

# ENGLISH SUMMARIES\*

PAOLO LIVERANI, *Ferdinando Castagnoli: the value of a method*.

Ferdinando Castagnoli did not often write about method, but from his first lecture as Chair of Ancient Topography he had made his approach clear: he had defined topography not as a discipline but as a method, repositioning it in relation to “both historical geography and archaeology in general”. A method of studying antiquities in their topographical relationship, both horizontal and geographical, as well as vertical, i.e. stratigraphic, a concept not taken for granted in 1962.

Castagnoli’s research path is outlined with his fundamental contributions to ancient town planning, centuriation, topography of Rome, the excavation of ancient Lavinium and his other numerous commitments and awards. In short, we can repeat the definition proposed by Paolo Sommella and Cairolì Fulvio Giuliani in the 1992 introduction to the collection of the master’s writings: “a scholar who made his speciality the specification of a method and not the identification of a disciplinary island”.

KEYWORDS: Castagnoli, ancient topography, town planning, centuriation, Rome

GUIDO ROSADA, *Two topographers from the Veneto and Friuli: Plinio Fraccaro and Luciano Bosio*.

Plinio Fraccaro and Luciano Bosio, the two scholars of ancient topography considered here, mark important moments in the history of the discipline in several ways. This, both men achieved in spite of their coming from impoverished, even indigent, families or, at any rate, families of modest economic means. The scientific careers of the two scholars reveal shared features: a strong relationship with the territory and the development of a research methodology which fully appreciates the dialectic between human activity and the natural environment, alive in the local traditions which have endured to the present day. The fundamental point of reference for them was all that which together with the archaeological evidence, the literary, documentary, and epigraphical sources tell us about the ancient world, thus enabling them to ‘do’ history in its broadest sense.

KEYWORDS: History of topographical studies; Plinio Fraccaro; Luciano Bosio; northern Italy; Roman roads; *Tabula Peutingeriana*; land surveyors; University of Pavia; University of Padova.

STELLA PATITUCCI UGGERI, PIER LUIGI DALL’AGLIO, *Nereo Alfieri*.

This article is comprised of two parts. The first, by Stella Patitucci Uggeri, concerns the scientific contributions of Nereo Alfieri as regards the territory of the ancient Po Delta (Province of Ferrara). The second, by Pier Luigi Dall’Aglio, discusses the legacy of Nereo Alfieri in the study of the Marche.

The contribution of Nereo Alfieri (1914-1995) to our understanding of the ancient Po Delta has been foundational thanks to his methodology which is based on five points: the study of geomorphology, the study of the ancient written sources, the study of archaeological data, the study of toponymy, and the personal examination of the territory. For the Po Delta, Alfieri established a new vision of the fluvial system in the pre-Roman and Roman periods, identifying the lower course of the Po River in the classical and Roman periods, that is, the Po of Spina, along the right bank of which the town arose, while the necropolis extended across the fossil littoral dunes on the opposite bank of the river. As archaeologist, Alfieri’s great contribution was the excavation of the necropolis of Valle Pega, discovered in 1954 and which he excavated until 1965, unearthing more than 2000 tombs. A review of the principal contributions of Alfieri includes the publication of the grand Attic red-figure vases which he discovered, as well as that of other materials of less artistic importance, yet of highly significant historical value. A third aspect of Alfieri highlighted here is that dealing with the studies of topography and medieval archaeology which he pioneered in the 60s and 70s of the last century, giving birth to a school of topography and medieval archaeology followed by several of his students.

Nereo Alfieri was a man from the Marche and, throughout his scientific career, never ceased investigating his region. His studies have been fundamental in drawing the Marche out of obscurity, a state of isolation which privileged the repetition of historiographical *topoi*, and they gave impetus to all the intensive scientific activities carried out since the second half of the twentieth century. The goal of this article, however, is not to show in detail how the research of Alfieri has innovated the study of the ancient topography and archaeology of the Marche. Rather, its purpose is to reveal how, after a first phase marked by the strong influence of Arturo Solari’s teachings, Al-

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fieri, thanks also to his collaboration with Mario Ortolani, defines precisely in the Marche that new approach to the study of the territory based on the analysis of geomorphology and its relationship to human activity. This is the methodology which characterizes Alfieri's entire research achievement and which stands at the base of the Bolognese school of topography which he founded.

The article ends with a global assessment of the importance of the topographical methodology envisioned by Nereo Alfieri and of his great scientific legacy, taking up a text of 2009 by Giovanni Uggeri.

KEYWORDS: Nereo Alfieri, Ancient Po Delta topography, topographical search method, Spina excavations, medieval archeology and topography.

ALEXANDRE SIMON STEFAN, *Dinu Adamesteanu (1913-2004)*.

The rich career of D. Adamesteanu in the field of archaeology, be it as a scholar, a creator of museums and archaeological parks, the host of international programs, or the sponsor of aerial survey in Italy and the founder of the Aerofototeca of Rome is well known. Less known, however, is the fact that he recognized the relevance of aerial photography for the site of Histria in Romania, before being granted a fellowship at the Romanian Academy in Rome (*Accademia di Romania*) in 1939. The author calls attention to the special ties which this institution forged with the school of ancient topography, quite advanced in Italy, when at its foundation in 1922, it appointed Giuseppe Lugli as scientific secretary and secured his expertise until the Academy closed its doors in 1947. Lugli's role was decisive in guiding several members of the French School in Rome toward this field of research on Italian and Romanian sites. The example of Emil Condurachi, director of the Histria excavations, is particularly noteworthy. In the 1950s-1960s, he obtained several vertical aerial sequences and photogrammetric cartography of the urban area and the tumulus necropolis. The author, who was a student of E. Condurachi at the University of Bucharest and on the site of Histria, was directed by the latter toward ancient topography, before studying photo-interpretation under D. Adamesteanu, with investigations on several sites in southern Italy and in particular on the divisions of the Metapontine *chora*. The apprenticeship continued with Giovanna Alvisi at the Aerofototeca de Rome, then in Paris, with Max Guy, culminating in the creation of a Department of Aerophotographic Research on Archaeological Sites, attached to the National History Museum in Bucharest and which carried out intensive activity from 1977 to 1987.

KEYWORDS: Romanian School at Rome, G. Lugli, E. Condurachi, Aerial Archaeology, Romanian Aerofototeca.

OSCAR BELVEDERE, *Giovanni Uggeri and his investigative methodology in the field of ancient topography*.

The purpose of this paper is to review Giovanni

Uggeri's research in ancient topography from a methodological point of view, with particular attention to his work in Sicily, a research interest he pursued throughout his life. Our aim is to re-examine the scholar's various research topics (territory, roads, ports, ancient itineraries and maritime sources, history of research), trying to highlight and evaluate the scientific results and, above all, to get to the core of his own methodological approach and the evolution of that system over time. Research methodology was always one of his fields of interest, as is demonstrated by the two conferences Uggeri dedicated to methodology in ancient topography.

Four areas of Uggeri's research are considered: his work on the territory of Camarina which he undertook from his youth using innovative approaches; second, his studies of ancient road systems for which he developed a comprehensive methodology, adopted by all scholars after him; third, his research on itineraries and cartographic sources; and fourth, his life-long interest in Mediterranean navigation and maritime routes. Uggeri's approach is that of the topographer who studies *peripli* and pilot books in their geographical and topographical contexts from the point of view of the traveler, in contrast to scholars of ancient navigation who consider them the result of the sailor's vision of the coast, and therefore as eminently descriptive works. Lastly, we mention his studies on Byzantine Sicily, especially those on the new defensive system of *castra* where, using toponymy as his starting point and with close attention to the archaeological data, he attempts to outline the new territorial organization from the second half of the seventh century onwards and from the fall of Carthage to AD 827.

The consideration of these various topics pays due attention both to recent methodological approaches and advances in research, and to the innovative and remarkable contributions owed to Uggeri.

KEYWORDS: Giovanni Uggeri, methodology of ancient topography, ancient topography.

CAIROLI F. GIULIANI, *Earthquake and wall structure parameters often overlooked or obscured in architectural archaeology*.

The language which an ancient building uses to tell its own material history is primarily one of cracks/deformations, critical in order to track both the phases of construction and the original intent or design of the building.

The archaeologist, who is or should be, a strong resource in both studying the building and drawing possible plans of restoration, cannot neglect the most careful consideration of that language.

In this regard the action and the importance which earthquakes have had in the life of a building structure are important to consider, not only for the collapses and shifts in the load-bearing strength of a structure but also for the progressive deterioration of the masonry. From this stems the importance of conservation or, at the very least, of the preventative study of the location of the wall failures, a document

of the structural kinematic motions relating to the long life of the building.

In the archaeological context, the prevalence of the external aspect, embodied in the categorization (UU. SS. MM) ignores the language of cracks/deformations and sometimes leads to inappropriate and often cosmetic 'public presentation' restorations that are certainly up for discussion.

The author argues for the importance of considering material data, as opposed to descriptive methodologies or, worse, fantastical ones, in the study and the re-presentation of the historical building.

KEYWORDS: Earthquake, Kinematic systems, Technical structure, Architecture.

ALEXANDER V. PODOSSINOV, *Influence of periplic literature on the coastal road system of the Tabula Peutingeriana*.

In the paper I investigate how the cartographer, who created the famous Peutinger's map (early centuries AD), denoted the Roman road system, which is one of the most striking cartographic elements on the map, and at the same time very detailed and branched. Coastal roads are of particular interest. In some cases, where such a land road could hardly exist due to landscape difficulties, one can assume the influence of *periploi*, which described the path of the ship along the coast with the indication of distances between seaside cities and settlements, sanctuaries, estuaries and mountains. I assume such a situation on the southern coast of the Black Sea (in modern Turkey), where the map (Segm. VII, 3 – IX, 3) shows the seaside road from the Bosphorus Thracicus to Trapezus (modern Trabzon). Literary evidence, archaeological and epigraphic data, as well as geological features of the area raise doubts about the existence of a coastal road here. The distances indicated on the Peutinger map, as well as sometimes the mouths of the rivers, capes and sanctuaries, issued by the author of the map for the settlements of the road, in comparison with the *periploi* that mention them, make it possible to assume that the data of the *periploi* (or Roman *itineraria maritima*) were used when compiling the map. The same situation is possibly represented in the other region – in Asia Minor (Segm. IX, 1-2 m). A coastal road runs from the Ionian Miletus through Myndos, Knidos and Loryma to the Lycian city of Patara, which is impossible from geographical point of view.

The author discusses the possible reasons for using *periploi* as a source for building coastal roads and the possibility of using Roman *itineraria maritima*, which were similar in content and structure to Greek *periploi* (like Menipp's *periplos* or *Stadiasmus maris Mag-ni*).

KEYWORDS: *Tabula Peutingeriana*, coastal roads, sources of mapping the roads on the *Tabula Peutingeriana*, *periploi* as a source for depicting coastal roads in Asia Minor.

ANNAPAOLA MOSCA, *Interconnected landscapes. Between the plains and the Alps*.

The focus of this study is to analyze from a diachronic perspective and with an interdisciplinary method the relationships between the northern Adriatic and the Alpine districts, that is, between completely different landscapes. It is the rivers of northern Italy, with the canals that connect them, and the paths already existing since ancient times that led to the Alpine passes which facilitated trade and the transit of goods from the northern Adriatic area to the Po Valley. In this article, the relationships between waterways and land roads are examined. While solutions to reclaim the land were already deployed at least since the Bronze Age, they were used extensively by the Etruscans. In the Roman era, starting in the last decades of the 1<sup>st</sup> century BC, as documented by the available data, previous traditions were again employed to make coastal navigation less difficult. Concomitantly, settlement along the Adige River and along the waterways was reorganized. By the 2<sup>nd</sup> century BC the existing paths had already been strengthened, with a view to facilitating communication with distant Rome. In the Augustan age the system of canals and land roads was improved, building upon a pre-existing network. It is in the Augustan age that a single route from the Po to the Brenner pass in Rhaetian territory could be opened. The increase of trade, as evidenced by the flow of amphorae coming from *Histria* and other Mediterranean areas, and the institution of the *cursus publicus* lead to the improvement of the canal system, already exploited in previous times, and of roads with a view of securing an integrated road system. Traffic will be enhanced as the need to contribute to strengthening relations with the *limes* grows. Despite the many changes over time, it was the great transformations documented at the end of the 19<sup>th</sup> century that led to the obliteration of a past that must be documented and protected, and saved as a shared memory.

KEYWORDS: waterways of north-eastern Italy; river-towns; ancient *Athesis* river; settlement; ancient drainage works.

PIER LUIGI DALL'AGLIO, CARLOTTA FRANCESCHELLI, *Good practices for the management of undesirable waters in the Roman city: Some case studies*.

The problems of hydraulic risk in Roman cities are almost always related to the proximity of a waterway or even the sea. In fact, cities had to defend themselves not only from the waters that ran through or lapped at them, but also from what we might call 'internal waters,' and especially wastewater. In order to protect against this undoubtedly less obvious, but no less dangerous, hydraulic risk, it was necessary for there to be continuous and careful maintenance of the sewer network and also for this network to be designed in such a way as to minimize risk through certain expedients (division into several subsystems, intake of running water from the aqueduct or canals), as well as a perfect correspondence with what was

the physical geography of the city. The adherence to physical geography then means that where the sewer system has been studied as a whole, its structure also provides useful insights to better understand the original design of the city and the interventions that accompanied its birth and formation.

The study of the evacuation systems for clear wastewater has also, in some cases, highlighted an aspect that is normally ignored, namely that of the eventual recycling of this water, certainly not for potable uses, but for other purposes. For example, this is what must have happened to the clear waters of the baths in the Roman city of *Ostra* in the Marche, and has also been recognized in other centers, such as in *Cassinomagus*, today's Chassenon, in south-eastern France.

Run-off water also ended up in the sewers, but only partially. The management of these waters is a little-studied but important aspect, because, as some texts testify, they could cause inconveniences to daily life.

KEYWORDS: waste water, Roman towns, Italy.

GIULIO CIAMPOLTRINI, PAOLA RENDINI, *Ancient and recent finds for the Roman road from Lucca to Florence.*

The recently published excavation of the complex of *ad Solaria* near Calenzano (FI) offers data of great import for the reconstruction of the course and history of the Roman road that ran from Florence to Lucca. To these have been added in the last decade the results of investigations conducted in the Plain of Lucca, in Pieve a Nievole (PT) and in the territory of Pistoia, which are equally significant.

Complementing the materials recovered from excavation, notices of finds made in the 18th century and concentrated mainly in the Prato area, came to light in the review of materials in the archives of the Florentine Academy "La Colombaria." In particular, the discovery of a room with a mosaic floor dating to the Augustan age at Sant'Ippolito *in strata*, in the territory of *Florentia*, appears to confirm the indication offered by the toponym as to the route of the road. Finally, the existence of a secondary pass route through the Bisenzio Valley—on the model of the *tramites* mentioned by Sallust for Catilina's itinerary in the mountains of Pistoia—is hinted by the materials recovered in the very area of the city of Prato and at Pupigliano.

KEYWORDS: Roman road from Lucca to Florence; mosaic room; Prato; Bisenzio Valley; mountain *tramites*.

RICCARDO CHELLINI, *Topographical notes on the Fiesolan tular and on the Maremmana di Fonte Santa road.*

A general reconsideration of the six inscriptions from Fiesole which signal the presence of boundaries (*tular*) is presented here. From a topographical point of view, these represent the most substantial group of the fifteen Etruscan boundary inscriptions known. Their specific importance lies in the fact that they are the only ones in which the lexeme *tular* appears con-

sistently associated with the genitive □ *pural*, signaling that the pieces demarcated areas of public relevance. The section of the article dedicated to the topography of the inscriptions shows that the data to date in the archaeological literature needed further precision in several places and that topographical framing constitutes a necessary preliminary operation to address the problems in reading and interpreting the texts. For two of the urban inscriptions, the revision of the text involves a new interpretation, and several proposals regarding the function of the four objects are also put forward. With regard to the two rupestrian inscriptions, a new interpretation of both the text and the destination of the objects is provided, developing an insight that Giovanni Uggeri expressed to the author during a conversation many years ago. In the author's opinion, the new interpretation, by closely connecting the rupestrian *tular* with the *longue durée* of the Maremmana Road, or "Road of the Shepherds," finally allows all the topographical, archaeological, legal, political and historical aspects of the question to agree.

KEYWORDS: *Tular*, Fiesole, etruscan roads, transhumance, etruscan language, etruscan civil law.

GIUSEPPE SCARDOZZI, *The stadium of Hierapolis of Phrygia: a ghost monument in the Lykos valley.*

In 2012, during the excavations at the Ploutonion of Hierapolis, a travertine block from a secondary context was unearthed; it carries an inscription from the second half of the 1st century AD in which an amphitheatron is mentioned. The inscription has reopened the question of the presence in the Phrygian city of a stadium, perhaps one with both short sides of curvilinear shape (the so-called stadium-amphitheatron), similar to the stadium of nearby Laodicea at Lykos. The existence of this type of building in Hierapolis—of which no recognizable remains are preserved today—had already been hypothesized based on an incomplete inscription mentioning restoration works carried out on a theatre and a stadium. Dating from the end of the 1st-beginning of the 2nd century AD, that text was found in 1962 at the Sanctuary of Apollo. On the other hand, the epigraphic documentation relating to the athletic competitions held in Hierapolis suggests that the city most likely had a building or space suitable for hosting this type of contest since the 1st century AD.

This paper focuses on the location of the structure, built in the Flavian era, possibly on the site where, during the 2nd century AD, the North Agora will be built. It also examines its possible typology (single or double sphendone) and topographic location in relation to the urban layout of Hierapolis during the first centuries of the imperial period, between the Julio-Claudian and Antonine ages. The possible proximity to the North Theatre is also examined, which would reflect a solution also adopted in other cities of Asia Minor.

KEYWORDS: *stadium*, Imperial age, *munera gladiatoria* and *venationes*, Asia Minor, *Hierapolis* of Phrygia.



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#### Supplemento XIV

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