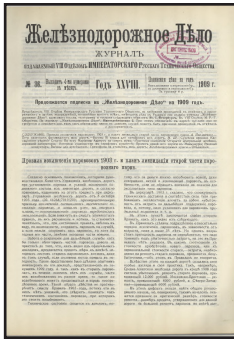


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Around Moscow: Reports Retrieved from Rail Business Journal of 1909



We publish a selection of materials about the problems that arose and the prospects for development of Moscow transport hub that were discussed 110 years ago. Some projects have been implemented, and we have been using their results for a long time, some ideas and aspirations remained unworkable projects, and some issues, such as launching new rapid passenger routes to the nearest cities, are still on the agenda.

Keywords: circular railway, Moscow, commuter railway, concession, tariffs, central station, connecting lines (diameters), tram, «Zheleznodorozhnoye delo».

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Circle road to the cinema. — Moscow A. Khanzhonkov firm, under the direct supervision of K. A. Fisher the photographer of the Imperial Theaters, took life photos of the entire circle railway. Those pictures were demonstrated yesterday afternoon in the cinema Continental in the presence of the road builder P. I. Rashevsky and invited persons, including many engineers. The spectacle lasted about half an hour and was very interesting for those who attended. Instead of the introduction one could see the first picture depicting the solemn consecration and inauguration of the road. Station. People. They are waiting. In front of them there is an imposing gendarme who is rushing about, establishing order. Finally, an express train, decorated with flags and garlands, is arriving. The prayer follows. There are the Metropolitan at the head of the clergy, the circle of executive persons, seen as if alive. All the officials of Moscow are present. After the prayer, everyone passes under the look of the

viewer to the roadbed, where the ribbon is cut and the first train moves. Further, the viewer feels traveling on a train, can see flickering forests, fields, cottages, pieces of Moscow. The illusion is complete. One can feel the car's oscillation on the switches, especially when turning. The allure is quieter when approaching the station, finally, there is the stop. The gendarmes, the station chiefs, stand at attention. The watchman drives away a large motley dog. Ladies are walking, children are playing. Especially strong impression occurs when the train enters the bridge. First, it is darkening under the grids of the bridge, then immediately the light appears and the horizon opens. All the pictures are familiar. The cinema tape is about 300 meters («Golos Moskvу», No. 253, October 31, 1908).

(Zheleznodorozhnoye delo [Railway Business], 1909, No. 4, p. 28).

New electric roads. — Engineer Velov appealed to the provincial district council with a petition to grant him a concession for construction of an electric railway from

* The authentic syntaxis was maintained as close to original as possible. Necessary explanations are given in square brackets. — *Ed. note.*





Moscow to Sergeev Posad. The road should pass along the slope of the district council highway and capture a lot of dacha [summer cottages] areas.

The concession for construction of the same road to Sergeev Posad has already been provided to the engineer Pugachevsky by the district council, but the road has not yet been laid, and only several buildings were built in Sergeev Posad, and masts for wires were installed (*«Golos Moskvy»*, No. 5, January 8, 1909).

Yesterday the administration of the village Novogireevo, on Nizhny Novgorod railway, near the station Kuskovo, turned to the provincial district council with a request to lease the administration a strip of land along the district council highway for construction of an electric railway from Moscow to the village Novogireevo. The conditions for lease of land and construction of the road are identical with the conditions proposed to the administration by the initiators of the construction of the same road from Moscow to Sergeev Posad (*«Ranee Utro»*, No. 7, January 10, 1909).

(Zheleznodorozhnoe delo [Railway Business], 1909, No. 14–15, p. 88).

Tram to Sergeev Posad. – Moscow Governor approved the contract of Moscow provincial district council with engineer Pugachevsky on construction of an electric tram line from Krestovskaya outpost to Sergeev Posad along the left-hand edge of Yaroslavl highway. This contract is as follows. Its term is 48 years. Pugachevsky must build a roadbed, stations, rolling stock and other equipment necessary for movement of a tram. District council allocates land for the line and buildings. After 30 years, the district council can buy the tram line within the period of 2 years. If for some reason during this time the district council does not buy the line, it can buy it back in the 40th year from the date of the contract, but during a year. The construction of the line, its equipment and opening must be completed no later than six years later. The entrepreneur has the right to open movement not all over the site at once, but section by section. At the end of the contractual period, the line goes to the district council (*«Ranee Utro»*, No. 152, 1909).

– According to our information, it turns out that neither the district council nor the governor had the right to approve [the contract], since the designed tram is supposed to be built mainly on the sidelines and reserves of the official highway and, moreover, parallel to Moscow-Sergeevsky section of the official Arkhangel'sk railway, and under such conditions, the permission of the highest government is required.

(Zheleznodorozhnoe delo [Railway Business], 1909, No. 37–38, p. 212).

On the central station in Moscow. – The commission working on rearrangement of Moscow railway junction came to a negative conclusion on the question of setting up the Central Passenger Station in Moscow. Considering that for ten railway lines converging in the capital, an enormous area of space is needed for the tracks, the commission rightly acknowledged that building a station in the center is not possible, while building the station on the outskirts will hardly meet its intended purpose.

For passage of transit passenger trains, the commission considers it possible to use connecting routes between different roads that have lost their significance after the opening of the Moscow Circle Road (*«Moskovskiy Vedomosti»*, No. 270, November 20, 1908).

(Zheleznodorozhnoe delo [Railway Business], 1909, No. 5–6, p. 44).

The project of a new grand building in Moscow. – The interesting report, compiled by the technical conciliation commission of urban engineers and engineers of Moscow-Kursk and Nikolaevskaya railways on reorganization of the connecting branch between the former and the latter roads and the city roads existing along this line was completed yesterday and will be presented at the nearest meeting of the City Duma [council].

From Kursky to Nikolaevsky stations, instead of tunnels and ugly embankments, it was proposed to build an elegant overpass consisting of metal columns set at a distance of 5 sazhen [1 sazhen = 7 feet] from each other. The entire overpass will be divided into 30 spans. Along the entire overpass, there will be pendant-mounted balconies, enclosed by a beautiful architectural balustrade.

On Kalanchevskaya square, under the tracks of the connecting branch, located on the overpass, three routes will be arranged: 1) across Domnikovskaya street, 2) opposite the corner of the Ryazan railway station and 3) under the South Bridge. Besides, along Kalanchevskaya and Domnikovskaya streets, a new thoroughfare will be arranged following the continuation of Myasnitskaya street and Orlikov lane.

Plot of land at the corner of Kalanchevskaya street and South lane will be turned into a new district in which more than 40 retail premises can be arranged. The estimated cost of construction of the overpass is of 1 800 000 rubles.

It is proposed to the City Duma to: recognize this project as «not inconsistent with urban interests» and initiate a petition to the government about allocation of expenses for this reorganization to the treasury; in case of performance of all these works by the management of Kursk railway to carry to the city's account the remaining work planned on Kalanchevskaya square and in the adjacent driveways. To this end, [it is suggested] to file a petition for permission to lay a new passage for continuation of Myasnitskaya street and Orlikov lane and to ask for the necessary alienation of private lands and buildings.

[It is proposed] to instruct the city government to submit to the Duma's approval considerations on the amount of loans needed to bring into the appropriate form of passages in connection with the proposed reorganization of the connecting branch between Kursk and Nikolaevskaya railways («*Ranee utro*», No. 6, January 9, 1909).

— Without a doubt, this structure is highly desirable for Moscow and quite appropriate. It will give Kalanchevsky railway square a long-awaited improvement, free the city traffic from repeated delays here, help to establish the central circulation of the Circle Railway trains and will eliminate the frivolous question about the Central Passenger Station in Moscow from the discussion, if not forever then for a long time.

(Zheleznodorozhnoe delo [Railway Business], 1909, No. 9, p. 64).

Lowering suburban fare. — The Board of Moscow–Kiev–Voronezh (Bryansk) railway, as a result of numerous petitions from the

dachas' landlords [owners of summer cottages], and at the suggestion of the Ministry of Transport, on May 1 lowered the suburban fare on its railway to the previous norm. The reduced tariff will be valid until the end of the summer season («*Moskovskie Vedomosti*», No. 108, 1909).

(Zheleznodorozhnoe delo [Railway Business], 1909, No. 44, p. 252).

The revenue of Moscow city railways in 1907. — The total amount of revenue of all city lines in 1907 was 4352 thousand rubles, which is more than in 1906 by 991 thousand rubles or by 29 %. The same difference between 1906 and 1905 was 28,5 %, and between 1905 and 1904 it was equal to 21,5 %. The revenue growth of 1907 was absolutely and relatively stronger than in previous years. This growth is largely due to development of a network of electric trams. The impact of development of the electrical network on the amount of revenue is particularly pronounced when the tram lines are divided into two groups: horse-drawn and electric lines. While the revenue of the electric lines is rapidly increasing, the revenue of horse-drawn lines, on the contrary, has been greatly reduced. This is explained not only by the decrease in the length of horse-drawn lines, due to the transition of a number of the latter to electric traction, but also by the competition of electric lines that take part of passengers from horse-drawn lines. Over the past five years, 1903–1907, revenue from horse-drawn lines has fallen from 1948 thousand rubles in 1903 to 963 thousand rubles in 1907. The revenue of electric lines increased from 87 thousand rubles in 1903 to 3389 thousand in 1907. This year was the year of the greatest drop in revenue from horse-drawn lines and of the greatest absolute increase in revenue from electrical lines. The data on the revenue of one coach per day show how successful the operation of horse-drawn and electric lines was. The number of coach-days on horse-drawn lines last year was 35794, and on electric lines it was 66426. On average, the revenue per horse-drawn coach was 26 rubles 89 kopecks, and on the electric lines it was 51 rubles 2 kopecks [per coach], i.e. twice as much («*Vestnik putei soobshcheniya*», No. 3, 1909).

(Zheleznodorozhnoe delo [Railway Business], 1909, No. 24, p. 144) ●

