the coast at PIZZO (mile 67½), but immediately turning inland again to NICASTRO (mile 96). From NICASTRO to about mile 115 it is a winding road through mountainous country, then follows the coast again to AMANTEA.

The road is closely followed by the railway except where the road turns inland between miles 42 and 67½ and between miles 74 and 122.

Development is generally impracticable, and the road would be easy to obstruct both along the confined coastal stretches, where there are many bridges, and on the mountain stretches, where there are many turns, galleries, and steep-sided valleys. A particularly vulnerable stretch is the climb northward from REGGIO CALABRIA (mile 20½), where the road runs on galleries commanded from the sea (see photograph 25a).

Cover is scattered and to be found mainly in the vicinity of the coastal villages; for the most part it consists of vineyards and olive or citrus-groves.

Construction and Condition:

Excellent tar-macadam surface; at least 20 feet wide.

Gradients:

There are gradients steeper than 1:14 at the following places:

An important road serving the western side of the CALABRIAN Peninsula. It runs along the coast from REGGIO CALABRIA to BARRIA CALABRA (mile 20½), then climbs to the terraces which lead up from the sea to the mountains, still keeping near to the coast. North of ROSARIO (mile 42) it turns inland over the hills to avoid a large promontory, returning to the coast at RIZZO (mile 67½), but immediately turning inland again to NICASTRO (mile 95). From NICASTRO to about mile 115 it is a winding road through mountainous country, then follows the coast again to ANTEA.

The road is closely followed by the railway except where the road turns inland between miles 42 and 67½ and between miles 74 and 122.

Deployment is generally impracticable, and the road would be easy to obstruct both along the confined coastal stretches, where there are many bridges, and on the mountain stretches, where there are sharp turns, galleries, and steep-sided valleys. A particularly vulnerable stretch is the climb northward from BARRIA CALABRA (mile 20½), where the road runs on galleries commanded from the sea (see photograph 26a).

Cover is scattered and to be found mainly in the vicinity of the coastal villages; for the most part it consists of vineyards and olive or citrus-groves.

Construction and Condition:

Excellent tar-macadam surface; at least 20 feet wide.

Gradients:

There are gradients steeper than 1:4 at the following places:

BARRIA CALABRA..	(mile 20½)	An extremely winding terraced road ascending in a series of zigzags from the town to the hills behind.
SANSONE	(mile 25½)	"S" bend, uphill.
Before side road to MELICOCCA	(mile 25)	Straight uphill.
S. of TRODIO cross-roads	(mile 28)	Downhill with hairpin bend.
N. of TRODIO cross-roads	(mile 30½)	Straight downhill.
N. of S. FILIPPO	(mile 33½)	Downhill bearing left at bottom and continuing on a more gradual descent.

SECRET
(Equals British MOST SECRET)

S. of MILEZO (mile 52) Climb with sharp bends.
S. and N. of NAO crossroads (c. mile Steep climb with some awkward
55 to 57) turns.
CULACCIO (mile 78½) Downhill and uphill across valley
of RIO LA GRAZIA.
FONDACO DI CARPOLOGO (mile 79½) Downhill to valley of FIUME COTTOLA.

Sharp Turns:

There are numerous sharp turns along the road, more particularly where it leaves the coast and crosses the mountain ranges. The most dangerous appear to be at:

(mile 20½) On gradient steeper than 1:14 the road climbs up a steep hill-side in a series of terraced hairpin bends. This section would require most careful driving and is one of the most vulnerable points on the whole road.

Between NICASTRO and TANGIARO (mile 96- A winding mountain road with numerous "S" bends requiring careful negotiation.

Sharp turns are well-engineered and can be negotiated by heavy traffic.

ITINERARY:

Miles	Kms.	Altitude in ft.	Route 1
0	0	62	REGGIO CALABRIA. Pop. 60,342. (Plan 56, Photographs 45-49, 49 a-d.)
			Road runs north from town, crossing bridge over FIUME DELLA MAMMIZIATA. Br. M.R. 450483. Secondary route. Br. probably single arch reinforced, concrete span 80 ft. approx. Height above bed of stream 20 ft. approx. Width of bridge 40 ft. approx. Road then passes through suburb of S. CATERINA by VIA NUOVA PROVINCIALE, and follows railway along narrow coastal plain. Pines and orange groves. Deployment for vehicles very limited due to bluffs along shore.

Bridge over TORRENTE TORBIDO shortly before ARCHI. Br. M.R. 454510. Small flat arch bridge over stream. Span 35 ft. approx. Height above bed of stream 15-20 ft. approx. Possible diversion by existing ford 300 yds. west of Br. access from main road by road junction on west side of road 500 yds. south

785015

Between NICASTRO and FANGELINO

(mile 36-415)
A winding mountain road with numerous "S" bends requiring careful negotiation.

Sharp turns are well-engineered and can be negotiated by heavy traffic.

SUMMARY:

Miles kms. Altitudes
in ft.

Route 1

0	0	82	REGGIO CALABRIA. Pop. 60,342. (Plan 36, Photographs 45-49, 49 a-d.)
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Road runs north from town, crossing bridge over FIUMARA DELLA MONTANAZIA. Br. M.R. 450483. Secondary route. Br. probably single arch reinforced, concrete span 80 ft. approx. Height above bed of stream 20 ft. approx. Width of bridge 40 ft. approx. Road then passes through suburb of S. CATERINA by VIA GIOV. PROVINCIALI, and follows railway along narrow coastal plain. Farms and orange groves. Deployment for vehicles very limited due to bluffs along shore.

Bridge over TORRENTE TORRIBO shortly before ARCHI. Br. M.R. 454510. Small flat arch bridge over stream. Span 35 ft. approx. Height above bed of stream 15-20 ft. approx. Possible diversion by existing ford 300 yds. west of Br. access from main road by road junction on west side of road 500 yds. south of bridge.

3	4.7	85	ARCHI. Pop. 453.
---	-----	----	------------------

Bridge over FIUMARA SCACCIOTI. Br. M.R. 452522. Bridge over stream. Six small flat arches each of approx. 30 ft. and short approach embankment at north end. Total length 230 ft. approx. Height above bed of stream 15-20 ft. approx.

Ford. M.R. 456532. Diversion by existing ford 400 yds. east which links with ford in diversion to previous br. Length of ford 200 yds. approx. apparently firm bottom.

- 2 -

SECRET
(Equals British MOST SECRET)

This section would require most careful driving and is one of the most vulnerable points on the whole road.

SECRET
(Emails British MOST SECRET)

49

Miles Km. Altitude
in ft.

Route 1

From excl. Br. 452522 to incl. br. 433597 road passes through thinly built-up areas with extensive olive grove and vineyard cultivation. Railway runs between coast and road, the latter being approx. 1,000 yds. from coast to M.R. 437560 after which it closes to approx. 200 to 300 yds. There are two large and 3 small bridges or culverts in this length.

4 7.7 59 GALLICO INFERIORE. (On right, Route 21 to LE GALERIE and Route 22 to MELITO DI PORTO SALVO; on left, side road to coast at GALLICO MARINA.) 684

5 8.3 85 PONTE DI GALLICO. Bridge over FIUMARA GALLICO. Br. M.R. 440941. Road bridge over river. 3 flat arches each of approx. 70 ft. with short approach embankments at each end. Total length 260 ft. approx. Height above river bed 15-20 ft. approx. Possible dry weather diversion immediately east of bridge.

(On right, narrow road to PETTOGALLICO and ROSALI.)

Road runs along foothills through citrus-groves and vineyards.

Cross-roads. (On right, side road to S. LUCIA; on left, side road to CATONA.) Deployment for vehicles possible about 2 miles inland between FIUMARA GALLICO and TORRENTE CATONA.

M.R. 443549. Small bridge 20 ft. span approx.

M.R. 442552. Small bridge 20 ft. span approx.

M.R. 439558. Culvert.

6 10.5 55 Bridge over TORRENTE CATONA. Br. M.R. 438561. 6 flat arches of approx. 35 ft. Total length of bridge 210 ft. approx. Height above river-bed 15-20 ft. Possible diversion 400 yds. west of bridge by existing ford.

(On right, side road to FIUMARA (photograph 44a), pop. 2,036, and S. TORRENTO.) Vehicular deployment possibility narrows to about one-quarter mile to V.S. GIOVANNI.

M.R. 433565, 433575, 433678, 433582. 4 culverts.

8 13.7

length 260 ft. approx. Height above river bed 15-20 ft. approx. Possible dry weather diversion immediately east of bridge.

(On right, narrow road to PETTORALICO and ROSALI.)

Road runs along foothills through citrus-groves and vineyards.

Cross-roads. (On right, side road to S. LUCIA; on left, side road to CATONA.) Deployment for vehicles possible about 2 miles inland between FIUMARA GALLICO and TORRENTE CATONA.

M.R. 443549. Small bridge 20 ft. span approx.

M.R. 442552. Small bridge 20 ft. span approx.

M.R. 439558. Culvert.

64 10.5 56 Bridge over TORRENTE CATONA. Br. M.R. 438561. 6 flat arches of approx. 55 ft. Total length of bridge 210 ft. approx. Height above river-bed 15-20 ft. Possible diversion 400 yds. west of bridge by existing ford.

(On right, side road to FIUMARA (photograph 44a), pop. 2,036, and S. ROSENTO.) Vehicular deployment possibility narrows to about one-quarter mile to V.S. GIOVANNI.

M.R. 433565, 433573, 433578, 433582. 4 culverts.

64 13.7 125 VILLA SAN GIOVANNI. Pop. 4,066. Station for railway ferry to MESSINA. (Plan 55, photograph 38a), 3 bridges over streams in town. (On right, side road to FIUMARA and S. ROSENTO.) M.R. 434589. Small bridge 25 ft. span approx. M.R. 434591. Small bridge span 25 ft. approx. M.R. 433597. Small bridge span 30 feet approx.

Road continues along lower slopes of hills, through orange-groves and vineyards, and rounds FUNTA PEZZO (photograph 36). Deployment for vehicles in rolling country along highway restricted to width of approximately one mile. Some cover in groves. Alternate route to SCILLA leads east from V.S. GIOVANNI with deployment limited to width of MELLA plateau about one-quarter to one-half mile.

From CANNITELLO to SCILLA vehicular deployment is impossible.

SECRET
(Equals British MOST SECRET)Miles Km. Altitude
in ft.

Route 1

14 17.1

CANNITELLO. Pop. 1,150. (Photograph 37.) (On right, narrow
retailed road to FONDACC, on ILLA plateau. Photograph 36.)

Road continues winding along rocky coast with ground rising
steeply to over 2,000 ft. on inland side. (Photograph 34a).

M.R. 455609. Small br. over stream at CANNITELLO. Span 35
ft. approx.

M.R. 456610. Bridge, probably stone, over stream, span 165
ft. approx. Height above bed of stream 25-30 ft. approx.
Possible diversions 60 yds. to east of bridge.

M.R. 460613. Small bridge over stream, arch span not det-
erminable, total length 130 ft. approx. including approach
embankments.

M.R. 461614. Small bridge over stream, span 25 ft. approx.

M.R. 465616. Bridge over R. TRAFI at PORTICELLO. Length of
main span 70 ft. approx., total length of br. incl. approach
embankments or arches 190 ft. approx. No diversions within
area covered by photos.

M.R. 476624. Small bridge over stream, span 25 ft. approx.
Difficult diversion on west side of bridge.

M.R. 478625. Probable culvert.

M.R. 482627. Road bends sharply up valley with culvert under at
top of bend.

M.R. 486628, 488629. Two culverts.

M.R. 490630. C. PaCI. Road runs at cliff top with precip-
itous rock wall on inland side.

Long stone bridge (photographs 31 and 34) immediately before
SCILLA. M.R. 495627. Bridge not clearly visible on air
photos but no diversion possible.

14 23.1 14.1

SCILLA. Pop. 4,606. (Photographs 32, 32a, 33.) (On right,
narrow retailed road (photograph 31a) climbs steeply in
hairpin bends to FONDACC.)

embankments.

- M.R. 454614. Small bridge over stream, span 25 ft. approx.
- M.R. 465616. Bridge over R. TRAF4 at PORTICELLO. Length of main span 70 ft. approx., total length of br. incl. approach embankments or arches 190 ft. approx. No diversions within area covered by photos.
- M.R. 476624. Small bridge over stream, span 25 ft. approx. Difficult diversion on west side of bridge.
- M.R. 478625. Probable culvert.
- M.R. 482627. Road bends sharply up valley with culvert under at top of bend.
- M.R. 486628, 488629. Two culverts.
- M.R. 490630. C. PAOL. Road runs at cliff top with precipitous rock wall on inland side.
- Long stone bridge (photographs 31 and 34) immediately before SCILLA. M.R. 495627. Bridge not clearly visible on air photos but no diversion possible.
- SCILLA. Pop. 4,606. (Photographs 32, 32a, 33.) (On right, narrow metalled road (photograph 31a) climbs steeply in hairpin bends to FONDACO.)
- M.R. 499630. Small bridge over stream span 20 ft. approx., no diversion possible.
- From headland 500632, SCILLA to excl. P. COVALO M.R. 575663. For most of this length road hugs the front of the hills which descend steeply to the coast and are intersected by many ravines. For most of this length the railway, which is often in tunnel, runs between the road and sea. From PAVAZZINA (538640) to 558651 coastal belt widens slightly and road is about 200-300 yds. from sea with olive grove country between.
- M.R. 507630. Road bridge over stream, span 85 ft. approx. incl. approach embankments, width of watercourse 30 ft. Height above bed of stream probably 30 ft. Only diversion by minor road from SCILLA crossing stream 800 yds. south of main road.

SECRET

(Equals British MOST SECRET)

Miles Kms. Altitude
in ft.

Route 1

- M.R. 510630. Small bridge span 30 ft. approx.
- M.R. 513630. Small bridge span 25 ft. approx.
- M.R. 517630. Small bridge span 30 ft. approx.
- M.R. 519630. Small bridge span 25 ft. approx.

From 520630 to 524633 road crosses to seaward side of railway which is in tunnel, and there is a retaining wall on seaward side of road.

M.R. 524633. Small bridge span 30 ft. approx. Possible difficult deviation 350 yds. south of bridge.

M.R. 525633, 530635. 5 culverts.

M.R. 535637. Small bridge, span 15 ft. approx.

17 27.5

- TAMAZZINA. Pop. 531. Road passes to right of village.
- Bridge over FUMARA FUMAZZINA. M.R. 541640. Span 135 ft. approx. Height above river bed 15-20 ft. Difficult approaches for Bailey bridging owing to sharp bends at each end of bridge.

17 28.2

M.R. 544643. Small bridge, 20 ft. span approx.

M.R. 546645. Culvert.

M.R. 549647. Bridge, single arch, span 65 ft. approx. Height above bed of stream 15-20 feet.

M.R. 553649. Culvert.

M.R. 556650. Culvert.

M.R. 558654. Bridge, single arch, span 50 ft. approx. Bad approaches owing to sharp bends at each end of bridge and road cuts into side of hill at east end of bridge.

M.R. 558651, 562655. 4 culverts.

- 17 27.5 M.R. 525653, 530655. 5 culverts.
M.R. 535657. Small bridge, span 15 ft. approx.
- 17 28.2 - FAVAZZINA. Pop. 531. Road passes to right of village.
- Bridge over FAVAZZINA. M.R. 541640. Span 135 ft. approx. Height above river bed 15-20 ft. Difficult approaches for Bailey bridging owing to sharp bends at each end of bridge.
M.R. 544643. Small bridge, 20 ft. span approx.
M.R. 546645. Culvert.
M.R. 549647. Bridge, single arch, span 65 ft. approx. Height above bed of stream 15-20 feet.
M.R. 553649. Culvert.
M.R. 556650. Culvert.
M.R. 558651. Bridge, single arch, span 50 ft. approx. Bad approaches owing to sharp bends at each end of bridge and road cuts into side of hill at east end of bridge.
M.R. 562655. 4 culverts.
M.R. 564659 to 566659. Road on embankment about 15-20 ft. high with 5 culverts under.
M.R. 566660. Small bridge span 30 ft. approx.
- 20 52.8 161. Br. M.R. 574663. R. COVALO. 3 flat arches probably R.C. Total span 180 ft. approx. Probable depth to river bed 20-25 ft. Dry weather channel very narrow. Possible deviation 120 yds. south. Banks 10-15 ft.
- 20 52.8 161. SACARA CALARA. Pop. 9,000. (Photographs 26, 26 a-d.)
M.R. 570660. Southwest end of town road skirts steep hills for 800 yds. with bank of 20 ft. to 100 ft. on seaward side.
From north of town road climbs steeply inland in wide hairpin bends to about 1,000 ft. (Photograph 26a.)

Miles Res.	Altitude in ft.	Route 1	
			M.E. 581672. Flyover bridge. (road over road). 3-arch br. probably concrete. Total span 105 ft. approx. Probable height of bridge above lower road 40 ft. Possible difficult deviation from loop on lower road to minor road on west rejoining main route 500 yds. south. (On right, at last hairpin, narrow side road to SOLANO SUPERIORE.) Road then winds north to
2 1/2	38.0	1,165	SANSONE road junction. (On right, Route 23 to SIMPOLI and east coast at BOALINO MARINA.) Sharp turn on steep gradient immediately after road junction. M.R. 605697. Culvert. Steady climb to 1,575 ft., with one short steep stretch. (On right, side road to BELICUCCA.) Then fairly level road past BARRUTTI village (on short side road to right.) Restricted vehicular deployment beginning between SEMINARA and PALMI in hilly country, with considerable cover. Roads and trails are narrow through sparsely cultivated section. CERAMIDA to Rd. Junct. Road runs through fairly flat cultivated belt with easy bends and very little embankment. No bridges. Rd. Junct. 614720 to bend 621740. Steep down gradient with sharp bends. No important features. (On left, narrow metalled road to MONTE S. ELIA.) Chestnut trees on slopes of MONTE S. ELIA. Steep descent with sharp turns. Road passes between olive-groves, then vineyards. TRODIO cross-roads. (On right, good branch road to SEMINARA and SIMPOLI on Route 23, also branch road to TAURANOVA on Route 26; on left, side road down to PALME (Photographs 25 and 26a), pop. 13,590.) Steady descent with short steep stretch shortly after TRODIO and a longer steep stretch after buliet of S. VILIPRO. Deployment for vehicles possible for width of about 3 miles at PETLACE River, increasing to about ten miles on plain between
26	44.9	-	
30 1/2	49.2	919	

Steady climb to 1,075 ft., with one short steep stretch. (On right, side road to MELICUCCA.) Then fairly level road past BARRITTEI village (on short side road to right.)

Restricted vehicular deployment beginning between SEMINARA and PALMI in hilly country, with considerable cover. Roads and trails are narrow through sparsely cultivated section.

CERAMIDA to Rd. Junct. Road runs through fairly flat cultivated belt with easy bends and very little embankment. No bridges.

Rd. Junct. 644720 to road 524740. Steep down gradient with sharp bends. No important features.

(On left, narrow metalled road to MONTE S. ELIA.) Chestnut trees on slopes of MONTE S. ELIA. Steep descent with sharp turns. Road passes between olive-groves, then vineyards.

TRODIO cross-roads. (On right, good branch road to SEMINARA and SINOROLI on Route 25, also branch road to TAURIANOVA on Route 25; on left, side road down to PALMI (Photographs 25 and 25a), pop. 13,590.)

Steady descent with short steep stretch shortly after TRODIO and a longer steep stretch after hamlet of S. FILIPPO.

Deployment for vehicles possible for width of about 3 miles at PETRACE River, increasing to about ten miles on plain between PETRACE and METRANO Rivers.

Vineyards give place to olive-groves.

Bridge over railway. 644727 Br. Rd. over Rail. Map wrongly shows rail over road. Flat arch probably R.C. Span 45 ft. approx. Height of road above rail approx. 18-20 ft.

Short steep descent on left turn.

Highly vulnerable section follows. Road turns left to pass in quick succession under two railway bridges, turns sharp right to pass second time under railway lines, immediately turns left

SECRET
(Equals British MOST SECRET)

Line Km. Altitude
in ft.

Route 1

to cross bridge over TUNG PETRAGE, then left to pass third time under railway lines. It then turns sharp right (straight on, narrow road into GIOLA TAIRO, crossing a bridge over the railway lines, then left again.

Br. 6447, 7 to Br. 647808. Fairly flat, tree-lined road, "S" bend at 648797, no important features.

Rail over Rd. Br. 647808. Skew span 45 ft. approx. probably steel girder bridge, headroom unknown. Narrow gauge railway embankment for 150 yds. on each side of bridge. 682

Rail over Rd. Br. 648506. Skew span 60 ft. approx. Probably steel girder bridge, headroom unknown. Normal gauge railway embankment for 100 yds. on each side of bridge.

Rail over Rd. Br. 649811. Road is about halfway down slope of bank and passes under second approach span of railway bridge close to off-shore pier. Bridge is of lattice girder construction, height above road approx. 20-25 ft. Length of span over road 60 ft. approx.

Rail over road Br. 650310. As in previous bridge but only one approach span, road close to off-shore pier. Height of bridge above road approx. 25-30 feet. Length of span over road 145 feet approx.

Road over river Br. 652310. Bowstring girder span 140 ft. approx. Width of stream between flood banks at bridge site approx. 150 ft. widens to 350 ft. to 400 ft. on both sides of bridge. Dry weather channel approx. 50 ft. Sharp left hand bends both ends of bridge. Diversion difficult at Br. site; possible diversion 400 yds. northwest of Rly. bridge, originating from bend in road at 647813. Width between flood banks at site of diversion 350 ft., dry weather channel 40 ft. approx.

Rail over Rd. Br. 652613. Road is cut into slope of bank and passes under first approach span of bridge close to off-shore pier. Length of span 140 ft. approx. Height of bridge above road level 25-30 ft. approx.

Rail over Rd. Br. 651814. As above, but road passes under second approach span of bridge.

steel girder bridge, headroom unknown. Normal gauge railway embankment for 100 yds. on each side of bridge.

Rail over Rd. Br. 649844. Road is about halfway down slope of bank and passes under second approach span of railway bridge close to off-shore pier. Bridge is of lattice girder construction, height above road approx. 20-25 ft. Length of span over road 60 ft. approx.

Rail over road Br. 650810. As in previous bridge but only one approach span, road close to off-shore pier. Height of bridge above road approx. 25-30 feet. Length of span over road 115 feet approx.

Road over river Br. 652810. Bowstring girder span 140 ft. approx. Width of stream between flood banks at bridge site approx. 150 ft. widens to 350 ft. to 400 ft. on both sides of bridge. Dry weather channel approx. 50 ft. Sharp left hand bends both ends of bridge. Diversion difficult at br. site; possible diversion 400 yds. northwest of Rly. bridge, originating from bend in road at 647813. Width between flood banks at site of diversion 350 ft., dry weather channel 40 ft. approx.

Rail over Rd. Br. 652813. Road is cut into slope of bank and passes under first approach span of bridge close to off-shore pier. Length of span 140 ft. approx. Height of bridge above road level 25-30 ft. approx.

Rail over Rd. Br. 651814. As above, but road passes under second approach span midway between piers. Length of span 60 ft. approx. Height of br. above road level 20-25 ft. approx.

Br. 651814 to Br. 653816. Road climbs steeply up side of hill, two moderate bends.

Road over rail Br. 653816. Road passes over narrow and normal gauge railways successively, the two bridges being separated by a spit of high ground approx. 60 ft. wide. Br. over narrow gauge span 24 ft. approx. Height above rail level 20 ft. approx. Br. over normal gauge span 26 ft. Height above rail level 20 ft. approx. Both appear to be flat arches.

Road continues through urban area to Br. over canalised stream at N.R. 664830.

SECRET
(Royal's British MOST SECRET)

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

785015

Miles	Kms.	Altitude in ft.	Route 1
304	36.2	115	Road junction. Route 25 (for TAURANOVA and LOCRI), 1 km. from its starting-point at GIOIA TAURO, pop. 8,632; agricultural centre and railway junction.
			Road then descends through hamlet of VALLASTENA. (On left, short side road into GIOIA TAURO.)
			Bridge over TORRENTI EDELLIO. Br. 664830. Flat arch probably R.C. span 75 ft. approx. Height above water level 10-15 feet, wet channel 24 feet approx. Possible diversion 150 yds. east of existing Br. Small bridges exist at M.R. 683829 and 659832.
			Road gradually recedes from coast, with railway on left, crossing undulating plain. Long straight stretch along avenue of tall olive trees; citrus and olive groves on seaward side of railway.
414	66.4	69	(On left, side road to coast at S. TERDINANDO, photograph 22.) (M.R. 711833.)
			M.R. 677913. Road bridge north of S. TERDINANDO not marked on map. Permits alternate crossing of River MESIMA. Length 190 ft. approx. Height above river bed 15-20 feet approx. 5 flat arches each of 35 feet with short approach embankments at each end. 2 small flat arch bridges of approx. 50 feet and 35 feet span at 60 yds. and 170 yds. south of bridge. 1 small flat arch span of approx. 40 feet at 50 yds. west.
42	67.3	39	(On right, short road into ROSARNO, and side road to POLLISTENA and CINQUEVENECHI on Route 24.)
			Main road passes west and then north of ROSARNO, pop. 7,793, town on hill some 200 ft. high, overlooking main road which leads to coastal plain.
42 1/2	60.5		Road to left bears westerly on alternate route to cross MESIMA River about 1/2 mile northwest of ROSARNO. M.R. 715904. Road bridge not marked on map. Total length of bridge 145 yds. approx. including long approach on north side (may be embankment). Three main spans each of 90 ft. approx. lattice girder construction. Height above river bed 15-20 ft. approx. Existing ford crossing 60 yds. to east.
43	69.2	82	On right, side road into ROSARNO. Main road turns left to run northeast in straight line to river.
43 1/2	70		

785015

tall olive trees, citrus and olive groves on seaward side of railway.

(On left, side road to coast at S. TERDINANDO, photograph 22.)
(M.R. 711003.)

M.R. 677913. Road bridge north of S. TERDINANDO not marked on map. Peruvian alternate crossing of River MESIMA. Length 190 ft. approx. Height above river bed 15-20 feet approx. 5 flat arches each of 35 feet with short approach embankments at each end. 2 small flat arch bridges of approx. 50 feet and 35 feet span at 60 yds. and 170 yds. south of bridge. 1 small flat arch span of approx. 40 feet at 50 yds. west.

(On right, short road into ROSANO, and side road to POLISTENIA and CLOQUERONDI on Route 24.)

Main road passes west and then north of ROSANO, pop. 7,793, town on hill some 200 ft. high, overlooking main road which leads to coastal plain.

Road to left bank westerly on alternate route to cross MESIMA River about 1/4 mile northwest of ROSANO. M.R. 715904. Road bridge not marked on map. Total length of bridge 145 yds. approx. including long approach on north side (may be embankment). Three main spans each of 90 ft. approx. lattice girder construction. Height above river bed 15-20 ft. approx. Existing ford crossing 60 yds. to east.

On right, side road into ROSANO. Main road turns left to run northeast in straight line to river.

Road at right to POLISTENIA and CLOQUERONDI. Also alternate river crossings for main road.

M.R. 750900. Rd. bridge over R. MESIMA. Apparently single flat arch of 110 ft. span approx., but may comprise number of smaller arches giving same total span. Height above bed of stream 15-20 ft. approx. Short approach embankment and sharp bends at both ends of bridge.

M.R. 750910. Rd. bridge over R. MESIMA. Air photo shows 5 spans each of approx. 55 ft. over stream proper. Height above river bed approx. 25-30 ft.

M.R. 734909. Road bridge over MESIMA R. not marked on map. Total length approx. 400 ft. roadway of six bowstring arches

- 8 -

SECRET
(Equals initial MOST SECRET)

SECRET
(Equals British MOST SECRET)

Miles Kms. Altitude
in ft.

Route 1

each of 30 ft. span approx. Gently sloping banks. Height of
bed above river bed approx. 20-25 ft.

The river has been canalised but retains the alignment as
shown on map. The river runs between two narrow roads on
slight embankments thought to be NOT more than 4 ft. high and
170 yds. apart, probably to prevent flooding in winter - at
present (June) the river bed appears to be damp but firm, is 60
yds. wide at mouth and broadens out to full width of the embank-
ments at approx. 35900. The island near ROSANO as shown on
map is not seen on the photographs.

A dry canal is seen to run northeast at 730910.

At 150 yds. beyond centre of river road turns right. Road
to SAN FERDINANDO runs straight on and crosses canalised
stream 500 yds. from main road. Three arch concrete bridge
(M.R. 735921), total span approx. 175 ft. Height above
stream bed 15-20 ft. Vehicular deployment width decreases
immediately to about 2 miles and rapidly to 1 mile approaching
MILETO.

(Alternative road rejoins on right.)

(On left, good branch road to coast at NICOTERA.)

Road runs on slopes above wooded valley of TORRENTE MAMMILLA.
Citrus-groves. Gradual climb to 571 ft. at hamlet of OMPI.

(On left, narrow metalled road to ROMBILOLO.)

Climb with some sharp turns and fairly steep gradients past
PARAVATI, pop. 1,538, village on right of road, to

MILETO. Pop. 3,797.

Steady climb along valley, sides of which are covered with
trees and vineyards. Type of country shown in photograph 16.

Steeper stretch with hairpin turns and sharp curves before

MAO cross-roads. (On right, short side road into S. COSTANTINO,
pop. 2,520, and thence by inferior road to S. ANGIOLO on Route

At 150 yds. beyond centre of river road turns right. Road to SAN FERDINANDO runs straight on and crosses canalised stream 500 yds. from main road. Three arch concrete bridge (M.R. 735921), total span approx. 175 ft. Height above stream bed 15-20 ft. Vehicular deployment width decreases immediately to about 2 miles and rapidly to $\frac{1}{2}$ mile approaching MILITO.

(Alternative road rejoins on right.)

(On left, good branch road to coast at NICOTERA.)

Road runs on slopes above wooded valley of TORRENTE MAMMELLA. Citrus-groves. Gradual climb to 574 ft. at hamlet of GRUPT.

(On left, narrow metalled road to ROBBIOLO.)

Climb with some sharp turns and fairly steep gradients past PARAVATI, pop. 1,538, village on right of road, to

MILITO. Pop. 3,797.

Steady climb along valley, sides of which are covered with trees and vineyards. Type of country shown in photograph 16.

Steeper stretch with hairpin turns and sharp curves before

NAD cross-roads. (On right, short side road into S. COSTANTINO, pop. 2,520, and thence by inferior road to S. ANGELO on Route 24; on left, branch road to IOMADI and ROBBIOLO.)

VIBO VALENTIA airfield west of road.

Steep climb.

(On left, good branch road to coast at TROPEA and at NICOTERA).

Almost level road across plateau with orchards, olive groves and occasional meadows.

On left, side road leading to network of minor roads linking villages between main road and coast. Deployment width for vehicles increases on plateau to approximately 2 miles, narrowing somewhat on approach to VIBO VALENTIA.

SECRET
equals British MOST SECRET

Miles	Kms.	Altitude in ft.	Route 1
61½	98.4	1,824	Bridge over railway before VIBO VALENTIA. (MONTELEONE). Pop. 10,073. (Photographs 14 and 14a). Road turns sharp right to skirt west of town. Level crossing north of town. Road leaves town by a series of sharp curves, then runs along side of hills, descending gradually to narrow terrace overlooking sea with steeply rising hills on inland side of road and, on seaward side, steep slope down to beach (photograph 10). M.R. 830120. Culvert. M.R. 836129. Sharp bend, culvert under. M.R. 844132. Sharp bend, culvert under. Practically no vehicular deployment possible along road but strip about 2 miles wide on plateau above road from VIBO VALENTIA to FIUME ANCIPOLO is suitable. (On left, side road to LONGOBARDI village and down to coast at MARINA DI VIBO VALENTIA. Plan 54, photograph 11.) Road descends easily. M.R. 866159. Small bridge, span 20 ft. approx. M.R. 875165. Lt. railway passes under road by very short tunnel. M.R. 879170. Small bridge span 25 ft. approx. Level crossing. (On right, side road to ILIERATO and S. ONOFRIO.) Road passes above town of PIZZO. Pop. 7,666. Resort and tunny-fishing centre. (On left, through town (photograph 9a), coast road to IGLATICO and TROFEO.) M.R. 901186, 902189, 904190. 3 culverts.
65	104.2	607	
66½	107.9	35	
67½	108.2	351	

through viaducts and cliffs

M.R. 836129. Sharp bend, culvert under.
 M.R. 844132. Sharp bend, culvert under.
 Practically no vehicular deployment possible along road but
 steady about 2 miles wide on plateau above road from VIBO
 VALENTIA to FIUME ANGITOLA is suitable.
 (On left, side road to LONGOBARDI village and down to coast
 at MARINA DI VIBO VALENTIA. Plan 54, photograph 11.)
 Road descends easily.
 M.R. 868158. Small bridge, span 20 ft. approx.
 M.R. 875166. Lt. railway passes under road by very short
 tunnel.
 M.R. 879170. Small bridge span 25 ft. approx.
 Level crossing. (On right, side road to MAIERATO and S.
 ONOFRIO.)
 Road passes above town of PIZZO. Pop. 7,666. Resort and
 tuna-fishing centre. (On left, through town (photograph 9e),
 coast road to MILETICO and TROPEA.)
 M.R. 901136, 902189, 904190. 3 culverts.
 Easy descent along narrow terrace, through vineyards and olive-
 groves to
 Road junction. Fork left. (On right, Route 26 to SERRA SAN
 BRUNO and MARINA DI MONASTERACE on east coast).
 200 yds. further on, masonry bridge across FIUME ANGITOLA,
 400 yds. east of railway bridge. M.R. 923213. Masonry
 bridge over ANGITOLA R. 9 arches each of approx. 38 ft.
 Total span 340 ft. approx. Piers of centre arch slightly
 larger than rest, large hexagonal abutments at each end.
 Height above stream 25-30 ft. Some water in stream in June
 1943.
 M.R. 913204. Track, giving access to possible ford over
 ANGITOLA R. at 912219, joins main road.

Miles Kms. Altitude
in ft.

Route 1

(On right, shortly after bridge, narrow road to FILADELFA, and to POLLA; on left, a few hundred yds. farther north, long straight, metalled road across reclaimed area of S. EURENIA plain (photographs 6 and 8a), to S. EURENIA LAZZI station, with branches rejoining main road west of NICASTRO). Also see alternate route across plain, following itinerary of Route 1.

Road runs along foot of steep-sided hills which form inland limit of S. EURENIA coastal plain, at first about $\frac{3}{4}$ mile wide, but gradually increasing in width to north. Road 680 and railway at first run close together through citrus groves, but road gradually bears northeast away from railway, which continues along plain.

S. EURENIA plain on west of road, suitable for vehicular deployment, increases to a width of about 8 miles at FIUME MITO.

Cross-roads (on right, to MONTESSORO; on left, to CURINGA station) shortly before

77 $\frac{1}{2}$ 124.3 325 Road junction immediately after bridge over small stream.

Br., conc. or mas., 22 ft. wide, 110 ft. long. Low banks.

Stream no obstacle. Flat stream bed about 175 ft. wide. Very little water in June 1943.

(On right, good branch road through CURINGA, pop. 3,717, and S. PIETRO A. MIDA, pop. 5,419, to join Route 31 at MIDA.)

Fairly steep descent to bridge over stream at CUMACCIO village.

Br., conc. or mas., 22 ft. wide, 70 ft. long over narrow stream.

79 $\frac{1}{2}$ 129.1 - Cross-roads at FONDACO DI CAMPOLONGO. (On right, side road to S. PIETRO A. MIDA; on left, side road to S. PIETRO DEL LITORIO.)

Fairly steep gradient with sharp turns, then descent to bridge over FIUME COTZOLA.

FIUME COTZOLA, Br. conc., or mas., 22 ft. wide, 140 ft. long over stream with bed about 30 ft. wide at br. Stream fordable

S. EURENIA plain on west of road, suitable for vehicular deployment, increases to a width of about 8 miles at FIUME ALATO.

Cross-roads (on right, to MONTESSORO; on left, to CUMINCA station) shortly before

17½ 124.3 325 Road junction immediately after bridge over small stream.

Br., conc. or mas., 22 ft. wide, 110 ft. long. Low banks.

Stream no obstacle. Flat stream bed about 175 ft. wide. Very little water in June 1943.

(On right, good branch road through CUMINCA, pop. 3,717, and S. PIETRO A. MAIDA, pop. 3,419, to join Route 31 at MAIDA.)

Fairly steep descent to bridge over stream at CUMACCIO village.

Br., conc. or mas., 22 ft. wide, 70 ft. long over narrow stream.

79½ 129.4 - Cross-roads at FONDAGO DI CAMPOLONGO. (On right, side road to S. PIETRO A. MAIDA; on left, side road to S. PIETRO DEL LITORIO.)

Fairly steep gradient with sharp turns, then descent to bridge over FIUME COTTOLO.

FIUME COTTOLO, br. conc., or mas., 22 ft. wide, 140 ft. long over stream with bed about 30 ft. wide at br. Stream fordable close D.S. Banks are not steep.

133.4 325 Road junction. (On right, Route 31 to MAIDA, BORGIA and Route 8).

Bridge over FIUME PIETRO, 3-span, conc. Bowstring arches, 250 ft. long. Ford close U.S. Very small amount of water in braided stream June 43.

Road runs along a plateau with olive groves and vineyards. Steeply rising hills to E.

Sharp turns.

(On right, narrow side road to VENA DI MAIDA.)

SECRET
(Equals British MOST SECRET)

Dist. kms.	Altitude in ft.	Route 1
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Bridge over canalised stream of FIUME MATO (photograph 7), immediately before

87½	140.2	262	CALDERARO road junction. Turn sharp left. (On right, Route 9 to CATANZARO and MARINA DI CATANZARO.)
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Road climbs in hairpin bends over a spur and descends to cross bridges over FIUME CACCIA and FIUME LADIA. No photo cover.

(On right, between these bridges, narrow road to PLANOPOLI.)

91½	146.8	312	(On right, narrow road to FEROLETO ANTICO.)
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Bridge over FIUME DI S. IEROLITO. No photo cover.

Road then crosses a plateau which slopes gently up to north and is covered with vineyards and orchards.

94½	152.1	-	Level crossing.
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Road narrows slightly and turns left as it passes through southeast side of

96	154.2	755	NICASTRO. Pop. 16,273. (Photograph 120). Market town. Important road junction on south outskirts of town. (On right, Route 32 to SOVELLO, MANNELLI, TAVERNA, and GROTONI; or left, side road to station.)
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Bridge over TORRENTE RILIZZA. No photo cover.

Deployment for vehicles now restricted to area south of road to coast line.

Road turns sharp left and runs along foot of a ridge, through olive-graves and vineyards, skirting south side of

97½	157.2	656	SANGIAC. Pop. 11,005. (On left, short side road to station.)
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Bridge over TORRENTE CANTAGALLI. No photo cover.

Road continues west-southwest to

912 (On right, narrow road to VEROLETO ALFICO.)
 Bridge over FIUME DI S. IPPOLITO. No photo cover.
 Road then crosses a plateau which slopes gently up to north and is covered with vineyards and orchards.
 94 152.1 - Level crossing.
 Road narrows slightly and turns left as it passes through southeast side of
 96 154.2 755 NICASERO. Pop. 16,273. (Photograph 120). Market town. Important road junction on south outskirts of town. (On right, Route 32 to SOVENIA MANELLI, TAVERNA, and CRATONE; on left, side road to station.)
 Bridge over TORRENTE ELIZIA. No photo cover.
 Deployment for vehicles now restricted to area south of road to coast line.
 Road turns sharp left and runs along foot of a ridge, through olive-groves and vineyards, skirting south side of
 97 157.2 656 SABBIASE. Pop. 11,005. (On left, short side road to station.)
 Bridge over TORRENTE CATTAGALLI. No photo cover.
 Road continues west-southwest to
 99 159.2 - Road junction. Turn sharp right. (On left, two side roads to railway and to road along S. EUPHILIA plain; see mile 71 1/2.)
 Road turns north to bridge FIUME DEI BACHI. No photo cover.
 Road then turns west, keeping close to base of hills which rise steeply to north. (On left, difficult side road down to reclaimed area at north end of S. EUPHILIA plain. Photograph 62.) Road then crosses valley of FIUMARA ZIMIAVO by a fairly steep hairpin bend and turns north to climb in wide hairpin bends through olive-groves and vineyards to
 106 171.7 1,968 GAZERIA. Pop. 3,794. Albanian colony.
 Bridge over T. TRIDATOLI. No photo cover.

SECRET
(Actuals British WEST SECRET)

44

Miles kms. Altitude
in ft.

Route 1

Undulating, winding road along slopes of coastal hills; gradients easy but many sharp turns and wide loops.

Vehicular deployment impossible.

PALEMA. Pop. 2,140.

(On left, west of village, steep winding road down to coast at PALEMA station.).

Road continues north, skirting base of ridge which forms east limit of terrace about 1/2-mile wide.

Olive groves and occasional vineyards.

Sharp turns before

MAGLIANO road junction on hairpin bend of main road. (On right, side road through NOCERA TERRESE to MARTIRANO LOMBARDO, beyond which a further stretch of road leading to Route 32 was under construction in 1958.)

Descent along valley of FIUME GRANDE to coastal plain, then almost level road northwest. Bridges over FIUME GRANDE, FIUME SAVUTO, and FIUME TORRIDO.

Very restricted vehicular deployment possible in coastal plain about 1 mile wide between FIUME SAVUTO and FIUME OLIVA.

M.R. 840502. Br. over T. GRANDE, conc., or mas., 260 ft. long. Ford exists 1,000 yds. D.S. No water in July 1943.

M.R. 840512. Br. over T. SAVUTO, conc. with 9 spans, 475 ft. long. Wide braided stream with very little water in July 1943. Stream fordable.

M.R. 829525. Br. over T. TORRIDO, conc., or mas., 35 ft. long. Stream canalised and dry in July 1943. No obstacle.

Road junction east of AIELLO CALABRO station.

(On right, State Road No. 103 to AIELLO CALABRO and GRIMALDI. Excellent surface, but many hairpin bends and fairly steep gradients.)

Sharp turns before

115 189.9

FANELANO road junction on hairpin bend of main road. (On right, side road through NOCERA TERRESE to MARTIRANO IOMARDINO, beyond which a further stretch of road leading to Route 32 was under construction in 1938.)

Descent along valley of FIUME GRANDE to coastal plain, then almost level road northwest. Bridges over FIUME GRANDE, FIUME SAVUTO, and FIUME TORRIDO.

Very restricted vehicular deployment possible in coastal plain about 1 mile wide between FIUME SAVUTO and FIUME OLIVA.

M.F. 040502. Br. over F. GRANDE, conc., or mas., 260 ft. long. Road exists 1,000 yds. D.S. No water in July 1943.

M.F. 840512. Br. over F. SAVUTO, conc. with 9 spans, 475 ft. long. Wide braided stream with very little water in July 1943. Stream fordable.

M.F. 829525. Br. over F. TORRIDO, conc., or mas., 35 ft. long. Stream canalised and dry in July 1943. No obstacle.

122 196.7 - Road junction east of AIELLO CALABRO station.

(On right, State Road No. 106 to AIELLO CALABRO and GRIMALDI. Excellent surface, but many hairpin bends and fairly steep gradients.)

123 197.7 - Bridge over FIUME OLIVA. (Photograph 5.)

M.F. 807551. Bridge over F. OLIVA, conc. lowstring arches, 3 spans, 350 ft. long. Braided stream with only little water in June 1943. Stream fordable but some difficulty would be experienced in making approach to stream bed. R.F. Br. along side D.S. and reach 250 yds. D.S.

Vehicular deployment impossible along road.

Road turns left and follows coast to avoid spur of CAPO CORICA, through which railway passes by tunnel. Road then leaves coast, passing under railway bridge.

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SECRET
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SECRET
(Equals British MOST SECRET)

Miles kms.	Altitude in ft.	Route 1
		Bridge over TORRENTE COLONGI, M.R. 798595, conc. or mas., 530 ft. long. Low banks and ford 250 yards downstream. Bed dry in June 1943.
		M.R. 793601. Br. over small stream, conc. or mas., 110 ft. long, bed dry in June 1943. Ford 250 yds. D.S.
		M.R. 797605. Br. over small stream, conc. or mas. arch, 75' long, bed dry in June 1943, ford 150 yds. D.S.
127½ 204.7	177	AMANTEA, pop. 4,523. (On right, just before town, fairly good but winding branch road to TERRATI and AIELLO CALABRO. Photograph 4.)
<u>FIUME ANGITOLA to Route 1 via S. EUSEMIA LAMEZIA.</u>		
(Alternate Route across S. EUSEMIA Plain)		
71½ 114.5		FIUME ANGITOLA. 500 yds. west bridge turn left on metalled road under tall trees extending 300 yds. to pass under rly. About 200 yds. beyond rly., easy curve to right. Road crosses open cultivated fields in reclaimed ground.
73½ 118.2		M.R. 929245. Small culvert about 30 ft. long across drainage ditch. No obstacle.
74½ 119.7		Small culvert (M.R. 932261) across drainage ditch. No obstacle.
		M.R. 934267. Road junction. To right, connection with Route 1. To left, road to beach.
		500 yds. from junction road crosses drainage ditch by culvert 50 ft. long. No obstacle.
		350 yds. further a small culvert 25 ft. long crosses small drain. No obstacle.
76.0 122.0		M.R. 942267. Br. conc. or mas., 75 ft. long over drainage ditch. No obstacle.

FIUME ANGITOLA to Route 1 via S. EUGENIA LAZZELA.

(Alternate Route across S. EUGENIA Plain)

FIUME ANGITOLA.

500 yds. past bridge turn left on metalled road under tall trees extending 300 yds. to pass under rly. About 200 yds. beyond rly., easy curve to right. Road crosses open cultivated fields in reclaimed ground.

M.R. 923245. Small culvert about 30 ft. long across drainage ditch. No obstacle.

Small culvert (M.R. 932261) across drainage ditch. No obstacle.

M.R. 934257. Road junction. To right, connection with Route 1. To left, road to beach.

500 yds. from junction road crosses drainage ditch by culvert 50 ft. long. No obstacle.

850 yds. further a small culvert 25 ft. long crosses small drain. No obstacle.

M.R. 942207. Br. conc. or mas., 75 ft. long over drainage ditch. No obstacle.

M.R. 944292. Road junction to right leads to Route 1, via STAZ. DI CUPINCA. To left road runs into trails leading to beach.

T. TARRUGA. M.R. 950307. Br. 175 ft. long, conc. or mas., crosses canalised stream. No obstacle.

M.R. 951319. Road junction, left to beach and right to join Route 1 near F. CORTOLA.

Beyond at 400 yds. and 1,100 yds. road crosses small culverts over drains. No obstacles.

M.R. 954337. Small culvert over drain.

74 114.5

75 118.2

74 119.7

76.0 122.0

76 122.2

77 123.3

78 125

SECRET
(Equals British MOST SECRET)

Miles Kms.	Altitude in ft.	Route 1.
80	128	M.R. 955390. R. MATO. 5 conc. bowstring arches, 430 ft. long. Stream 150 ft. wide in June 1943 but apparently shallow. Stream canalised, 600 ft. between banks, probably fordable. 1,000 yds. beyond river road right leads to Route 1 near NICAstro.
82	131	M.R. 957371. Road right leads to Route 1 near NICAstro by joining above road about 2 miles distant. Road turns left to enter S. EUFEMIA LAEZIA. No photo cover.
82½	132.3	Road junction M.R. 947384. Road at right follows F. DEI BAGNI to join Route 1 at point M.R. 950421, 1¼ miles west of SAMELIA.

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

785015

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SECRET
(Equals British MOST SECRET)

SAMELAS.

SECRET

(EQUALS BRITISH MOST SECRET)

SECRET

(Equals British MOST SECRET)

ALLIED FORCE HEADQUARTERS

Office of the Assistant Chief of Staff, G-2

A.F.H.Q. Amendment No. 2 to

2. I.S.I.S. Report CE.4096 H(8) (CALABRIAN Peninsula).

3. I.S.T.L./D/223 Report (being a re-print of 2. above).

Road Reports - ITALY.

1. The attached reports on Routes Nos. 24 (CALICO INTERIORE - IE CALABRIE) and 22 (Route 23 to MILITO DI PORTO SALVO) supersede the reports on Routes Nos. 3 and 14 contained in pages 65 - 67 of the above mentioned I.S.I.S. and I.S.T.L. Reports. These pages should be cancelled and a note inserted referring to A.F.H.Q. Amendment No. 2.

2. Attention is drawn to the road numbering system which now conforms to that contained in I.S.T.L./C/242, THE ROADS OF SOUTHERN ITALY, dated 29 June 1943.

3. Further Road Reports for this area are in course of preparation, together with an outline map showing the road numbering system referred to in para. 2 above.

Cancelled) and 22 (Route 23 to MILITO DI FORIO SALVO) supersede the reports on Routes Nos. 3 and 4 contained in pages 65 - 67 of the above mentioned I.S.I.C. and I.S.T.D. Reports. Those pages should be cancelled and a note inserted referring to A.T.E.Q. Amendment No. 2.

2. Attention is drawn to the road numbering system which now conforms to that contained in I.S.T.D./C/212, THE ROADS OF SOUTHERN ITALY, dated 29 June 1943.

3. Further Road Reports for this area are in course of preparation, together with an outline map showing the road numbering system referred to in para. 2 above.

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(EQUALS BRITISH MOST SECRET)

SECRET

(Equals British MOST SECRET)

Route 21.

GALLICO INTERIORE - LE GAMMARIE

(21½ miles; 34.2 km.)

Category: B.2

Information shown herein is compiled from C.B. 4096.H(8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSSS 4164, W.O. 1941, ITALY 1:100,000.

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References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./G./212. The Roads of SOUTHERN ITALY dated 29 June 1943.

An important military road through the ASPROMONTE HIGHLANDS. Cover is generally not accessible to M/T. Deployment of vehicles is impossible practically throughout.

Construction and Condition:

Good surface, probably tarred. Width is probably about 20 feet in most parts, but, owing to the difficult mountain route, full two-way traffic is thought to be impracticable.

Bridges:

Several bridges over rivers and streams. No details are available, but they are believed to be of solid construction and safe for loads up to 25 tons and possibly more.

Gradients:

Several gradients are avoided by loops, but there are very long, steady, gradients which might be difficult for heavy M/T. From GALLICO INTERIORE there is an almost continuous climb to 4265 feet at LE GAMMARIE (mile 21½).

Sharp Turns:

Route numbers have been changed to conform to I.S.T.D./C./212., The Roads of SOUTHERN ITALY dated 29 June 1943.

An important military road through the ASPROMONTE HIGHLANDS. Cover is generally not accessible to M/T. Deployment of vehicles is impossible practically throughout.

Construction and Condition:

Good surface, probably tarred. Width is probably about 20 feet in most parts, but, owing to the difficult mountain route, full two-way traffic is thought to be impracticable.

Bridges:

Several bridges over rivers and streams. No details are available, but they are believed to be of solid construction and safe for loads up to 25 tons and possibly more.

Gradients:

Several gradients are avoided by loops, but there are very long, steady, gradients which might be difficult for heavy M/T. From GALLICO INTERIORE there is an almost continuous climb to 4265 feet at LE GAMBARIE (mile 21½).

Sharp Turns:

Many sharp turns throughout.

ITINERARY:

Miles	Kms.	Altitude in ft.	
0	0	59	GALLICO INTERIORE. (M.R.448535) Road branches E. from Route 1, passing through culti- vated country.

Deployment for vehicles limited to coastal plain covered with groves. Considerable cover to GALLICO SUPERIORE.

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

785015

Miles		Kms.		Altitude in ft.		Route 21
2 1/2	1	24.6				GALLICO SUPERIORE. Pop. 1,309 (M.R. 457536) Village on left of road. (On right, side road back to CALICARA and Route 1.) Deployment for vehicles difficult and very restricted.
2 1/2	3.2	...				Bridge over TORRENTE S. ELACIO. Conc. or mas. 180' long. Fords 2 mi. D.S. and 200 yds. U.S. Road climbs with some sharp turns. (On right, side road to S. GIOVANNI DI GALLICO). Vehicle deployment N. of SABBATELLO restricted to 1/2 mi. in vineyards. Very little cover.
3 1/4	5.1	938				SABBATELLO. Pop. 635 (M.R. 482547) (On right, side road to DIMINUTI). Across SABBATELLO plain. Vineyards. Descent into valley of FIUMARA GALLICO, then climb along valley. Bridge over FIUMARA GALLICO. (M.R. 505543) 120' conc. or mas. arch. (M.R. 507544) (On left, narrow side road to CALANNA). No vehicular deployment. Valley narrow. Road winds up to
9	14.5	1,722				LACINADI. Pop. 918 (M.R. 526542) Olive cultivation. Road crosses deep valley, then climbs again, winding along the hill-sides, with valley on right.
11	17.6	1,854				SANT' ALESSIO in ASPROMONTE. Pop. 1,030 (M.R. 540542) Road follows N. slopes of wooded valley of TORRENTE TROIA. Sharp turns. PODARCONI village (photograph 40) across valley on right.
15 1/2	25.2	2,290				SANTO STEFANO in ASPROMONTE. Pop. 2,256 (M.R. 568540) Climb continues.
17 1/2	28.6	...				COLONIA FRANCHETTI; children's home. (Photograph 43). Climb through chestnut woods.
21 1/2	34.2	4,265				LE GABARIE. Road junction with Route 22. (M.R. 609538)

3 1/2	5.1	938	SARATELLO. Pop. 655 (M.R. 482547) (On right, side road to DIMINUTI). Across SARATELLO plain. Vineyards. Descent into valley of FIUMARA GALLICO, then climb along valley. Bridge over FIUMARA GALLICO. (M.R. 505543) 120' conc. or mas. arch.
5 1/2	8.8	...	(M.R. 507544) (On left, narrow side road to CALANNA). No vehicular deployment. Valley narrow. Road winds up to
9	14.5	1,722	LACINADI. Pop. 918 (M.R. 526542) Olive cultivation. Road crosses deep valley, then climbs again, winding along the hill-sides, with valley on right.
11	17.6	1,854	SAN' ALESSIO in ASPROMONTE. Pop. 1,030 (M.R. 540542) Road follows N. slopes of wooded valley of TORRENTE TROIA. Sharp turns. FORACONI village (photograph 40) across valley on right.
15 1/2	25.2	2,290	SANTO STEFANO in ASPROMONTE. Pop. 2,256 (M.R. 568540) Climb continues.
17 1/2	28.6	...	COLONIA FRANCHETTI; children's home. (Photograph 43). Climb through chestnut woods.
21 1/2	34.2	4,265	LE GARIBOLDI. Road junction with Route 22. (M.R. 609538)

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Route 22.

ROUTE 23 to MELITO DI PORTO SALVO

(52½ miles; 84.2 km.)

Category: B 3 to IE CALABRIE
B 2 IE CALABRIE to MELITO DI PORTO SALVO

Information shown herein is compiled from C.B. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C./212, the Roads of SOUTHERN ITALY dated 29 June 1943.

This road round the north-west flank of MONTALTO is an important link between Routes 21, 23, and 8. There is some cover in the valleys (see e.g. photograph 27 b), but the plateau is generally very exposed. Deployment of vehicles is impracticable, except perhaps on the plateau round I FORESTALI (mile 7), though even here there are probably marshy patches at certain seasons. Snow occurs on the ASPROMONTE upland, and the road might become impassable for short periods during the winter.

Construction and Condition:

Constructed between 1932 and 1936. Good surface, probably tarred. Width about 15 feet. IE CALABRIE and probably 20 feet the remainder of the route. Due to the difficult mountain route, full two-way traffic is thought to be impracticable. Between IE CALABRIE and CROCE DI ROMEO there are 5 "cantoniere" (see photograph 27 a) normally housing ten employees engaged in road maintenance.

Bridges:

The only bridges of importance are:

TORRENTE VASI (mile 3½) (span 20 metres)
TORRENTE TORBIDO (mile 6½)
FIUME TELISI (mile 10)
FIUMARA TUCCIO (mile 3½)

Details are not available.

Gradients:

This road round the north-west flank of MONTALTO is an important link between Routes 21, 23, and 8. There is some cover in the valleys (see e.g. photograph 27 b), but the plateau is generally very exposed. Deployment of vehicles is impracticable, except perhaps on the plateau round I FORESTALI (mile 7), though even here there are probably marshy patches at certain seasons. Snow occurs on the ASPROLANTE upland, and the road might become impassable for short periods during the winter.

Construction and Condition:

Constructed between 1932 and 1936. Good surface, probably tarred. Width about 15 feet. IE CALABRE and probably 20 feet the remainder of the route. Due to the difficult mountain route, full two-way traffic is thought to be impracticable. Between IE CALABRE and CROCE DI ROMEO there are 5 "cantoniere" (see photograph 27 a) normally housing ten employees engaged in road maintenance.

Bridges:

The only bridges of importance are:

TORRENTE VASI (mile $3\frac{1}{2}$) (span 20 metres)
 TORRENTE TORRILLO (mile $6\frac{1}{4}$)
 FIUME TELESIO (mile 10)
 FIUMARA TUCCIO (mile $33\frac{1}{4}$)

Details are not available.

Gradients:

The road is at a high altitude throughout, and there are no steep gradients except perhaps on the descent near IE CALABRE, on descent of MONTE SANT' ANGELO (mile $24\frac{1}{4}$), and near mile 49.

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Sharp Turns:

There are sharp turns on the stretch between the starting point and TORRENTE VASI, at TORRENTE VASI bridge (mile 3½) at FINE TELES (mile 10), descent from CROCE DI ROMEO (mile 19½), and descent from MONTE SANT'ANGELO (mile 2¼).

ITINERARY:

Miles	Kms.	Altitude in ft.	Route 22
0	0	6,160	BRANDANO road junction (M.R. 678629) at point on Route 23 near DELL'ANNOVA.
3½	6.0	2972	Road ascends in wide bends through woods over shoulder of MONTALTO and then follows E. side of VASI gorge (photograph 27 b). Bridge over TORRENTE VASI: (M.R. 648593) Span 65'. Road then turns N. running above gorge, turning S.W., ascending to plateau through chestnut woods.
6½	10.5		Bridge over TORRENTE TORRILLO: (M.R. 622575) No information concerning fords. Road then runs across plateau at edge of pine forest at ASHOMONTE which rises to E.
7	11.3	4134	I FORESTALI: (M.R. 616569). Office of State Forestry Administration, situated in an avenue of poplars on desolate plateau. Deployment of vehicles restricted to width of approx. 2 miles on plateau cut by ravines. Road rises along headwaters of F. FAVAZZINA and then descends to cross
10	16.0	4225	Bridge over F. TELES: (M.R. 620547). About a mile below its source on N.W. slopes of MONTALTO. No information as to fords. Road ascends to road junction passing three hotel buildings standing in woods.
11½	18.0	4265	LE GAMBARE (M.R. 609538). Road junction with Route 21 on right leading to S. STEFANO and GALLICO INTERIORE.

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- 51 6.0 2072 Bridge over TORRENTE VASI: (M.R. 648593) Span 65'. Road then turns N. running above gorge, turning S.W., ascending to plateau through chestnut woods.
- 6 10.5 Bridge over TORRENTE TORRIDO: (M.R. 622575) No information concerning fords.
- 7 11.3 4134 Road then runs across plateau at edge of pine forest at ASIMONTE which rises to E.
- I FORESTALI: (M.R. 616569). Office of State Forestry Administration, situated in an avenue of poplars on desolat. plateau.
- Deployment of vehicles restricted to width of approx. 2 miles on plateau cut by ravines.
- Road rises along headwaters of F. FAVAZZINA and then descends to cross
- 10 16.0 4225 Bridge over F. TELES: (M.R. 620547). About a mile below its source on N.W. slopes of MONTALTO. No information as to fords.
- Road ascends to road junction passing three hotel buildings standing in woods.
- 11 18.0 4265 LE CANAPIE (M.R. 609538). Road junction with Route 21 on right leading to S. STEFANO and GALLICO INTERIORE.
- Road turns S. to cross CAMPO TRE ALI, a plateau mainly covered with rough pasture, contrasting with wooded slopes of MONTE BASILICO on left. Several stream beds are crossed near their sources.
- Road then crosses E. edge of CAMPO DI REGGIO. Valley of TORRENTE CALOPINACE opens out on right. Sharp turns as road climbs along slopes of hills to E.
- MONTE CENDRI to W. across deep valley of FIUMARA S. AGATA on right.

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Miles	Kms.	Altitude in ft.	Route 22.
19 1/2	31.7	4,620	CROCE DI ROMEO. Cantoniera (road hut). (Good O.P. on peak SW. of Cantoniera; 5 minutes climb). Descent with sharp turns along slopes covered with chestnut trees. Road then crosses a large bare plateau (PLANI DI LOPA). Vehicular deployment restricted to approx. 1 1/2 miles. Below, on right, is valley of FIUMARA S. AGATA, with CAPE DI S. AGATA (photograph 51) beyond. Gradual ascent along ridge of MONTE S. ANGELO, 674, which divides valleys of FIUMARA TUCCIO on left and TORRENTE PRISTEO on right. Crest of ridge is reached at 5,556 ft. Descent of face of MONTE S. ANGELO, in wide loops and hairpin bends (photographs 58 and 58 a). Road alternately overlooks valley of FIUMARA TUCCIO and valley of TORRENTE PRISTEO. BACALADI. Pop. 1,923 (M.R. 680380) Descent with FIUMARA TUCCIO on left. (Photograph 58 a). Bridge over FIUMARA TUCCIO, (M.R. 593368) just before its junction with TORRENTE PRISTEO to form FIUMARA DI MELITO. (On left, side road to S. LORENZO and to ROCCAFORTE DEL GRECO, CHORIO, and NOGHUDI, a group of Greek-speaking villages. Road descends along narrow deep valley of FIUMARA DI MELITO, dominated by hill to left, on which village of S. LORENZO stands. Valley gradually widens and sides become less steep. CHORIO, (M.R. 593338) Village to right of road. Some sharp turns. See photographs 59-61 for PENTEDATTILO, a prominent landmark seen to W. of road. CASA CARADI, house on right of road. (M.R. 578300) Thick vegetation on valley floor contrasts with bare valley sides. (On left, side road crosses large concrete bridge over FIUMARA DI MELITO to village of PRUNELLA).
32 1/2	52.9	1,558	
35 1/2	56.7		
36 1/2	59.6	1,066	
40	64.8	...	

Crest of ridge is reached at 3,550 ft. Descent of face of MONTE S. ANGELO, in wide loops and hairpin bends (photographs 58 and 58 a). Road alternately overlooks valley of FIUMARA TUCCIO and valley of TORRENTE PRISTEO.

32 52.9 1,558

BAGALADI. Pop. 1,923 (M.R. 680380) Descent with FIUMARA TUCCIO on left. (Photograph 58 a). Bridge over FIUMARA TUCCIO, (M.R. 593368) just before its junction with TORRENTE PRISTEO to form FIUMARA DI MELITO.

35 56.7

(On left, side road to S. LORENZO and to ROCCAFORTE DEL GRECO, CHORIO, and ROCHUDI, a group of Greek-speaking villages.

Road descends along narrow deep valley of FIUMARA DI MELITO, dominated by hill to left, on which village of S. LORENZO stands. Valley gradually widens and sides become less steep.

36 59.3 1,056

CHORIO, (M.R. 593339) Village to right of road. Some sharp turns. See photographs 59-61 for PENEDATTILO, a prominent landmark seen to W. of road.

40 64.8 ...

CASA CARADI, house on right of road. (M.R. 578300) Thick vegetation on valley floor contrasts with bare valley sides.

42 68.3 49

(On left, side road crosses large concrete bridge over FIUMARA DI MELITO to village of PRUNELLA).

MELITO DI PORTO SALVO. Pop. 3,296 (M.R. 571262) Road joins Route 8.

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S E C R E T
(Equals British Most Secret)

38

ARMED FORCE HEADQUARTERS
Office of Assistant Chief of Staff, G-2

24 August 1943.

A.F.H.Q. Amendment No. 3 to

- a. I.S.I.S. Report OB. 4096 H(8) (CALABRIAN Peninsula).
- b. I.S.T.D./E/225 Report (being a re-print of a. above).

Road Reports - ITALY.

1. The attached reports supersede the corresponding reports contained in the above mentioned I.S.I.S. and I.S.T.D. reports. Details are as follows: **673**

Revised report and route No.	Old route No.	Page numbers in I.S.I.S. and I.S.T.D. Reports
(1)	(2)	(3)
Route 23 BOVALINO MARINA - MARBERA CALABRIA	4	68 - 69
Route 25 LOCRI (GRACE MARINA) - CIOLA TARNO	5	74 - 75
Route 26 GROTA MARINA - CINQUEPONTI	5A	76 - 77
Route 27 Route 26 - TRISACCO (Route 24)	5B	78
Route 28 MARINA DI MONTECASSALE - Route 1	6	79 - 81

Revised Report and route No.	Old route No.	(1)	(2)	(3)
Route 23 BOVALINO MARINA - LIGABUE CALABRIA			4	68 - 69
Route 25 LOCHI (GRACE MARINA) - GIOLIA TUNO			5	74 - 75
Route 26 GIOIA MARINA - CINQUEFONDI			54	76 - 77
Route 27 Route 26 - TRINGOLO (Route 28)			5B	78
Route 28 MARINA DI MONASTIRACE - Route 1			6	79 - 81
Route 29 SOVERATO - CHILMARVILLE CENTRALE			6B	84

The pages enumerated in col. (3) above should be cancelled and a note inserted referring to A.T.H.Q. Amendment No. 3.

2. Attention is drawn to the road numbering system which now conforms to that contained in I.S.T.D./C/212, THE ROADS OF SOUTHERN ITALY, dated 29 June 43.

3. Further Road Reports for this area are in course of preparation, together with an outline map showing the road numbering system referred to in para. 2 above.

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Equals British MOST SECRET

Route 23.

State Roads Nos. 112, 18

37

BOVALINO MARINA-EAETHARA CALABRIA

(63 miles; 101.5 km.)

Via DELLANOVA-SINOPOLI

Category: B-1.

Information shown herein is compiled from C.E. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to G.S. 4164, W.O. 1941, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.I.D./C./212, The Roads of SOUTHERN ITALY dated 29 June 1943.

This road follows a difficult route skirting the northern side of the ASPROMONTE highlands. Deployment of vehicles should be possible on the plateau between miles 26 and 30; elsewhere it is impracticable. The valleys running down from the ASPROMONTE are well wooded, but the cover is usually off the road. 672

There are many places along the route where the road could easily be blocked and repair would be difficult. The final descent to EAETHARA, where the road crosses itself twice by viaducts, is especially vulnerable, being commanded from the sea. (Photograph 26).

Construction and Condition:

Good tar-macadam road. Average width probably about 20 feet.

Viaducts:

Many bridges over rivers and streams. Details are not available. On the final descent to EAETHARA road crosses itself twice by viaducts.

Gradients:

Very hilly road throughout with many long and fairly steep gradients. Severe gradients are, however, avoided by use of hairpin bends.

Sharp Turns:

Very many sharp turns and hairpin bends throughout.

INTERPRET:

Miles	Kms.	Altitude ft.
		Route 23

ASPRONTE highlands. Deployment of vehicles should be possible on the plateau between miles 26 and 30; elsewhere it is impracticable. The valleys running down from the ASPRONTE are well wooded, but the cover is usually off the road. 672

There are many places along the route where the road could easily be blocked and repair would be difficult. The final descent to BACHARA, where the road crosses itself twice by viaducts, is especially vulnerable, being commanded from the sea. (Photograph 26).

Construction and Condition:

Good tar-macadam road. Average width probably about 20 feet.

Notes:

Many bridges over rivers and streams. Details are not available. On the final descent to BACHARA road crosses itself twice by viaducts.

Gradients:

Very hilly road throughout with many long and fairly steep gradients. Severe gradients are, however, avoided by use of hairpin bends.

Sharp Turns:

Very many sharp turns and hairpin bends throughout.

Summary:

Miles	Kms.	Altitude in ft.	Route 23
0	0	20	BOVALINO MARINA. Pop. 3,176 (N.R. 908522) Road branches NW. from mile 56 1/4 of Route 8 and climbs steadily, with a few awkward bends, along left bank of TORRENTE MOLOCHIA.
2 1/2	4.5	686	BOVALINO SUPERIORE. Pop 688. Village on right of road. (N.R. 892546) Climb continues, becoming more gradual before

SECRET
(Equals British MOST SECRET)

Miles	Kms.	Altitude in ft.	Route 23
5	8.0	820	RENESTARE. Pop. 1,816 (M.R. 875565) Narrow road through village and onward left turn on leaving. Climb by very winding road with sharp turns through narrow valley.
8	12.7	1,017	CAFEI. Pop. 1,048 (M.R. 852552) Sharp hairpin bends immediately after village. Road descends fairly steeply at first, then gradually, along slopes of MONTE PANDURI, with valley of FIUMARA DI CAFEI down to left.
12½	20.0	312	Bridge over tributary stream of FIUMARA DI PLATI. Fairly steep climb along FIUMARA DI PLATI.
15½	25.0	984	PLATI. Pop. 3,803 (M.R. 722002) Town is to right of road. (N. from town is a rough, narrow road which winds very steeply over hills to rejoin main road at mile 26. Probably not suitable for vehicles.) Road crosses bridge over FIUMARA DI PLATI, then turns S., climbing slopes of MONTE MISAFUERA in wide loops with severe hairpin bends, until it crosses deep valley of TORRENTE I DONI to S. It then turns N., climbing steeply through S. PASS (PASSE DI SAPA), to
21	42.0	3,445	Summit of road. (On right, road mentioned at mile 15½ rejoins; also road under construction in 1938 NE. to join Route 25: on left, metalled road to VITTORIO EMANUELE III hospital). S. is cover in woods. Deployment for vehicles possible on plateau ½ miles along road and for distances of 2 miles to left of road and about ½ mile on the right. Some cover in woods. Road then crosses long high plateau called PLANO DI ZERVO to N. and PLANO PLATI to E. This level stretch is covered with ferns. After passing edge of a beech wood, undulating road descends steadily. PLAINORO villare is seen on a sharp ridge to N.

12 1/2 20.0 312 Bridge over tributary stream of FIUMARA DI FIATI. Fairly steep climb along FIUMARA DI FIATI.

15 1/2 25.0 984 FIATI. Pop. 3,808 (M.R. 72602) Town is to right of road. (N. from town is a rough, narrow road which winds very steeply over hills to rejoin main road at mile 26. Probably not suitable for vehicles.)

Road crosses bridge over FIUMARA DI FIATI, then turns S., climbing slopes of MONTE MISAPULERA in wide loops with severe hairpin bends until it faces loop valley of FORNENTE TONI to S. It then turns N., climbing steeply through S. PASS (PASSO DI SARA), to

20 42.0 5,445 Summit of road. (On right, road mentioned at mile 15 1/2 rejoins; also road under construction in 1938 RE. to join Route 25: on left, rutted road to VITTORIO EMANUELE III hospital). S. is cover in woods.

Deployment for vehicles possible on plateau 3 miles along road and for distances of 2 miles to left of road and about 1/2 mile on the right. Some cover in woods.

Road then crosses long high plateau called PELLO DI ZERVO to N. and PIANO ALATI to E. This level stretch is covered with ferns. After passing edge of a beech wood, undulating road descends steadily.

PINORO village is seen on a sharp ridge to N. Sharp turns.

30 1/2 49.0 6,265 Road junction. (M.R. 746643) (On right, Route 24 to OPPIO MARENINA and to TAFELA OVA on Route 25.

Fairly steep descent to bridge over stream, then climb and descent to bridge over second stream.

SECRET
(Equals British MOST SECRET)

36

Miles	Kms	Altitude in ft.	Route 23
35½	54.4	1,573	S. CRISTINA D'ASFOLONTE. Pop. 2,161. Descent in hairpin bends to bridge over TORRENTE CUFFI. (On right, immediately after bridge, side road to LUBRICHI and N. to mile 28 of Route 25).
38½	61.9	1,496	Slight climb, then easy descent among rich olive- groves to valley of TORRENTE DUVERSO. (On right, side road to S. GIORGIA and shorter but inferior route to COSOLETO at mile 46½ of main Route 23.) SCIDO. Pop. 1,576. M.R. 692625.
41	65.9	1,913	(On right, shortly after SCIDO, inferior side road avoiding DELLANOVA.) Climb with several awkward turns. PARACORIO, M.R. 680512 centre of municipio of DELLANOVA which has a total pop. of 6,042. (Photograph 27.) Main road continues N. to adjoining village of FEDAVOLI which forms part of the same municipio. Awkward turns in both villages. Descent in sharp turns to wooded valley of TORRENTE CIRELLIO. Bridge over torrent bed. BRANDANO road junction. M.R. 679629 (On left, Route 22 to LE GARETIE.) Road climbs over to wooded valley which is followed to COSOLETO. Pop. 818. Village to right of road. (On right, side road from mile 38 rejoins.)
45½	70.4		Winding road to small village of AQUARO, then steep descent with sharp turns through large oak and chestnut woods to cross bridge over TORRENTE SERRA, then steep winding climb to
46½	74.6	1,444	

(On right, shortly after SCIDC, inferior side road avoiding BELLINOVA.)

Climb with several awkward turns.

41 65.9 1,913

PARACORIO, M.R. 680612 centre of municipality of BELLINOVA which has a total pop. of 6,042. (Photograph 27.)

Main road continues N. to adjoining village of PEDAVOLI which forms part of the same municipio. Awkward turns in both villages.

Descent in sharp turns to wooded valley of TORRENTE CIELLO. Bridge over torrent bed.

43 70.4

GRANDINO road junction. M.R. 679629 (On left, Route 22 to LE GARDIE.

Road climbs over to wooded valley which is followed to

46 74.6 1,444

COSCIETO. Pop. 313. Village to right of road. (On right, side road from mile 53 rejoins.)

Winding road to small village of AQUARO, then steep descent with sharp turns through large oak and chestnut woods to cross bridge over TORRENTE SEVENA, then steep winding climb to

51 82.6 1,411

Road junction. Turn left. (On right, fairly good metalled road to S. PROCCIO, SEMILARA, and mile 30 1/2 of Route 1.)

Fairly steep climb to level crossing, then gradual climb to

52 84 1,647

SILOROLI. Pop. 2,756. Awkward turns in town.

Steady descent to

53 85.7 1,444

S. EUFEMIA D'ASPROMONTE. Pop. 5,238. (Photograph 35.) Road passes first old then new part of town. Some awkward turns. Two level crossings.

SECRET
(Equals British MOST SECRET)

Mile	Km	Altitude in ft.	Route 23
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Bridge over TORRENTE TORRIDO.

Steady climb in hairpin bends, followed by level stretch at 1,864 ft. Deployment for vehicles possible for a distance of about 1½ miles on left of road and about 4 miles on the right. Several minor roads on the plateau affording approach to BACNARA CALABRA and to Route 1 about 2½ miles north of SANSONE road junction. Practically no cover for M.T.

(On left, side road to COVILLA.)

Steady descent in hairpin bends to

SANSONE road junction. Road joins Route 1, which is followed S. to BACNARA. Steep descent in hairpin bends down mountain side.

BACNARA CALABRA. Pop. 9,088. (Photographs 26 and 25 a-c.)

59½	96.3	1,165
63	101.5	164

Steady descent in hairpin bends to

SANSONE road junction. Road joins Route 1, which is followed S. to BAGHARA. Steep descent in hairpin bends down mountain side.

BAGHARA CALABARA. Pop. 9,088. (Photographs 26 and 26 a-c.)

59 ³	96.3	1,165
63	101.5	164

SECRET
(Equals British MOST SECRET)

Route 25

State Road No. III

LOCRI (GERACE MARINA)-GIOIA TAURO

(35 miles; 54 km.)

Via CITTANOVA

Category: A 1

Information shown herein is compiled from C.E. 4096.H (c) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GCS 4164, W.O. 1941, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, the ~~607~~⁶⁷⁹ of SOUTHERN ITALY dated 29 June 1943.

This road, which has the least severe gradients of any road across the peninsula, connects the two main roads serving the east and west coasts. From LOCRI to CITTANOVA (mile 20) it is a mountain road with several sharp bends, and it is on this stretch that the only gradients of any consequence occur. From CITTANOVA to GIOIA TAURO the road runs down an easy slope into the coastal plain.

It may prove more convenient to use this as a one-way route, in conjunction with other transverse roads, on account of the mountain stretch from LOCRI to CITTANOVA.

Cover is ample and probably accessible to M.T. on the western coastal plain and the western slope from CITTANOVA to GIOIA TAURO. In both cases it consists of thick and very extensive olive-groves.

Deployment is probably feasible on the two stretches where the road crosses the coastal plain, but not in the intervening mountain section.

Photo cover available only from LOCRI to GERACE SUPERIORE and from near CITTANOVA to GIOIA TAURO.

Construction and Condition.

Good tar-macadam surface. Average width 20 feet.

Bridges.

Route numbers have been changed to conform to I.S.T.D./C/212, The Road Numbers of Southern Italy dated 29 June 1943.

This road, which has the least severe gradients of any road across the peninsula, connects the two main roads serving the east and west coasts. From LOCHRI to CITTANOVA (mile 20 $\frac{1}{2}$) it is a mountain road with several sharp bends, and it is on this stretch that the only gradients of any consequence occur. From CITTANOVA to GIOIA TAURO the road runs down an easy slope into the coastal plain.

It may prove more convenient to use this as a one-way route, in conjunction with other transverse roads, on account of the mountain stretch from LOCHRI to CITTANOVA.

Cover is ample and probably accessible to M.T. on the eastern coastal plain and the western slope from CITTANOVA to GIOIA TAURO. In both cases it consists of thick and very extensive olive-groves.

Deployment is probably feasible on the two stretches where the road crosses the coastal plain, but not in the intervening mountain section.

Photo cover available only from LOCHRI to GERACE SUPERIORE and from near CITTANOVA to GIOIA TAURO.

Construction and Condition.

Good tar-macadam surface. Average width 20 feet.

Bridges.

There are no bridges of any importance on this road.

Gradients.

From LOCHRI the road climbs steadily to a height of 3,126 feet on the PIANI MIAI and then descends gradually to the plain on the west coast. There are gradients steeper than 1 : 14 at the following points:

CARBIA	(mile 2)	Straight climb to top of ridge on northern side of FIUMARA DI GERACE valley.
"	(about mile 4 $\frac{1}{2}$)	S-bend on uphill climb up ridge to GERACE SUPERIORE.

SECRET
(Equals British MOST SECRET)

W. of GERACE SUPERIORE	(mile 5½)	Road having skirted hill on which GERACE SUPERIORE stands, climbs steeply up to level of village.
"	(about mile 6½)	Steep climb up and round lower slopes of MONTE S. LEUMI.
"	(about mile 9½)	Steep climb.

Sharp Turns.

On the section between LOCRI and CITTA'NOVA (mile 20½) there are numerous sharp turns, generally coinciding with gradients. These probably appear more severe on the map than they actually are, but should, nevertheless, be approached with caution.

Seasonal Variations.

The road might possibly be blocked by snow for a few days in mid-winter on the PIANI MIEA, its highest point. It is not considered likely, however, that it would be blocked for any considerable length of time.

ITINERARY

Miles	Km.	Altitude in ft.	Route 25
0	0	16	LOCRI(GERACE MARINA). Pop. 5,259. M.R. 982620
			Road branches NW. from mile 64 of Route 8 across coastal plain which is thickly covered with olive-groves affording good cover for M.T. On approaching range of mountains which form inland limit of plain, (about 1 mi. from coast) road enters valley of FUMARA DI GERACE and climbs with sharp turns along its N. side, then descends to skirt
5	8.2	1,571	GERACE SUPERIORE. Pop. 2,675. M.R. 943663 Road passes NE. of village.

Climb continues in sharp turns with a few fairly steep stretches to the PIANI MIEA, a bracken-covered plateau with scattered beech woods.

Deployment for vehicles to extent of about 1 mile on each side of road for a distance of about 1 mile along road on PIANI MIEA.

The road might possibly be blocked by snow for a few days in mid-winter on the PIANI MIEA, its highest point. It is not considered likely, however, that it would be blocked for any considerable length of time.

ITINERARY

Miles	Km.	Altitude in ft.
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Route 25

0	0	16	LOCPI(GERACE MARINA). Pop. 5,259. M.R. 982620
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Road branches NW. From mile 64 of Route 8 across coastal plain which is thickly covered with loive-groves affording good cover for M.T. On approaching range of mountains which form inland limit of plain, (about 1 mi. from coast) road enters valley of TUMARA DI GERACE and climbs with sharp turns along its N. side, then descends to skirt

5	8.2	1,571	GERACE SUPERIORE. Pop. 2,675. M.R. 943663 Road passes NE. of village.
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Climb continues in sharp turns with a few fairly steep stretches to the PIANI MIEA, a bracken-covered plateau with scattered beech woods.

Deployment for vehicles to extent of about 1 mile on each side of road for a distance of about 1 mile along road on PIANI MIEA.

(On left, road under construction in 1938 to mile 26 of Route 23)

15	24.2		(On right, fairly good but winding road through S. GIORGIO MORETO, photograph 24, to POLISTENA.)
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Double hairpin bend on descent to valley of TUMARA LAZZA; road is hewn out of solid granite wall.

Steady descent to

20½	33.0	1,279	CITTANOVA. Pop. 12,097. M.R. 819748 Road skirts S. side of town. (From N. side of town, inferior alternative road via TRAPETTO MARINO, on Route 24, and RIZZICONI to rejoin main road shortly before mile 33.)
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SECRET
(Equals British MOST SECRET)

ITINERARY

Miles	Km.	Altitude in ft.
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Route 25

Down a gentle slope with thick olive-groves on either side.

Vehicular deployment should be easy over plateau and plain between F. FETRAGE with its tributaries T. MAREO and F. RAZZO, and F. MESIMA with its tributary F. ULLA. VARALE which widens from CITTANOVA, where the distance between F. RAZZO and F. VARALE is about 2 miles, to the coast where the valley is about 6 miles. This plain is crisscrossed with numerous narrow roads and trails, which run through cultivated fields and thick groves, affording plentiful cover for M.T.

Level crossing.

Undulating road across plateau.

Road crosses Route 24 just before

24 39.2 656

LAURANOVA. (Shown on map as RADICENA) M.A. 762750 Pop. 16,486. Narrow road and awkward turn in town. (On right, branch road to TRAPETTO GALLIARDI on loop road described at mile 20½ above; on left, short road across Route 24 to ADDOLATA.)

Gradual descent, close to railway line, through thick and extensive olive-groves on to coastal plain.

24 45.2 558

CASA ALTO. I.R. 717773 (On left, inferior road to VARAFODIO on Route 24 and to Route 23.)

Level crossing.

Gentle descent.

Level crossing.

On right, alternative road from CITTANOVA rejoins shortly before

affording plentiful cover for M.T.

Level crossing.

Unulating road across plateau.

Road crosses Route 24 just before

24 39.2 656

TAJRIANOVA. (Shown on map as RADICENA)
M.R. 762750 Pop. 16,486. Narrow road and awkward
turns in town. (On right, branch road to TRAPETO
GALLANDI on loop road described at mile 20½ above;
on left, short road across Route 24 to DOLONATA.)

Gradual descent, close to railway line,
through thick and extensive olive-groves on to
coastal plain.

24 45.2 358

CASA AMATO. M.R. 717773 (On left, inferior
road to VARAFODIO on Route 24 and to Route 23.)

Level crossing.

Gentle descent.

Level crossing.

On right, alternative road from CITTANOVA
rejoins shortly before

33 53.0 115

Road junction. M.R. 658820 Road crosses
Route 1 at mile 36½.

35 54.0 75

GIOLA TURCO. (Pop. 8832) (M.R. 657324) Agricul-
tural centre and railway junction (lines 5 and 6).

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(Equals BRITISH (OST SECRET))

Route 26

GIOIOSA MARINA-CINQUEFRONDI

(25 $\frac{1}{2}$ miles; 41.4 km.)

Via MARAOLA

Category: B 4

Information shown herein is compiled from G. E. 4096.H (6) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in Jun 1943 and from maps.

668

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 Jun 1943.

A narrow metalled road, suitable for one-way traffic, which offers a possible alternative transverse route to Route 25. At CINQUEFRONDI it joins the inland th-south Route 24, which links the transverse Routes 23, 25 and 28.

Cover is good as far as MARAOLA and on the last 6 miles into CINQUEFRONDI. Extensive deployment of vehicles is probably not practicable except on the upland of PIANO DELLA LIMINA, where, it should be noted, the ground is marshy in patches.

Construction and Condition.

Metalled surface. Width probably varies between about 10 and 15 feet.

Drillages.

Between GIOIOSA MARINA and the beginning of the descent PIANO DELLA LIMINA there are at least 5 fairly important bridges over affluents of THUMESA TORBIDO. Details are not known. It seems likely, however, that they will carry loads of 9 tons and possibly more. There are no important bridges on the descent to CINQUEFRONDI.

Gradients.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/212, The Roads of Southern Italy dated 29 Jun 1943.

A narrow metalled road, suitable for one-way T.P., which offers a possible alternative transverse route to Route 25. At CINQUEFRONDI it joins the inland the-south Route 24, which links the transverse Routes 23, 25 and 28.

Cover is good as far as MAROLLA and on the last 5 miles into CINQUEFRONDI. Extensive deployment of vehicles is probably not practicable except on the inland of PIANO DELLA LIMINA, where, it should be noted, the ground is marshy in patches.

Construction and Condition.

Metalled surface. Width probably varies between about 10 and 15 feet.

Bridges.

Between GIOISA MARINA and the beginning of the ascent PIANO DELLA LIMINA there are at least 5 fairly important bridges over affluents of FIUMARA TORRIDA. Details are not known. It seems likely, however, that they will carry loads of 9 tons and possibly more. There are no important bridges on the descent to CINQUEFRONDI.

Gradients.

The road is hilly practically throughout, but severe gradients are avoided by the use of loops.

Sharp Turns.

At bridge and road-fork over TORRENTE CUTUSCULO at mile 4½.

At bridge over FIUME CHIARO on northern outskirts of MAROLLA.

Numerous bends on climb to PIANO DELLA LIMINA at mile 16 and on last 5 miles of descent to CINQUEFRONDI.

<u>ITINERARY</u>		Route 26	
Miles	Km.	Altitude in ft.	
0	0	16	GIOISA MARINA. P.C. 1,857. M.P. 038695 Road branches NW. From mile 69½ of Route 8 near narrow-gauge railway station (line 5) and runs NW. through plain. Vehicular deployment width about ½ m.

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(Equals British Lost Secret)

ITINERARY		
Miles	Km.	Altitude in ft.

Route 26

principally on left between F. TORREDO and Road.
Cover plentiful.

1 Bridge over FIUMARA LINGONI. M.R. 025704

F. TORREDO on left probably fordable. Valley
on opposite side of river suitable for deployment
to width of about 1/2 mile.

Road climbs gradually through orchards and
olive groves, by-passing villages known as GLAPDINI
DE GIOIOSA.

2 Road junction. M.R. 011725 Keep left. (On
right, branch road over level crossing to GIOIOSA
IONICA, pop. 4,796 (Photograph 74), and to MARTONE).
Cover is less plentiful.

Road continues to follow wide gravel valley
of FIUMARA TORREDO (with railway on right), then
turns sharp N. (On right, side road up to S.
GIOVANNI DI GERACE). Bridge over TORRENTE
CUTURELLO. M.R. 995741 Conc. or has 120' span.
Stream apparently fordable either U.S. or D.S.

Deployment now restricted to narrow area on
right just adjacent to road. Air Photo cover ends.

4 Road junction. M.R. 993740 Turn sharp left.
(On right, Route 27 N. through mountains to
TRIANCOLO on Route 23).

Road turns right, and climbs along N. side
of valley of FIUMARA TORREDO.

Level crossing followed by bridge over FIUME
NEMIA. M.R. 972752 Sharp left turns before and
after bridge. No air photo cover.

13.7 886
MARTONE. Pop. 1,021. M.R. 955761 (Photograph
71.) No air photo cover.

785015

2 4.0 236
Road junction. M.R. 011725 Keep left. (On right, branch road over level crossing to GIOIOSA IONICA, pop. 4,796 (photograph 74), and to MARTONE). Cover is less plentiful.

Road continues to follow wide gravel valley of FIUMARA TORRIDA (with railway on right), then turns sharp N. (On right, side road up to S. GIOVANNI DI GERACE). Bridge over TORRENTE CUTURILLO. M.R. 995741 Conc. or Mas. 120' span. Stream apparently fordable either U.S. or D.S.

Deployment now restricted to narrow area on right just adjacent to road. Air Photo cover ends.

42 7.0 328
Road junction. M.R. 993740 Turn sharp left. (On right, Route 27 N. through mountains to TRIANGOLO on Route 26).

Road turns right, and climbs along N. side of valley of FIUMARA TORRIDA.

Level crossing followed by bridge over FIUME NEREA. M.R. 972752 Sharp left turns before and after bridge. No air photo cover.

44 13.7 886
MARELLA. Pop. 7,021. M.R. 956761 (Photograph 71.) No air photo cover.

Road loops N. then S., running through lower outskirts of town. Bridge over FIUME CHIARO.

Road leaves TORRIDA valley and climbs by numerous hairpin bends through arid and deserted country up valley of tributary stream to

16 25.7 2,641
PIANO DELLA LIMBA. M.R. 913794 - a treeless grassy plateau.

Vehicular deployment restricted to about $\frac{1}{2}$ mi. on each side of road and about $\frac{1}{2}$ mi. along road, but noted on map as marshy in places along left of road at foot of hill.

Road loops S. round hill of MONTICELLO (2,907 ft.), which offers good O.P. over both IONIAN and TYRRHENIAN Seas, particularly over coast between GIOIA and PULI and towards SCILLA. Very winding road descends through woods and olive-groves to

- 2 -

SECRET
(Equals British POST SECRET)

32

~~SECRET~~
(Equals British OSI SECRET)

ITINERARY

Miles	Km.	Altitude in ft.
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Route 26

253

41.4

840

CIMQUETRONDI. Pop. 5,848. Narrow road through town. Important road junction. (On left, Route 24 to TAJRIKOV4 on Route 25 and on to Route 23; on right, Route 24 to SERRA S. BRUNO on Route 23.)

667

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

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SECRET
(Equals British TOP SECRET)

SECRET
(Equals British SECRET)

Route 27

ROUTE 26-TRIANGOLO (ROUTE 28)

(25 miles; 40.3 km.)

Via FABRIZIA

Category: C 4

Information shown herein is compiled from C.E. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A narrow metalled road connecting the transverse Routes 26 and 28, possibly suitable for working of one-way traffic circulation in connection with Route 24. It is a mountain road which runs either along steep slopes or across open plateau. There is no cover from air attack, and deployment of vehicles is impracticable except, possibly, on the last stretch of plateau after MONGLANA.

Construction and Condition.

Metalled surface. Width probably between 10 and 15 feet.

Bridges.

The only bridge of importance is that over FIUME COUTUCELLO where the road forks from Route 26. Details of construction are not known.

Gradients.

There are steep gradients on the first five miles out from GROTTERIA, where the road climbs some 2,000 feet.

Sharp Turns.

On leaving GROTTERIA (mile 2 $\frac{1}{2}$); numerous hairpin bends over next five miles.
On leaving FABRIZIA (mile 19 $\frac{1}{2}$).

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A narrow metalled road connecting the transverse Routes 26 and 28, possibly suitable for working of one-way traffic circulation in connection with Route 24. It is a mountain road which runs either along steep slopes or across open plateau. There is no cover from air attack, and deployment of vehicles is impracticable except, possibly, on the last stretch of plateau after MONGIANA.

Construction and Condition.

Metalled surface. Width probably between 10 and 15 feet.

Bridges.

The only bridge of importance is that over FIUME CUTURELLO where the road forks from Route 26. Details of construction are not known.

Gradients.

There are steep gradients on the first five miles out from GROTTIERIA, where the road climbs some 2,000 feet.

Sharp Turns.

On leaving GROTTIERIA (mile 2 $\frac{1}{2}$); numerous hairpin bends over next five miles.
On leaving FARRIZIA (mile 10 $\frac{1}{2}$).
Before and after bridge about 2 miles north of FARRIZIA.
On entering LONGIANA (mile 25 $\frac{1}{2}$).

ITINERARY

Kilos	Km.	Altitude in ft.	Route 27
0	0	328	M.R. 993741. Road forks right from mile 4 $\frac{1}{2}$ of Route 26 and climbs along slope overlooking CUTURELLO valley through orchards, vineyards, and olive-groves to
2 $\frac{1}{2}$	4.2	886	GROTTIERIA. Pop. 3,573. M.R. 977767 Road passes through town and continues to climb valley of CUTURELLO by several sharp bends which are strengthened by high walls. After sharp double hairpin bend road passes to slope overlooking valley of FIUME NELLA. Continuing N. road crosses scrub-covered plateau of PIANI DELLA MENTA (c.3,000 ft.)

- 1 -

SECRET
(Equals British MOST SECRET)

SECRET
(Equals British MOST SECRET)

ITINERARY		
Miles	Km.	Altitude in ft.
Route 27		

Maximum height is reached at

12 $\frac{1}{2}$ 20.2 3,589 CANTONIERA CHOCE TERRAL. M.R. 980834
Summit of road at watershed of FIUME METRADO,
flowing W., and other rivers flowing S. and E.

18 $\frac{1}{2}$ 30.2 3,110 Road descends with frequent bends through
woods on to an open plateau covered in fern,
across valley with thick scrub. On this plateau
deployment on slopes may be possible about $\frac{1}{2}$ mile
on each side of road for a distance of about $\frac{1}{2}$
mile after stream crossing at M.R. 983679. Just
before crossing dispersion to extent of approx.
 $\frac{1}{2}$ mile on each side of road may be possible.
Bridge over stream before right bend into

23 $\frac{1}{2}$ 36.0 3,022 FARRIZIA. Pop. 3,597. M.R. 005899
Sharp left turn out of town. Road continues
winding across series of small valleys running
E. to FIUMILLA ALIARO. Sharp turns before and
after bridge over stream.

25 40.3 3,245 MONCIANA. Pop. 1,372. M.R. 022932 Road
turns left out of village. (On right, short road
down valley of FIUMILLA TERPIERO.)

25 40.3 3,245 Road follows straight easy incline across
plateau to TRIANGOLO road junction. Road joins Route 28
at mile 27 $\frac{1}{2}$. M.R. 024952.

Deployment around TRIANGOLO for vehicles
probable on undulating plateau cut by several
ravines. Slopes very from approx. 6% to 20%
over area about $\frac{1}{2}$ miles in diameter. Several
cart tracks are noted running across area.

18 30.2 5,110

TABRIZLA. Pop. 5,897. M.R. 005899

Sharp left turn out of town. Road continues winding across series of small valleys running E. to KUMALA ALLAO. Sharp turns before and after bridge over stream.

23 38.0 3,022

KONGLA. Pop. 1,372. M.R. 022932 Road turns left out of village. (On right, short road down valley of FUMELA FUMERO.)

Road follows straight easy incline across plateau to

25 40.3 5,248

TRINCOLO road junction. Road joins Route 28 at mile 27 1/2. M.R. 024952.

Deployment around TRIANGULO for vehicles probable on undulating plateau cut by several ravines. Slopes vary from approx. 6% to 20% over area about 1 1/2 miles in diameter. Several cart tracks are noted running across area.

SECRET

(Equals British Most Secret)

Route 26

State Road No. 110

MARINA DI MONASTERACE-ROUTE 1

(52½ miles; 83.5 km.)

Via SERPA S. ERUNO

Category: A 1

Information shown herein is compiled from C.B. 4096.H (d) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSCS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

665

An important route across the CALABRIAN Peninsula, joining the roads serving the west and east coasts. It is a mountain road, suitable for two-way traffic, but only very restricted local deployment by M.T. would be possible. Both for this reason and on account of the sinuous course it takes, it may prove preferable to use it only as a one-way road in combination with other transverse routes. The road is very vulnerable to air attack and can easily be obstructed by a defending force.

From PIZZANO to VALLELONGA the mountains are fairly well wooded with beech, oak, and ilex, but the cover is usually off the road.

Construction and Condition.

Good tar-macadam surface. Average width probably 20 feet or more.

Bridges.

There are several bridges over small rivers and streams. All bridges are probably safe for loads up to 40 tons.

Gradients.

The road climbs steadily from 16 feet at MARINA DI MONASTERACE to 4,183 feet at CANTIGNERA DEL PECOPARO (mile 23½), and then descends again to 98 feet at its junction with Route 1. There are gradients steeper than 1:14 at the following points:

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

An important route across the CALABRIAN Peninsula, joining the roads serving the west and east coasts. It is a mountain road, suitable for two-way traffic, but only very restricted local deployment by M.T. would be possible. Both for this reason and on account of the sinuous course it takes, it may prove preferable to use it only as a one-way road in combination with other transverse routes. The road is very vulnerable to air attack and can easily be obstructed by a defending force.

From PAZZANO to VALLELONGA the mountains are fairly well wooded with beech, oak, and ilex, but the cover is usually off the road.

Construction and Condition.

Good tar-macadam surface. Average width probably 20 feet or more.

Dangers.

There are several bridges over small rivers and streams. All bridges are probably safe for loads up to 40 tons.

Gradients.

The road climbs steadily from 16 feet at MARINA DI MONASTERACE to 4,183 feet at CANTONERA DEL FICORARO (mile 23½), and then descends again to 98 feet at its junction with Route 1. There are gradients steeper than 1:14 at the following points:

W. of PAZZANO	(mile 10½)	Long climb over N. slopes of SERRA MARIA DELLA STELLA, with several hairpin bends.
N. of TRIANGOLO road junction	(mile 27½)	Winding descent of steep ridge.
E. of S. NICOLA	(c. mile 39)	Down valley of TORRENTE FALLA to village of S. NICOLA DA GRISSA.

Sharp Turns.

There are hairpin bends and "S" bends where the road negotiates the mountain side in a series of terraces. These are well engineered, but require caution.

SECRET
 Equals British MOST SECRET

Seasonal Variations.

At its highest point the road reaches 4,183 feet, and in mid-winter may be snowed up for short periods.

BOUNDARY			Route 28
Miles	km.	Altitude in ft.	

0 0 10 MARINA DI MONASTERACE. Pop. 721. M.R. 24584.7

Road branches W. from mile 86 1/2 of Route 28 through olive-groves and vineyards, along N. side of valley of FIUMARA STILLARO. (Photograph 79.)

Deployment appears possible 300 yards each side of road for 2 mi., limited possibly by a small watercourse on South side of road. After 2 miles the stream running North-South may prevent deployment, but allow of dispersal between watercourses in areas 2-300 yards long and about 400 yards wide.

4 7.0 394 Road junction. Keep left. (On right, good but narrow and winding metalled road over hills, through GUARDAVALLE to RADOLATO, then down to coast at MARINA DI RADOLATO on Route 8.)

Deployment possible on 2-400 yard wide front, for 1 1/2 mi., restricted possibly by several North-South streams.

5 9.4 377 PONTE DI CERRO: Iron bridge across valley of FIUMARA STILLARO. M.R. 172882

(On right, alternative but rough, narrow road along bottom of valley, rejoining main road at PIZZANO.)

Road leaves STILLARO valley and climbs SE. slope of MONTE BUSOLINO in sharp turns. (Photograph 80.) Olive-groves and clumps of agave.

Deployment impossible, as road winds sharply up hill slopes.

side of road for 2 mi., limited possibly by a small watercourse on South side of road. After 2 miles the stream running North-South may prevent deployment, but allow of dispersal between watercourses in areas 2-300 yards long and about 400 yards wide.

Road junction. Keep left. (On right, good but narrow and winding metalled road over hills, through GUARDAVALLE to RADOLATO, then down to coast at MARINA DI RADOLATO on Route 8.)

Deployment possible on 2-400 yard wide front, for 11 mi., restricted possibly by several North-South streams.

PONTE DI CERRO: Iron bridge across valley of FUMANA STILARO. M.R. 172382

(On right, alternative but rough, narrow road along bottom of valley, rejoining main road at PAZZANO.)

Road leaves STILARO valley and climbs SE. slope of MONTE BUSOLINO in sharp turns. (Photograph 80.) Olive-groves and clumps of agave.

Deployment impossible, as road winds sharply up hill slopes.

STILO. Pop. 3,016. (Photographs 81-82, 81 a-b) Road skirts S. side of town.

Fairly level road continues along steep slopes covered with olive-trees. (Photograph 82.)

Deployment impossible, as road on a hillside with a steep mountain on North and a sharp drop South to a river bed.

PAZZANO. Pop. 1,942.

Long, fairly steep climb, with sharp turns up N. slopes of a ridge (photograph 83) on to SERIA MARLA DELLA STELLA plateau, then to pass of COSTA DEL MEDICO through mountains covered with olive-groves, ilex, oak, and chestnut trees. Across ZILIA plain, a small plateau covered with

SECRET
(Equals British MOST SECRET)

TUNISIA			Route 28	
Miles	km.	Altitude in feet		

scrub and ilex, then again by a winding uphill course through beech woods.

Deployment is only possible on this section on the small Zifa plateau which is 2-400 yards wide and a little less than a mile long.

CANTONIERA MANILATOPPELLA. M.R. 067907
Keep left. (On right, good wide road to LA
VENDIANDEA, 4 km. Photograph 85.)

There is a small dispersal area around cross-roads, about 500 yards long and varying in width from 400 to 100 yards, mainly South of the road. Deployment is not possible until the next road junction (at mile 27½).

Road climbs up COLLA DELLA DIACIA, through rough mountains partly covered by beech woods (photograph 84), by the PIETRA SPADA pass.

CANTONIERA DEL PECORARO. Highest point of road.

Descent through thick beech woods.

SEGRE ARCHIRO.

TRINGOLO road junction. M.R. 024952
Keep right. (On left, Route 27 to mile 4½ of Route 26.)

There are limited dispersal areas North of the road, about 300 yards before and after the cross-roads. The larger area is after the cross-roads and is about 1000 yards long, and about 200 yards wide. After a steep winding descent to the S. TRINGO valley, the road runs straight with a deep watercourse close on the East. Deployment on the West over an area never wider than 500 yards is restricted by occasional walls and terraces.

Road runs N. downhill through barren

664

Deployment is not possible until the next road junction (at mile 27½).

Road climbs up COLLA DELLA MUGA, through rough mountains partly covered by beech woods (photo graph 8.), by the PIETRA SPIDA pass.

CANTONIERA DEL PECORARO. Highest point of road.

Descent through thick beech woods.

SEGRE APCHIFORO.

TRINGOLO road junction. I.R. 024952
Keep right. (On left, Route 27 to mile 4½ of Route 26.)

There are limited dispersal areas North of the road, about 300 yards before and after the cross-roads. The larger area is after the cross-roads and is about 1000 yards long, and about 200 yards wide. After a steep winding descent to the S. BRUNO valley, the road runs straight with a deep watercourse close on the East. Deployment on the West over an area never wider than 500 yards is restricted by occasional walls and terraces.

Road runs N. downhill through barren mountains, then through pine and beech woods.

Sharp turns.

(On left, short narrow road up to hamlet of CORTOSLA.)

(On left, at entrance to town, short cut to Route 24 across bridge over MULE ANCIANTE.)

STELLA SAN BRUNO. Pop. 6,736. I.R. 030004
Road narrows through town.

(On left, at N. end of town, Route 24 to CINQUEFROIDI and Routes 25 and 23.)

- 3 -

SECRET
(Equals British DOST SECRET)

SECRET
(Equals British Top Secret)

ROUTE 28	
Miles	Km.
33	53.3
35	57.7
41	66.3

Road continues downhill through plantations of poplars and chestnuts.

Deployment is restricted to a series of small areas of 2-300 yards separated by spurs.

SPADOLA. Pop. 702. Village on left of road.

On right of road BROGIATURO, Pop. 818.

Gentle climb along watershed of FIUME ANCIENNE (which flows to E. coast) and FIUME MESIMA (which flows to W. coast).

Deployment appears possible over a width of 3-400 yards, restricted by a small watercourse, which does not appear to be a serious obstacle.

SIRAFIO. Pop. 1,751. On left of road.
(On right, narrow road to CAPPENALE. (Photograph 89 a.)

Road continues climbing across SIRAFIO plateau, reaching 2,600 ft., then down through maize fields.

Deployment does not appear possible in this section.

Road junction. M.R. 024066 Keep straight on. (On right, Route 30 to CILICAVALLE CENTRALE and Route 8.)

Winding road across plateau (on left, short side road to village of VILLENONCA), then down in hairpin bends to

SAN NICOLA DA CRISIA. Pop. 3,000. Sharp turn immediately after village, which lies S. of main road. (On left, short side road up valley of TORRENTE FALLA.)

Bridge over TORRENTE FALLA, just before road fork. Alternative branches of State Road

or 3-400 yards, motivated by a small watercourse, which does not appear to be a serious obstacle.

SINHARIO. Pop. 1,751. On left of road.
(On right, narrow road to CARDENAL. (Photo-
graph 89 a.)

Road continues climbing across SINARIO
plateau, reaching 2,605 ft., then down through
maize fields.

Deployment does not appear possible in this
section.

Road junction. M.R. 024066 Keep straight
on. (On right, Route 50 to CHIRAVALLE CENTRAL
and Route 8.)

Winding road across plateau (on left, short
side road to village of VALLELONGA), then down
in hairpin bends to

SAN NICOLA DA CRISCI. Pop. 3,000. Sharp turn
immediately after village, which lies S. of main
road. (On left, short side road up valley of
TORRENTE FALLA.)

Bridge over TORRENTE FALLA, just before
road fork. Alternative branches of State Road
No. 110. For main branch keep left. (On right
alternative road to hills 481. Narrow winding,
but quite good surface.)

Bridge over F. ANCITOLA. (M.R. 95117)

Bridge over F. ANCITOLA. (M.R. 950142)

(Alternative road from S. NICOLA rejoins.)

The road runs between a steep hill and the
river. Approaching the F. SCOTTE.

- 4 -
SECRET
(Equals British MOST SECRET)

35.6 55.6 2,493

35.7 57.7

41.5 66.3 1,640

44 70.4

45.1 72.3

48.1 77.0

SECRET
(Equals British MOST SECRET)

ITINERARY

Miles Km. Altitude
in ft.

Route 28

There is an area where deployment appears possible North of the road for 1000 yards with a 2-300 yard width.

Bridge over FIUME SCOTRAPITI. M.R. 940177

Road descends along " " side of valley of FIUME MONTOLM, through vineyards and olive-groves.

Deployment is not possible except over a narrow area 50-200 yards wide on the North side of the road towards the river. South of the road is a steep hillside with many trees.

83.5 93

Junction with Route 1 at mile 72. M.R. 922212.

663

Declassified E.O. 12356 Section 3.3/NND No. 785015

663

ad is a steep hillside with many trees.

Junction with Route 1 at mile 72.1. R. 922212.

83.5 98

- 5 -

SECRET
(Equals British MOST SECRET)

27
SECRET
(Equals British Lost Secret)

Route 29

SOVERATO-CHIARAVALLE CENTRALE

(10 miles; 16 km.)

Category: B 3

Information shown herein is compiled from C.B. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSSS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

662
This short metalled road gives access from Route 1 to Route 30, connecting with Routes 28 and 31. The road rises over 1,600 feet in 10 miles, and deployment of vehicles would be impracticable except possibly in the cultivated area after CALRO cross-roads. The middle section of the road is over bare, rocky terrain, with no cover from air observation.

The road is generally suitable only for one-way traffic with occasional passing, but there are alternative roads between miles 0 and 2, and between miles 6 and 9½ (see Itinerary below).

Construction and Condition.

Metalled surface. Width probably varies between 10 and 15 feet.

The alternative road between miles 0 and 2 (see Itinerary below) has an excellent, fast surface, and is at least 20 feet wide.

Bridges.

None marked on the map.

Gradients.

The road is hilly throughout, but severe gradients are avoided by the use of loops.

Sharp Turns.

road numbers have been changed to conform to I.S.T.D./C/212, The Roads of SOUTHERN ITALY dated 29 June 1943.

662
This short metalled road gives access from Route 1 to Route 30, connecting with Routes 28 and 31. The road rises over 1,600 feet in 10 miles, and deployment of vehicles would be impracticable except possibly in the cultivated area after CAMPO cross-roads. The middle section of the road is over bare, rocky terrain, with no cover from air observation.

The road is generally suitable only for one-way traffic with occasional passing, but there are alternative roads between miles 0 and 2, and between miles 6 and 9½ (see Itinerary below).

Construction and Condition.

Metalled surface. Width probably varies between 10 and 15 feet.

The alternative road between miles 0 and 2 (see Itinerary below) has an excellent, fast surface, and is at least 20 feet wide.

Bridges.

None marked on the map.

Gradients.

The road is hilly throughout, but severe gradients are avoided by the use of loops.

Sharp Turns.

Very winding road throughout.

ITINERARY

Miles	Km.	Altitude in ft.	Route 29
-------	-----	--------------------	----------

0	0	23	SOVERATO. Pop. 2,048. Alternative routes to road junction at mile 2: (1) old road branches W. from Route 8 in SOVERATO town and climbs in loops to SOVERATO SUPERIORE, then winds along a ridge; no deployment possible. (2) excellent fast road, wide enough for two convoys, branches from Route 8 just north of bridge over FIUME ANGINALE. After about 1½ miles it has a secondary branch right which climbs to a ridge to join old road (new road continues along valley to SATRIANO). Both roads appear on mosaic 14, sheet 2.
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SECRET
(Equals British Most Secret)

ITINERARY		Miles	Km.	Altitude in ft.	
2	3.2	..			Junction of alternative roads. Road follows tortuous course along ridge overlooking valley of TORRENTE DI GALLIATO. Railway runs parallel to road for some distance, then turns N. over level crossing.
6	9.3	..			No deployment possible. CAIRO cross roads. Keep straight on. (On right, side road to PETRUZZI; on left, unclassified loop road through GALLIATO and ARGUSTO to CHIARAVALLE CENTRALE.)
6 $\frac{1}{2}$	10.4	..			Road enters undulating area, vineyards and mulberry groves. Wooded heights of SERPAJIA S. VITO, with numerous small villages, border W. edge of area. (On right, side road across railway to S. VITO SULL'ICHILO.)
9 $\frac{1}{2}$	15.2	1,851			Road rises sharply with several bends. Vineyards and olive-groves, terraced. Deployment not possible. CHIARAVALLE CENTRALE. Pop. 4,083. (Photograph 65.) (at entrance to town, loop road from mile 6 rejoins.)
10	16	..			On W. side of town road descends. No deployment possible. Junction with Route 30 at mile 20 $\frac{1}{2}$.

Cairo cross roads. Keep straight on.

(On right, side road to PETRIZZI; on left, unclassified loop road through GAGLIATO and ARGUSTO to CHIARAVALLE CENTRALE.)

Road enters undulating area; vineyards and mulberry groves. Wooded heights of SERRAVALLE S. VITO, with numerous small villages, border W. edge of area.

6 1/2 10.4 ..

(On right, side road across railway to S. VITO SULL'IONIO.)

Road rises sharply with several bends. Vineyards and olive-groves, terraced.

Deployment not possible.

9 1/2 15.2 1,851

CHIARAVALLE CENTRALE. Pop. 4,083. (Photograph 89.)
(At entrance to town, loop road from mile 6 rejoins.)

On W. side of town road descends.

No deployment possible.

10 16 ..

Junction with Route 30 at mile 20 1/2.

SECRET

Equal to British MOST SECRET

(Equal to British MOST SECRET)

ARMED FORCE HEADQUARTERS

Office of Assistant Chief of Staff, G-2

26 August 1945.

A.F.H.Q. Amendment No. 4 to

a. I.S.I.S. Report CB. 4096 H(8) (CALABRIAN PENINSULA).

b. I.S.T.D./B/223 Report (being a reprint of a. above).

Road Reports - ITALY

1. The attached reports supersede the corresponding reports contained in the above mentioned I.S.I.S. and I.S.T.D. reports. Details are as follows:

661

Revised report and route No.	Old route No.	Page numbers in I.S.I.S. and I.S.T.D. Reports
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(1)

(2)

(3)

Route 9

VALLE DI CANTAREDO -
CAIDEROLO R.D. JUNG.

7

87 - 88

Route 19

DESATICE RD. JUNG. - DOMACCI
RD. JUNG.

7A

89

Route 24

Route 23 - SEGA SAN LEON

4A

70 - 73

Route 30

STAZIONE DI SQUILLONE - Route 28

6A

82 - 83

Route 31

Route C - FORCIA - Route 1

6B

85 - 86

Route 32

NICISTRO - CROTONA

8

90 - 93

(1)	(2)	(3)
Route 9 MAGNA DI CANTAPANO - CALDERARO S. JUNC.	7	67 - 68
Route 10 PENNACCHIO RD. JUNC. - DO' MOCCI RD. JUNC.	7A	69
Route 24 Route 23 - SEVERA SAN LUDOVICO	LA	70 - 73
Route 30 STAZIONE DI SPILLACCI - Route 28	6A	82 - 83
Route 31 Route 8 - BOCCA - Route 1	60	85 - 86
Route 32 NICASSIO - CROTONE	8	90 - 95
Route 1000 SAN GIOVANNI - SCILLA	New route	

The pages enumerated in col. (3) above should be cancelled and a note inserted referring to I.S.T.I. Attachment No. 47

2. Attention is drawn to the road numbering system which now conforms to that contained in I.S.T.I. 9/212, THE ROADS OF SOUTHERN ITALY, dated 29 June 43.

3. Further Road Reports for this area are in course of preparation, together with an outline map showing the road numbering system referred to in para. 2 above.

SECRET
(Equals British MOST SECRET)

SECRET
Equals British MOST SECRET

SECRET
(Equals British Most Secret)

Route 9

State Roads Nos. 19 and 19 bis

MARINA DI CATANZARO - CALDERARO ROAD JUNCTION

(30 miles; 45.2 km.)

Via CATANZARO

Category: A 1

Information shown herein is compiled from C.B. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.I.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A two-way road, suitable for all military loads, connecting by the shortest route the two main roads serving the west and east coasts of the CALABRIAN Peninsula.

From MARINA DI CATANZARO this road follows the valley of LA FIUMARELLA. It then crosses the watershed between FIUME CORACE and FIUME ARATO and follows the valley of the latter river down to CALDERARO cross-roads, where it joins Route 1. Between CATANZARO and CALDERARO road junction it is a mountain road requiring careful driving.

Cover is scattered. Deployment of vehicles with a few small exceptions, is impracticable.

Construction and Condition.

Excellent tar-macadam surface. Average width probably 20 feet or more.

Bridges.

Several bridges over rivers and streams. Details are not available, but they are probably safe for up to 40 tons.

Gradients.

Between CATANZARO and CALDERARO road junction the road runs through very hilly country, and there are gradients steeper than 1:10 at the fall line points.

Route numbers have been changed to conform to I.S.T.D./C/212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A two-way road, suitable for all military loads, connecting by the shortest route the two main roads serving the west and east coasts of the CALABRIAN Peninsula.

From MARINA DI CATANZARO this road follows the valley of LA FUMAZZELLA. It then crosses the watershed between FIUME CORACE and FIUME ASATO and follows the valley of the latter river down to CALDERARO cross-roads, where it joins Route 1. Between CATANZARO and CALDERARO road junction it is a mountain road requiring careful driving.

Cover is scattered. Deployment of vehicles with a few small exceptions, is impracticable.

Construction and Condition.

Excellent tar-macadam surface. Average width: probably 20 feet or more.

Bridges.

Several bridges over rivers and streams. Details are not available, but they are probably safe for up to 40 tons.

Gradients.

Between CATANZARO and CALDERARO road junction the road runs through very hilly country, and there are gradients steeper than 1: 14 at the following points:

After bridge over FIUME
CORACE
FEDRADACE road junction
to MARCELLINARA

(mile 12 $\frac{1}{4}$): winding climb up W. side of valley.
(mile 18 $\frac{1}{4}$): Descent from summit of watershed
(mile 20 $\frac{1}{2}$): into valley of FIUME ASATO.

Sharp Turns.

CATANZARO

FIUME CORACE

(mile 8 $\frac{1}{2}$): Road winds up a series of "S" bends into town. Also sharp bends on leaving town.
(mile 12 $\frac{1}{4}$): On W. side of valley road follows a very sinuous course round a spur and up on to a small plateau.

SECRET
(Equals British MOST SECRET)

SECRET

(Equals British MOST SECRET)

PENNACONE cross-roads

(mile 18): Just past road junction, road takes a hairpin bend round head of steep sided-valley.

East of MARCONIPIURA

(mile 19): Hairpin bend; road follows edge of a steep-sided plateau.

All sharp turns can easily be negotiated by heavy traffic.

TOURNAPE

in	ft	Altitude	Route
0	0	16	16

VALLE DI CATANZARO. Pop. 3,924.

Road runs northwest up wide valley of LA FUMARELLA, through olive-groves.

Deployment restricted by railway 200-300 yards east of the road, hills on west.

1 1/2

2.2

Level crossing. The railway line is reported to be lined with thick oleander bushes which make the crossing dangerous owing to bad visibility.

Road now continued along east side of valley, parallel to railway line. Valley is thickly wooded. Olive-groves all the way to CATANZARO.

5 1/2

9.7

4.2

(On right, road secondary road with branches through SOVENIA SHURI and CRICHI, each branch leading eventually into Route 32. A third branch to CRICHI, giving eventual inland access to CUERO and CRICHI, was under construction in 1930.)

Steep, winding road climbs to CATANZARO, passing to E. of CATANZARO SIA station (Line 3). Bridge over TORRENTI MUSCULO (photograph 101). (On left, at sharp hairpin bend to right, suburb of FONDACCHILLO, whence a road to S. MUORO on Route 34 was under construction in 1938.)

CATANZARO. Pop. 27,907. (Photograph 100.)

The town can be by-passed on east by STRADA DI CIRCONVALLAZIONE OSTIALE and on west by STRADA DI CIRCONVALLAZIONE PIAZZA, which meet at northwest end of town in PIAZZA INDEPENDENZA. Turn left here. (On right, narrow road across MUSCULO valley (photo-

0 1/2

13.2

1,083

785015

Deployment restricted by railway 200-300 yards east of the road, hills on west.

Level crossing. The railway line is reported to be lined with thick oleander bushes which make the crossing dangerous owing to bad visibility.

Road now continued along east side of valley, parallel to railway line. Valley is thickly wooded. Olive-groves all the way to CANTAZARO.

(On right, good secondary road with branches through SOVERA SIERI and CRICHI, each branch leading eventually into Route 32. A third branch to CRICHI, giving eventual inland access to OUTRO and CRONONE, was under construction in 1934).

Steep, winding road climbs to CANTAZARO, passing to E. of CANTAZARO SIA station (line 3). Bridge over TORRENTI MISCULO (photograph 101). (On left, at sharp hairpin bend to right, suburb of PONDACELLO, whence a road to S. MERO on Route 34 was under construction in 1938.)

CANTAZARO. Pop. 27,907. (Photograph 100.)

The town can be by-passed on east by STRADA DI CIRCONVALLAZIONE OSPEDALE and on west by STRADA DI CIRCONVALLAZIONE PRATICA, which meet at northwest end of town in PIAZZA DELL'INDEPENDENZA. Turn left here. (On right, narrow road across MISERELLO valley (photograph 101 a.) to BILLO, and good branch road to BENTONE.)

Winding descent from town to valley of LA MUGLIETTA, crossed by bridge (photograph 100), then up on to a wheat-covered undulating plain. (On right, winding road along ridge to GULLIAGRO and Route 32.)

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Mile	Altitude in ft.	Route 9
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Deployment may be possible about 250 yards SOUTH and 500 yards NORTH of the road for about 1000 yards.

Through olive-groves down to

12 1/2	19.6	..	Bridge over FIUME CORACE.	659
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Road runs on gullies out into precipitous hill-sides (photograph 97).

Road continues uphill through rough mountainous country with occasional olive-groves, but generally through bare and rocky countryside.

There are two small possible deployment areas, the first at the top of the scarp WEST of the R. CORACE, about 500 yards wide and 1000 yards long; the second, about 1 1/2 miles further WEST, about 500 yards each way, EAST of the road.

10 1/2	29.6	1,966	FEDADACE cross-roads. Keep left. (On right, Route 10 to Route 32 and SOVERIA MARNEILL.)
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Having crossed ridge between FIUME CORACE and FIUME ALATO, road descends with average gradient of 1:13 towards ALATO valley, through wild mountain country.

Deployment impossible.

20 1/2	33.4	1,682	MARCELLINADA. Pop. 1,707.
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Road continues on S. side of ALATO valley, in which are clumps of willows and alders.

Bridge over FIUME ALATO.

Deployment is prevented by the railway, running close to the road, or the SOUTH, on an embankment. The hill slopes on the NORTH do not appear to offer any opportunities for deployment, although local

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There are two small possible deployment areas, the first at the top of the scarp WEST of the R. CORACE, about 500 yards wide and 1000 yards long; the second, about 1 1/2 miles further WEST, about 500 yards each way, EAST of the road.

PEDAGACE cross-roads. Even left. (On right, Route 10 to Route 32 and SOVERIA MARCELLI.)

Having crossed ridge between FIUME CORACE and FIUME AMATO, road descends with average gradient of 1:13 towards AMATO valley, through wild mountain country.

Deployment impossible.

MARCELLIARA. Pop. 1,707.

Road continues on S. side of AMATO valley, in which are clumps of willows and alders.

Bridge over FIUME AMATO.

Deployment is prevented by the railway, running close to the road, on the SOUTH, on an embankment. The hill slopes on the NORTH do not appear to offer any opportunities for deployment, although local dispersal may be possible.

(On right, rough narrow road winds steeply up the hill to AMATO and MICHIELINA.)

Road continues along N. side of AMATO valley, parallel with railway, to level crossing before bridge over FIUME CANCELLO.

CANCELLATO road junction at mile 68 1/4 of Route 1.

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Route 10

State Road No. 19

HEDADACE ROAD JUNCTION--BOMACCI ROAD JUNCTION

(13 1/2 miles; 21.8 km.)

Via TIRIOLO

Category: A 1.

Information shown herein is compiled from C.B. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, V.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

An important link between Route 9 and Route 32, providing an alternative transverse route between the main roads serving the west and east coasts of the CALABRIAN Peninsula. It follows a fairly easy course along the western slopes of the hills dividing the valleys of TIRIOLO and TIRIOLO CORACE.

Deployment is impossible since the road runs either on hillsides or on a narrow ridge top. Local dispersal appears possible at a number of points along the ridge. The greater part of the road is through thickly wooded country, which will probably offer ample cover to M.F.

Construction and Condition.

Excellent tar-macadam road. Average width at least 20 feet.

Bridges.

As the road follows the line of the watershed there are no bridges of importance over streams.

There is a bridge over the railway line at about mile 11, with awkward turns on both sides of the bridge.

Gradients.

Map references are to GSGS 4164, W.C. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./O/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

An important link between Route 9 and Route 32, providing an alternative transverse route between the main roads serving the west and east coasts of the CALABRIAN Peninsula. It follows a fairly easy course along the western slopes of the hills dividing the valleys of Fiume ALATO and Fiume CORACE.

Deployment is impossible since the road runs either on hillsides or on a narrow ridge top. Local dispersal appears possible at a number of points along the ridge. The greater part of the road is through thickly wooded country, which will probably offer ample cover to N.T.

Construction and Condition.

Excellent tar-macadam road. Average width at least 20 feet.

Bridges.

As the road follows the line of the watershed there are no bridges of importance over streams.

There is a bridge over the railway line at about mile 11, with awkward turns on both sides of the bridge.

Gradients.

Easy throughout.

Sharp Turns.

Winding road but few sharp turns. There are, however, corners which will reduce speed:

On descent to road junction at mile 9½.

Before and after bridge over railway at about mile 11.

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ITINERARY			Route 10	
Miles	Km.	Altitude in ft.		
0	0	1,968	FELADACE road junction. Road branches N. from mile 18 $\frac{1}{2}$ of Route 1, and climbs steadily. (N.R. 174409)	
1	1.3	2,264	VIRHILO. Pop. 2,917. (Photographs 118-119.)	
			Undulating, winding road climbs steadily along watered between valleys of FIUME ALATO to W. and FIUME CORACE to E.	
			Road on hillsides; no dispersed areas.	
6 $\frac{1}{2}$	10.3	2,654	SAN PIETRO L'OSIOLO. Pop. 2,479. Side road on left leads down to village which is on FIUME ALATO. Station is on right in CORACE valley.	
			Easy climb, then gradual descent with some sharp turns.	
9	14.8	2,530	Road junction. (On left, fairly good but wind- ing branch road to SERRASTRETTA, pop. 2,398, and to VICASTRO on Route 1.)	
			Winding road with easy gradients. Some awkward corners where road crosses bridge over railway line.	
			Easy climb.	
13 $\frac{1}{2}$	21.8	2,657	BONACCI road junction at mile 20 $\frac{1}{2}$ of Route 32 (N.R. 082541).	

Easy climb, then gradual descent with some sharp turns.

Road junction. (On left, fairly good but winding branch road to SERRASTENTA, pop. 2,898, and to NICASTRO on Route 1.)

Winding road with easy gradients. Some awkward corners where road crosses bridge over railway line.

Easy climb.

BONACCI road junction at mile 20 $\frac{1}{2}$ of Route 32 (M.R. 062541).

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Route 24

ROUTE 24-SERRA SAN BRUNO

(58½ miles; 116.4 km.)

Via TABULANOVA-CINQUETRONDI-LAUREANA DI MORHELLO-SORIANO

Category: C 5

Information shown herein is compiled from G.E. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

This road is an important link between the transverse Routes 23, 25, 26 and 28. In connection with Routes 21 and 22, and a short section of Route 28, it offers a south-north route along the peninsula alternative to the coastal routes I and 8, and, though it follows a difficult mountain route, might in an emergency be used by a defending force.

The route is suitable only for one-way traffic. It is exposed to air attack particularly in the hilly and populated area between miles 0 and 9½ and on the winding road between MAROPOLI and LAUREANA (miles 21 to 30½). North of LAUREANA cover is good off the road except on the bare ridge after rising from the valley of FINE FORCILE (about mile 50), on the descent from S. ANGELO (after mile 54½), and over the saddle of COLLE DI OROCE FERRATA (rising from mile 60).

There should be plenty of room for deployment of wheeled vehicles for cover against air attack among the citrus- and olive-groves of the plain between TORRENTE MARO (mile 9½) and mile 20½. Deployment of vehicles should also be possible in the olive-groves off the straight stretch between LAUREANA (mile 30½) and CANDI-DOVI (mile 32) and in the tree cover round SERRATA (mile 35); after LIPIFIDI (mile 42½); round DUSA (mile 46½); and approaching S. ANGELO (mile 54½).

Construction and Condition.

Metalled surface. Average width probably varies between about 10 feet and 15 feet.

Reference to ground photos in report are those of the I.S.I.S. report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of Southern Italy dated 29 June 1943.

This road is an important link between the transverse Routes 23, 25, 26 and 28. In connection with Routes 21 and 22, and a short section of Route 28, it offers a south-north route along the peninsula alternative to the coastal Routes I and 8, and, though it follows a difficult mountain route, might in an emergency be used by a defending force.

The route is suitable only for one-way traffic. It is exposed to air attack particularly in the hilly and populated area between miles 0 and $9\frac{1}{4}$ and on the winding road between MAROPATI and LAUFELVA (miles 21 to $30\frac{1}{2}$). North of LAUFELVA cover is good off the road except on the bare ridge after rising from the valley of FIUME FORCIUME (about mile 50), on the descent from S. ANGELO (after mile $54\frac{1}{2}$), and over the saddle of COLLE DI GROCE FERRATA (rising from mile 60).

There should be plenty of room for deployment of wheeled vehicles for cover against air attack among the citrus- and olive-groves of the plain between TORRENTE MAILO (mile $9\frac{1}{2}$) and mile 20. Deployment of vehicles should also be possible in the olive-groves off the straight stretch between LAUFELVA (mile $30\frac{1}{2}$) and CANDIDONI (mile 32) and in the tree cover round SERRATA (mile 35); after LUPIDI (mile $42\frac{1}{2}$); round DASA (mile $45\frac{1}{2}$); and approaching S. ANGELO (mile $54\frac{1}{2}$).

Construction and Condition.

Metalled surface. Average width probably varies between about 10 feet and 15 feet.

Bridges.

There are numerous bridges, particularly south of TALLINOVA and north of POLISTENA. As their capacity is not known, the road has been put in the 5-ton category; but it is possible that some of the bridges would carry much heavier loads. Bridges with sharp turns at their approaches are frequent on the stretch from CANDIDONI (mile 32) to FIUME FORCIUME (c. mile 50). There are also three bridges with difficult approaches between S. ANGELO (mile $54\frac{1}{2}$) and SOPRANTELLO (mile $60\frac{1}{2}$).

Gradients.

Between Route 23 and OPPIDO MARTINA, where the road descends about 1,500 feet in less than 3 miles, there are several steep gradients. There are also steep gradients on the stretch immediately south of LAUFELVA. Gradients again become

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difficult on the section after leaving DASA (mile 46½), notably crossing the valleys of FINE PORCINE and FINE PORCINE; after leaving S. ANGELO on the second descent to FINE PORCINE; on the approach to SORIANO; between SORIANO and SORIANELLO; and on the rise to the watershed east of SORIANELLO.

Sharp Turns.

There are sharp turns, many of them severe, at the following points on the road:-

Several on the 3-mile stretch between Route 23 and OFFIDO MARITIMA.
Mile 5½: Before and at bridge over TORRENTE PORCELLO.
Mile 5½: Before and at bridge over TORRENTE IONA, and one mile further on.

Mile 6½: Through, and half a mile after, TERRANOVA S. PIPO MINUOLIO.
Mile 21: Through MAROCHI.

Half a mile after crossing bridges over FINE METRAMO at mile 25.

On both sides of bridge over TORRENTE ANGUILLA, and several between TORRENTE ANGUILLA and LAJREANA.

Frequent between CARDIDON and the rise to the saddle north of FINE PORCINE.

At exit from S. ANGELO.

On both sides of SORIANO and SORIANELLO, notably on the difficult mile of descent and ascent between these two places.

On the first two miles ascending from SORIANELLO to the watershed at COLLE DI CROCE FERATA.

Mile 32 to c. mile 50:
Mile 34½:
Mile 59 to mile 60½:
Mile 60½ to mile 62½:

VETERINARY		Route 24	
Miles	Km.	Altitude in ft.	
0	0	c. 2,625	Road junction at mile 50½ of Route 23. (M.R. 746648) Road runs NW. Numerous hairpin bends and steep descent to
3	4.8	1,122	OFFIDO MARITIMA. Pop. 9,915. (M.I. 735675) Town lies among olive-groves on a flat terrace overlooking valley of TORRENTE PORCELLO.

Cover plentiful among olive-groves. Deployment for vehicles limited to width of approximately ½ mile on SW side of road. Stream bank about 200-300 yds on NE side of road.

Bear right through town. (On left, inferior to SORIANELLO, village in FINE DI GIOIA.

On both sides of bridge over TORRENTE ANGUILLA, and several between TORRENTE ANGUILLA and LAUREANA. Frequent between CANTILON and the rise to the saddle north of FUME PORCILE. At exit from S. MELO. On both sides of SORIANO and SORIANELLO, notably on the difficult mile of descent and ascent between these two places. On the first two miles ascending from SORIANELLO to the watershed at COLLE DI CROCE VERNAZZA.

ITINERARY			Route 24	
Miles	Nm.	Altitude in ft.		
0	0	0.2,625	Road junction at mile 30½ of Route 23. (M.R. 746644) Road runs NW. Numerous hairpin bends and steep descent to	
3	4.8	1,122	OPPIDO LAUREANA. Pop. 9,915. (M.R. 735675) Town lies among olive-groves on a flat terrace overlooking valley of TORRENTE PORCILE. Cover plentiful among olive-groves. Degloymens for vehicles limited to width of approximately 4 mile on SW side of road. Stream bank about 200-300 yds on NE side of road. Bear right through town. (On left, inferior road to ZUCCHINADIO.; villages in FUMO DI GIOIA, and Route 23 at CASA MATO.) TREBILICO. Pop. 1,694. (M.R. 733634) (On left, short side road to ZUCCHINADIO.)	
3½	5.9	1,001	Road junction (M.R. 729692). Road to left joins inferior road described above but is noted to be apparently equivalent to Route 24 from this point on to limits of air photo cover, about 2 miles distant.	

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ITINERARY		
Miles	Km.	Altitude in ft.
Route 24		

Descent and sharp bend right before bridge over TORRENTE PORCELLO. Mas. or conc. Br. approx. 50' long. By passing of bridge would be difficult. Sharp bend after bridge on ascent to

VAREPODIO. Pop. 4,141. (M.R. 73,706) Road junction at S. entry to town. Keep straight on. (On right, side road to MESIGNADI; on left, to Casa ALATO on Route 25).

Lateral vehicular deployment possible for a distance of approx. 2 miles on each side of road along ridge between TORRENTE PORCELLO and TORRENTE IONA, a distance of approx. 1 mile along the road.

Road turns sharp right on leaving town, then sharp left and descends to bridge over TORRENTE IONA. (M.R. 74,706) Conc. or mas. approx 130' long.

By passing of bridge would be difficult. Winding road for about 2 mile; then very sharp turn left and straight road to

TERANOVA SAPRO MINULIO, Pop. 1,177, (M.R. 75,4713), situated on terrace overlooking PIANO DI GIOIA.

Road continues straight out of town for about 2 miles and then winds down with several hairpin bends to cross TORRENTE MAHO and tributary on concrete mas. bridges each with span of approx. 50'. (M.R. 75,2723.) By passing of bridge not difficult.

(On right, before bridge, two side roads fork right to SCHIOPIC village and MOLOCHIO town, pop. 3,455, 1,017 ft. a.s.l.)

Road continues through citrus plantations of valley of TORRENTE MAHO, climbs ridge and descends to bridge over FIUMARA RAZZA, about 15' span. By-passing not difficult. Olive-groves.

distance of approx. 2 miles on each side of road along ridge between TORRENTE PORCELLO and TORRENTE IONA, a distance of approx. 1 mile along the road.

Road turns sharp right on leaving town, then sharp left and descends to bridge over TORRENTE IONA. (M.R. 744706) Cemo. or mas. approx 130' long.

By passing of bridge would be difficult. Winding road for about 4 mile; then very sharp turn left and straight road to

84 13.3 853

TERLANOVA SAFFO MINILIO, pop. 1,177, (M.R. 754713), situated on terrace overlooking PIANO DI GIOIA.

Road continues straight out of town for about 1/2 mile and then winds down with several hairpin bends to cross TORRENTE MARO and tributary on concrete mas. bridges each with span of approx. 50'. (M.R. 752723.) By passing of bridge not difficult.

9 1/2 15.5 ...

(On right, before bridge, two side roads fork right to SCHIOPPIO village and MOLOCHIO town, pop. 3,455, 1,017 ft. a.s.l.)

Road continues through citrus plantations of valley of TORRENTE MARO, climbs ridge and descends to bridge over FIUMARA RIZZA, about 15' span. By-passing not difficult. Olive-groves.

From just before TERLANOVA to FIUME VAPALE, about 1/2 mile from FOLISTELLA the plateau slopes and coastal plains are suitable for vehicular deployment from near CIVITANOVA about 2 1/2 miles SE. of road to the coast about 11 miles NW. This area is criss-crossed with minor roads and trails, through thick groves of cultivated trees and fields.

Road continues N. to level crossing just before

12 19.3 656

TERLANOVA. pop. 16,486. (M.R. 762750) (shown on map as RADICENA.) Road skirts E. side of town. (On right, short road to ADDOLIOVA village.)

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ITINERARY			Route 24
Miles	Km.	Altitude in ft.	

Road junction close NE. of town. Keep straight on. (On right, Route 25 to LORRE and Route 6; on left, Route 25 to GIOIA TAURO and Route 1.)

Road continues in NE. direction across level plain. Much olive cultivation.

TRAFALGO BURNING. Road junction. (M.R. 786780) (On right, side road to CITTANOVA on Route 25; on left, to villages in PIANO DI GIOIA.)

Bridge over FIUME VARALLI. (M.R. 803798). No information. On map appears to be more than 500' long. Stream probably fordable.

POLISTINA. Pop. 11,653. (On right, just before entering town, narrow road up to S. GIORGIO MORGETO, photograph 24, connecting with Route 25; on left, after bridge over FIUMARA CALDARATO, narrow road to MELICUCCO and POSIENO.)

Road bears right through town, passing to west of railway station. (After half a mile, side road on left to MELICUCCO.)

Deployment for vehicles should be possible on slopes for a distance of about 1 mile on SE of road and 2 miles NW. of road between FIUME VARALLI and CINQUESTONDI.

Level crossing over Line 7 before entering.

CINQUESTONDI. Pop. 5,848. (M.R. 828321) Road skirts W. side of town. (On right, through town, Route 25 to GIOIOSA and Route 3.)

Beyond railway station, road turns left to cross bridge over FIUMARA SOLARFOTARO and gradually rises. Fine O.P. over maritime plain.

Road continues W. for one mile along right

17 27.5 784

bridge over FIUME VALLE. (M.R. 803798). No information. On map appears to be more than 500' long. Stream probably fordable.

POLISTENA. Pop. 11,653. (On right, just before entering town, narrow road up to S. GIORGIO MORRETO, photograph 24, connecting with Route 25; on left, after bridge over FIUMARA CALAMATO, narrow road to MELIUCCO and ROSANO.)

Road bears right through town, passing to west of railway station. (After half a mile, side road on left to MELIUCCO.)

Deployment for vehicles should be possible on slopes for a distance of about 1 mile on SE of road and 2 miles NW. of road between FIUME VALE and CINQUENTONDI.

Level crossing over Line 7 before entering.

18 30.1 840

CINQUENTONDI. Pop. 5,848. (M.R. 828821) Road skirts W. side of town. (On right, through town, Route 26 to GIOIOSA and Route 8.)

Beyond railway station, road turns left to cross bridge over FIUMARA SCIARAFOTINO and gradually rises. Fine O.P. over maritime plain.

Road continues W. for one mile along right bank of FIUMARA SCIARAFOTINO.

20 32.3 ...

(On left, side road to ANOLA, pop. 3,072, and ROSANO.)

Road bears right to

21 33.8 820

MAROPATI. Pop. 2,677. (M.R. 832846) Turn left round N. end of village. (On right, side roads to villages of GIETONE and TUNNATI.)

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Miles	Km.	Altitude in ft.	Route 24
25 1/2	41.5	...	Road winds round flank of MOUNT S. ANGELO. Sharp right turn at road junction. (On left, side road to ROSARIO.) Two small bridges over branches of FIUME PETRANO. Bear right after bridges, then turn very sharp left. (On right, at corner, short road to GALATTO, pop. 2,769, follows N. bank of FIUME PETRANO.)
26 1/2	42.6		Road continues to bear left, then loops right. (At loop, short side road on left to TROLETO, pop. 1,084.) Road curves right and then left, rising through PLATANNO, hamlet on a small plain.
27 1/2	44.8	591	Road continues with numerous sharp bends before and after bridge over TORRENTE ANGELINA. Road junction before entering LAUREANA DI BORPELLO. Pop. 1,800. (M.R. 815903). (On right, short road to STELLERONE hamlet; on left, good branch road to mile 45 of Route 1.)
30 1/2	48.8	886	Straight road N. through olive-groves. (On right, on leaving town, side road to ELLANTONE village and TULLICINI plateau.)
32	51.5	820	CARDICINI. pop. 790. CLEANTER trees afford cover in village street. Sharp left turn, then descent in wide loop to bridge over stream. Scrub and numerous brick-kilns. Sharp turns and winding ascent to
35	56.2	902	SERRATA. Pop. 1,690. (M.R. 831924) Thick olive-groves. Road continues NE. along hills overlooking valley of FIUME MAREPOTALE. Numerous curves and several sharp bends. Citrus and olive cultivation on slopes towards river.

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- 27½ 44.6 591 Road curves right and then left, rising through
FLAUSANO, hamlet on a small plain.
Road continues with numerous sharp bends before and
after bridge over TORRENTE ANCHILIA.
Road junction before entering
LAUREANA DI BORTELLO. Pop. 4,803. (I.A.N. 815903).
(On right, short road to STELLAMONTE hamlet; on left,
good branch road to mile 45 of Route 1.)
Straight road N. through olive-groves. (On right,
on leaving town, side road to EHLANTONE village and
WILICURI plateau.)
CANDILONI. pop. 790. CLEANDER trees afford cover
in village street.
Sharp left turn, then descent in wide loop to bridge
over stream. Scrub and numerous brick-hills. Sharp
turns and winding ascent to
SERRATA. Pop. 1,690. (I.A.N. 831925) Thick olive-
groves. Road continues N. along hills overlooking
valley of FINE METROPOLIS. Numerous curves and several
sharp bends. Citrus and olive cultivation on slopes
towards river.
CARIDA, pop. 1,700, on left of road.
SAN PIETRO DI CARIDA. Pop. 2,573.
Bridge over stream. Right turn and left bend round out-
skirts of
M. A. 1,506.
Sharp right turn on road to village and bridge
over TORRENTE MELIDA. Road continues bearing
right to

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Miles	Km.	Altitude in ft.	Route 24
40 $\frac{1}{2}$	65.3	1,050	MELIXOCCA. Pop. 789. Road continues NE. with numerous sharp bends. Sharp right turn before, and left turn at, bridge over TORRENTE FULSSE.
42 $\frac{1}{2}$	68.5	1,145	LUPIDI. Pop. 707. Road descends gradually through olive-groves. Left turn at bridge over FIUME FELLIZZARO. Three sharp turns before bridge over TORRENTE ARNELLO on entering
43	72.6	984	ACQUARO. Pop. 2,592. Road continues through olive-groves to
45 $\frac{1}{2}$	74.9	1,017	DASA. Pop. 2,168. (M.R. 909986) Oak woods and olive-groves afford good cover. (On right, side road up to ARNELLO, pop. 2,917, 1,476 ft. a.s.l.) Left turn at bridge over TORRENTE PETRIANO.
		689	Road descends in several sharp bends to bridge over FIUME ROTANI. Road climbs ridge through thick olive-groves and descends with very sharp hairpin bends to iron bridge over FIUME PORCIUNE. Road bends left, then turns sharp right after bridge. Steep ascent along wooded flank of saddle between rivers PORCIUNE and MESUMA. Road continues N. over bare stretch along saddle, then through oak woods to
54 $\frac{1}{2}$	87.7	866	SAN ARNELLO. (On left, on leaving village, narrow road to VICO VALLELLA on Route 1.) (M.R. 967038) Road turns sharp right and descends through bare scorched country to bridge over FIUME PORCIUNE, above confluence with TORRENTE CORNACCHIA. Road follows right bank of TORRENTE CORNACCHIA, turns left at bridge over TORRENTE CORNACCHIA and bears left along

45. 72.6 984 ACQUARO. P.P. 2,592. Road continues through olive-groves to
46. 74.9 1,017 DALLA. Pop. 2,168. (M.A. 909986) Oak woods and olive-groves afford good cover.
- (On right, side road up to ARERA, pop. 2,917, 1,476 ft. a.s.l.) Left turn at bridge over TORRENTE PETRIANO.
- 669 Road descends in several sharp bends to bridge over FIUME POTANI.
- Road climbs ridge through thick olive-groves and descends with very sharp hairpin bends to iron bridge over FIUME PORCIUME. Road bends left, then turns sharp right after bridge.
- Steep ascent along wooded flank of saddle between rivers PORCIUME and MESIMA. Road continues N. over bare stretch along saddle, then through oak woods to
54. 37.7 866 SAN ANGELO. (On left, on leaving village, narrow road to VIBO VALENTIA on Route 1.) (M.A. 887038)
- Road turns sharp right and descends through bare scorched country to bridge over FIUME PORCIUME, above confluence with TORRENTE CORNACCHIA. Road follows right bank of TORRENTE CORNACCHIA, turns left at bridge over TORRENTE CORNACCHIA and bears left into
59. 95.2 984 SORIANO. Pop. 4,095. (Photograph 17.) Road junction. (Narrow mountain roads N. to PIZZONI and VIZZINO and S. to GEROCALBE and CIANO.)
- Road turns left in PIAZZA DEL MUNICIPIO and right past the principal church.
- Descent to bridge over affluent of TORRENTE CORNACCHIA and very steep ascent with several hairpin bends to

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(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 24
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60½	96.8	1,475	SORLINELLO. Pop. 1,547. Road passes to left of village.
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Road climbs by steep banks to 2,093 ft., and then by more gradual curves over a series of terraces to 2,955 ft. on the watershed at COLLE DI CROCE FERRATA. (A cross is a landmark here.)

Gradual descent through fir forest to fork on left bank of upper valley of Fiume ANCONA. Keep left. (Right fork crosses bridge over Fiume ANCONA and enters town through suburb of SPINOTTO.)

68½	110.4	2,625	STATA SAN RUFO. Pop. 6,736. (M.R.030005). Road joins Route 23 at mile 31.
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68 110.4 2,625 CERRA SAN HINO. POP. 6,736. (M.R. 030005). Road
Joins Route 26 at mile 31.

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18
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Route 30

STAZIONE DI SQUILLACE - ROUTE 28

(51 miles; 49.4 km.)

VIA SQUILLACE - GIARAVALLE CENTRALE

Category: C 4

Information shown herein is compiled from G.B. 4096, (B) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GS/53 4154, V.O. 1941, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.I.S./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A useful link between the east coast road (Route 3) and the chain of secondary roads running north and south along the interior of the peninsula. In conjunction with routes 28 and 31 it also opens up alternative transverse routes across the neck of the peninsula.

Cover is good along the road, but it is unlikely that vehicles could be deployed off the road, except possibly on the first mile out from SQUILLACE station; between S. VITO SULL' IONIO (mile 162) and VALLONE L'ACQUA BIANCA; and after mile 22.

Construction and Condition.

Metalled surface. Width probably between 10 and 15 feet.

Bridges.

There are numerous bridges across the upper valleys of eastward-flowing streams. Details are not known.

Gradients.

There appear to be difficult gradients on the ascent from VALLONE L'ACQUA BIANCA (mile 17 1/2) and on the ascent between miles 27 1/2 and 28 1/2.

Sharp Turns.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of Southern Italy dated 29 June 1943.

A useful link between the east coast road (Route 8) and the chain of secondary roads running north and south along the interior of the peninsula. In conjunction with Routes 28 and 31 it also opens up alternative transverse routes across the neck of the peninsula.

Cover is good along the road, but it is unlikely that vehicles could be deployed off the road, except possibly on the first mile out from Squillace station; between S. VITO SULL' IONIO (mile 15½) and VALLORE L'ACQUA BLANCA; and after mile 22.

Construction and Condition.

Metalled surfaces. Width probably between 10 and 15 feet.

Bridges.

There are numerous bridges across the upper valleys of eastward-flowing streams. Details are not known.

Gradients.

There appear to be difficult gradients on the ascent from VALLORE L'ACQUA BLANCA (mile 17½) and on the ascent between miles 27½ and 28½.

Sharp Turns.

The road is winding throughout, and there are sharp turns at the bridge over TORRENTE GRATE (mile 7); before and after RIMBOTTI (mile 9½); at bridge over stream 1 mile before CHILAVALLE; on entering CHILAVALLE (mile 20½); at bridge over stream after leaving CHILAVALLE; and several on the winding ascent between miles 27½ and 28½.

UTTERANI		Route 30	
Miles	Km.	Altitude in ft.	
0	0	16	STAZIONE DI SQUILLACE. (N.2.231231) Road branches inland from mile 11½ of Route 8 at road junction 300 yards W. of station, and runs NW. across flat plain.

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

785015

Miles	Km.	Altitude in ft.	
Route 30			
			Citrus plantations on left, then on both sides: No cover for M/T
			Bridge over FIUME ALESSI. (M.R.221236)
			Easy gradient and some bonds over ridge separating valleys of FIUME ALESSI and FIUME GHIFFELLO
			Mixed cultivation, bare country, and scrub on each side of the road. Dispersal for 200 to 300 yards on either side of the road may be possible.
4 1/2	2.2	250	GIORDA road junction. Keep right; shorter road on left, but does not appear to have such a good surface. (M.R.199234) Bridge over F. GHIFFELLO N. of junction with T. GRANDE. Alternative bridge on other road. Road winds considerably up-hill, through woods and olive-groves.
4 1/2	7.5	1,129	SQUILLACE. Pop.2,401. (Photograph 23.) Road narrow through S. part of village. (Alternative road rejoins on right.)
			Road follows upper valley of TORRENTE GRANDE. Gradual descent through olive-groves, vineyards, and fields.
6 1/2	10.8	875	Road junction. (M.R.158224) Keep left. (On right, similar quality road to GIPITALCO on Route 51.)
			Deployment appears possible on the right of the road to a width of 500 yards for about a mile along the road.
			Road bridges 2 tributaries of TORRENTE GRANDE, continues along left bank of TORRENTE GRANDE and after bridging it bends sharply to left and makes winding ascent through thick olive-groves. Deployment impossible.
10 1/2	17.3	1,575	PALERMITI. Pop.2,295. Road passes to E. of village. Several sharp turns on ascent.
12	19.4	1,837	Road junction. (M.R.136192) Keep right. (On left, narrow road to CASPERINA and MONTAUDO, connecting with Route 8.)

- 42 7.5 1,129
 on left, but does not appear to have such a good surface.
 (M.R.199234) Bridge over F. GENTILELLI H. of junction
 with T. GRASSE. Alternative bridge on other road. Road
 winds considerably up-hill, through woods and olive-groves.
 SQUILLACE. Pop.2,401. (Photograph 23.) Road
 narrow through S. part of village. (Alternative road
 rejoins on right.)
 Road follows upper valley of TORRENTE GRASSE.
 Gradual descent through olive-groves, vineyards, and
 fields.
 62 10.8 873
 Road junction. (M.R.158224) Keep left. (On right,
 similar quality road to GENTILELLI on Route 31.)
 Deployment appears possible on the right of the road
 to a width of 500 yards for about a mile along the road.
 Road bridges 2 tributaries of TORRENTE GRASSE,
 continues along left bank of TORRENTE GRASSE and after
 bridging it bends sharply to left and makes winding
 ascent through thick olive-groves. Deployment impossible.
 104 17.3 1,575
 PALERMITI. Pop.2,295. Road passes to E. of village.
 Several sharp turns on ascent.
 12 19.4 1,837
 Road junction. (M.R.136192) Keep right. (On left,
 narrow road to CASERINA and MONTAHO, connecting with
 Route 5.)
 Sharp turn to W. through wood.
 Steep descent by numerous bends.
 154 24.4 1,542
 CONTRACHE. Pop.1,339. Road narrows through village.
 On leaving village, bridge over tributary of TORRENTE
 SOVIGNATO.
 Road continues through chestnut woods to

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(Equals British Most Secret)

Miles	Km.	Altitude in ft.	Route 30
16	25.4	1,591	OLIVADI. Pop. 1,422. Road continues to rise. Bridge over second tributary of FIUME SOVERATO. Road junction. (M.R. 106162) Keep left. (On right, narrow road through GEMADI village, 0.5 km., and over mountains, connecting W. with Route 28 and NW. with Route 1.)
16 1/2	26.6	1,640	Road descends to SAN VITO SULL'IGNIO. Pop. 3,611. Road narrows through town. (On left, inferior road to join Route 29 at mile 6 1/2).
18	28.8	1,512	On leaving town, bridge over third tributary of FIUME SOVERATO. Straight road through maize fields, olive-groves, and orchards. Deployment appears possible to left of road up to 2000 yards for about 800 yards along the wall, subject to three streams, details of the banks etc. are not known. Bridge over stream. Bridge over VALLONE D'ACQUA BIANCA. Road rises in several sharp bends through chestnut woods and patches of moorland, then crosses small plateau with numerous farmhouses. Deployment appears possible for 200 to 300 yards along this 700 - yard section. Level crossing over line 4 at PIRIVOCIA halt. Bridge over stream. Road continues rising through woods to thickly wooded country of a steep hill (in zone cover.)
20 1/2	32.8	1,522	
21 1/2	34.6	1,831	CHIARAVALLE CENTRALE. Pop. 4,083. (Photograph 89.)

through town. (On left, inferior road to join Route 29 at mile 6 $\frac{1}{2}$).

On leaving town, bridge over third tributary of RIVER SOVERATO.

Straight road through maize fields, olive-groves, and orchards.

Deployment appears possible to left of road up to 2000 yards for about 800 yards along the wall, subject to these streams, details of the banks etc. are not known.

Bridge over stream. Bridge over VALLONE L'ACQUA BLANCA. Road rises in several sharp bends through chestnut woods and patches of moorland, then crosses small plateau with numerous farmhouses.

Deployment appears possible for 200 to 300 yards along this 700 - yard section.

Level crossing over Line 4 at PERIVOCIA halt. Bridge over stream. Road continues rising through woods to thickly wooded country (a small hill in some cover.)

CHIAVALE CENTRALE. Pop. 4,065. (Photograph 89.) Railroad of Line 1. Road junction on W. outskirts of town. Keep right. (On left, Route 29 to SOVERATO on Route 3.)

Road climbs valley of RIVER ANCIANE and continues along left bank of tributary to

Road junction. (M.R. 085102) Keep right. (On left, narrow road to CADDINALE, 2.5 km. (photograph 89 a), and to SILLARIO on Route 28.)

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SECRET
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Station	Km.	Altitude in ft.	Route 30
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Road continues to rise through woods and some open cultivated patches. Two bridges over streams. Sharp left bend at second bridge. Road is bordered by thickly wooded flanks of MONTE CUCCO (3,139 ft.).

Road junction. Keep right. (On left, narrow road to TORRE DI MUGGERO, 0.8 km., and CAPPINALE.) Road loops left with five sharp turns, and continues across widening upland at head of valley of FIUME ANGINALE. This upland consists of a series of ridges covered only with scrub and sparse trees.

Deployment impossible.

Road reaches watershed of FIUME ANGINALE (flowing E) and FIUME MESSINA (flowing W.) at

Junction with Route 28 at mile 35 $\frac{1}{2}$. (M.R.024066).

26 41.6 1,985

31 49.4 2,411

with scrub and sparse trees.

Deployment impossible.

Road reaches watershed of FUME ANCHALE (flowing E) and FUME MESIUA (flowing W.) at

31 49.4 2,411

Junction with Route 28 at mile 35. (M.R. 024066).

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Route 31

ROUTE 8 - BORGLA - ROUTE 1

(26 1/2 miles; 42.5 km.)

Via CORRALE - MAIDA

Category: C 4

Information shown herein is compiled from C.B. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A narrow metalled road, suitable for one-way M/T, between Routes 1 and 8. The road is not difficult except on the short stretch (1 1/2 miles) between S. FLORO and BORGLA and the longer stretch after CORRALE to the exit from MAIDA (about 6 miles).

There is cover from air observation for wheeled vehicles as far as S. FLORO, on the outskirts of BORGLA, and probably after MAIDA. M/T could probably be deployed on the flat plateau between BORGLA and CORRALE.

Construction and Condition.

Metalled surface. Width probably between 10 and 15 feet.

Bridges.

There are important bridges over the rivers BORGLA, PESIRO, PILLA, and COTTOLA. Details are not available.

Gradients.

Hilly road throughout, but severe gradients seem to be avoided by the use of loops.

Sharp Turns.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/.212, The Roads of SOUTHERN ITALY dated 29 June 1943.

A narrow metalled road, suitable for one-way M/T, between Routes 1 and 3. The road is not difficult except on the short stretch (1½ miles) between S. PIORRE and BORGLIA and the longer stretch after CORTALE to the exit from MAIDA (about 6 miles).

There is cover from air observation for wheeled vehicles as far as S. PIORRE, on the outskirts of BORGLIA, and probably after MAIDA. M/T could probably be deployed on the flat plateau between BORGLIA and CORTALE.

Construction and Condition.

Metalled surface. Width probably between 10 and 15 feet.

Bridges.

There are important bridges over the rivers BORGLIA, PESIRO, PILLA, and CORTOLA. Details are not available.

Gradients.

Hilly road throughout, but severe gradients seem to be avoided by the use of loops.

Sharp Turns.

Winding road with sharp turns throughout except for short straight stretches over the CAMPI DI ANIMALE (see mile 0) and over the BORGLIA and GIRINALEO plateaux (see mile 8½).

<u>INTERPRET</u>		Route 31	
Miles	Km.	Altitude in ft.	

0	0	23	Road branches from Route 8 at mile 11½ and runs NW. along the margin of the flat CAMPI DI ANIMALE to valley of FIUMARELLA DI BORGLIA. On left, the ROCCETTA, ruins of red stone, standing among clivo-groves, are a prominent landmark.
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(Equals British MOST SECRET)

62	10	689	
Deployment possible North to 1,000 yds. along one mile of the road, subject to some drainage channels. Road rises along right bank of FUMMILLA DI BORGIA through olive-groves and orchards. Small bridge over FUMMILLA DI BORGIA. Valley widens and is less cultivated. Scattered trees offer some cover. Road loops south of hill 853 ft. high on which stands village of S. MORO. Pop. 1,364. Road junction. Keep left. (On right, narrow road up to S. MORO, 4.5 km. A new road from S. MORO across the CORACE valley to CATAMARO was under construction in 1959.) Road rises steeply with several sharp bends to wild uncultivated BORGIA plateau. No deployment possible. BORGIA. Pop. 4,723. (M.P. 178283) Road skirts west side of town. Orchards and vineyards surrounding town offer some cover from air observation. Road crosses plain through olive-groves and vineyards. Deployment possible about 500 yards each side of road. Road junction. Keep right. (On left, side road to SQUILLONE, 3.2 kms., connecting with Route 30.) Road junction. Keep right. (On right, narrow road CARAPPA DI CARA TARO (GIAMFICAN settlement, pop. 1,745), 3.5 kms.) Road continues west straight across PIANO DI BORGIO and PIANO DI GINIFALCO. Deployment possible about 2,000 - 2,500 yards north			
73	1.26	1,089	
81	13.2	1,112	
82	14.2	-	

Road junction. Keep left. (On right, narrow road up to S. FLOMO, 1.5 km. A new road from S. FLOMO across the CORPAC valley to CANTAMARO was under construction in 1959.)

Road passes steeply with several sharp bends to wild uncultivated BORCIA plateau.

No deployment possible.

BORCIA. Pop. 4,728. (M.R. 17825) Road skirts west side of town. Orchards and vineyards surrounding town offer some cover from air observation.

Road crosses plain through olive-groves and vineyards. Deployment possible about 500 yards each side of road.

Road junction. Keep right. (On left, side road to SQUILLICE, 3.2 kms., connecting with Route 30.)

Road junction. Keep right. (On right, narrow road CARAFI DI CANTAMARO (ALBANIAN settlement, pop. 1,745), 8.5 kms.)

Road continues west straight across PIANO DI BORCIO and PIANO DI CIRIPALCO.

Deployment possible about 2,000 - 2,500 yards north and 100-600 yards south along four miles of road, restricted north by a gully running northeast, and south by a sharp roughly parallel to the road, as well by walls between fields more frequent south of the road.

Cereal cultivation interspersed with olives and vineyards. No cover from air observation until wood of olives and oaks after left turn on approach to

CIRIPALCO. Pop. 6,110. (M.R. 105275). Road passes above north side of town, turning right. (On left, through town, similar quality road 11.8 kms. to join Route 30 at mile 5 1/2.)

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 31
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Road passes under arch of aqueduct, then winds along wooded slopes overlooking valley of FIUME PESERO.

Deployment possible NORTH 200 yards, mainly wooded, along 1000 yards of road. It then makes a large detour up the valley before bridging the river, then doubles back NE, along hillsides on opposite side of valley to

CORTALE. Pop. 4,091. On reaching crest overlooking valley of FIUME FILIA, road turns S., continuing up line of valley for some distance before bridging river, then ascends NW, out of valley. No dispersion possible.

IACURSO. Pop. 1,754. Road descends along a ridge to reach valley of FIUME CORTOLA opposite MAIDA. It then turns up valley for some distance before bridging river (photograph 8), then doubles back along opposite side of valley to

MAIDA. Pop. 3,962. (M.R. 052,375) Road junction on M. outskirts of town. (On left, smaller valley road to S. PIETRO a MAIDA, pop. 3,419, and through MURICCI to mile 7 $\frac{1}{4}$ of Route 1. From S. PIETRO a MAIDA inferior road forks right to mile 8 $\frac{1}{4}$ of Route 1.)

Road descends from town with sharp hairpin bends, then follows left bank of FIUME CORTOLA to bridge over this stream.

Straight run along right bank of FIUME CORTOLA.

Deployment possible to about 500 yards NORTH of the road for one mile.

Junction with Route 1 at mile 8 $\frac{1}{4}$.

17 27.3 1,476

20 $\frac{1}{2}$ 33.2 1,444

23 $\frac{1}{2}$ 36.1 981

26 $\frac{1}{2}$ 42.5 325

23 1/2 35.1 961

LAURESO. Pop. 1,754. Road descends along a ridge to reach valley of FIUME COTTOLA opposite MAIDA. It then turns up valley for some distance before bridging river (photograph 8), then doubles back along opposite side of valley to

MAIDA. Pop. 3,962. (M.R. 051315) Road junction on N. outskirts of town. (On left, main gravel road to S. FIERO a MAIDA, pop. 3,419, and to S. JUNIATA to mile 7 1/2 of Route 1. From S. FIERO a MAIDA inferior road forks right to mile 8 1/4 of Route 1.)

Road descends from town with sharp hairpin bends, then follows left bank of FIUME COTTOLA to bridge over this stream.

Straight run along right bank of FIUME COTTOLA.

Deployment possible to about 500 yards NORTH of the road for one mile.

26 1/2 42.5 325

Junction with Route 1 at mile 8 1/4.

14
SECRET
(Equals British TOP SECRET)

Route 32

State Roads Nos. 109, 19, 107, 106

NICASTRO - CROTONE

(114 1/2 miles; 183.7 km.)

Via SOVERIA MANNELLI - TAVERNA - S. SEVERINA

Category: B I

Information shown herein is compiled from C.B. 4096.H (8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to G.S.S. 4164, W.O. 1941, ITALY 1:100,000.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/212, The Roads of SOUTHERN ITALY dated 29 June 1943.

An important cross-country route which traverses difficult mountain country. From NICASTRO the road crosses the ACQUAVONA Pass to SOVERIA MANNELLI (mile 17 1/2); whence it describes a wide arc round the southern side of the rugged S.M. PICCOLA range (photographs 121-125) to PETILLA POLICASTRO (mile 82 1/2); then strikes eastward, first through cultivated country, then over bare hills, to the coastal plain at CROTONE. Woods of oak and chestnut provide good cover on or near most part of the road. Deployment of vehicles is practically impossible.

Construction and Condition.

A good tar-macadam road throughout. Average width is probably about 20 feet.

Bridges.

There are many bridges, especially between SOVERIA MANNELLI (mile 17 1/2) and PETILLA POLICASTRO (mile 82 1/2), where the road crosses a large number of ravines and streams running down from the S.M. PICCOLA range. Details of bridges are not known. Capacity is probably up to 40 tons.

Gradients.

The road follows a difficult course, and there are fairly steep gradients practically throughout. Severe gradients are, however, avoided by the use of loops and hairpin bends. The most difficult section is probably the long continuous climb from NICASTRO to the ACQUAVONA Pass (mile 10 1/2).

Sharp Turns.

Reference to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C/212, The Roads of Southern Italy dated 29 June 1945.

An important cross-country route which traverses difficult mountain country. From NICASTRO the road crosses the ACQUAVONA Pass to SOVERA MANELLI (mile 17½), whence it describes a wide arc round the southern side of the rugged SILE PICCOLA range (photographs 121-125) to PENNIA POLICASTRO (mile 82½), then strikes eastward, first through cultivated country, then over bare hills, to the coastal plain at CANTONE. Woods of oak and chestnut provide good cover on or near most part of the road. Deployment of vehicles is practically impossible.

Construction and Condition.

A good tar-macadam road throughout. Average width is probably about 20 feet.

Bridges.

There are many bridges, especially between SOVERA MANELLI (mile 17½) and PENNIA POLICASTRO (mile 82½), where the road crosses a large number of ravines and streams running down from the SILE PICCOLA range. Details of bridges are not known. Capacity is probably up to 40 tons.

Gradients.

The road follows a difficult course, and there are fairly steep gradients practically throughout. Severe gradients are, however, avoided by the use of loops and hairpin bends. The most difficult section is probably the long continuous climb from NICASTRO to the ACQUAVONA Pass (mile 10½).

Sharp Turns.

Many sharp turns and hairpin bends practically throughout the route. All, however, should be negotiable by heavy vehicles.

MILES	Km.	Altitude in ft.	Route 32
0	0	755	NICASTRO. Pop. 16,273. (Photograph 120.) Market town situated in a small re-entrant valley in hills N. of plain of S. CANTONE.

SECRET
(Equals British 1057 SECRET)

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

785015

Miles	Km.	Altitude in ft.	Route 32
2 1/2	3.8	1,161	Road branches from Route 1 and immediately climbs fairly steeply past W. side of town, then turns S. after bridge over stream, and climbs more easily along slopes of hills E. of town.
			Road junction. Keep left. (On right, fairly good but winding side road to SERRASTRETTA and Milo 9 1/4 of Route 10.)
			Steep climb with sharp bends and some severe hairpins. Well-wooded country, mainly chestnuts.
			Bridge over stream.
7	11.4	2,461	PLATANIA. Pop. 1,566. Village on right of road.
			Continuous severe climb with sharp turns.
			Bridge over stream.
10 1/2	17.0	3,445	Pass of ACQUAVIVA between M. RIVENTINO on W. and M. ZINGALI on E. (Auto-tracks to summits of both mountains.) CANTONIERA.
			Steady ascent with some sharp bends.
			Bridge over stream.
12 1/2	20.0	-	VALLE. Road to right of road.
14	22.0	4,504	Road junction. (On left, fairly good branch road with difficult gradients and very sharp bends to SCIGLIANO and to State Road No. 19 for COSENZA.)
			(On right, about 200 yards farther on, side road to group of villages forming commune of DECOLLETTA, pop. 5,632.)
			Slight descent to bridge on bend over tributary stream of Fiume ALATO, then easy rise to 2,725 ft.
			Winding road with several sharp bends descends gradually between steep, wooded hills.

7 11.4 2,461 Bridge over stream.
 PLACINIA. Pop. 1,566. Village on right of road.

104 17.0 3,445 Continuous severe climb with sharp turns.
 Bridge over stream.
 Pass of ACQUAVIVA between M. MONTICINO on W. and M. ZINCISI on E. (Mule-tracks to summits of both mountains.) CANTONIERA.

124 20.0 - Steady descent with some sharp bends.
 Bridge over stream.
 Road junction. (On left, fairly good branch road with difficult gradients and very sharp bends to SCIGLIANO and to State Road No. 19 for COSINZA.)
 (On right, about 200 yards farther on, side road to group of villages forming commune of DECOLLATARA, pop. 5,632.)

Slight descent to bridge on bank over tributary stream of FIUME ADAMO, then easy rise to 2,723 ft.

Winding road with several sharp bends descends gradually between steep, wooded hills.

Railway on right of road.

(On right, side road to CASENOVE and CERRISI.)

(On left, narrow road to small village of ADAMI)

Hills to left now less thickly wooded. On right, plateau of GALICE DI STOCOCO, drained by FIUME ADAMO.

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 32
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Railway on EAST prevents deployment onto plateau, which is cut by a number of stream-beds.

Poplars along side of road.

Several sharp bends and 2 bridges over streams before

17½ 28.3 2,539

SOVERIA MANELLI. Pop. 2,221. Road skirts S. side of village. (M.R. 048565) (From N. of village, State Road No. 19 to COSENZA and the north.) Turn right.

Level crossing just beyond village.

Dispersal is probably possible SOUTH of the road between stream-beds.

Easy descent along wide valley of FIUME AMATO. Away on right, line of poplars marks course of river. Gradual ascent to

20½ 33.3 2,658

BONACCI road junction. Fork left. (On right, Route 10 to Route 9 and CATANZARO.) MR. 082541

Road descends with fairly sharp turns, over bare hills to

22½ 35.8 2,379

Bridge over FIUME CORACE. Sharp curve on W. approach to bridge.

Road climbs easily but with sharp curves.

24½ 40.1 2,789

CASTAGNA. Pop. 1,034.

Steady climb.

26½ 42.6 3,182

PANETTIERI, pop. 801, and CARICOLI, pop. 2,143, on E. edge of small plateau. Road skirts S. side; narrow side roads on left lead down to villages.

20 $\frac{1}{2}$	33.3	2,658	Level crossing just beyond village. Dispersal is probably possible SOUTH of the road between stream-beds. Easy descent along wide valley of FIUME AMATO. Away on right, line of poplars marks course of river. Gradual ascent to BONACCI road junction. Fork left. (On right, Route 10 to Route 9 and CATANZARO.) IR. 03254.1 Road descends with fairly sharp turns, over bare hills to Bridge over FIUME CORACE. Sharp curve on W. approach to bridge. Road climbs easily but with sharp curves. CASTAGNA. Pop. 1,034. Steady climb. FANTIERI, pop. 801, and CARLOFOLI, pop. 2,143, on E. edge of small plateau. Road skirts S. side; narrow side roads on left lead down to villages. Dispersal is probably possible SOUTH of the road between stream-beds. GRILLO convent on right of road. Steady descent along slopes W. of valley of FIUMARA S. ELLA. CICOLA. Pop. 2,183. Road skirts E. side of village. IR. 153499 Descent with sharp bends along ridge of watershed between FIUME CORACE and FIUMARA DI PORTO.
22 $\frac{1}{2}$	35.8	2,379	
24 $\frac{3}{4}$	40.1	2,789	
26 $\frac{1}{2}$	42.6	3,162	
27	43.3	3,220	
30 $\frac{1}{2}$	48.9	2,690	

- 3 -

SECRET
(Equals British MOST SECRET)

648

SECRET
(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 32
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33	53	2,001	Bridge over FIUMARA DI PORTO.
----	----	-------	-------------------------------

Road climbs again with very sharp turns.

36 1/2	58.9		(On right, narrow road to SORRO-ROSSATO station and CINGILIANO, thence by winding mountain route to CATANZARO.)
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Bare mountain pasture, small groves of oak, and thick heather alternate.

Dispersal believed possible in small areas NORTH of road.

Road makes wide sweep N. in descending gradually, but with sharp turns, to valley of FIUME MELITO.

38	61	1,857	Bridge over FIUME MELITO, followed by bridge over small tributary stream. Small field and scattered poplars.
----	----	-------	--

Road climbs steadily with sharp turns to a ridge.

42 1/2	68.3	2,723	Road junction. Keep left. (On right, good branch road through BENTONE to CATANZARO, 14.5 km.)
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Road winds N., descending steadily.

45 1/2	70	2,329	ROSSATO SERRAVALLE. Pop. 494. Road skirts W. side of village.
--------	----	-------	---

45 1/2	73	1,969	MARANISE. Pop. 253. Small village to right of road.
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46 1/2	75.1	1,969	SORRO SAN BASILE. Pop. 1,065.
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Fairly steep descent to

47	75.8	1,772	Bridge over FIUME ALLI.
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Road follows river valley to small hollow containing village of

but with sharp turns, to valley of FIUME MELITO.

Bridge over FIUME MELITO, followed by bridge over small tributary stream. Small field and scattered poplars.

Road climbs steadily with sharp turns to a ridge.

Road junction. Keep left. (On right, good branch road through PETRONE to CATANZARO, 14.6 km.)

Road winds N., descending steadily.

ROSSATO SERRALTA. Pop. 494. Road skirts W. side of village.

MARANISE. Pop. 253. Small village to right of road.

SORBO SAN BASILE. Pop. 1,065.

Fairly steep descent to

Bridge over FIUME ALLE.

Road follows river valley to small hollow containing village of

TAVERNUL. Pop. 2,618. (M.R. 235500).

Olive-groves and chestnuts.

Immediately after village, fairly steep descent to bridge over TORRENTE LITULLIO, then fairly steep climb to

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(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 32
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49½ 79.6 1,706 SAN GIOVANNI D'ALBI, a small village. (on left, good branch road through ALBI to summer resort of VILLAGGIO LANCOSO (photograph 116), and VILLA RACISI, 16.6 km.)

Road descends easily, then runs level through olive-groves. (On left, short branch road to VINCOLISE.)

51 82.2 1,574 SAN PIETRO. Pop. 534. (On right, before entering village, good secondary road through SELLIA to CATANZARO.)

Fairly steep descent.

51½ 83 1,411 Bridge over FIUME SIERI.

Fairly steep climb.

52½ 84.5 1,887 MACISANO. Pop. 1,081. Road very narrow through village.

Gradual descent through olives and oaks.

54½ 88 984 Bridge over FIUMARA GRANDE. Scattered chestnut copses in valley.

Between the bridges of FIUMARA GRANDE and tributary, possible dispersal area 200 yards long, 4-500 yards wide, SOUTH of road.

Gradual climb after bridge over TORRENTE ZAGARISE.

55½ 89.8 1,906 ZAGARISE. Pop. 2,197. Keep straight on through village. (On right, good secondary road through SOVERIA SIERI to CATANZARO and to mile 124½ of Route 8.)

Winding road, with some hairpin bends but very easy gradients, descends to a bridge over TORRENTE

51½ Fairly steep descent.
83 Bridge over FIUME SIMERI.
1,411
Fairly steep climb.
52½ MACISANO. Pop. 1,081. Road very narrow through village.
84.5 1,887

Gradual descent through olives and oaks.
54½ Bridge over FIUMARA GRANDE. Scattered chestnut copses in valley.
88 984

Between the bridges of FIUMARA GRANDE and tributary, possible dispersal area 200 yards long, 4-500 yards wide, SOUTH of road.

Gradual climb after bridge over TORRENTE ZACARISE.

55½ ZACARISE. Pop. 2,197. Keep straight on through village. (On right, good secondary road through SOVERIA SIMERI to CATANZARO and to mile 124½ of Route 8.)
89.8 1,906

Winding road, with some hairpin bends but very easy gradients, descends to a bridge over TORRENTE MANDILICCHIO, then rises to

62½ Road junction. Keep straight on. (On left, good branch road to COLLE BUTURO (photograph 113), summer resort and centre of forestry administration.)
100.1

62½ SERSALE. Pop. 4,838. (M.R. 358493) (On right, immediately before town, good secondary road to GROFANI and mile 129½ of Route 8.)
101.1 2,625

Possible deployment area SOUTH of road 4-500 yards for about one mile, from GROFANI road to the village. Road winds NW. to

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

785015

Miles	Km.	Altitude in ft.	Route 52
64 $\frac{3}{4}$	104.3	2,592	Bridge over FIUME CROCCHIO. Well wooded valley. Road winds SE.; some awkward turns.
66 $\frac{1}{2}$	107	2,625	CERVI. Pop. 1,303. Road curves round S. side of village. (On right N. of village, narrow winding road to ALBANDIN settlement of ANELLI, pop. 1,471, connecting with Route 5 at mile 131.)
69 $\frac{1}{4}$	111.5	2,887	Road winds N. to bridge over stream, then climbs through chestnut woods to METRONA. Pop. 2,665. Straight road through village. Dispersal areas each side of the road. Road runs level, then downhill in very wide loops with a few fairly sharp turns. Dense chestnut woods.
74	119.1	1,804	Bridge over FIUME POTAMO Road climbs again, crossing several little valleys, then descends along densely wooded slopes, past hamlet of FILIPP, to bridge over FIUME VERGARI.
77 $\frac{1}{2}$	124.5	1,362	MESORACA. Pop. 4,473. Sharp left-hand turn where road approaches W. side of town, which is below and to right of road. Easily undulating road. Bridge over FIUME MESORACA. (Alternative crossings about 600 yards above and below the bridge) Easy climb through oak wood. Possible dispersal area west of road on north

Road winds N. to bridge over stream, then climbs through chestnut woods to

ETRONA. Pop. 2,663. Straight road through village.

Dispersed areas each side of the road.

Road runs level, then downhill in very wide loops with a few fairly sharp turns. Dense chestnut woods.

Bridge over FIUME ROTARO

Road climbs again, crossing several little valleys, then descends along densely wooded slopes, past hamlet of FILIPPI, to bridge over FIUME VERGARI.

MESORACA. Pop. 4,473. Sharp left-hand turn where road approaches W. side of town. Which is below and to right of road.

Easily undulating road.

Bridge over FIUMARA MESORACA. (Alternative crossings about 600 yards above and below the bridge)

Easy climb through oak wood.

Possible dispersal area EAST of road on NORTH side of river.

FORESTA. Lumber camp of SOC. FORESTALE DEL MEZZOCIONE. (On right, good secondary road to State Road No. 109 for CUTRO. See mile 97.)

Deployment possible EAST of road about two miles wide, almost to F. TACINA bridge at mile 87½ over undulating country, restricted by the railway and the R. SOLLO.

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(Equals British MOST SECRET)

Miles	Km.	Altitude in ft.	Route 32
			Cultivated country, with olives, orchards, and cereals.
82½	133.2	1,037	Bridge over FIUME SOLIO. PETILIA POLICASTRO. Pop. 6,847. Road passes below and to E. of town, which is reached by narrow winding road on left. (M.R. 410605) Easily undulating road. Bridge over FIUME CROPA. There appears to be alternative crossings 300 yards EAST and 1000 yards WEST of the bridge: the former in open country, the latter at the foot of a scarp. Road junction. Turn sharp right. (On left, fairly good but winding road to COTRONI, IAGO ALFOLLINO, and State Road No. 108.) Almost level road through cultivated country, then slightly downhill, to Long bridge over FIUME TACINA. Easy climb to MOCCIMENNA. Pop. 2,052. Main part of village is to left of road; a few houses on right. Almost level road between bare hills. Deployment possible 200-250 yards on each side of road for one mile. Sharp turns before Road junction. Turn right, joining Stato Road No. 107. (On left, Stato Road No. 107 to S. GIOVANNI IN WOOD.) (M.R. 505652)
85	136	1,001	
87½	141.3	427	
88½	142.7	571	
91½	147.5	509	

Bridge over FIUME CROCI.

There appears to be alternative crossings 300 yards EAST and 1000 yards WEST of the bridge: the former in open country, the latter at the foot of a scarp.

Road junction, turn down right. (On left, fairly good but winding road to COTTONI, LAGO AMFOLLINO, and State Road No. 108.)

Almost level road through cultivated country, then slightly downhill, to

Long bridge over FIUME TACINA,
Easy climb to

BOCCACCHERARDI. Pop. 2,052. Main part of village is to left of road; a few houses on right.

Almost level road between bare hills.

Deployment possible 200-250 yards on each side of road for one mile.

Sharp turns before

Road junction. Turn right, joining State Road No. 107. (On left, State Road No. 107 to S. GIOVANNI DI TIONE.) (M.R. 505652)

Easy climb in a wide loop.

SANTA SEVERINA. Pop. 1,762. Narrow road on left climbs up to village.

Several dispersal areas are probably to be found on the EAST of the town.

MANILE road junction. Turn left. (M.R. 526603) (On right, State Road No. 109 to CUTO, 15.1 km, on Route 8, providing good alternative route to CROTONE).

85 136 1,001

87 141.3 427

88 142.7 571

91 147.5 509

93 149.7 787

97 156.4 860

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(Equal's British Most Secret)

Place	Altitude in ft.	Route 32
974	157.0	845 (On right, narrow road to S. MAURO MARCHESETO, 0.9 km.)

1002	161.8	1,210 Steady climb with sharp turns. SCANDALE, pop. 2,171, on short side road to right.
------	-------	---

Undulating road with many sharp turns and some fairly steep gradients winds over hills, then descends easily.

Dispersal should be possible at various points particularly SOUTH of the road.

111	178.5	43 PASSOVECCHIO road junction. M. R. 674615 Turn right into State Road No. 106, which is followed to CROONE. (On left, State Road No. 106 to SIRONCOLI.)
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The coastal plain is about 2000 yards wide at the cross-roads decreasing to about 500 yards near CROONE. The main and narrow gauge railways, EAST and WEST of the road respectively, are both on embankments and considered to be obstacles to both MP and tracks. The area as a whole is low-lying with numerous ditches and dykes, and is probably water-logged in wet weather. It is considered unsuitable for MP at any time. The canal 675614-684615 - PASSO VECCHIO is 70 - 80 feet overall; the ditch 667508 - 684610 - 686811 is narrow, but the sides are believed mainly: total overall width 20 - 40 ft. The area 672617 - 686625 - 674629 - 677624 - 684624 - 644620 - 672617 - is intersected by anti-landing ditches. In general the area offers little room for dispersal, none for deployment, and only a little scattered cover. The road is 24 - 26 ft wide with about 17 culverts. From 690424 to 609584 the road is on an embankment 500 ft. long, 26 ft. wide with two bridges, the latter at 689584, concrete or masonry, is 110 ft. long, 26 ft. wide.

Bridge over VALLONE MEZZANICOTTA.

Level crossing.

1134	182.3	20 (On right, side road to PARNICE.)
------	-------	---

to CROTON. (On left, State Road No. 106 to
STONINGOLI.)

The coastal plain is about 2000 yards wide at the cross-roads increasing to about 500 yards near CROTON. The main and narrow gauge railways, EAST and WEST of the road respectively, are both on embankments and considered to be obstacles to both ME and trucks. The area as a whole is low-lying with numerous ditches and dykes, and is probably water-logged in wet weather. It is considered unsuitable for ME at any time. The canal 673614-684616 - PA330 VEGGHO is 70 - 80 feet over all; the ditch 687608 - 684610 - 686611 is narrow, but the sides are belived nearly: total overall width 20 - 40 ft. The area 672617 - 686625 - 674629 - 677624 - 684624 - 684620 - 672617 - is intersected by anti-landing ditches. In general the area offers little room for dispersal, none for deployment, and only a little scattered cover. The road is 24 - 26 ft wide with about 17 culverts. From 684624 to 689584 the road is on an embankment 500 ft. long, 26 ft. wide with two bridges, the longer at 689584, concrete or masonry, is 110 ft. long, 26 ft. wide.

Bridge over VALONE MEZZACOTTA.

Level crossing.

(On right, side road to PARNICE.)

Level crossing on outskirts of town.

CROTON. Pop. 19,163. (Plan 58.)

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SECRET
(Equals British MOST SECRET)

SECRET
(Equals British JOST SECRET)

Route 1000.

VILLA SAN GIOVANNI TO SCILLA
(19.8 mi., 25.2 km.)

Category: C-2
(Probably D-2 in some sections)

Information shown herein is compiled interpretations from air photographs taken in June 1943, and guide books.

Map references are to CGCS 4164, W.O. 1941, ITALY 1:100,000.

The route number is additional to and other routes numbers mentioned in I.S.T.D./C/212 the Roads of Southern Italy, dated 29 June 1943.

This secondary route, running inland approx. 2 mi. from coast affords an alternate to Route 1 along the ILLIA plateau via CALPO DI CALABRIA. Scattered cultivated groves afford some cover. Deployment of vehicles is restricted to width of one-half to one mile along plateau.

Construction and Condition.

Road appears to be metalled throughout and about 15' wide. Information not available as to condition. Probably satisfactory one-way route for military traffic.

Bridges.

No large bridges on route. In event of destruction, repairs to culverts should be quickly completed.

Gradients.

Gradients steeper than 1 in 24 (7%) occur at descent from ILLIA plateau to SCILLA and possibly at a few other points.

Sharp turns.

There are sharp turns and hairpin bends on the ascent of the plateau near V. S. GIOVANNI, at CALPO DI CALABRIA, at 2 1/2 - 3 mi., at mile 3 1/2, at 4 1/2 - 4 3/4 mi., and at mile 5 1/2. There are also fourteen hairpin bends from 11 - 14 1/2 mi. on the descent from the plateau to SCILLA.

ITINERARY

Miles Km

to route 1 along the main plateau via bridge. Deployment of vehicles is restricted to cultivated groves afford some cover. Deployment of vehicles is restricted to width of one-half to one mile along plateau.

Construction and Condition.

Road appears to be metalled throughout and about 15' wide. Information not available as to condition. Probably satisfactory one-way route for military traffic.

Bridges.

No large bridges en route. In event of destruction, repairs to culverts should be quickly completed.

Gradients.

Gradients steeper than 1 in 14 (7%) occur at descent from BELLA plateau to SCILLA and possibly at a few other points.

Sharp turns.

There are sharp turns and hairpin bends on the ascent of the plateau near V. S. GIOVANNI, at CAPO DI CALABRIA, at 2 1/2 - 3 mi., at mile 3 1/2, at 4 1/2 - 4 3/4 mi., and at mile 5 1/2. There are also fourteen hairpin bends from 11 - 14 1/2 mi. on the descent from the plateau to SCILLA.

ITINERARY

Miles	Kms.	Altitude in ft.	Route 1000
-------	------	--------------------	------------

0 0

VILLA SAN GIOVANNI. (M.S. 434600) Road leaves Route 1, immediately starting climb of lower plateau slopes along cultivated fields. Deployment for vehicles possible about one half mile on each side of road. Very little cover for M.I.

1 1/2 2.7

Road junction at CAPO DI CALABRIA. (M.R. 454584) Turn left. Sharp turns from mile 2 1/2 to 3.

Road turns east following S. edge of plateau along vineyards and scattered cultivated groves, affording small amount of cover for M.I.

645

SECRET
(Equals British MBST SECRET)

Miles	Kms.	Altitude in ft.	Route 1000
8 1/2	13.6		Road junction. (M.R. 528606) Road to right leads to S. 643340. Road turns left.
9 1/2	14.5		Road junction (M.R. 526607). New road straight ahead. Road to right runs up slope and rejoins new road at
9 3/4	15.6		Road junction (M.R. 520613). Road continues westward.
			Steep descent and hairpin bends start at mile 11.
14 1/2	23.2		Road junction. (M.R. 506627) Road turns left.
15 1/2	24.4		Edge of cliff in SCILLA. Steep descent with hairpin bends to
15 3/4	25.2		Road junction with Route 1, (M.R. 500632).

Edge of cliff in SCILLA. Steep descent with
main road leads to

Road junction with Route 1, (M.R. 500632).

15.4 24.4

15.4 25.2

SECRET
(Equals British. MOST SECRET)

SECRET
(equals British MOST SECRET)

9

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2

AFHQ AMENDMENT NO. 1 TO
(A) ISIS REPORT CB4096H(8) (CALABRIAN PENINSULA)
(B) ISTD/D/223 REPORT (being a re-print of (A) above.)

ROAD REPORTS - ITALY.

1. The attached report on Route No. 1, REGGIO CALABRIA - ALUNTEA supersedes the report on Route No. 2 contained in pages 59 - 61 of the above mentioned I.S.I.3. and ISTD Reports. These pages should be cancelled and a note inserted referring to AFHQ Amendment No. 1.
2. Attention is drawn to the road numbering system which now conforms to that contained in I.S.I.D./C/212, THE ROADS OF SOUTHERN ITALY dated 29 June 1943.
3. Further Road Reports for this area are in course of preparation, together with an outline map showing the road numbering system referred to in para. 2 above.

644

SECRET

SECRET
(Remains British MOST SECRET)

Route 1.

State Road No. 18.

REGGIO CALABRIA - AMANTEA

(12 1/2 miles; 20.7 km.)

Via PALLI

Category: A.1

Information shown herein is compiled from C.B. 4096.H(8) I.S.I.S. Report on SICILY - Supplement on the CALABRIAN Peninsula, dated February 1943, interpretations from air photographs taken in June 1943 and from maps.

Map references are to GSGS 4164, W.O. 1941, ITALY 1:100,000.

References to ground photos in report are those of the I.S.I.S. Report.

Route numbers have been changed to conform to I.S.T.D./C./2128, The Roads of SOUTHERN ITALY dated 29 June 1943.

An important road serving the western side of the CALABRIAN Peninsula. It runs along the coast from REGGIO CALABRIA to TAGIARA CALABRA (mile 20 1/2), then climbs to the terraces which lead up from the sea to the mountains, still keeping near to the coast. North of ROSARIO (mile 42) it turns inland over the hills to avoid a large promontory, returning to the coast at PIZZO (mile 67 1/2), but immediately turning inland again to NICASTRO (mile 96). From NICASTRO to about mile 115 it is a winding road through mountainous country, then follows the coast again to AMANTEA.

The road is closely followed by the railway except where the road turns inland between miles 42 and 67 1/2 and between miles 74 and 122.

Deployment is generally impracticable, and the road would be easy to obstruct both along the confined coastal stretches, where there are many bridges, and on the mountain stretches, where there are sharp turns, galleries, and steep-sided valleys. A particularly vulnerable stretch is the climb northward from TAGIARA CALABRA (mile 20 1/2), where the road runs on galleries commended from the sea (see photograph 26a).

Cover is scattered and to be found mainly in the vicinity of the coastal villages; for the most part it consists of vineyards and olive or citrus-groves.

Construction and Condition:

Excellent tar-macadam surface; at least 20 feet wide.

Gradients:

There are gradients steeper than 1:14 at the following places:

TAGIARA CALABRA.

(mile 20 1/2) - an extremely winding terraced road

An important road serving the western side of the CALABRIAN Peninsula. It runs along the coast from REGGIO CALABRIA to LAMEZIA CALABRA (mile 20½), then climbing to the terraces which lead up from the sea to the mountains, still keeping near to the coast. North of ROSARIO (mile 12) it turns inland over the hills to avoid a large promontory, returning to the coast at PIZZOL (mile 6½), but immediately turning inland again to NICASTRO (mile 9). From NICASTRO to about mile 115 it is a winding road through mountainous country, then follows the coast again to ANTONIO.

The road is closely followed by the railway except where the road turns inland between miles 12 and 6½ and between miles 74 and 122.

Deployment is generally impracticable, and the road would be easy to obstruct both along the confined coastal stretches, where there are many bridges, and on the mountain stretches, where there are sharp turns, galleries, and steep-sided valleys. A particularly vulnerable stretch is the climb northward from LAMEZIA CALABRA (mile 20½), where the road runs on galleries commanded from the sea (see photograph 26a).

Cover is scattered and to be found mainly in the vicinity of the coastal villages; for the most part it consists of vineyards and olive or citrus-groves.

Construction and Condition:

Excellent tar-macadam surface; at least 20 feet wide.

Gradients:

There are gradients steeper than 1:14 at the following places:

LAMEZIA CALABRA...

SANSONE	(mile 23½)	"S" bend, uphill.
Before side road to MELICUCCA	(mile 25)	Straight uphill.
S. of TRODIO cross-roads	(mile 28)	Downhill with hairpin bend.
N. of TRODIO cross-roads	(mile 30½)	Straight downhill.
N. of S. FILIPPO	(mile 33½)	Downhill bearing left at bottom and continuing on a more gradual descent.

SECRET
(Equals British MOST SECRET)

S. of IMILIO (mile 52) Climb with sharp bends.
S. and N. of MAC crossroads (c. mile 55 to 57) Steep climb with some awkward turns.
CUMACCIO (mile 78½) Downhill and uphill across valley of RIO LA GRAZIA.
TORNICO DI CAMPOLONGO (mile 79½) Downhill to valley of Fiume COTIOLA.

Sharp Turns:

There are numerous sharp turns along the road, more particularly where it leaves the coast and crosses the mountain ranges. The most dangerous appear to be at:

MASTRA CALLE... (mile 20½) On gradient steeper than 1:14 the road climbs up a steep hill-side in a series of terraced hairpin bends. This section would require most careful driving and is one of the most vulnerable points on the whole road.

Between NICASTRO and MARINO (mile 96-115) A winding mountain road with numerous "S" bends requiring careful negotiation.

Sharp turns are well-engineered and can be negotiated by heavy traffic.

Notes:

Miles kms. Altitude in ft.

Route 1

Miles	kms.	Altitude in ft.
0	0	82
REGGIO CALABRIA. Pop. 60,342. (Plan 56, Photographs 45-49, 49 a-d.)		
Road runs north from town, crossing bridge over Fiume DELL'AMUNZILATA. Br. M.R. 450483. Secondary route. Br. probably single arch reinforced, concrete span 80 ft. approx. Height above bed of stream 20 ft. approx. Width of bridge 40 ft. approx. Road then passes through suburb of S. CATERINA by VIA NUOVA PROVINCIALE, and follows railway along narrow coastal plain. Farms and orange groves. Deployment for vehicles very limited due to bluffs along shore.		

Bridge over TORRENTE TORRICO shortly before AICHI. Br. M.R. 454510. Small flat arch bridge over stream. Span 35 ft. approx. Height above bed of stream 15-20 ft. approx. Possible diversion by existing ford 300 yds. west of Br. access from main road by road junction on west side of road 500 yds. south of bridge.

Between NICASTRO and MARINO

(Mile 96-145) A winding mountain road with numerous "S" bends requiring careful negotiation.

Sharp turns are well-engineered and can be negotiated by heavy traffic.

SUMMARY:

Miles kms. Altitude
in ft.

Route 1

Miles	kms.	Altitude in ft.
0	0	82
		PIGGIO CALABALLA Pop. 60,342. (Plan 56, Photographs 45-49, 49 a-d.)

Road runs north from town, crossing bridge over FUMARA DEL' ARNIZIA. Br. M.R. 450483. Secondary route. Br. probably single arch reinforced, concrete span 80 ft. approx. Height above bed of stream 20 ft. approx. Width of bridge 40 ft. approx. Road then passes through suburb of S. CATERINA by VIA NUOVA PROVINCIALE, and follows railway along narrow coastal plain. Farms and orange groves. Deployment for vehicles very limited due to bluffs along shore.

Bridge over TORRENTE TORREDO shortly before AICHI. Br. M.R. 454510. Small flat arch bridge over stream. Span 35 ft. approx. Height above bed of stream 15-20 ft. approx. Possible diversion by existing ford 300 yds. west of Br. access from main road by road junction on west side of road 500 yds. south of bridge.

3	4.7	85	AICHI. Pop. 453.
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3 1/2	5.3	-	Bridge over FUMARA SCLOCIOTI. Br. M.R. 452522. Bridge over stream. Six small flat arches each of approx. 30 ft. and short approach embankment at north end. Total length 230 ft. approx. Height above bed of stream 15-20 ft. approx.
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Ford. M.R. 456532. Diversion by existing ford 400 yds. east which links with ford in diversion to previous br. Length of ford 200 yds. approx. apparently firm bottom.

SECRET
(Signals British MOST SECRET)Miles from... altitude
in ft.

Route 1

From exel. Br. 452522 to incl. br. 435597 road passes through thinly built-up areas with extensive olive grove and vineyard cultivation. Railway runs between coast and road, the latter being approx. 1,000 yds. from coast to M.R. 437560 after which it closes to approx. 200 to 300 yds. There are two large and 3 small bridges or culverts in this length.

GALLICO INTERIORE. (On right, Route 21 to LE GNEAPIE and Route 22 to PORTO DI PORTO SALVO; on left, side road to coast at GALLICO MARINA.)

PONTE DI GALLICO. Bridge over FIUMARA GALLICO. Br. M.R. 446541. Road bridge over river. 3 flat arches each of approx. 70 ft. with short approach embankments at each end. Total length 260 ft. approx. Height above river bed 15-20 ft. approx. A visible dry weather diversion immediately east of bridge.

(On right, narrow road to PETROGALLICO and ROSALI.)

Road runs along foothills through citrus-groves and vineyards.

Crossroads. (On right, side road to S. LUCIA; on left, side road to GATONA.) Deployment for vehicles possible about 2 miles inland between FIUMARA GALLICO and TORRENTE GATONA.

M.R. 443549. Small bridge 20 ft. span approx.

M.R. 442552. Small bridge 20 ft. span approx.

M.R. 439550. Culvert.

Bridge over TORRENTE GATONA. Br. M.R. 438561. 6 flat arches of approx. 35 ft. Total length of bridge 210 ft. approx. Height above river-bed 15-20 ft. Possible diversion 400 yds. west of bridge by existing ford.

(On right, side road to FIUMARA (photograph 44c), pop. 2,036, and S. ROBERTO.) Vehicular deployment possibility narrows to about one-quarter mile to V.S. GIOVANNI.

M.R. 433565, 433573, 433678, 433582. 4 culverts.

VILLA SAN GIOVANNI. Pop. 4,066. Station for railway ferry to MESSINA. (Plan 55, photograph 38a), 3 bridges over streams in town. (On right, side road to FIUMARA and S. ROBERTO.) M.R.

(On right, narrow road to PETTOCALICO and ROSALI.)

Road exits along foothills through citrus-groves and vineyards.

Cross-roads. (On right, side road to S. LUCIA; on left, side road to CATTOLA.) Deployment for vehicles possible about 2 miles inland between FIUMARA GALLIO and FORTE CATONA.

M.R. 443549. Small bridge 20 ft. span approx.

M.R. 442552. Small bridge 20 ft. span approx.

M.R. 439556. Culvert.

Bridge over TORRENTE CATONA. Br. M.R. 438561. 6 flat arches of approx. 35 ft. Total length of bridge 240 ft. approx. Height above river-bed 15-20 ft. Possible diversion 400 yds. west of bridge by existing ford.

(On right, side road to FIUMARA (photograph 44a), pop. 2,036, and S. ROBERTO.) Vehicular deployment possibility narrows to about one-quarter mile to V.S. GIOVANNI.

M.R. 435565, 433573, 433678, 433582. 4 culverts.

VILLA SAN GIOVANNI. Pop. 4,066. Station for railway ferry to MESSINA. (Plan 55, photograph 38a), 3 bridges over streams in town. (On right, side road to FIUMARA and S. ROBERTO.) M.R. 434589. Small bridge 25 ft. span approx. M.R. 434591. Small bridge span 25 ft. approx. M.R. 433597. Small bridge span 30 feet approx.

Road continues along lower slopes of hills, through orange-groves and vineyards, and rounds PUNTA PEZZO (photograph 35). Deployment for vehicles in rolling country along highway restricted to width of approximately one mile. Some cover in groves. Alternate route to SCILLA leads east from V.S. GIOVANNI with deployment limited to width of MELLA plateau about one-quarter to one-half mile.

From CALABITELLO to SCILLA vehicular deployment is impossible.

- 3 -

SECRET
(Equals British MGT SECRET)

642

SECRET
(Equals British MOST SECRET)

Miles kms. altitudes in ft. Route 1

10 1/2 17.1 - CANNITELLO. Pop. 1,150. (Photograph 37.) (On right, narrow metalled road to FONDACC, on MELLA plateau. Photograph 36.)

Road continues winding along rocky coast with ground rising steeply to over 2,000 ft. on inland side. (Photograph 34a).

M.R. 455609. Small br. over stream at CANNITELLO. Span 35 ft. approx.

M.R. 455610. Bridge, probably stone, over stream, span 165 ft. approx. Height above bed of stream 25-30 ft. approx. Possible diversions 60 yds. to east of bridge.

M.R. 460615. Small bridge over stream, arch span not determinable, total length 120 ft. approx. including approach embankments.

M.R. 461611. Small bridge over stream, span 25 ft. approx.

M.R. 465616. Bridge over R. TRABA at PORTICELLO. Length of main span 70 ft. approx., total length of br. incl. approach embankments or arches 190 ft. approx. No diversions within area covered by photos.

M.R. 476624. Small bridge over stream, span 25 ft. approx. Difficult diversion on west side of bridge.

M.R. 478625. Probable culvert.

M.R. 482627. Road bends sharply up valley with culvert under at top of hill.

M.R. 486628, 488629. Two culverts.

M.R. 490630. C. Pacl. Road runs at cliff top with precipitous rock wall on inland side.

Long stone bridge (photographs 31 and 34) immediately before SCILLI. M.R. 495627. Bridge not clearly visible on air photos but no diversion possible.

14 23.1 141 SCILLI. Pop. 4,606. (Photographs 32, 32a, 33.) (On right, narrow metalled road (photograph 31a) climbs steeply in hairpin bends to FONDACC.)

ominable, total length 120 ft. approx. including approach embankments.

M.R. 461614. Small bridge over stream, span 25 ft. approx.

M.R. 465616. Bridge over R. TRAPA at PORTICELLO. Length of main span 70 ft. approx., total length of br. incl. approach embankments or arches 190 ft. approx. No diversions within area covered by photos.

M.R. 476624. Small bridge over stream, span 25 ft. approx. Difficult diversion on west side of bridge.

M.R. 478625. Probable culvert.

M.R. 482627. Road bends sharply up valley with culvert under at top of bend.

M.R. 486628, 486629. Two culverts.

M.R. 490630. C. FACI. Road runs at cliff top with precipitous rock wall on inland side.

Long stone bridge (photographs 31 and 34) immediately before SCILLA. M.R. 495627. Bridge not clearly visible on air photos but no diversion possible.

SCILLA. Pop. 4,606. (Photographs 32, 32a, 33.) (On right, narrow metalled road (photograph 31a) climbs steeply in hairpin bends to FONDAGO.)

M.R. 499630. Small bridge over stream span 20 ft. approx., no diversion possible.

From headland 500632, SCILLA to excl. R. COVALO M.R. 575663. For most of this length road hugs the front of the hills which descend steeply to the coast and are intersected by many ravines. For most of this length the railway, which is often in tunnel, runs between the road and sea. From FAVAZZINA (538640) to 538651 coastal belt widens slightly and road is about 200-300 yds. from sea with olive grove country between.

M.R. 507636. Road bridge over stream, span 85 ft. approx. incl. approach embankments, width of watercourse 30 ft. Height above bed of stream probably 30 ft. Only diversion by minor road from SCILLA crossing stream 600 yds. south of main road.

6

SECRET

(TOWELS BRITISH MOST SECRET)

Miles Kms. Altitude
in ft.

Route 1

M.R. 510630. Small bridge span 30 ft. approx.

M.R. 513630. Small bridge span 25 ft. approx.

M.R. 517630. Small bridge span 30 ft. approx.

M.R. 519630. Small bridge span 25 ft. approx.

From 520630 to 524633 road crosses to seaward side of railway which is in tunnel, and there is a retaining wall on seaward side of road.

M.R. 524633. Small bridge span 35 ft. approx. Possible difficult deviation 350 yds. south of bridge.

M.R. 525633, 530633. 5 culverts.

M.R. 535637. Small bridge, span 15 ft. approx.

M.R. 535637. Pop. 531. Road passes to right of village.

Bridge over TUMARA TUNNEL. M.R. 541640. Span 135 ft. approx. Light above river bed 15-20 ft. Difficult approaches for Bailey trussing owing to sharp bends at each end of bridge.

M.R. 544643. Small bridge, 20 ft. span approx.

M.R. 546645. Culvert.

M.R. 549647. Bridge, single arch, span 65 ft. approx. Height above bed of stream 15-20 feet.

M.R. 553649. Culvert.

M.R. 556650. Culvert.

M.R. 558651. Bridge, single arch, span 50 ft. approx. Bed approaches owing to sharp bends at each end of bridge and road cuts into side of hill at east end of bridge.

M.R. 558651, 562655. 4 culverts.

M.R. 564653 to 566659. Road on embankment about 15-20 ft.

17. 27.5. - M.R. 525633, 530635. 5 culverts.
 M.R. 535637. Small bridge, span 15 ft. approx.
 - MAREZZINA. Pop. 531. Road passes to right of village.
 17. 28.2. - Bridge over FIUMARA MARAZZINA. M.R. 541640. Span 135 ft. approx. Light above river bed 15-20 ft. Difficult approach-
 as for Bailey bridging owing to steep banks at each end of
 bridge.
 M.R. 544643. Small bridge, 20 ft. span approx.
 M.R. 546645. Culvert.
 M.R. 549647. Bridge, single arch, span 65 ft. approx.
 Height above bed of stream 15-20 feet.
 M.R. 553649. Culvert.
 M.R. 556650. Culvert.
 M.R. 558651. Bridge, single arch, span 60 ft. approx.
 Bad approaches owing to steep banks at each end of bridge and
 road cuts into side of hill at east end of bridge.
 M.R. 558651, 562655. 4 culverts.
 M.R. 564656 to 566659. Road on embankment about 15-20 ft.
 high with 5 culverts under.
 M.R. 566660. Small bridge span 30 ft. approx.
 M.R. 574663. R. COVALLO. 3 flat arches probably R.C.
 Total span 180 ft. approx. Probable depth to river bed 20-
 25 ft. Dry weather channel very narrow. Possible deviation
 120 yds. south. Banks 10-15 ft.
 17. 32.8. 124. MARARA CALATA. Pop. 9,088. (Photographs 26, 26 a-d.).
 M.R. 570660. Southwest end of town road skirts steep hills
 for 600 yds. with bank of 20 ft. to 100 ft. on seaward side.
 From north of town road climbs steeply inland in wide hairpin
 bends to about 1,000 ft. (Photograph 26a.)

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SECRET
(Ears British MOST SECRET)

641

SECRET
Equals British MOST SECRET

Miles	Kms.	Altitude in ft.	Route 1
			M.L. 5816/2. Flyover bridge. (road over road). 3-arch br. probably concrete. Total span 105 ft. approx. Probable height of bridge above lower road 40 ft. Possible difficult deviation from loop on lower road to minor road on west rejoining main route 300 yds. south.
			(On right, at last hairpin, narrow side road to SOLANO SUPERIORE.)
			Road then winds north to
23 1/2	36.0	1,165	SANSONE road junction. (On right, Route 23 to SINOPOLI and east coast at IOVALLINO MARINA.)
			Sharp turns on steep gradient immediately after road junction.
			M.L. 60369. Culvert.
			Steady climb to 1,175 ft., with one short steep stretch. (On right, side road to MELLONUCCA.) Then fairly level road past PASTINATI village (on short side road to right.)
			Restricted vehicular deployment beginning between SEMINARA and PAIAN in hilly country, with considerable cover. Roads and trails are narrow through sparsely cultivated section.
			CERAMIA to Pa. Junct. Road runs through fairly flat cultivated belt with easy bends and very little embankment. No bridges.
			Rd. Junc. 614720 to bend 621740. Steep down gradient with sharp bends. No important features.
28	44.9		(On left, narrow metalled road to MONTE S. ELIA.) Chestnut trees on slopes of MONTE S. ELIA. Steep descent with sharp turns. Road passes between olive-groves, then vineyards.
30 1/2	49.2	919	TRIDIO cross-roads. (On right, good branch road to SEMINARA and SINOPOLI on Route 23, also branch road to TAURIANOVA on Route 25; on left, side road down to PAIAN (Photographs 25 and 25a), pop. 13,590.)
			Steady descent with short steep stretch shortly after TRIDIO and a longer steep stretch after hamlet of S. FILIPPO.

Sharp turns on steep gradient immediately after road junction.

N.S. 60369. Culvert.

Steady climb to 1,475 ft., with one short steep stretch. (On right, side road to HELICUCCA.) Then fairly level road past KARRITTEI village (a short side road to right.)

Restricted vehicular deployment beginning between SEMINARA and PALLE in hilly country, with considerable cover. Roads and trails are narrow through sparsely cultivated section.

CELEADA to R. junct. Road runs through fairly flat cultivated belt with easy bends and very little embankment. No bridges.

Rd. Junct. 14720 to bend 121740. Steep down gradient with sharp bends. No important features.

(On left, narrow metalled road to MONT S. ELIA.) Chestnut trees on slopes of MONT S. ELIA. Steep descent with sharp turns. Road passes between olive-groves, then vineyards.

TRODIO cross-roads. (On right, good branch road to SEMINARA and SINOFOLI on Route 23, also branch road to TAURIANOVA on Route 25; on left, side road down to PALLE (Photographs 25 and 29a), pop. 13,599.)

Steady descent with short steep stretch shortly after TRODIO and a longer steep stretch after hamlet of S. FILIPPO.

Deployment for vehicles possible for width of about 3 miles at HENTACE River, increasing to about ten miles on plain between FERRACE and METRAC Rivers.

Vineyards give place to olive-groves.

Bridge over railway. 644787 Br. Rd. over Rail. Map wrongly shows rail over road. Flat arch probably R.C. Span 45 ft. approx. Height of road above rail approx. 18-20 ft.

Short steep descent on left turn.

Highly vulnerable section follows. Road turns left to pass in quick succession under two railway bridges, turns sharp right to pass second time under railway lines, immediately turns left

Miles. Altitude in ft. Route 1

to cross bridge over TIME PETRACE, then left to pass third time under railway line. It then turns sharp right (straight on, narrower road into GIOIA TAURO), crossing a bridge over the railway lines, then left again.

Br. 644787 to Br. 647808. Fairly flat, tree-lined road, "S" bend at 648797, no important features.

Rail over R1. Br. 647808. Skew span 45 ft. approx. probably steel girder bridge, headroom unknown. Narrow gauge railway on embankment for 150 yds. on each side of bridge.

Rail over R1. Br. 645808. Skew span 60 ft. approx. Probably steel girder bridge, headroom unknown. Normal gauge railway embankment for 100 yds. on each side of bridge.

Rail over R1. Br. 649811. Road is about halfway down slope of bank and passes under second approach span of railway bridge close to off-shore pier. Bridge is of lattice girder construction, height above road approx. 20-25 ft. Length of span over road 60 ft. approx.

Rail over road Br. 650810. As in previous bridge but only one approach span, road close to off-shore pier. Height of bridge above road approx. 25-30 feet. Length of span over road 115 feet approx.

Road over river Br. 652810. Bowstring girder span 140 ft. approx. Width of stream between flood banks at bridge site approx. 150 ft. widens to 350 ft. to 400 ft. on both sides of bridge. Dry weather channel approx. 50 ft. Sharp left hand bends both ends of bridge. Diversion difficult at Br. site; possible diversion 400 yds. northwest of Rly. bridge, originating from bend in road at 647813. Width between flood banks at site of diversion 300 ft., dry weather channel 40 ft. approx.

Rail over R1. Br. 652813. Road is cut into slope of bank and passes under first approach span of bridge close to off-shore pier. Length of span 140 ft. approx. Height of bridge above road level 25-30 ft. approx.

Rail over R1. Br. 651814. As above, but road passes under second approach span midway between piers. Length of span 60 ft. approx. Height of Br. above road level 20-25 ft. approx.

Br. 651814 to Br. 653818. Road climbs steeply up side of hill, two moderate bends.

Rail over rd. Br. 649811. Road is above bridge bank and passes under second approach span of railway bridge close to off-shore pier. Bridge is of lattice girder construction, height above road approx. 20-25 ft. Length of span over road 60 ft. approx.

Rail over road Br. 650810. As in previous bridge but only one approach span, road close to off-shore pier. Height of bridge above road approx. 25-30 feet. Length of span over road 115 feet approx.

Road over river Br. 652810. Bowstring girder span 140 ft. approx. Width of stream between flood banks at bridge site approx. 150 ft. widens to 350 ft. to 400 ft. on both sides of bridge. Dry weather channel approx. 50 ft. Sharp left hand bends both ends of bridge. Diversion difficult at br. site; possible diversion 400 yds. northwest of Rly. bridge, originating from bend in road at 647813. Width between flood banks at site of diversion 500 ft.; dry weather channel 40 ft. approx.

Rail over rd. Br. 652813. Road is cut into slope of bank and passes under first approach span of bridge close to off-shore pier. Length of span 140 ft. approx. Height of bridge above road level 25-30 ft. approx.

Rail over rd. Br. 651814. As above, but road passes under second approach span midway between piers. Length of span 60 ft. approx. Height of br. above road level 20-25 ft. approx.

Br. 651814 to Br. 653810. Road climbs steeply up side of hill, two moderate bends.

Road over rail Brs. 653816. Road passes over narrow and normal gauge railways successively, the two bridges being separated by a spit of high ground approx. 60 ft. wide. Br. over narrow gauge span 24 ft. approx. Height above rail level 20 ft. approx. Br. over normal gauge span 26 ft. Height above rail level 20 ft. approx. Both appear to be flat arches.

Road continues through urban area to Br. over canalised stream at Br. 664830.

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SECRET
(Equals British, MOST SECRET)

640

(Equals British MOST SECRET)

Miles	Kms.	Altitude in ft.	Route 1
36 1/2	58.2	115	Road junction. Route 25 (for TAURIANOVA and LOCHI), 1 km. from its starting-point at GIOIA TAURO, pop. 8,832; agricultural centre and railway junction. Road then descends through hamlet of VALLATA. (On left, short side road into GIOIA TAURO.) Bridge over TORRENTI BIELLO. Br. 664830. Flat arch probably h.c. span 75 ft. approx. Height above water level 10-15 feet, wet channel 24 feet approx. Possible diversion 150 yds. east of existing br. Small bridges exist at M.R. 663829 and 659832. Road gradually recedes from coast, with railway on left, crossing undulating plain. Long straight stretch along avenue of tall olive trees; citrus and olive groves on seaward side of railway. { On left, side road to coast at S. FERDINANDO, photograph 22. } (M.R. 711683.) M.R. 677913. Road bridge north of S. FERDINANDO not marked on map. Permits alternate crossing of River MESIMA. Length 190 ft. approx. Height above river bed 15-20 feet approx. 5 flat arches each of 35 feet with short approach embankments at each end. 2 small flat arch bridges of approx. 50 feet and 35 feet span at 60 yds. and 170 yds. south of bridge. 1 small flat arch span of approx. 40 feet at 50 yds. west. (On right, short road into ROSARNO, and side road to POLISTENA and CINQUE TORRE on Route 24.) Main road passes west and then north of ROSARNO, pop. 7,793, town on hill some 200 ft. high, overlooking main road which keeps to coastal plain. Road to left bears westerly on alternate route to cross MESIMA River about 1/2 mile northwest of ROSARNO. M.R. 715904. Road bridge not marked on map. Total length of bridge 145 yds. approx. including long approach on north side (may be embankment). Three main spans each of 90 ft. approx. lattice girder construction. Height above river bed 15-20 ft. approx. Existing road crossing 60 yds. to east. On right, side road into ROSARNO.
41 1/2	66.4	59	
42	67.6	39	
42 1/2	68.5		
43	69.2	82	

Road gradually recedes from coast, with railway on left, crossing undulating plain. Long straight stretch along avenue of tall olive trees, citrus and olive groves on seaward side of railway.

41 65.4 39 (On left, side road to coast at S. TERDINANDO, photograph 22.)
(U.R. 71183.)

M.R. 677913. Road bridge north of S. TERDINANDO not marked on map. Permits alternate crossing of River MESIMA. Length 190 ft. approx. Height above river bed 15-20 feet approx. 5 flat arches each of 35 feet with short approach embankments at each end. 2 small flat arch bridges of approx. 50 feet and 35 feet span at 60 yds. and 170 yds. south of bridge. 1 small flat arch span of approx. 40 feet at 50 yds. west.

42 67.8 39 (On right, short road into ROSANO, and side road to POLLISTENA and CINQUEFONDI on Route 24.)

Main road passes west and then north of ROSANO, pop. 7,793, town on hill some 200 ft. high, overlooking main road which keeps to coastal plain.

42 68.5 Road to left bears westerly on alternate route to cross MESIMA River about 1 mile northwest of ROSANO. M.R. 715904. Road bridge not marked on map. Total length of bridge 145 yds. approx. including long approach on north side (may be embankment). Three main spans each of 90 ft. approx. lattice girder construction. Height above river bed 15-20 ft. approx. Existing ford crossing 60 yds. to east.

43 69.2 82 On right, side road into ROSANO. Main road turns left to run northeast in straight line to river.

43 70 Road at left to POLLISTENA and CINQUEFONDI. Also alternate river crossings for main road.

M.R. 750900. Road bridge over R. TERDINO. Apparently single flat arch of 110 ft. span approx., but may comprise number of smaller arches giving same total span. Height above bed of stream 15-20 ft. approx. Short approach embankment and sharp bends at both ends of bridge.

M.R. 750910. Road bridge over R. MESIMA. Air photo shows 5 spans each of approx. 35 ft. over stream proper. Height above river bed approx. 25-30 ft.

44 70.6 M.R. 750909. Road bridge over MESIMA R. not marked on map. Total length approx. 460 ft., made up of six bowstring arches

SECRET
(Equals British MOST SECRET)

Miles kms. Altitude
in ft.

Route 1

each of 80 ft. span approx. Gently sloping banks. Height of br. above river bed approx. 20-25 ft.

The river has been canalised but retains the alignment as shown on map. The river runs between two narrow roads on slight embankments thought to be NOT more than 4 ft. high and 170 yds. apart, probably to prevent flooding in winter - at present (June) the river bed appears to be damp but firm, is 60 yds. wide at mouth and broadens out to full width of the embankments at approx. 68590. The island near ROSARIO as shown on map is not seen on the photographs.

a dry canal is seen to run northeast at 730910.

at 150 yds. beyond centre of river road turns right. Road to SAN FERNANDO runs straight on and crosses canalised stream 500 yds. from main road. Three arch concrete bridge (H.S. 735921), total span approx. 75 ft. Height above stream bed 15-20 ft. Vehicular deployment width decreases immediately to about 2 miles and rapidly to 1/4 mile approaching MILETO.

(Alternative road rejoins on right.)

(On left, good branch road to coast at MICOOTERA.)

Road runs on slopes above woods & valley of TORRENTE MAMILLA.

Citrus grove. Gradual climb to 574 ft. at headlet of CUPIL.

(On left, narrow detalled road to ROBYOLO.)

Climb with some sharp turns and fairly steep gradients past PARAWATI, pop. 1,538, village on right of road, to

MILETO. Pop. 3,797.

Steady climb along valley, sides of which are covered with trees and vineyards. Type of country shown in photograph 16.

Steeper stretch with hairpin turns and sharp curves before

140 cross-roads. (On right, short side road into B...

45 72.5 95

45 73.3 -

51 82.3 -

53 86.3 1,168

56 89.9 1,444

at 150 yds. beyond center of river road turns right. Road to SAN PEDRINCO runs straight on and crosses canalised stream 500 yds. from main road. Three arch concrete bridge (M.L. 735921), total span approx. 75 ft. Height above stream bed 15-20 ft. Vehicular deployment width decreases immediately to about 2 miles and rapidly to 1/2 mile approaching MILETO.

45 72.5 95 (Alternative road rejoins on right.)

45 73.5 - (On left, good branch road to coast at NICOTERA.)

Road runs on slopes above wooded valley of TORRENTI MARELLA. Citrus-groves. Gradual climb to 571 ft. at hamlet of CRUPI.

51 82.3 - (On left, narrow stalled road to ROBERTOLO.)

Climb with some sharp turns and fairly steep gradients past PARAVATI, pop. 1,538, village on right of road, to

52 86.3 1,168 MILETO. Pop. 3,797.

Steady climb along valley, sides of which are covered with trees and vineyards. Type of country shown in photograph 15.

Steeper stretch with hairpin turns and sharp curves before

56 89.9 1,444 MAC cross-roads. (On right, short side road into S. COSTANTINO, pop. 2,920, and thence by inferior road to S. ANTONIO on Route 24; on left, branch road to IONIDA and MONTANO.)

VIBO VALENTIA airfield west of road.

Steep climb.

57 92.4 1,716 (On left, good branch road to coast at ROCHA and at NICOTERA.)

Almost level road across plateau with occasional olive groves and occasional meadows.

On left, side road leading to network of minor roads linking villages between main road and coast. Deployment width for vehicles increases on plateau to approximately 2 miles, narrowing somewhat on approach to VIBO VALENTIA.

SECRET
(Equals British MOST SECRET)

Miles Kms. Altitude in ft. Route 1

Bridge over railway before

61 98.4 1,524 VIBO VALENTIA (MONTELLONE). Pop. 10,075. (Photographs 14 and 14a). Road turns sharp right to skirt west of town. Level crossing north of town.

Road leaves town by a series of sharp curves, then runs along side of hills, descending gradually to narrow terrace overlooking sea with steeply rising hills on inland side of road and, on seaward side, steep slope down to beach (photograph 10).

M.R. 830420. Culvert.

M.R. 835129. Sharp bend, culvert under.

M.R. 844132. Sharp bend, culvert under.

Practically no vehicular deployment possible along road but strip about 2 miles wide on plateau above road from VIBO VALENTIA to FIUME ARGITOLA is suitable.

65 104.2 607 (On left, side road to LONGOLADI village and down to coast at MARINA DI VIBO VALENTIA. Plan 54, photograph 11.)

Road descends easily.

M.R. 863150. Small bridge, span 20 ft. approx.

M.R. 875166. Lt. railway passes under road by very short tunnel.

M.R. 894170. Small bridge span 25 ft. approx.

Level crossing. (On right, side road to MALLERATO and S. ONOFRIO.)

67 106.2 551 Road passes above town of PIZZO. Pop. 7,666. Resort and tunny-fishing centre. (On left, through town (photograph 9a), coast road to BELLAIO and THORRE.)

M.R. 904186, 904189, 904190. 3 culverts.

Easy descent along narrow terrace, through vineyards and olive

M.R. 938129. Sharp bend, culvert under.

M.R. 944132. Sharp bend, culvert under.

Practically no vehicular deployment possible along road but strip about 2 miles wide on plateau above road from VIBO VALENTIA to FIUME ANGITOLA is suitable.

65 104.2 507

(On left, side road to LONGOBARDI village and down to coast at MARINA DI VIBO VALENTIA. Plan 54, photograph 11.)

Road descends easily.

M.R. 868158. Small bridge, span 20 ft. approx.

M.R. 875166. Lt. railway passage under road by very short tunnel.

M.R. 89170. Small bridge span 25 ft. approx.

Level crossing. (On right, side road to MAIRATO and S. ONOFRIO.)

66 107.9 351

Road passes above town of PIZZO. Per. 7,666. Resort and bunny-fishing centre. (On left, through town (photograph 9a), coast road to MILITICO and TROPEA.)

67 108.2 351

M.R. 904136, 902109, 904190. 3 culverts.

Road descends along narrow terrace, through vineyards and olive groves to

71 114.5 98

Road junction. Fork left. (On right, Route 28 to SERREA SAN BRUNO and MARINA DI MONASTERICE on east coast).

200 yds. Further on, masonry bridge across FIUME ANGITOLA, 400 yds. east of railway bridge. M.R. 923213. Masonry bridge over ANGITOLA R. 9 arches each of approx. 38 ft. Total span 340 ft. approx. Piers of centre arch slightly larger than rest, large hexagonal abutments at each end. Height above stream 25-30 ft. Some water in stream in June 1943.

M.R. 913204. Track, giving access to possible ford over ANGITOLA R. at 912219, joins main road.

3
(Equals British Most Secret)

Miles Km. Altitude
in ft.

Route 1

(On right, shortly after bridge, narrow road to WILDELLIA, and to ZOLLA; on left, a few hundred yds. Further north, long straight, metalled road across a plateau - out of S. ZULUJIA plain (photographs 5 and 6a). to S. EULILIA station, with branches rejoining main road west of TIGER. Also see alternate route across plain, following the army of Route 1.

Road now runs along foot of steep-sided hills which form inland limit of S. ZULUJIA coastal plain. It first about 2 miles wide, but gradually increasing in width to 6 miles at EULILIA and railway at first it is close of open wooded country - groves, but road gradually bears northwards to reach railway, which continues along plain.

S. EULILIA plain on west of road, 4.4 miles from inland. Deposition, increases to a width of about 5 miles at EULILIA. RHEO.

Cross-roads (on right, to MONTISSORO; on left, to CURIELA station) shortly before

77 124.3 325 Road junction immediately after the last main station.

Dr., conc. or ms., 22 ft. wide, 1.7 ft. deep, 1.7 ft. wide.

Stream no obstacle. Flat stream bed. At 175 ft. wide. Very little water in June 1973.

(On right, road branch road through CURIELA, on left, to S. PIETRO A MARE, pp. 5, 145 to join road to S. ZULUJIA.)

Fairly steep descent to bridge over stream (MONTISSORO village).

Dr., conc. or ms., 22 ft. wide, 1.7 ft. deep, 1.7 ft. wide.

Cross-roads at FONDACO DI CAMPIONARO. On right, side road to S. PIETRO A MARE; on left, side road to S. ZULUJIA (MONTISSORO).

Fairly steep gradient with sharp turn, 1.7 ft. deep, 1.7 ft. wide, over RHEO COTTOLA.

FUME COTTOLA, Dr., conc. or ms., 22 ft. wide, 1.7 ft. deep, 1.7 ft. wide, over stream. With bed about 30 ft. deep, 1.7 ft. wide, close D.S. Banks are not steep.

S. DURELLA plain on west of road, 1.1 miles long. Road deployment, increases to a width of about 3 miles at FINEST 11.20.

Cross-roads (on right, to MONTESORO; on left, to CORTINA station) shortly before

77 124.3 325 Road junction immediately after the 1.1 mile station.

Br., conc. or bas., 22 ft. wide, 1.0 ft. deep, 1.0 ft. wide.

Stream no obstacle. Flat stream bed, 1.0 ft. wide. Very little water in June 1973.

(On right, old paved road through CORTINA, 1.1 miles, and S. PIETRO A MANDA, 1.1 miles, to 1.1 miles, 1.1 miles.)

Fairly steep descent to bridge over the 1.1 mile village.

Br., conc. or bas., 22 ft. wide, 1.0 ft. deep, 1.0 ft. wide.

Cross-roads at FONDAIO DI CALZADINO. (On right, side road to S. PIETRO A MANDA; on left, side road to S. PIETRO A MANDA.)

Fairly steep gradient with sharp turn. No cor to bridge over FINE COTTELLA.

FINE COTTELLA, Br. conc. or bas., 22 ft. wide, 1.0 ft. deep, over stream with bed about 30 ft. wide. If all 1 mile close U.S. Banks are not steep.

35 133.4 325 Road junction. (On right, Route 34 to 1.1 miles, 1.1 miles, and Route 3).

Bridge over FINE COTTELLA, 3-span, 30 ft. long. (On right, 1.1 miles, 1.1 miles, 1.1 miles. Very small amount of water in braided stream June 1973.)

Road runs along a plateau with olive groves and vineyards. Steeply rising hill to 1.1 miles.

Sharp turns.

(On right, narrow side road to 1.1 miles, 1.1 miles.)

638

- 14 -

SECRET
(Equals in 1st MOST SECRET)

SECRET
(Equals British MOST SECRET)

Miles Ans.	Altitude in ft.	Route
		Bridge over canalised stream of FIUME MATO (photograph 7), immediately below
87½	140.2	262 CILDERARO road junction. Turn sharp left. (On right, Route 9 to CATANZARO and MARINI DI CATANZARO.)
		Road climbs in hairpin bends over a spur and descends to cross bridges over FIUME CACCIA and FIUME TADIA. No photo cover.
		(On right, between these bridges, narrow road to FIAROPOLI.)
91½	146.6	312 (On right, narrow road to FEROLETO ANTICO.)
		Bridge over FIUME DI S. IMOLITO. No photo cover.
		Road then crosses a plateau which slopes gently up to north and is covered with vineyards and orchards.
94½	152.1	- Level crossing.
		Road narrows slightly and turns left as it passes through southeast side of
96	154.2	735 NICASTRA. Pop. 16,273. (Photograph 120). Market town. Important road junction on south outskirts of town. (On right, Route 32 to SOVERIA MANFELLI, TIVERNI, and CROTONE; on left, side road to station.)
		Bridge over TORRENTE PIAZZA. No photo cover.
		Deployment for vehicles now restricted to area south of road to coast line.
		Road turns sharp left and runs along foot of a ridge, through olive-graves and vineyards, skirting south side of
97½	157.2	636 SABBIASE. Pop. 11,005. (On left, short side road to station.)
		Bridge over TORRENTE CATTACALLI. No photo cover.

785015

- 91 $\frac{1}{2}$ 146.8 312 (On right, narrow road to FERLETO ANTICO.)
 Bridge over FIUME DI S. IPOLITO. No photo cover.
 Road then crosses a plateau which slopes gently up to north and is covered with vineyards and orchards.
- 94 $\frac{1}{2}$ 152.1 - Level crossing.
 Road narrows slightly and turns left as it passes through southeast side of
- 96 154.2 755 NICASTRA. Pop. 16,273. (Photograph 120). Market town. Important road junction on south outskirts of town. (On right, Route 32 to SOVERIA MANFREDI, TAVERNA, and CROTONE; on left, side road to station.)
 Bridge over TORRENTE FLAZZA. No photo cover.
 Deployment for vehicles now restricted to area south of road to coast line.
 Road turns sharp left and runs along foot of a ridge, through olive-groves and vineyards, skirting south side of
- 97 $\frac{1}{2}$ 157.2 656 SABELLE. Pop. 11,005. (On left, short side road to station.)
 Bridge over TORRENTE CANTACILLI. No photo cover.
 Road continues west-southwest to
- 99 159.2 - Road junction. Turn sharp right. (On left, two side roads to railway and to road along S. EUSEBIA plain, see mile 71 $\frac{1}{2}$.)
 Road turns north to bridge FIUME DEI PAVI. No photo cover.
 Road then turns west, keeping close to base of hills which rise steeply to north. (On left, difficult side road down to reclaimed area at north end of S. EUSEBIA plain. Photograph 6a.). Road then crosses valley of FIUMARA ZINNARO by a fairly steep hairpin bend and turns north to climb in wide hairpin bends through olive-groves and vineyards to
- 106 $\frac{1}{2}$ 171.7 1,968 GIZzeria. Pop. 3,794. Albanian colony.
 Bridge over T. TRIDATTOLI. No photo cover.

SECRET
(Equals British MOST SECRET)

Miles Km.	Altitude in ft.	Route 1
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Undulating, winding road along slopes of coastal hills; gradients easy but many sharp turns and wide loops.

Vehicular deployment impossible.

111 173.9 1,604 PILEMA Pop. 2,140.

(On left, west of village, steep winding road down to coast at PILEMA station.)

Road continues north, skirting base of ridge which forms east limit of terrace about 2-mile wide.

Olive groves and occasional vineyards.

Sharp turns before

115 165.9 -

PANICULO road junction on hairpin bend of main road.

(On right, side road through NOCERA TERRESE to MARTIRANO LOMBARDO, beyond which a further stretch of road leading to Route 32 was under construction in 1938.)

Descent along valley of FIUME GRANDE to coastal plain, then almost level road northwest. Bridges over FIUME GRANDE, FIUME SAVUTO, and FIUME TORBIDO.

Very restricted vehicular deployment possible in coastal plain about 1 mile wide between FIUME SAVUTO and FIUME OLIVA.

M.R. 840502. Dr. over F. GRANDE, conc., or mas., 260 ft. long. Ford exists 1,000 yds. D.S. No water in July 1943.

M.R. 840512. Dr. over F. SAVUTO, conc. with 9 spans, 475 ft. long. Wide braided stream with very little water in July 1943. Stream fordable.

M.R. 829525. Dr. over F. TORBIDO, conc., or mas., 35 ft. long. Stream canalised and dry in July 1943. No obstacle.

122 195.7 - Road junction east of AIELLO CALABRO station.

(On right, State Road No. 108 to AIELLO CALABRO and GRIMALDI. Excellent surface, but many hairpin bends and fairly steep gradients.)

Sharp turns before

1154 185.9

FAUGLIANO road junction on hairpin bend of main road. (On right, side road through NOCERA TERRESE to MARTIRANO LOMBARDO, beyond which a further stretch of road leading to Route 32 was under construction in 1938.)

Descent along valley of FIUME GRANDE to coastal plain, then almost level road northwest. Bridges over FIUME GRANDE, FIUME SAVUTO, and FIUME TORRIDO.

Very restricted vehicular deployment possible in coastal plain about 1 mile wide between FIUME SAVUTO and FIUME OLIVA.

M.R. 840502. Br. over F. GRANDE, conc., or mas., 260 ft. long. Road exists 1,000 yds. D.S. No water in July 1943.

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M.R. 829525. Br. over F. TORRIDO, conc., or mas., 35 ft. long. Stream canalised and dry in July 1943. No obstacle.

1224 196.7 - Road junction east of AIELLO CALABRO station.

(On right, State Road No. 108 to AIELLO CALABRO and GAIARDI. Excellent surface, but many hairpin bends and fairly steep gradients.)

123 197.7 - Bridge over FIUME OLIVA. (Photograph 5.).

M.R. 807551. Bridge over F. OLIVIA, conc. bowstring arches, 3 spans, 350 ft. long. Braided stream with only little water in June 1943. Stream fordable but some difficulty would be experienced in making approach to stream bed. R.F. Br. along side D.S. and load 250 yds. D.S.

Vehicular deployment impossible along road.

Road turns left and follows coast to avoid spur of Capo GORICA, through which railway passes by tunnel. Road then leaves coast, passing under railway bridge.

SECRET
(Equals British MOST SECRET)

Miles Kms.	Altitude in ft.	Route 1
		Bridge over TORRENTE COLONGI, M.R. 798595, conc. or mas., 330 ft. long. Low banks and ford 250 yards downstream. Bed dry in June 1943.
		M.R. 798601. Br. over small stream, conc. or mas., 110 ft. long, bed dry in June 1943. Ford 250 yds. D.S.
		M.R. 797605. Br. over small stream, conc. or mas. arch, 75' long, bed dry in June 1943, ford 150 yds. D.S.
127½	204.7	177 MARTELLA. Pop. 4,623. (On right, just before town, fairly good but winding branch road to TERRATI and ADELLO CALABRO. Photograph 4.)
<u>PIUME ANGIOTOLA to Route 1 via S. EUPHIMIA LAMEZIA.</u>		
(Alternate Route across S. EUPHIMIA Plain)		
74½	114.5	PIUME ANGIOTOLA. 500 yds. past bridge turn left on metalled road under tall trees extending 300 yds. to pass under rly. About 200 yds. beyond rly., easy curve to right. Road crosses open cultivated fields in reclaimed ground.
73½	116.2	M.R. 928245. Small culvert about 30 ft. long across drainage ditch. No obstacle.
74½	119.7	Small culvert (M.R. 932261) across drainage ditch. No obstacle. M.R. 934267. Road junction. To right, connection with Route 1. To left, road to beach. 500 yds. from junction road crosses drainage ditch by culvert 50 ft. long. No obstacle. 650 yds. further a small culvert 25 ft. long crosses small drain. No obstacle.
76.0	122.0	M.R. 942247. Br. conc. or mas., 75 ft. long over drainage ditch. No obstacle.
76½	122.2	M.R. 944292. Road junction to right leads to Route 1, via STAZ. DI CURINGA. To left road runs into trails leading to beach.

(Alternate Route across S. EUPHRAIA Plain)

74 114.5
 EUPHRAIA PLAIN.
 500 yds. west bridge turn left on retalled road under tall trees extending 300 yds. to pass under rly. About 200 yds. beyond rly., easy curve to right. Road crosses open cultivated fields in reclaimed ground.

73 113.2
 M.R. 923245. Small culvert about 30 ft. long across drainage ditch. No obstacle.

74 119.7
 Small culvert (M.R. 932261) across drainage ditch. No obstacle.

76.0 122.0
 M.R. 934267. Road junction. To right, connection with Route 1. To left, road to beach.

76 122.2
 500 yds. from junction road crosses drainage ditch by culvert 50 ft. long. No obstacle.

77 123.0
 350 yds. further a small culvert 25 ft. long crosses small drain. No obstacle.

73 125
 M.R. 942267. Dr. conc. or nas., 75 ft. long over drainage ditch. No obstacle.

74 125.0
 M.R. 944292. Road junction to right leads to Route 1, via STAZ. DI CURENGA. To left road runs into trails leading to beach.

75 125.0
 T. TARRINA. M.R. 950307. Dr. 175 ft. long, conc. or nas., crosses canalised stream. No obstacle.

76 125
 M.R. 951319. Road junction, left to beach and right to join Route 1 near E. CORICOLA.

77 125
 Beyond at 400 yds. and 1,100 yds. road crosses small culverts over drains. No obstacles.

78 125
 M.R. 954337. Small culvert over drain.

SECRET
(Equals British MOST SECRET)

Miles	Kms.	Altitude in ft.	Route 1.
80	128		M.R. 955350. T. AMATO. 5 conc. bowstring arches, 430 ft. long. Stream 150 ft. wide in June 1943 but apparently shallow. Stream canalised, 600 ft. between banks, probably fordable.
			1,000 yls. beyond river road right leads to Route 1 near NICASTRO.
82	131		M.R. 957371. Road right leads to Route 1 near NICASTRO by joining above road about 2 miles distant.
			Road turns left to enter S. EUTEMIA LAMAZIA. No photo cover.
82½	132.3		Road junction M.R. 947384. Road at right follows F. DEI BAGNI to join Route 1 at point M.R. 950421, 1¼ miles west of SAGELISE.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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SECRET
(Equals British MOST SECRET)

0 3 5 0