

TOURISM ON JET THRUST

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ABSTRACT

Describing the post-war period from 1946 onwards, the author analyzes in parallel the trends in the development of international tourism in the country and vehicles, infrastructure, accompanying intensification and acceleration of tourist exchange. The author highlights starting points associated with revolutionary changes in civil aircraft construction, manufacturing of locomotive equipment, rolling stock on railways, the emergence of more comfortable and high-speed vessels and vehicles. For large domestic areas combination of the factors described in the article had an undeniable value, and generalization made in the course of review is natural and fair: transport has been and remains the support of tourism.

ENGLISH SUMMARY

Background. The Second World War interrupted international tourist links. In these years, the team of «Intourist» was tasked with maintenance of military missions of the USSR allies in the anti-Hitler coalition. Healing battle wounds, the country began to rebuild tourism system. By this time the situation in the world has qualitatively changed as compared with the prewar period. A huge role in the development of international contacts was taken over by civil aviation, which was presented in the fleet of «Aeroflot» by aircrafts designed by Ilyushin design bureau.

At the end of 1946, immediately after the completion of state trials of IL-12, the design team of S. V. Ilyushin continued improvement of its first passenger aircraft in an effort to improve the safety of its operations. On the 15th of May 1948 IL-12 opened a regular line Moscow–Sverdlovsk–Omsk–Krasnoyarsk–Chita–Tahtamygda–Khabarovsk–Vladivostok. It was the most extended – 7600 km – domestic route. The flight took 30 hours of flying time, or more than two days of travel: the crew took off from Moscow at 6:00 am Monday, and arrived at Vladivostok only at 11:35 on Wednesday. And it was a kind of transportation revolution that facilitated people to achieve the most remote corners of our great country.

Design bureau has also started to address a complex and a fundamentally new problem in the practice of world aircraft construction – providing a take-off of a twin-engine aircraft after failure of one engine during run-up or immediately after leaving the ground. In its scheme, aerodynamic and layout features the first version of a produced passenger aircraft IL-14, coincided with IL-12, differing in only slightly larger size and weight. It was supposed to install two of the most powerful reciprocating air-cooled engines ASH-73 with a takeoff power of 1765 kW (2400 h. p.). An increased power-to-weight ratio of a new aircraft provided it with an opportunity to continue the take-off with engine failure at speeds greater than a critical value, and an increase of up to 48 passenger seats made the cost-effectiveness of this option comparable to that of IL-12.

In September 1955 the Central Committee of the CPSU and the USSR Council of Ministers decided on a broad development of electric and diesel traction on the railways of the country. General plan for the electrification for 1956–1970 years provided

for transfer to electric traction 40 thousand km of railway tracks. For this purpose, already in 1957, a production of steam locomotives in the country has been discontinued, and the corresponding huge production enterprises were given new functions. For example, a leading Lugansk locomotive plant switched to production of diesel locomotives with electric transmission series «TE».

A number of important decisions were adopted on the development of other modes of transport. In their modernization a main focus was put on development and adoption of new and more effective means of rolling stock, technologies and materials, progressive changes in the structure and organization of transportation.

The invention of jet and turboprop aircraft became widely used in the country, all aircrafts were transferred to jet engines, air lines became served by high-speed machines, the Soviet Union rapidly expanded its network of international airlines. In 1956, Tu-104 opened the era of civil jet passenger aviation – a few years earlier than in the United States, Britain and France. Later followed Tu-114, Tu-134 and other aircrafts of the same series, up to the Tu-204, a much more cost-efficient as compared to its predecessors, as well as aircrafts of design bureaus Antonov, Ilyushin and others. During the same period domestic helicopter industry has been established – many huge areas of northern communities got modern, although pricy, but year-round transport links.

Progressive changes have occurred in the infrastructure. Thus, in accordance with the fourth five-year plan already in the years 1946–1950 on the domestic river transport at the same time it was built and rebuilt 400 self-propelled vessels and 1 100 nonself-propelled metal barges were built and reconstructed, the length of wharfage in river ports increased by 5,2 thousand km, a through traffic along Dnieper and the Mariinsky system was re-established, the reconstruction of the White Sea-Baltic Sea and the Dnieper-Bug channels completed, navigation on small rivers improved dramatically.

Due to the construction of large hydroelectric complexes with shipping gateways, number of channels (including the Volga-Don in 1952, the Volga-Baltic in 1964) the main rivers Volga, Kama, Dnieper turned into deep-transit lines. They made it possible to carry out inland water transportation between all seas (the Sea of Azov, Baltic, White, Caspian, Black), bordering the European territory of the USSR.

Automotive transport developed, the scale of road construction increased. All this led to fundamental changes in the structure of a transport system, which received an opportunity to serve tourist needs of the population.

Objective. The objective of the author is to investigate the development of tourism sector in the Soviet Union in postwar period.

Methods. The author uses historical method, description and analysis.

Results. In 1957 marine tourism begins to develop. «Intourist» rented two vessels – «Victory» and «Georgia», which carried out traveling around Europe from Odessa to Leningrad. In Northern Palmyra at tourist directorate of the regional council





of trade unions a department of weekend routes has been established.

Since the second half of the 1950s party bodies set about restoring organizational bases of foreign tourism. In January 1957, comes decision of the CPSU Central Committee, which encharged All-Union Central Council of Trade-Unions, Central Committee of the Komsomol, «Intourist» and other organizations with a task to develop tourism conditions for workers on non-commercial principles.

An incurred set of measures included, in particular, the transfer to All-Union stock company «Intourist» of nine best routes, new forms of international tourist exchange in the form of near-border, specialized and other excursions. Near-border trips have been made between the inhabitants of neighboring countries, mainly socialist countries: Poland, Romania, Hungary, Czechoslovakia, and Bulgaria. Various links in the economic, cultural, sporting, academic life (sports competitions, cultural meetings, rallies, etc.) have been established through these channels. One of the first international tourist rallies in the starting year was held at Lake Seliger, it was attended not only by guests of the socialist camp, but the capitalist states. Special trains allocated to transport tourists to these rallies became known as «Friendship Trains».

Tourist Councils were organized, which developed and mastered a variety of routes using vehicles (buses, trains, ships). In 1961, the first travel agency appeared in the country, and then their number increased. And in many larger cities, they mainly work only with rented land transport, and for flights to remote areas of the country civil aviation was used.

In general, the creation of conditions for receiving tourists, which met European standards and requirement, took more than ten postwar years. It was necessary to build a network of hotels and restaurants, to gain experience in transportation of a large number of foreigners by air and rail transport, to expand advertising, to establish production of souvenirs.

«Intourist» faced problems associated with specificity of the Soviet Union. Objects of international interest were located sometimes very far from the tourist markets of Europe, and to come, for example, from England or France to Moscow or Leningrad, it was necessary to travel a long way. To this was added the fact that the distance between individual tourist facilities in the country was up to 6000 kilometers. Hence, it is clear, transport costs accounted for most of the tour price.

In 1964, the USSR Council of Ministers established the Administration for foreign tourism and the Council on foreign tourism, which included representatives of 17 ministries, committees and agencies. Both bodies had to coordinate the work of various organizations to meet the increased interest of foreigners to the country after the launch into space of an artificial satellite of the Earth and the first cosmonaut.

Soon a special system for training of staff for hotels and restaurants, as well guides and guides-interpreters was created. Since 1966 the Administration served as an official professional structure, being a full member of the International Union of tourist organizations and the International Federation of tourist agencies. In turn, «Intourist» was a single commercial organization in the state system for foreign tourism. Its regional offices were opened in almost 80 settlements of the USSR. They functioned in all capitals of the Union republics, as well as in major centers like Leningrad, Sochi, Yalta, Irkutsk and others.

«Intourist» organized not only group tours but also individual sea and river cruises, trips of foreigners to resorts of the USSR and Soviet citizens – to foreign resorts. Exclusive tours were arranged, for example – for hunting. Tourism in the 1960s became so popular that in almost all universities of the country there were special sections, and in some universities even clubs of tourists. In the institutes of physical education a discipline «Tourism» was introduced. Students got acquainted with the basics of the theory of tourism and had to participate in a mandatory five-day journey on foot.

Sport tourism gradually completely passed to the Councils of trade unions. Management of this field focused on Central Council for Tourism (later – for Tourism and Excursions), formed under All-Union Central Council of Trade- Unions. Along with tourist and excursion service of the population it was still charged with the organization of amateur tourism in the country. Central Council dealt with vacation packages, planned tourism, tourist routes, and the system of tourist rallies. It elaborated vacation packages for routes with «all-union» status.

For purposes of advertising «Intourist» published and distributed both in the USSR and abroad tourist brochures, booklets, posters, tourist movies, conducted transmission on radio and television. Printed production of the agency was sent to foreign travel agents, steamship companies, was distributed in the aircrafts of «Aeroflot» and airports, on ships plying on international lines. «Intourist» tried to take into account the wishes of foreign clients in relation to reference books, atlases, guidebooks and other information and tourist publications.

And although the decision of the Central Committee of the CPSU, the Council of Ministers of the USSR and All-Union Central Council of Trade- Unions «On measures for further development of tourism and excursions in the country» in 1969 pointed to a variety of disadvantages, which included the deficit «of attention to enhancement of culture and service of tourists and excursionists», «small number of tourist and excursion agencies in some regions», incomplete «use of the opportunity to organize trips on trains, buses, river and sea vessels», the Soviet republics remained very attractive tourist object destinations.

From 1956 to 1985, the Soviet Union was visited by over 70 million foreign visitors from 162 countries. Dynamics of foreign tourism:

1956 year –	486 000
1960 year –	711 000
1965 year –	1 300 000
1970 year –	2 000 000
1975 year –	3 700 000
1980 year –	3 000 000
1985 year –	6 000 000

In 1983, the General Administration of Foreign Tourism under Council of Ministers of the USSR was transformed into the USSR State Committee for Foreign Tourism. Its chairman was a member of the Council of Ministers, which demonstrates the significance of this direction in the country's economy. Material and technical base for service of foreign tourists was increasing steadily, and by the end of XI Five Year Plan (1981–1985) more than 100 hotels, motels and campgrounds for 55000 seats were at their services. Foreigners in the late 1980s were offered more than 500 routes.

A travel on «Trans-Siberian Express» from Moscow to Vladivostok, across the USSR was consistently of a great interest. An exotic cruise on boats on

Karakum Canal, introduced in 1985, quickly became popular. Enough trained people could participate in a 30-kilometer journey on foot on the Baikal taiga.

In the 1960s the geography of inbound tourism in the USSR expanded. Along with the traditional for foreign tourists trips to the largest cities of the USSR and other tourist centers, routes around Old Russian cities were developed, trips to selected areas of the East Siberian region were organized, primarily on Lake Baikal. River cruises on Volga, Dnieper, boat trips on Black Sea with a stay at one of the local resorts became popular.

Extension of the geography of inbound tourism was accompanied with an increase in the number of proposed cultural and excursion programs. During this period, there was a variety of song and folk festivals focused on acquaintance with the culture of nations of the Soviet Union. Popular were «White Nights» in Leningrad, «Festival of a Soviet Song» in Sochi, «Moscow Stars» and others.

From the 1960-ies began to form a so-called «Central tourist district», which included Novgorod, Rostov, Vladimir, Suzdal, Uglich, Yaroslavl and other old Russian towns. There was an increase in tourist flows to the north and east of the country – to Karelia, the Kola Peninsula, the Urals, Siberia, Lake Baikal, to capitals of the Central Asian republics. Journeys to places of revolutionary, military and labor glory of the Soviet people got a special place.

Various tourist organizations developed thousands of routes of various types, time duration, complexity, convenience. Some of these routes were unique, for example: trans-Union rail cruise: Vladivostok – Siberian cities – Moscow – Leningrad – Riga – Tallinn – Vilnius – Kiev – Crimea – Caucasus – via the Caspian Sea (ferry) – capitals of the Central Asian republics – Vladivostok (journey lasted 30 days); avia tour: Moscow – Khabarovsk – Vladivostok – Putjatin – Kamchatka (Valley of Geysers – Blasting Volcano – Petropavlovsk) – Moscow; river: on floats across the river Belaya (Ural); marine: Murmansk – the



Arctic Ocean – Dudinka (Norilsk) – Murmansk; as well as a horse – in Altay Mountains. Similarly to 1970s a unique route to the ancient cities of Central Russia was created, so-called «Golden Ring»: Moscow – Vladimir – Ivanovo – Plyos – Kostroma – Yaroslavl – Pereslavl – Zalesky – Moscow.

By the end of the 1960s new frontiers in the development of domestic tourism began to appear. An important role in the development of international tourist exchanges with socialist countries played scientific and technical revolution and the introduction of its achievements in transport, especially air transport, which led to a significant reduction in transport rates and thus allowed the general public to join the tourist traffic.

Conclusion. Transport, given the vast distances of the country and its remoteness from major tourist markets in the Soviet Union became a kind of locomotive of tourism development. Along with the rapid progress of aviation and especially the growth of its jet thrust, rail transport did not fall behind. The length of national railways in 1960s was about 12% of the global network. Therefore, it can be stated that the basis of tourism intensification, its support will always remain a presence of powerful transport infrastructure that meets modern demands.

Keywords: transport, infrastructure, route network, international tourism, cooperation, development trends.

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