

CENTRAL ALPS EAST



The
Rough-Stuff
Fellowship

ABOUT THESE GUIDES

For these guides the Alps have been divided into six regions:-

Western (South)	From the Mediterranean to the Grenoble-Briançon-Susa road.
Western (North)	From the Grenoble-Briançon-Susa road to (excluding) the Franco-Swiss frontier and the Aosta valley.
Central (West)	From (including) the Franco-Swiss frontier and the Aosta valley to the Lucerne-Gothard-Lugano road.
Central (East)	From the Lucerne-Gothard-Lugano road to (including) the Austro-Swiss frontier and the Adige valley.
Eastern (North)	Austria including the Italian frontier.
Eastern (South)	Dolomites.

Road passes have been given a number identical to that in (or about to be added to) the road pass guides of the O.C.D., marked on the key maps, and listed without description.

Roughstuff routes are abbreviated to one, two or three letters on the key maps; the abbreviations are unique throughout the Alps. These routes are also listed, but in addition are described in more or less detail. Section A contains well documented routes; Section B contains those less well documented, or those where a few words are sufficient for an easy crossing, together with a few obvious links about which nothing is known apart from their appearance on the large-scale maps (1:50,000 or 1:100,000).

The roughstuff routes are also given the following two ratings:

(i) VAD = very approximate difficulty -

- E Easy, anything from a short rideable rough section between metalled roads to fairly long paths needing a certain amount of wheeling.
- M Moderate, sometimes hard work, possibly occasional lifting.
- D Difficult, often hard work, sometimes involving short carries.
- S Severe, much carrying, sometimes double carrying (bike then luggage).
- VS Very severe, like severe but more so; scrambling may be involved as well.

(ii) Stars - these give a rather subjective idea of how rewarding a pass is, depending mainly on scenery (as seen in fine weather), but also on its advantages as a link between valleys, and on value for effort.

Times given in these guides do not allow for stops. They are often based on few experiences and the editor would like to hear of other times taken.

JANUARY 1989

ALPS C. ROUGHSTUFF GUIDES INTRO

'Rideable' - please bear in mind that no two people will always agree on the dividing line with 'unrideable' - particularly with the advent of mountain bikes

Abbreviations etc. For points of the compass, initial letters are used, e.g. SW, N.
An asterisk before a route in Section B means that no report has been received on that route.
E, M, D, S, VS Grades of difficulty as above.
m metre(s)
M216 (etc.) Michelin map no.216 in 1:200,000 series.
r/s roughstuff.

ROUGHSTUFF IN THE ALPS - SOME TIPS

GENERAL. The average high route in the Alps is much shorter and much steeper, and often of better surface, than the longer Scottish routes; compare Lairig Ghru 13 miles r/s with the mileages quoted in these guides. (These mileages do not include rough but rideable approach tracks.)

FEASIBILITY OF ROUTES. Snow can be a problem on many Alpine routes. As a very rough guide, routes up to 2400m should be possible in fine weather by early June, those up to 2700m by early July and those over 2700m by August. This applies to average summers. North- and east-facing slopes hold snow much later than those exposed to the sun. Choose a fine day if possible, and do not attempt any of the higher routes soon after a fresh snowfall. Beware of rivers rising after heavy rain. Any route over about 2000m may prove dangerous if attempted in bad weather. Beginners are advised to start with one or two easy or moderate routes.

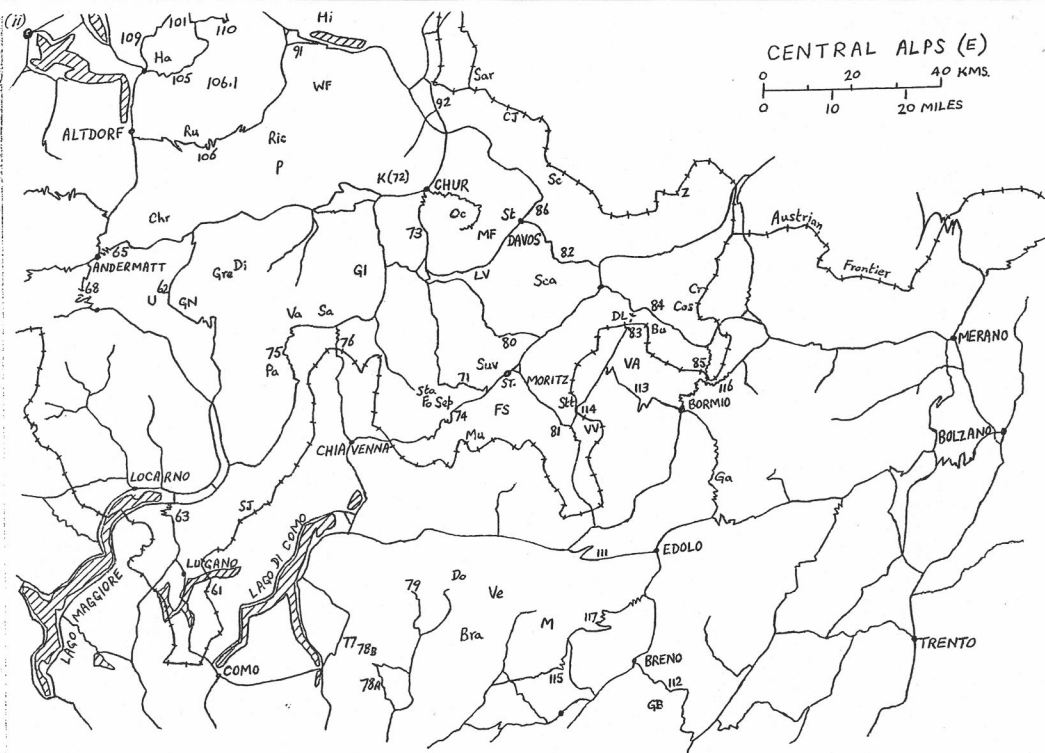
EQUIPMENT. A small rucksack, which can take heavy items on one's back, when wheeling or carrying, is a great help. This can be slung over the saddle-bag when riding; or you can buy a rucksack which rolls up small enough to be carried in a pocket. **Footwear** - strong well-soled shoes or light boots are recommended. Training shoes have also been found adequate on many routes; you may get your feet wet, but they soon dry out. Instep crampons have recently been reported to be useful for crossing snow with a bike. These are 2 in. long, weigh little, cost about £5 and can be worn with training shoes or light boots. For extensive snow on a bright day, goggles may be found useful. For whistles etc., see below.

INTERNATIONAL ALPINE DISTRESS SIGNAL. Use a whistle, torch or flashes of sun on a mirror. Alternatively, shout or wave bright clothing; six regular flashes/notes in a minute, repeated at intervals of one minute. The reply is three signals per minute. To attract a helicopter, stand still, both arms raised above your head; to show you do not need help, stand with one arm up and one down, both at 45 degrees to the horizontal.

OTHER INFORMATION. Local weather forecasts can often be obtained at tourist information offices; in Switzerland you can also dial 162 on a telephone. If you wish to cover high routes not covered by this guide, you may find useful information in the Alpine Club guides edited by R.G. Collomb and published by West Col Publications; try your local library.

UPDATING OF THIS ROUGHSTUFF GUIDE Comments, amendments etc. (if possible with exact dates), will be welcomed by the editor:
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JANUARY 1989



CENTRAL ALPS (EAST)

LIST OF PASSES

This guide covers the area from the Luzern - Gotthard - Lugano road to (including) the eastern Swiss frontier and the Adige valley. The columns headed * show the number of stars.

ROAD PASSES

61 Lanzo d'Intelvi	74 Maloja	81 Bernina	101 Kuss Altmatt to
62 Lukmanier	75 San Bernardino	82 Flüela	Einsiedeln
63 Monte Ceneri	76 Splügen	83 Livigno tunnel	105 Ibergeregg
65 Oberalp	77 Ballisio	84 Ofen	106 Klausen
68 Gotthard	78A Bura	85 Unbrail	109 Sattel
71 Julier	78B San Pietro	86 Wolfgang	110 Sattellegg
72 (K) Kunkels	79 San Marco	91 Kerensberg	106.1 Prigel
73 Lenzerheide	80 Albula	92 Luziensteig	113.1 Gavia (5*)

SECTION A

WEST OF JULIER-MALOJA ROADS
(CHUR - ST MORITZ - COMO)

	VAD * Page.
U Uomo	M 2 1
Sa Safierberg	D 1 1
Sep Septimer	D 2 2
Forcellina	D 3 2

EAST OF JULIER-MALOJA ROADS
(CHUR - ST MORITZ - COMO)

	VAD * Page
FS Fuorcla Surlej	D 3 4
MP Maienfelder Furka	M 2 3
St Strela	M 2 3
LV Wriesener Viaduct	E 1 4
Sca Scaletta	D 3 5
Sc Schlappinerjoch	M 2 5
Z Zebias Joch	D 2 6
Cos Costainas	E 1 7
Cr Cruschetta	M 2 7
Bu Buffalora/Doss Radond	E 2 6

* SECTION B

WEST OF JULIER-MALOJA ROADS

	VAD * Page
Ha Haggeneegg	E 1 8
* Ru Ruosalper	M 2 8
Chr Chertali	S 1 8
P Panixer	S 2 8
Ric Richletti	D 1 8
* WF Widersteiner	
Furges	D? 1 8
Hi Hinterhohi	E 1 8
K Kunkels	E 1 8
SJ Sant'orio	S 1 9
* GN Gans Negra	M 1 9 1/2
* Gre Greina	S 2 9
* Di Dierut	
Pa Passetti	M? 1 9
* Va Valserberg	D? 2 9
Gl Glas	E 1 9
* Sta Stallerberg	D 1 9 2

EAST OF JULIER-MALOJA ROADS

	VAD * Page
* Sar Sareiserjoch	M 1 10
* CJ Cavelli Joch	D 2 10
Oc Ochsenalp	E 1 10
* Sav Savretta	M? 3 11
Mu Muretto	S 2 12
DL Punt la Drossa - Livigno	E 1 12
* VA Valle Alpisella	E 2 11
* Stt Stretta	M? 1 11
* VV Val Viola	M? 2 11
Ga Gavia	S 2 12
Bra Branchino	E 1 12
* Do Dordona	M? 3 12
Ve Venina	S 3 12
Ma Manina	E 1 12
GB Giogo di Bala	E 2 12

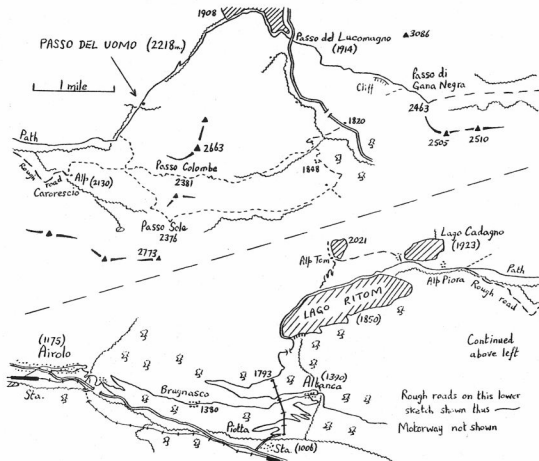
* A dot shows that a sketch is given.

ROUTE DESCRIPTIONS - SECTION A

U PASSO DELL'UOMO 2218m Airolto to Lukmanier Pass, 5 miles r/s
M218 fold 11 VAD M **

From Airolto, take the road to Altanca, and on up to Piora, at the west end of the Lago di Ritom, a long steep climb. A gravel road runs along the north shore of the lake, and on towards the east. Leave this gravel road some way beyond the east end of the lake, by a path across the grassland forking off to the left and keeping always to the north of the main streams. The path continues to be very easy right to the top, but the descent of the Val Teraine is very rough and boulder-strewn, necessitating some lifting and short carries. The old path to Santa Maria is now below a new reservoir, the Lai di Sontga Maria, and the Michelin map shows a new path round the south end of the reservoir to the top of the Lukmanier Pass. Taken in reverse, the view of the Valle Leventina from a tunnel near the W end of the Lago di Ritom is breathtaking.

Details: E. D. Clements 1955, updated from map.

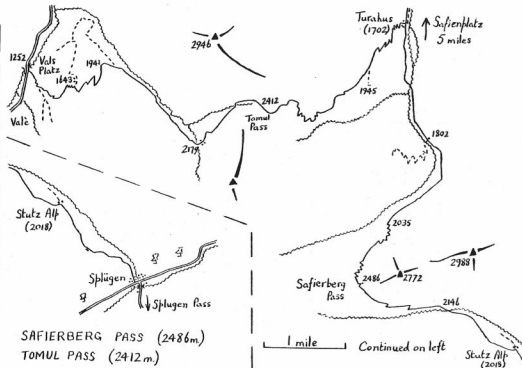


Sa SAFIERBERG PASS 2490m Splügen to Safienplatz, 7½ miles r/s
M218 folds 13, 3 VAD D *

For its height, the scenery is rather poor; the S aspect is rather walled in. Views are best during the initial very steep ascent out of Splügen. A sign in the village square says 'Safienplatz 23 km.'. As far as Gadenstadt, about 1200 ft out of Splügen, the path is boulder-strewn across grassy meadows, an unusual combination, and a steady gradient of about 1 in 4. It keeps to the west of a small gorge and high above it. The gradient eases to about 1 in 6 or 7 thence to the Stutz Alp, where there is a hay-barn. After Stutz Alp the path is better still, and even rideable for a short while till it reaches a wide but shallow ford. After crossing, the path is lost for a time owing to the ravages of the stream, but keep close to it for perhaps half a mile, then strike uphill, bearing always a little to the right, on grassy, slightly boulder-strewn slopes. Higher up there are a few guiding cairns, and the going is easier. The top is WNW from the point where the stream is left. There is a rough open shelter (full of logs in 1956) and a locked (military) building on the top of the pass. Descend at first by a short steeper slope; then a very good rideable path descends a grassy spur till it steepens. Suddenly it turns right to cross a subsidiary stream, and at once the going becomes very bad indeed; stony where the path does exist, but quite a lot of it has been obliterated by avalanches. These require carrying; one in particular contains huge boulders. At Bodenalpli a rideable cart track descends to Enthalb, then a loose surfaced road continues to Safienplatz.

Time needed, about 7 hours.

Details: E. D. Clements 1956; no obvious changes on 1982 Michelin 218.



CENTRAL ALPS (E) - SECTION A

2

Sep SEPTIMER PASS 2310m Casaccia to Bivio, 6 miles r/s

M218 folds 14 & 15 VAD D **

At one time this was the chief crossing of the Eastern Swiss Alps. Strike north from Casaccia up a good zig-zag road. After about half a mile this turns eastwards up through the woods, and becomes very steep indeed, paved with huge round worn stones. After an hour's climb, one enters a hanging valley. In 1956 the waymarked route climbed diagonally across a wide steep rocky slope facing south. This path was badly obstructed with vast recently fallen boulders, and the alternative was to continue along the valley floor to some mountain farm huts, then strike directly (north) up a minor ridge (path). Higher up this side valley, the main path crosses to the west side of its stream, so if the minor ridge goes north up the west side of this stream, one will not have to cross it later on. Another report mentions going up a very steep grassy hillside, with streams to wade, and double carrying necessary.

At the top of this steep slope, the path continues less steeply over open country, with some traces of the old paved way, and superb views to the south. Later the path winds up a minor gorge to reach an open saddle with a group of locked huts on the summit of the pass. From here the Lunghin pass goes east to the Maloja (no details, probably tough going), and the Forcellina pass (no. 64 below) goes west over to Juf. The continuation of the Septimer pass northwards is by a rough jeep road down to Bivio, mostly rideable.

Allow 5 hours up, 1 down.

Details - mostly A-J - Howarth 1956 - also R. Kemp 1971.

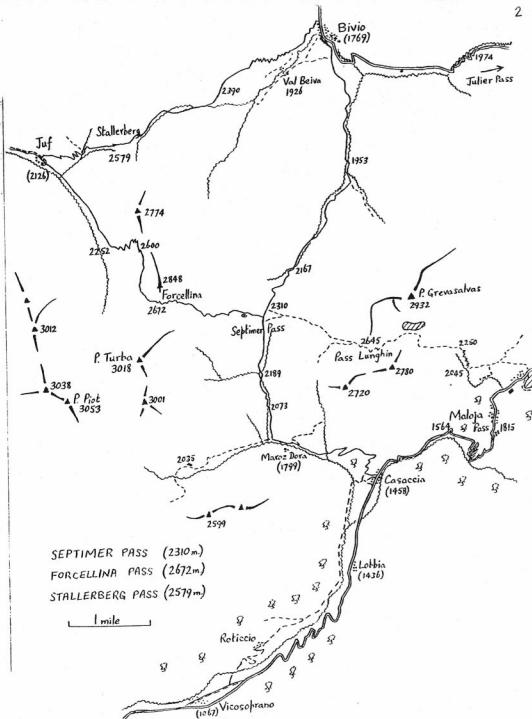
For FORCELLINA PASS 2672m Septimer pass summit to Juf, 7 miles r/s

M218 fold 14 VAD D ***

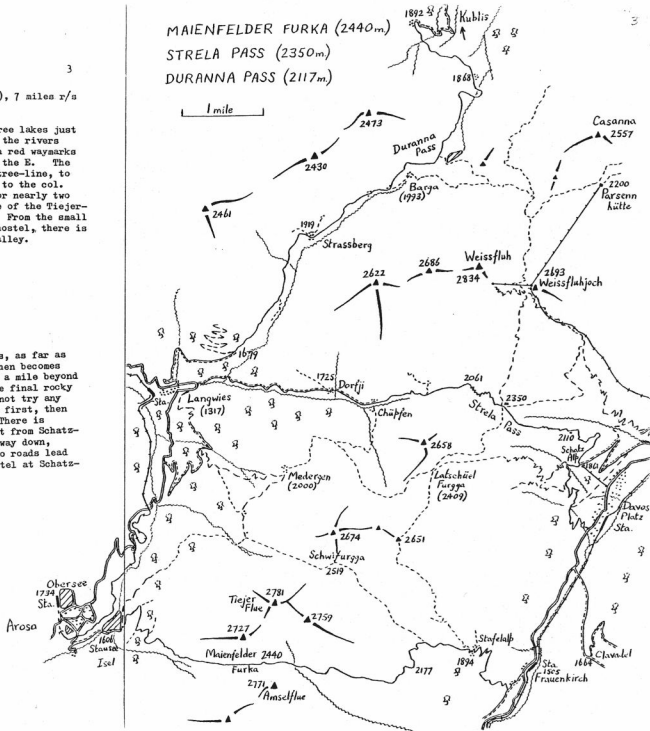
There is a jeep road from Bivio (excellent haybarn nearby) to the top of the Septimer pass, rideable where the gradient permits. A signpost at the top points westwards to a faint path striking up through rocks, hummocks, snow patches and boggy stretches; hard going. After the top, the path is steep and rocky for a short distance, but then levels out and contours the western slopes of the ridge to the north, even climbing slowly back towards the ridge. Eventually one meets a path coming over the next col in the ridge, which zig-zags steeply down to the valley. This path is very narrow and boulder-strewn throughout the 1000 ft descent. Then a smooth easy descent on a good path down to Juf, which at 2126m is claimed to be the highest permanently inhabited village in Europe.

Allow at least 5 hours from the Septimer pass to Juf. Not advisable before mid-July.

Details: P. Wright 22.7.86, A. J. Howarth 1956.



Details: G. Newey 1980, E. D. Clements 1956.



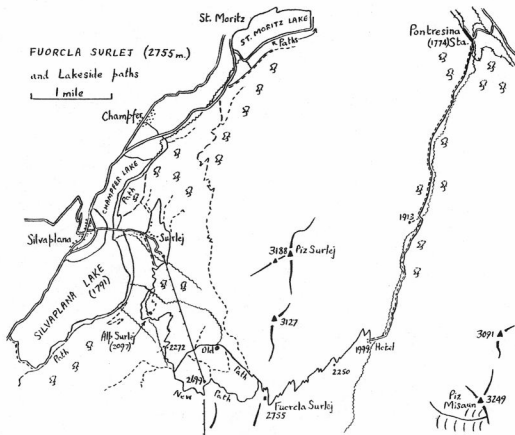
PS FURCLIA SURLET 2755m Pontresina to Silvaplana, 6 miles r/s

N218 fold 15 VAD D ***

A very fine route, commanding superb views of the Bernina Alps during the ascent. It can be done travelling light from a base in the St Moritz area. There is a good rideable road to the restaurant at the head of the Val Roseg, where the steep climb starts. The path is rocky and boulder-strewn up through the woods, well defined, and improving as one climbs; there is another restaurant on the top of the pass. Go right of this, steeply down (much snow here), and take the left-hand path at a fork about half a mile down. Pass the cable-car line and again after about half a mile fork right, always on an easy to follow, well used path down to Alp Surlej, then on a rideable track down to Silvaplana. There is a rideable rough road along the SE side of the Silvaplana lake, if needed.

Allow 3 hours for the climb (4 if one includes the Val Roseg), and 3 hours for the descent to Silvaplana.

Details: M. A. Stephens 1969.



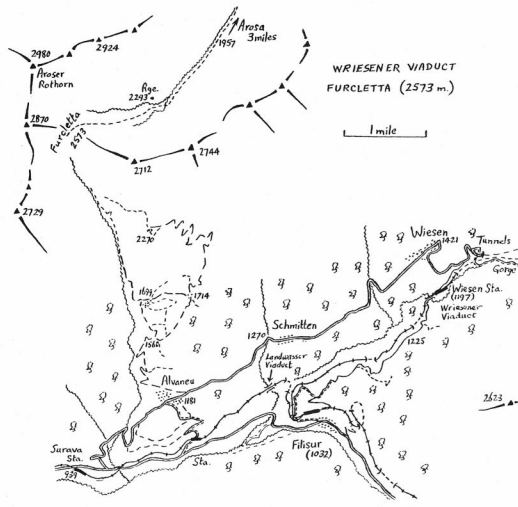
LV WRIESENER VIADUCT Short cut Davos-Filisur (Albula road), 3 miles r/s

N218 fold 5 VAD E *

This viaduct takes the Rhaetian railway over the River Landwasser, which comes down SW from Davos. Leave the road from Davos at the point where it leaves the river to climb up to Wiesen, and take a narrow path sign-posted to railway station, forking left from the road. This winds gently down to the railway, 1 km. The path continues on gantry over the viaduct, some of the longest and highest masonry arches in the world. View of river below, through gaps in the planking, is paralysing! Track continues through woods up and down to Filisur station, rideable for last part.

Allow about an hour. Quiet and very interesting.

Details: A. J. Howarth 1956, M. A. Stephens 1969.

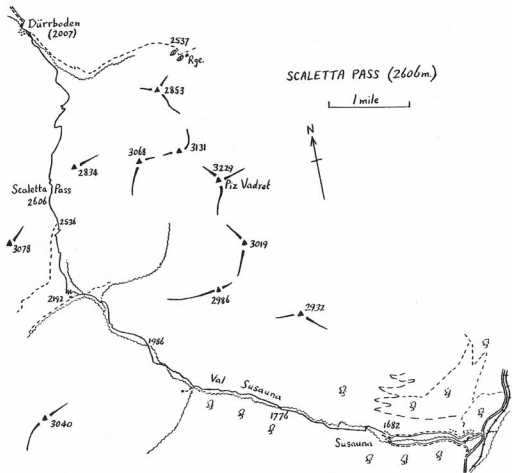


CENTRAL ALPS (E) - SECTION A

See SCALETTA PASS 2606m S-chauf to Davos, 9 miles r/s
M218 folds 5, 6 VAD D ***

There is a very good track up the Val Susauna following the river all the way, becoming fairly steep on the final mile to Alp Puntauna. Path becomes indistinct here; keep right of a cowshed to find a path zig-zagging up the W side of a stream coming down from the N, by grassy slopes at first, which becomes stony but still easily wheelable. Snowdrifts near the top can easily be by-passed, but after a good path over the col any drifts on the N side may need more care. The main path keeps E of the stream on this side, later becoming good and wide, but too stony to ride except for one grassy stretch. Gasthaus at Dürrboden (1959), then a rough road, soon becoming metalled down to Davos. A rewarding route, with fine glacier views on a fine day.

Allow 5 hours up from the main road, 2 hours down to Dürrboden.



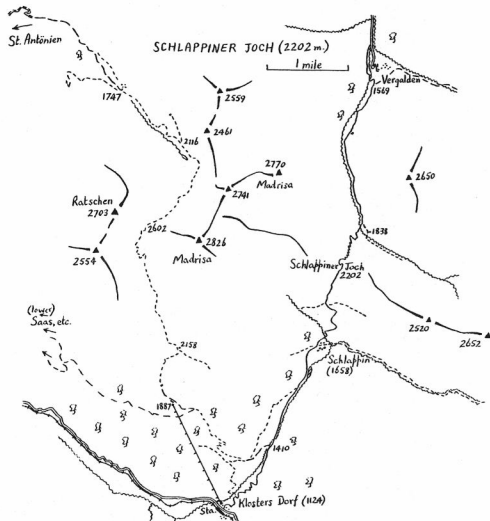
See SCHLAPPINERJOCH 2202m Klosters Dorf to Gargellen, 7 miles r/s
M218 fold 5 VAD M **

Leave Klosters Dorf opposite the station by a well surfaced but often steep track to Schlepplin. The main valley bends round to the right here; take a path uphill from the hamlet in a NNE direction.

No problems to the col, but if coming down this side from Austria be careful to bear left soon after the col; the right-hand path leads to the Zügelhüttli (a hut). A steep, fairly rough path, with boulders and many zig-zags, but not too hard, descends about 1200 ft from the col to meet a good surfaced track running down the E side of the valley. After a couple of miles, bear left over the river, on a metalled road into Gargellen. A fine route.

Allow 4 hours up from Klosters to the col, 2 hours down to Gargellen.

Details: P. Wright 20.8.85, M. A. Stephens 1977, A. J. Howarth 1967.



Z ZEBLAS (OR SAMNAUN) JOCH 2539m Vinadi to Ischgl, 8 miles r/s

N218 fold 7 VAD D **

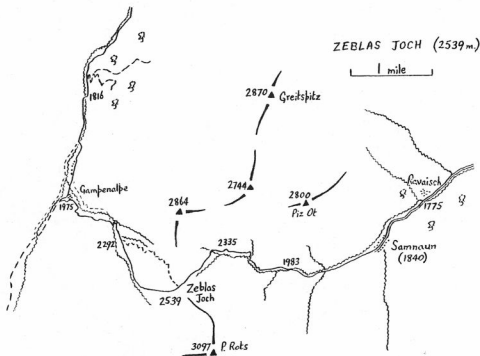
From Vinadi, on Hauptstrasse 27 up the Inn valley, an unusually busy road goes up to Samnaun, with four unit tunnels on bends. Bear right (westwards) in centre of village up an easy ridesable track for half a mile, becoming steeper and looser after crossing a side valley. At a fork of tracks, ignore the best one (a dead end) and keep N of stream on a very steep, soft path. It is easier going again once the original path is regained, but very steep up the side of a waterfall to the derelict farm buildings of Pischa.

Thence the going is easy enough to the top and for about a mile and a half down the N side. Just below a hut there is a fork of paths, where (see Note below) the waymarked path turns left across the stream. The writer followed the right-hand path, as marked on the 1:50,000 map, which keeps N of the stream. This path was rather steep, rocky and narrow at first, becoming easier for a while across a flower-covered pasture to a crucifix, then very steep, rocky and overgrown with shrubs, unpleasant to descend, let alone go up in reverse. At the bottom, turn left onto a cart track passing S of the farm at Gampelalp, then right onto the main track down the Pizbenthal, which was ridesable all the way down to Ischgl, where there are plenty of shops, cafes, etc.

Note from map: the 1:50,000 map shows two discontinuous stretches of path, to one of which the waymarked path presumably leads, either straight down to the main valley, due W, or contouring SW round the hill towards the Pimber hut. Neither involves crossing the main valley stream, should there not be a bridge.

Allow 6 or 7 hours from Vinadi.

Details: G. Newey 1980.



Bu BUFFALORA PASS 2340m Buffalora Alp to Santa Maria, 13 miles r/s

N218 fold 17 VAD E **

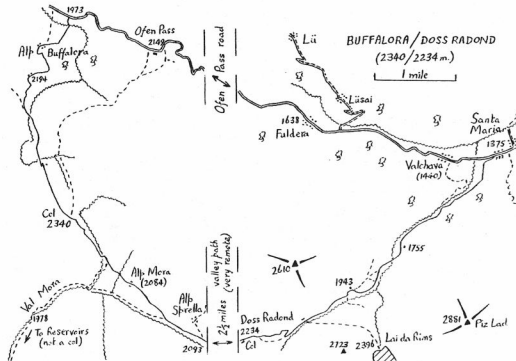
A variation to the main Ofen Pass road, the middle section of this route is very remote, lying in effect between two separate passes. A fine series of peaks on the Italian border lie just S of the route. Most of it is ridesable.

A cart track to Alp Buffalora leaves the Ofen road about $\frac{1}{2}$ miles W of the top of the pass. Just above the 'Alp' buildings, a well marked track winds steeply upwards through the pines, and after climbing about 400 ft levels off, passing a couple of cowsheds. Then, turning S, it continues to a house (probably a customs post). Much of this track is muddy and often unrideable. The fine peak in front is Piz Murteröl, and a narrow path across grassland makes straight towards it. Soon after the top, the path steepens and worsens, till it crosses a stream. Here the path improves and becomes ridesable down to Alp Mora, from where there is a good ridesable cart track. This soon joins another coming up from the Fraele reservoir (be careful to fork right here if going W). The track climbs gradually again through this wild valley with stumpy pine trees, and $\frac{1}{2}$ miles beyond Alp Mora reaches a second col, Doss Radond.

A very steep and somewhat rougher descent of about 2800 ft takes the rider down to the main Ofen road between Valchava and Santa Maria. This is sometimes unrideable owing to the gradient, or to the stones strewn onto it by the river when in flood. There are one or two fine waterfalls on this section.

Allow $\frac{1}{2}$ hours from Alp Buffalora to summit; 3 hours thence to the Ofen road. 10 out of 13 miles ridesable.

Details: E. D. Clements 1956.



Cos PASS DA COSTAINAS 2251m Santa Maria to S-charl & Scuol, $7\frac{1}{2}$ miles r/s
M218 folds 7 & 17 VAD E *

This is a well used route of easy gradients, rideable for the most part, but it does not pass through very interesting scenery in its upper regions. Leave the Ofen Pass road just E of Fuldere, opposite the Ka 32 stone, and take a good unsurfaced zig-zag road to Lüsai and Lü, and continue straight on up a very well made wide path to Alp Champatsch. About 200 yards short of the buildings, at the last bend in the path, strike due N, and a much rougher path up the last steep pull to the pass will soon be found. It winds first N, then SE, then N again where it flattens out just before the top. This steep 400-ft climb is the only unrideable stretch of any length on the whole route, and the way hereabouts is marked by red and white stripes on rocks. The gradual descent to the Alp Astras-Dadant is mostly rideable in this direction, a slightly stony mile path. (If going S, a finger-post at the Alp points in the general direction of the pass, but one should strike uphill for about 100 yards above the farm, to find the good mule path; it is indistinct near the farm.)

A. Caspell had trouble just after the top, going N (1983); the path vanished at a meadow and he went the wrong side of a marsh - the W side is right.

A good track, rather muddy in a few places at times, leads on down, being nearly always rideable; after crossing the main stream it becomes a narrow gravel road to S-charl. There are one or two Pension Restaurants here, and a fair road through the fine gorge to Scuol.

Allow 5-6 hours excluding stops; 20 miles, 18 rideable.

Details: E. D. Clements 1956.

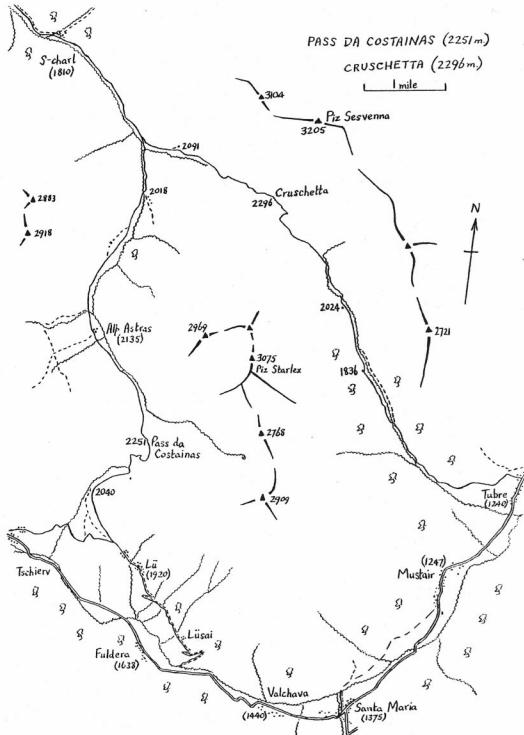
Cr CRUSCHETTA PASS 2296m Scuol to Tubre, 6 miles r/s
M218 fold 7 bottom VAD M **

This is a harder and more exciting route than its near neighbour (the Pass da Costainas), involving some lifting and carrying for about a mile near the summit, which is rewarded by some fine views of the Ortler massif during the descent into Italy. By exiting the section through the gorge from Scuol to S-charl, this route can be combined with the Pass da Costainas to give a grand roughstuff round from Santa Maria. A narrow unsurfaced road leads up the gorge from Scuol on the Inn valley road to S-charl, where there are one or two Pension Restaurants. Continuing up the main valley road for about two miles beyond S-charl, a finger-post will be seen pointing up a rather inferior cart track heading due E up a subsidiary valley. This track passes almost immediately through a short stretch of woodland, and continues to the Alp Plasser, about half a mile from the fork. Here all trace of a path vanishes; a bee-line is made up the valley and the path is regained at the end of the meadows. For a short while the path is quite fair, but soon becomes very boulder-strewn and reminiscent of the Lsiring Orzu in character and difficulty. The summit of the pass, or the Italian border, is marked by a little crucifix, erected in 1953.

The descent into Italy is steep and, for a short half mile, still rough and boulder-strewn, involving some carrying. Soon it emerges onto a high meadow. An improving path and track, steep but nearly always rideable, leads on down to Tubre.

Allow about 6 hours for 19 miles, about 16 rideable.

Details: E. D. Clements 1956.



CENTRAL ALPS (E) - SECTION B

ROUTE DESCRIPTIONS - SECTION B

N and W of the Vorder Rhein

Ha Haggenegg 1417m Einsiedeln to Schwyz M216 fold 19 A very easy track, with a narrow metalled road for the descent. E *

Ru Ruosalper pass 2178m Murtal to Klausen road M218 fold 2 No difficulties in good conditions. M **

Chr Chrißli pass 2347m Aasteg to Sedrun M218 fold 1 Long and hard, with steep rocky sections both sides; some carrying. S *

P Panixer pass 2407m Panix (off the Vorder Rhein valley) to Elm M218 fold 3 Very long and very hard going, but rewarding. There are some very rocky sections, especially on the W side, requiring carrying. S **

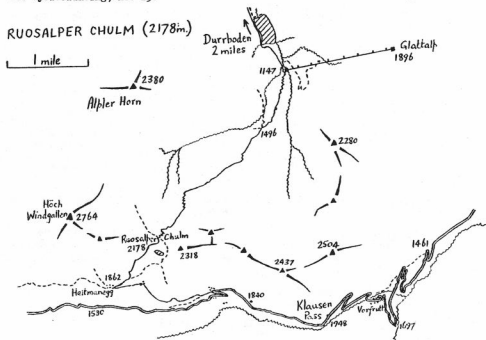
Ric Richletti pass 2261m Linthal to Elm M218 folds 2 & 3 Long, steep and rough ascent of W side; E side somewhat easier. D *

WF *Widersteiner Furgge 2013m Murg (Valensee) to Engi M216 fold 20, and M218 fold 3 No details; a very long route with steep 3000 ft descent on S side. D ? *

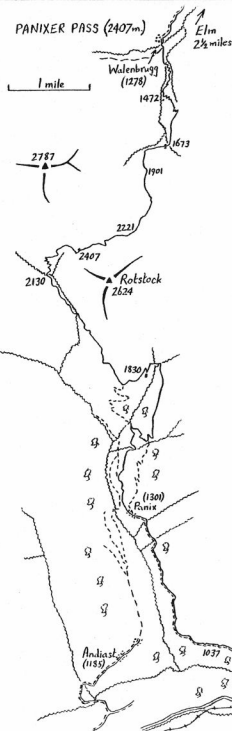
Hi Hinterhoht Pass 1416m Nesslau to Amden (N of Valensee) M216 fold 20 Short and easy. E *

K (72) Kunkelsspass 1357m Tamins to Bad Ragaz M218 fold 4 Easily rideable unsurfaced road W of Chur. The S side is steep and spectacular, with tunnels. E *

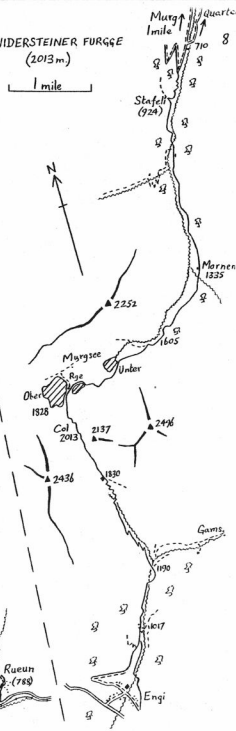
RUOSALPER CHULM (2178m)

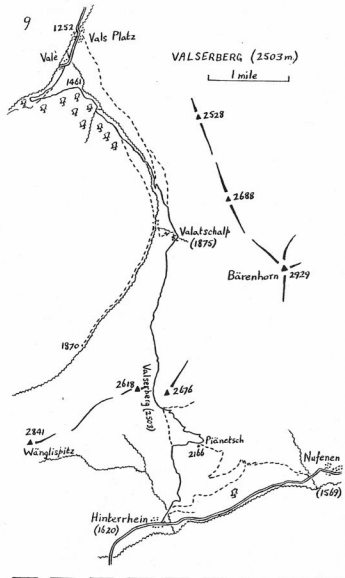


PANIXER PASS (2407m)



WIDERSTEINER FURGGE (2013m)

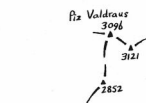




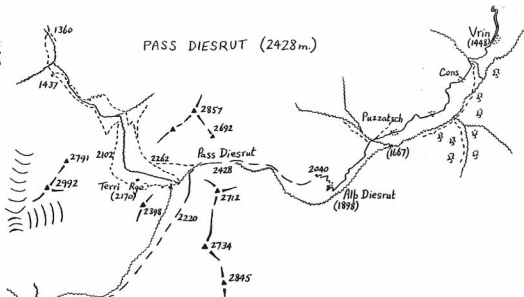
PASSO DELLA GREINA (2360m);
PASSO DI GANA NEGRA (2463m)

1 mile

--- Paths ill defined on map



PASS DIESRUT (2428m)



CENTRAL ALPS (E) - SECTION B

S and E of the Vorder Rhein, and W of the Julier-Maloja roads

SJ Passo di San Jorio (Sant'orio) 2014m Bellinsona to Dongo M219 fold 9, top Long and hard, also difficult to find the path on the Swiss side. S *

GN Passo di Gana Negra 2430m Lukmanier Pass to Campo M218 fold 12, top Steep climb from Lukmanier summit, needing care higher up, where the path goes close to the edge of a cliff; easy and often rideable thereafter. N *

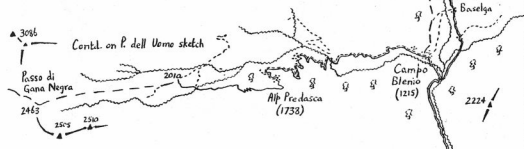
Gre, Di Passo della Greina 2378m and Pass Diesrut 2428m Olivone to Vrin for Ilanz M218 folds 12 & 2 The two passes will need at least 11 hours from Olivone to Vrin in good weather. The only accommodation near the route is the Terri hut, a short mile from the dip between the two passes, towards the Val Sumvitg. From Campo, N of Olivone, take track to a mine at 2000m; then the old mile path, well signposted, zig-zags up to a plateau at 2200m, with a bad stream crossing just beyond. From here, it is 7 miles to the start of a rideable path at 1900m on the E side of Pass Diesrut; only intermittent bits of path are shown on the old (1946) 1:50,000 map. S **

Pa *Passo Passetti 2081m Rossa to San Bernardino M218 fold 13 No details; shown as path, not mule track, on 1:50,000. N? *

Va *Valserberg 2503m Hinterrhein to Vals Platz M218 fold 13 No details; probably fairly hard. A lot would depend on how much use the path gets, and whether it has been affected by rainstorms and avalanches, as the nearby Safienberg had been in the 1950s. D? **

Gl Olas Pass 1846m Safienplatz to Thusis M218 folds 3 & 4, bottom. Very easy, with a road down the E side. Scenery second-rate. E *

Sta *Stallerberg 2579m Juf to Bivio M218 fold 14 D *



E of the Julier-Maloja roads

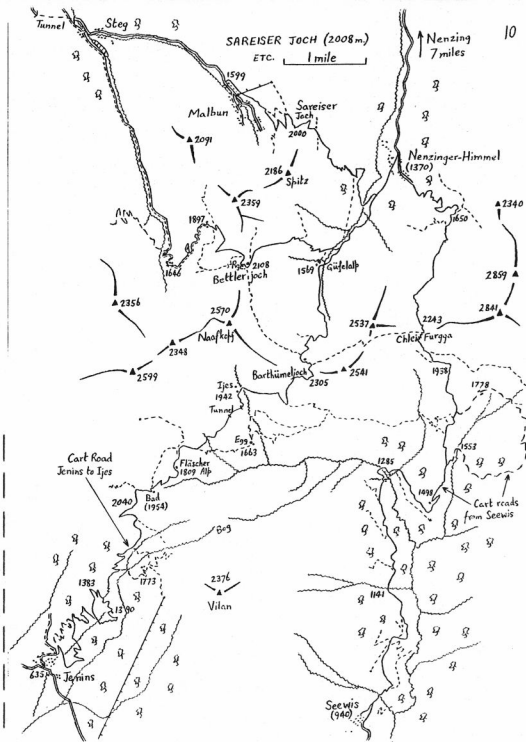
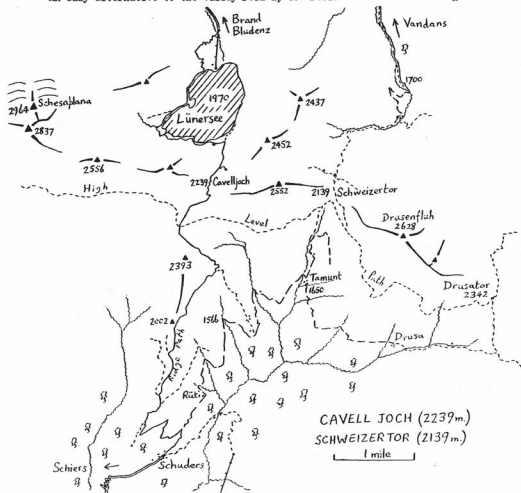
Sar **Sareiserjoch** 2008m Malbun to Nenzing N216 fold 22 Metalled road from Vaduz to Malbun; good track to Sareiser Hütte, then narrow path to summit, with steeper rocky descent to Nenzinger Himmel. Probably the easiest of several possible passes hereabouts, namely:

- *Bettlerjoch 2108m Steg to Nenzing
- *Barthümljoch 2305m Jenins to Nenzing
- *Chlor Furgga 2243m Seewis to Nenzing

No details available for these three, which can be found on N216 fold 22, bottom; the last two also on N218 folds 4 & 5, top.

CJ **Cavell Joch** 2239m Schiers to Bludenz N218 fold 5, top Road to Schuders, then rideable track to Tamunt, becoming stony higher up. Before reaching the rocky notch, seemingly uncrossable, of the Schweizerter (2139m), a path turns W, below the frontier ridge, to a small col, from which a faint path strikes NE to the Cavell Joch. Easy path down to the Länzersee, then steep and rough from its N end to the road head.

Oo **Ochsenalp** 2010m Chur to Tschiersachen to Arosa N218 folds 4 & 5
An easy alternative to the valley road up to Arosa.

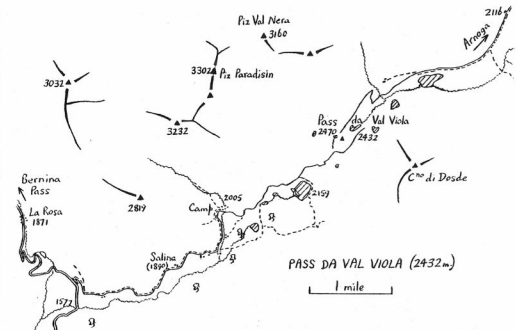
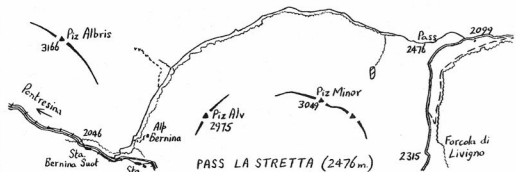
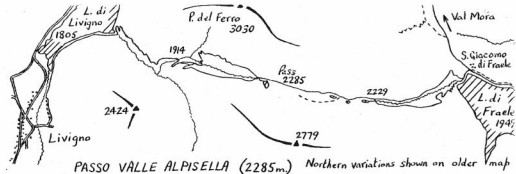
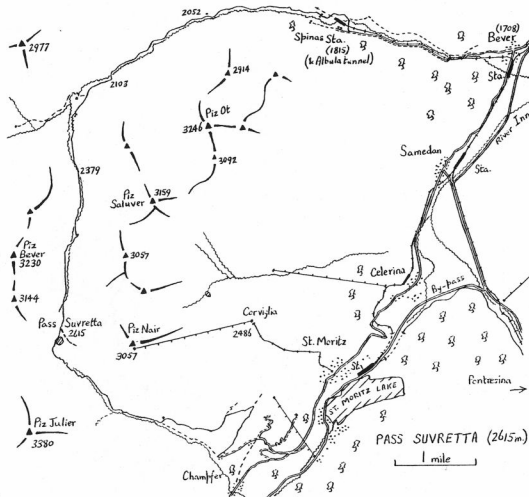


Suv *Pass Suvretta 2615m St Moritz to Bever (circular) M218 fold 15
No details, but probably fairly easy for its height. Would make a good day trip
from the St Moritz area, travelling light. M? ***

VA Passo Valle Alpisella 2285m Livigno to San Giacomo di Fraele M218 fold 16
A rough but mostly rideable jeep track, with one or two bridges washed away. (1969) E **

Stt *Passo la Stretta 2476m Pontresina to Livigno M218 fold 16 No details;
an obvious link, but with a steep 1000 ft descent on the Italian side. M? *

VV *Passo di Val Viola 2458m or 2432m Bernina road to Arnoga M218 fold 16
There appear to be two adjacent cols on the 1:50,000 map; the track on the Italian
side leads to 2458m, the Swiss path to 2432m, but it would appear to be easy
enough to get from one to the other. Rough road marked on Kichelin from Lago di
Val Viola (2267m) to Arnoga; a fine high-level road continues from Arnoga to the
reservoirs. M? **



CENTRAL ALPS (E) - SECTION B

Mu Passo Muretto 2562m Naloja Pass to Chiessa M218 fold 15 A hard but interesting route. Very steep path (poor, narrow and slippery) up a side valley off the Val Perno (no path is shown on the 1:50,000 map), with a rocky bar cleft by a ravine, and a long snow slope on the Swiss side. Bad path down a stony valley on the Italian side, to an unrideable jeep track, then road from Chiareggio.

DL Punt la Drossa to Livigno M218 folds 6 & 16 There used to be a good rideable path through the forest, which should by-pass the tunnel on the new road. Last account of this was during construction of the dam, when the bicycle had to be hauled up a steep slope of rubble at the frontier. Up-to-date information, please.

Ga Passo di Gavia 2621m Bormio to Ponte di Legno M218 fold 17 Rough gravel road; S side unrideable uphill 1984. See OCD Swiss guide. E ***
All of N. side is now surfaced. (1990).

Bergamese Alps (not covered by Michelin maps)

Bra Passo Branchino 1847m Clusone to Piazza Brembana, via Valcanale and Roncobello Fairly easy; liable to be muddy for a mile or so near top of W side. One or two tricky and steep bits also on this side. E *

Do *Passo di Dordona 2080m Sondrio to Piazza Brembana, via Val Madre and Foppolo. M? ***

The Dordona is one of several passes from the Valtellina to Piazza Brembana (marked as mule paths on the 1:200,000 Landeskarte). Five others, from W to E, are:

*Passo di Salmurano 2026m Morbegno to Ornica.

*Passo di San Marco 1985m Morbegno to Cugno A road pass (no. 79 in OCD guide).

*Passo di Tartano 2122m Tartano and Masino to Branzi.

*Passo di Publino 2351m Sondrio to Carona.

Ve Passo di Venina 2433m Sondrio to Carona Not recommended - see OCD guide.

K Passo di Vanina 1799m Schilpario to Valbondione Mostly a fairly easy track, one or two tricky spots on the W side - see OCD guide. E *

GB Giogo di Bala 2162m Croce Domini Pass (no. 112 in OCD guide) to Anfo on the Lago d'Idro See OCD guide. E **

PASSO DI DORDONA (2061m.) ETC.

