



THE MOSCOW
METRO

METRO

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~~Journalist~~

METRO



L. M. Kaganovich, People's Commissar of Railways, inspecting a turnstile

MOSCOW HAS ITS METRO

The first branch of the Moscow subway, which bears the name of Kaganovich, is open to traffic. Trains run regularly between Sokolniki and the Gorki Central Park of Culture and Rest (Krimskaya Ploshchad), and Sokolniki and Smolenskaya Ploshchad. In two years a subway, 11.4 km in length, has been completed, the builders having to contend with subterranean streams and quicksands, and handicapped, at the beginning of their work, by the absence of workers and specialists with experience of subway construction.

Three years ago the Soviet Union had neither engineers nor technicians with a practical knowledge of the methods of subway construction. The most backward of all the capitalist countries, tsarist Russia left the people a poor heritage of cultural values or technical knowledge. The working masses of the Soviet Union, for this reason, had little to take over in the way of acquired experience. All this had particular reference to the field of subterranean work. This circumstance alone makes the population of Moscow and the toiling masses of the Soviet Union experience all the more pride and joy at the opening of the subway.

The capital city of the great socialist land, the metropolis which is the most full of life and activity the world over, can now boast of a magnificent subway.

RECORD SPEED AND HIGH QUALITY

Of all subways in the world the Moscow "Metro," as it is called, was built in the shortest period of time. There is not a subway abroad which took less than three years to build. Construction of this kind is usually estimated to take between three and six years.

The record speed with which the subway was built is the more remarkable in that this construction, the first of its kind in the USSR, was built with home materials under the supervision of Soviet specialists.

With no previous experience in this field whatever, the USSR outstripped a number of foreign countries in the speed of building operations. The reason for this lies in the fact that the Soviet Union, being a Socialist State, is in a position to concentrate the required workers and the needed finances on a given piece of work, in a way that is impossible for the capitalist countries.

The attention which Comrade Stalin paid to the building of the subway, the practical guidance of Comrade Kaganovich, the methods of socialist competition and shock work which the builders applied in their work, together with their high sense of responsibility — all these factors made it possible to overcome the subterranean streams and quicksands, made it possible to master a new branch of technique and thus to complete this tremendous feat of engineering with record speed.

THE MOSCOW SUBWAY IS THE BEST IN THE WORLD

The reason why it was possible to make the Moscow subway the best in the world is that the men who built it were guided by no thought of personal gain or profit. The absence in the Soviet Union of the institution of private property, the system of centralized control and the strict planning which mark the whole of the national economy, made it possible to choose a route for the subway with sole regard for traffic advantages, as well as to build the stations at the points most convenient to the public.

Krasniye Vorota Station





rbat Station at night



Okhotny Ryad Station

The station platforms are in no case less than four meters wide. This eliminates the danger of crushes and insures freedom in handling the steady flow of passengers.

The diameter of the tunnels is 5.5 meters, which makes it possible for wide and spacious carriages to run on the lines.

The joints of the rails are in most cases welded; this has made it possible to reduce the noise of the trains. Artificial ventilation is employed not only in the stations but throughout the whole length of the tunnels.

Not a single subway in the world can be compared with the Moscow Metro in the beauty and finish of its stations — magnificent buildings, designed by the best architects of the country, flooded with vivid

Escalators at Okhotny Ryad





Installing the electric lighting

streams of light. The stations are faced with marble, glazed and mosaic tiles and marblite. Each station has been designed separately and has its own distinctive architectural character, so that each differs from the other in appearance.

SOKOLNIKI STATION is the northeastern terminal point of the subway. The passengers descend by a wide staircase to the circular vestibule supported by columns.

A beautiful, spacious corridor leads to the underground platform. Two rows of imposing columns in dark grey marble mark the edges of the platform. The dull tiled walls, a coffered ceiling, the milky light of the bulb shaped lamps and the silvery letters

of "Sokolniki," combine to create an impression of ease and repose.

KRASNOSELSKAYA STATION gives one a feeling of comfort. Decahedral columns of Crimean marble divide the underground hall into two. The walls are faced with marble and tiles. The huge white circles of the ceiling are ornamented with electric lamps shedding a diffused light.

KOMSOMOLSKAYA STATION is one of the finest along the whole line. It is always filled with animated crowds. A wide balcony with bronze balustrades spans the whole station. Every thing here is spacious, clean

Lenin Library Station



and cosy. The air is fresh. The underground galleries are continuously ventilated by electric fans.

KRASNIYE VOROTA STATION is one of the central stations. The strong tunnels resist the pressure of 30 meters of earth. The bright marble columns are illuminated by numerous electric lamps. Leading to the surface are three escalators—moving staircases. They ascend in moving parallels and look as though they ended in infinity. At the sides of the staircases are endless rubber bands which act as handholds and move along with the steps.

KIROVSKAYA STATION is 36 meters below the surface. The escalators are a few meters longer than those of the preceding station and are the largest in the world.

Sokolniki Station



Komsomolskaya Station

DZERZHINSKAYA STATION is the third of the deep lying stations. The platform is 22 meters below the vestibule. The escalators move with a speed of three-quarters of a meter a second.

OKHOTNY RYAD STATION is the heart of the subway. The two vestibules are situated at one of the entrances of the Moscow Hotel and on the corner of Bolshaya Dimitrovka. Each vestibule has its own escalators faced with polished walnut which lead to the underground platform. Everywhere is marble, labradorite, glazed tiles, steadily diffused light. Three thousand two hundred square meters of the best marble were used to face the walls and columns of the station.



Dzerzhinskaya Station



Entrance to Komsomolskaya Station

Entrance Okhotny Ryad Station



Kirovskaya Station Vestibule



Gorki Central Park of Culture and Rest Station

LENIN LIBRARY Station delights the passenger with the gleam of its multicoloured marbles.

THE PALACE OF SOVIETS platform charms the eye with its polyhedral columns, the starry petals of which spread out over the ceiling. Equally attractive are the other subway stations,—Ulitsa Comintern, Gorki Park of Culture and Rest, Arbat and Smolensk.

THE METRO TRAINS

The trains consist of four, six and eight carriages. Each carriage can accommodate 170 passengers. There are seats for 50 and standing room for 120 passengers.

It is much brighter in the subway trains than in the tramcars. Elegant bracket lamps over the seats and

two rows of "tulip" lamps along the entire length of the car diffuse a steady, soft light.

The well-finished spaces between the windows, the linoleum covered floor, the nickel-plated handles and bars, the powerful though pleasant light and the soft comfortable seats make the carriages as convenient as could be desired.

TRAFFIC

Trains run from six in the morning till 1. 30 a. m. They can develop a speed of sixty kilometers an hour.

Lenin Library Station





Platform and railway track at Kirovskaya Station

Collective farmers' delegates to the opening of the Metro



Ulitsa Comintern Station

Subway train





Kirovskaya Station



Descending on the escalator



Krestinski, Assistant Commissar for Foreign Affairs and the French Ambassador, M. Alphand, travelling on the Subway

The doors open and close automatically. A short whistle and the train is off, quickly gathering speed. One is amazed at the smooth running of the trains, and the absence of noise at the switches.

Special attention is paid to safety measures. These are of the most diverse nature and exclude the possibility of collisions. The stationmaster is assisted in his work by light signals installed at every section of the line. If the driver of a train fails to notice a signal there is little harm as the train will be stopped by an automatic device. At each point where lines branch off is a special agent who directs the traffic over a definite stretch of the line. Before him, there

Young Communists' shock brigade in the construction of the Subway



is an electric screen which informs him of the whereabouts of the train at every minute.

Safety is further insured by the care with which the personnel is selected. Nearly half the drivers are trained engineers. The remainder, as well as the train superintendents, have been specially trained.

THE OFFSPRING OF INDUSTRIALISATION

The construction of the Metro is a remarkable tribute to the technical advance of the Soviet Union. Without the First and Second Five-Year Plans, the Metro would never have been built. It would have been impossible to procure vast quantities of machinery, metal, timber, cement and other materials, if a powerful socialist industry had not been created. In the construction of the Metro were employed no less than 112 air compressors, 3185 electric motors, 1,658 pumps, 2,120 pneumatic pick hammers, as well as large numbers of other machines. More than 500 factories worked for the Moscow subway, from the Ural Heavy Machinery Plant to textile mills which manufactured cloth for the hydro-insulation of the tunnels and the plate-glass factories which supplied the marblite for the facing.

The Moscow subway, the work of the Soviet engineers, indicates the technical maturity and power of the USSR.

The Moscow Metro is a new stage in the great constructive effort whose aim is to build new cities, houses, schools, water-supply stations, theatres, clubs; in fact, everything which beautifies and gives fresh joy to life. This is why the opening of the Metro was in the nature of a festive celebration.

THE REMAKING OF MEN

The Revolution produced millions of brave, devoted men and women ready at any time to sacrifice their very lives for the socialist fatherland. It was such men and women who built the Moscow Metro. Every factory, every mill in Moscow sent its best workers to help to build the subway. In the front ranks of the builders labored the splendid youth of the Komsomol.

Moscow's magnificent subway was built by workers and for the workers. For them, for their comfort, were created these gorgeous underground palaces, these marble columns and halls, the strong but pleasant lights, this excellent ventilation. The construction of the Metro, its fine finish, reveal with great force that concern for human beings, their needs and comforts, which animates every sphere of the activity of the Soviet Government, the government whose only interests are the people's interests.

