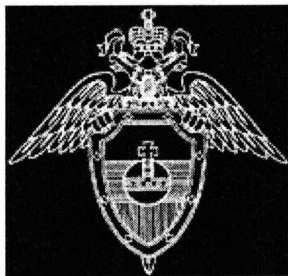


Metro 2

This section on the site metro.ru leading expert on Metro-2 Yuri Zaitsev.

If you have any questions, comments or additions regarding this section, contact Yuri directly: yz@wireless.ee.

The emblem of the Main Directorate of Special Programs (CMT) Presidential (formerly the KGB in 1915):



Map D6 (Metro 2)

A secret location in the Moscow metro has already been to his birth in 1935. In the second stage of the project was the station "Sovetskaya" under the Soviet Sq. Between the stations "Theater" (in those days, "Sverdlov Square") and Mayakovskaya. During construction on the personal orders of Stalin "Soviet" adapted for the underground control center of the Moscow headquarters GO. Arising from its closing unreasonably long span in the heart of Moscow was eliminated only 07/15/1979 Building "Gorky" - "Tver". The project cost is very expensive, even at times of stagnation. If we carefully look at the stage before "Tver", one can see traces of the "Soviet".

Another was the pre-war (and postwar) project to upgrade the Arbat-Pokrovsky for communication with both the Kremlin's Stalinist bunkers. Stalin before the war, planned to build the biggest stadium not only for the expected Olympics. During the idea of the stadium of the USSR (or people), it prompted massive promotional activities, often carried out by the Nazis in Germany for the German people, and so loved the Fuhrer. Under the future of the stadium (part of which still built) was built for Stalin bunker with little room for presentations and the tunnel to the grandstands. Were constructed, two road tunnels: the Kremlin (and the tunnel gates are located just under the Spassky Gate) and in the subway station Sokolniki. There is a transition from "Izmailovo Park" to the bunker. The average path at the station, except for scheduled services for passengers, was carrying function spetsputi Stalin during the celebrations. Pay attention to the delicate bulbs, illuminating a middle way. They are not on the extreme ways. Similar Stalin's bunker was built under his dacha in Kuntsevo (there is also road tunnel from public reception at the Ministry of Defense Butcher, 37 through the Kremlin). On it is known only to specialists MOE: Directly above it is the Central Regional Center of the agency. On suspicion, Stalin is known. From the first days of the war, he hesitated, his stay in the capital or go along with the government in Kuibyshev (now Samara).

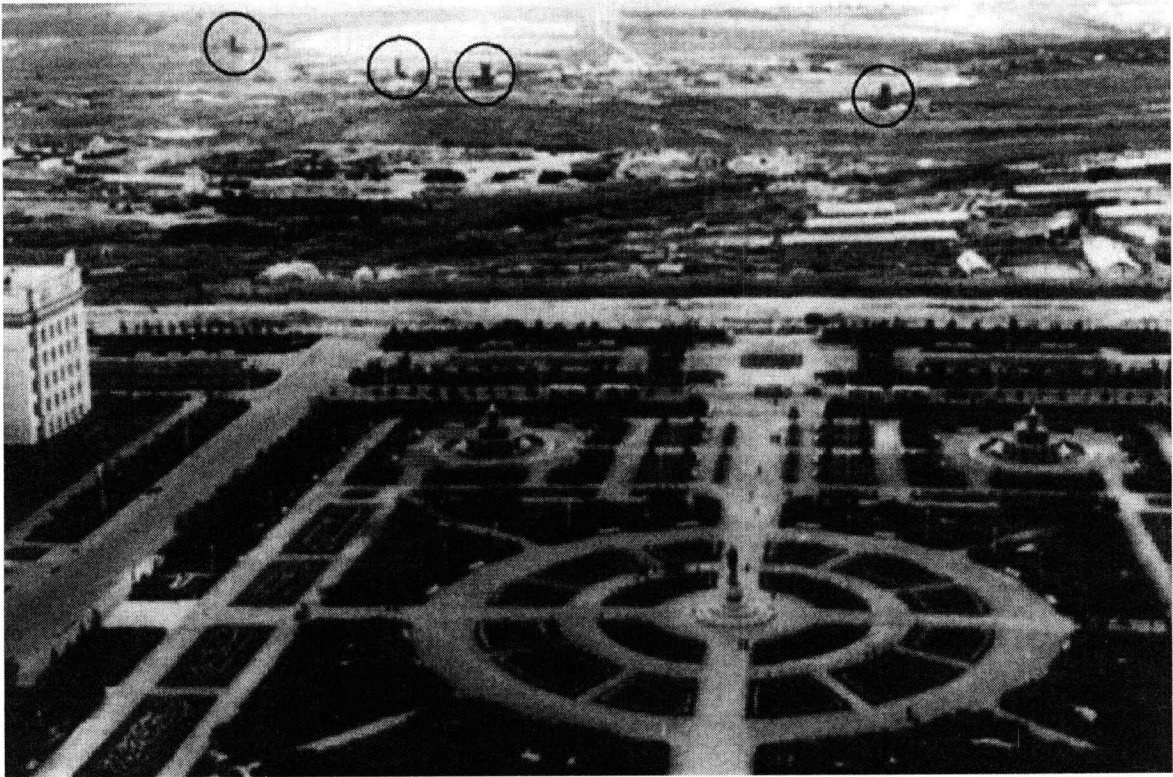
When the bombing of Moscow's participation, he ordered to build a bomb shelter, which was dug in Kuntsevo at a depth of fifteen meters. In order to fully protect the leader, as an overlay using cast iron rails. According to Colonel MOE Sergey Cherepanov, construction, and today survive a direct hit by bombs. Entrance to the bunker - ordinary door which will meet in any doorway, with a combination

lock. Very clean stairs with handrails leads to the ground. Full feeling that descends into the basement of an ordinary dwelling house. Stalin did not go up the stairs. Especially for him was put into an elevator, where the laid parquet, the walls sheathed with wood paneling. Elevator connects the shelter of giving Stalin, under which the bunker had been dug. To prevent accidental meeting with Joseph Stalin's support staff, was built several corridors. In the corridor for motorman, cooks and other walls were covered with white tiles. Stalin had walked from the elevator on the parquet floor and overlooks the marble walls. In the shelter Joseph Stalin held meetings of the Council of Defense. This was allotted a spacious office - "The General". Its walls are decorated with oak and Karelian birch. Middle - an oval oak table. Against the wall - tables for duty officers and stenographers. With the war in bomb shelters survived vosmirozhkovye chandelier. And only the rectangular modern fluorescent lights reminiscent of that in the yard is not 1942. A small corridor separated from the courtroom bedroom leader. The bedroom is very small. In it contained only a bed and dresser. Because of this bunker and was launched 5/4/1953 mysterious land of deep seated "Revolution Square" - "Kyiv". Stalin was afraid of repeating the case of the bombs hit a ceiling tunnel on the line between "Smolensk" and "Arbat". The plot was constructed in record time, less than two years, despite the fact that the track was held in extremely unfavorable hydrogeological conditions. First had to solve the problem of pairing the two radii of tunnels - the current and new, non-stop normal traffic. To do this, built a tunnel larger diameter, which instead of acting like a tunnel. Tunnel for "Kiev" was passed and next right up to the Victory Park. According to the plan in 1932 in line Kuntsevo Krylatskoye and had to be completely underground. And she had to go near the cottage of Stalin. When built the new express line to "Kuntsevo, this tunnel was used. This explains the odd choice of tracks.

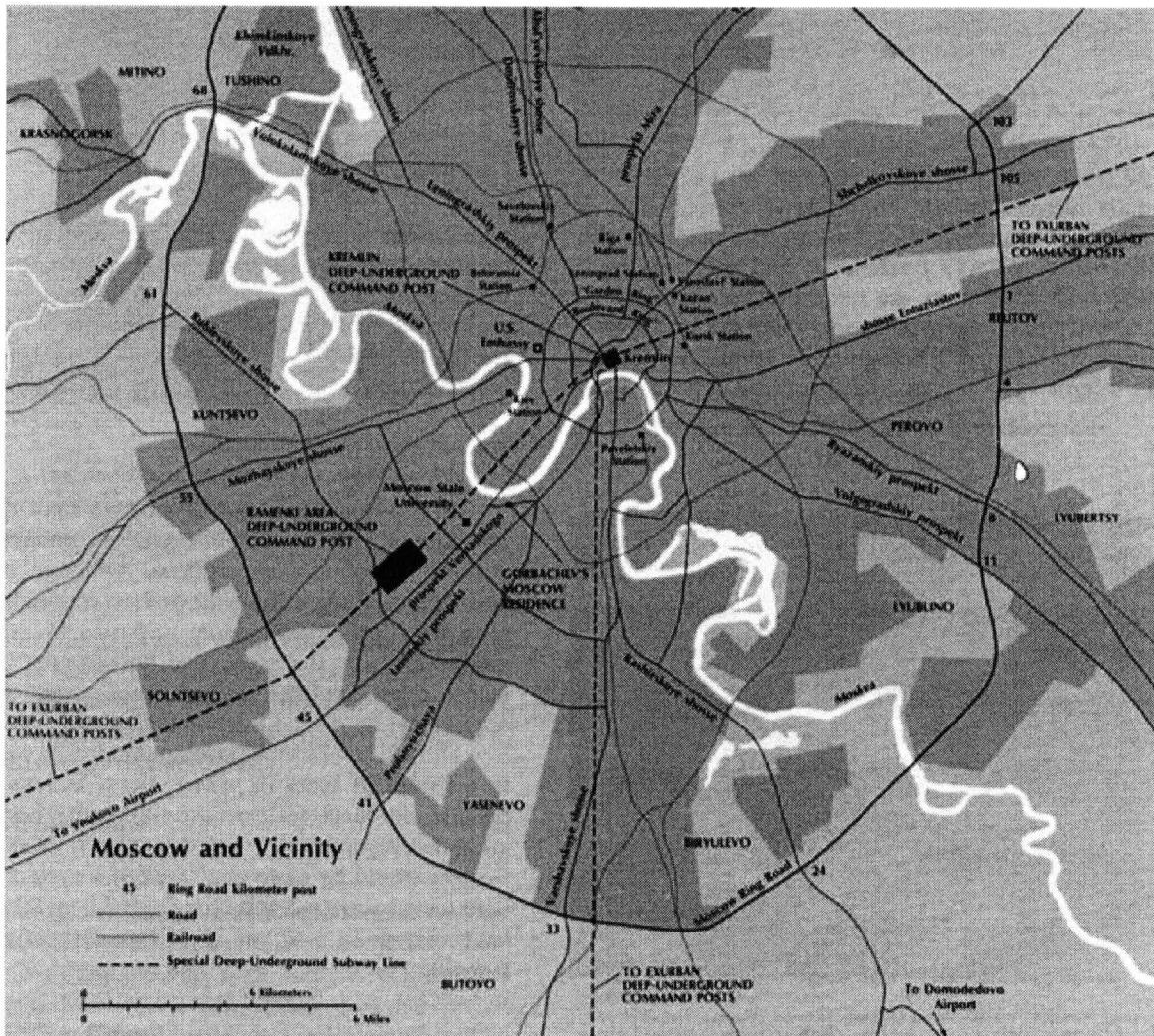
For the first time about the Kremlin's evacuation metrotonnel, going far beyond Moscow, I heard in the 81-82 years away from his uncle - electronic, then worked in one of the "boxes" connected to a computer for the army. Information imprinted in the brain and has become one of the reasons for my love for Chastanié the underground. The first serious information about these metrotonneli appeared in 1992 in one of the rooms "AIF". It kind of aunt wrote that her friend working as a cleaner at the KGB and taken to the sensitive sites specific lines underground. "AIF" has the answer that the system is described in the annual Department of Defense on the Soviet Armed Forces in 1991. Weekly published a simplified map and a list of lines as of 1991.

Recently I found in catalogs this yearbook and ordered it. For those who wish to repeat my feat cite library data book:

TITLE: Military forces in transition.
PUBLISHED: 1991 - Washington, DC:
Dept. of Defense: For sale
by the Supt. of Docs.,
USGPO, 1991 - v., ill.
(Some col.); 1928 cm. + Map 1991 -
FREQUENCY: Annual
ISSN: 1062-6557
SUPT OF DOCS #: D 1.74:
OTHER SYSTEM #: (OCoLC) 25013229
CARD NUMBER: sn 91-23807



Mine are marked on the underground command center in Ramenki (illustration: Military forces in transition. DOD. 1991).



On the map dotted line marked "Metro-2" (illustration: Military forces in transition. DOD. 1991).

The 92 theme taken up by other publications. GCAP magazine Ogonyok system called Metro-2. Through the efforts of the yellow press was set in motion unreal amount of nonsense and fables, so that the majority of Muscovites generally doubt the existence of the system. There are a couple of articles which I had not yet read: "In the second round in Moscow News for 08/02/1992 in the" Komsomolskaya Pravda "in some of Saturday's edition of autumn 1992 on Page 3. The theme worked out at 1992 in their plots Saturday TV program "Center". In 1993 and further topics about Metro-2 almost completely vanished from the press, someone, evidently very seriously pressed.

The scheme of the Metro-2, exhibited at many places on the Internet, compiled by me in 1995 on the basis of this map and other data collected me at that time, and in most cases wrong. Because of this, the scheme came over a lot of mistakes. I have plans to make in the near future a new scheme.

So, Metro-2

Line 1

Put into operation in 1967 (presumably, that some part was started earlier). Length 27 km. Stations:

- Kremlin
- Dag Hammarskjöld Library. Lenin (for evacuation of the underground city in Ramenki all readers who are at the moment signal "Atom" in the halls, perhaps the Kremlin station and a library - it is the same station)
- The yellow house with a turret on Smolensk Square project academician Zholtovsky (especially the house in its inputs in 2 of the metro: the Filyovskaya line and in the Metro-2, because of the elevators at the station and 2 in the house went to the legend of these stations just Do not under each nomenclature home in Moscow)
- former residence of the first and last President of the USSR in the Lenin Hills
- underground city under Ramenki (max. capacity 12 000-15 000 inhabitants) with a pedestrian tunnel to the main building of Moscow State University (entrance at the checkpoint zone B)
- Academy of the FSB and the Institute of Cryptography, Telecommunications and the Russian FSB (large brick building at the entrance to the Olympic Village. In one of the rare open the gate valves in the building can be seen far down the outgoing long hallway, lit by small lamps on each side)
- Academy Staff
- emergency exit somewhere in Solntsevo
- government airport Vnukovo-2

In his book "The Moscow Metropolitan" in 1954 describes the fifth stage of construction underground. If Shcherbakovsky (now Riga) radius of all, it is clear that the continuation of the Frunzensky radius bewilders. Described did not implement a version of the tunnel under the Moscow River. The length of the section 6,5 km. Frunzenskaya is scheduled in the same place now. "Usachevskaya" or was "Sports", or should have been closer to the Big Pirogov. "Luzhnikovskaya" was supposed to be at the entrance to the Luzhniki stadium on Hovoluzhnetskom. Hazemnye lobbies "Lenin Gore were scheduled on the slopes of the mountains and the Sparrow by Vorobyevsky highway (st. Kosygin). "University" is scheduled next to the main building of Moscow State University.

In 1957 and 1959, all built differently.

There is a fishy tale that a youth festival in 1957 constructed a branch of the "Park of Culture" to "University". In the spirit of the Khrushchev on the reduction of the cost of building designers decided to pave the portion of the passenger route on already built by the time tunnel, Metro-2 of the first line. It would seem, is ready to tunnel dug under the Moscow River, so do not need to spend time and money to build a new crossing of this water hazard. But at the last moment "competent authorities" have said emphatically: No! And had to flog a fever, changing the project, taking the new subway line to the side and built metrobridge station "Gory". Memory of that old "neuvyazochke" was a characteristic bending of the metro line in the station area "Sports" and dying now miracle-bridge, which was erected in a hurry to violations of construction technology. Frankly, I'm in this particular story did not believe, but few things make you think, perhaps, some truth in all this is.

Initially, "the University" wanted to build near the grain boundaries MSU. Ho since the first line of Metro-2 just beneath the grain boundary passes, more precisely, after 3 or basement level-3, where there are cryogenic plants for the generation of liquid nitrogen to freeze the ground. Entrance through the checkpoint zone B of the main building. Incidentally, in the first cellar is almost exactly under CAT zone B is the little door with combination lock and a TV camera.

According to the U.S. DIA (Defence Intelligence Agency), Metro-2 the first line under the former residence of the first and last president of the USSR (Gorbachev) in the Lenin Hills, and this is exactly the place where the planned station "Leninsky Gory.

Most likely, the projects were developed tunnels and stations of deep foundation. Then Khrushchev ordered sharply reduce the cost of construction. Then we built a miraculous bridge, in which the salt more than concrete. And bend with the rise after "Sport" appeared. But already in the 60's, when the bunker Kuntsevo and the first line of Metro-2 were built, then the old projects and raised. What sense to duplicate the work? And slowly tunnel zababahali on old projects, but one-way.

If you go from "Sports" to "University", then left the course after the "Sports" at the beginning stage can be seen connecting the path that you are coming from the opposite. Then you see a branch to the left of the train. Officially, this is working a dead end, but he continues on, coming down between the main tunnels under the river and along the arc abruptly goes away. Contact the rails in the tunnel terminates. Himself a tunnel in the end rests on the steel gates. This is the only gate usual subway and Metro-2 in Moscow.

When planning the construction of the Temple in honor of the victory in the war of 1812, there were several projects, one of them - to build a temple on the Sparrow Hills. Construction has not begun, because there are very weak soils, which are unable to withstand a large building. But that failed to do the king's architects, did Stalin. When built the main building of Moscow State University, then dug a huge trench under the foundation, filled with liquid nitrogen, then put the chillers at the place which later became known as the 3rd or basement floor -3. This area was given the status supersekretnoy, as in the case of possible sabotage and decommissioning freezers a week building splyvet in the Moscow River. The heads of 3-m basement of the KGB in 1915. It is this level of MSU is connected to the underground city in Ramenki and the Metro-2.

In Tpopapevckom lecopapke for the Academy of General Staff, you can see the ventilation shafts underground. Academy of General Staff itself - it stpoenie with the central building and the side vokpug. If smotpet from the street, then in them on 5 floors, and in fact much more. Lift goes under the ground for a few more. Downstairs there is a lot of very hoposho ohpanyaemyh places where almost no one can get. Of the sources are slightly elongated was that access to the Metro-2 level.

When there was no "Ave. Vernadsky" on site "Salute" was tremendously rugged terrain: gorge, cascade of ponds, stream. In 68-70 it all neatly covered a lot of soil, taken probably from building the first line and the underground city in Ramenki.

If you draw a line from "South West" in Ochakovo and postpone the 500 meters, we get to the place where it was something like a factory producing concrete with a lift to the wheel at the top. Every morning, down down eerie uymischa people. All lasted until 1979.

The main construction base of the first line - the same infamous concrete factory producing south of Moscow State University. This is where the materials are imported or exported by land.

There is evidence that the first line in 1986-87 was extended. There is in Moscow two interesting places. This is a military town Vlasikha (aka Odintsovo-10). There's a 58-64 team built a set of SMF with a 4-tiered bunker and residence of their commander. In 1986-87 constructed a new 12-storied bunker in two kilometers from the old. Rails down there saw exactly. There is a place Golitsino-2, MCC-military space forces. Interestingly enough - the entrances to the bunker in small houses, such as residential. There are there in a town square, where stands a monument - an ancient radar, there it all is. People working there, it is well known that it is there is a branch to the Vnukovo-2.

Heposredstvenno in the Odintsovo in 1987 began to build a residential area of "new homes" for builders of Metro-2. The station there too.

Line 2

Cdana in early 1987. Length of 60 km (it turns out that the world record for metrotonnelyam). It starts from the Kremlin, then south along the highway through the Warsaw seen in the government pension "Bor" (where emergency command post of General Staff).

Ha line is canned station, which is very mysterious transition from "the Tretyakov" Kalinin line.

It is likely that the line should extend into the new tank Voronovo (somewhere in the 74 km to the south of the Kremlin). There is inaccurate information that the line is somewhere in Chekhov. Summer residents of Alachkovo tell about a local military camp, they have an underground facility that is on 30 floors under the ground goes, they say, were at such a doctrine: it is necessary in the great hall (the size of the witness could say, but he says "just great") simple composition of the subway it sets on fire, then extinguish. Living in Kryukovo (that Chekhov) sometimes wake up at night from that beneath the train passes. Summer residents in Vidnoe say that in the early 80's where they have something to dig very deep. They remember only a few places pits large and deep, but the wall boards or something there even have been strengthened, and the pit were one after another, well, that is, on one line.

Construction of the second base line is somewhere in Tsaritsino.

Line 3

Cdana too early in 1987. Length: 25 km. It starts from the Kremlin, then the Lubyanka (perhaps a station at the Bolshoi Theatre, because of the fountain in the square. Theatre could get into a subway tunnel-2), the headquarters of the Moscow Military District Air Defense for Butcher, 33 (Nearest to the public reception at the Ministry of Defence Butcher, 37, who in turn has a road tunnel to Stalin's dacha at Kuntsevo. During the war the station "Kirov" has a division of General Staff and PVO'shniki. Trains did not stop there, fenced off from the platform how high plywood walls. After the war a long time to destroy the traces of this activity. Under the station and building on the Butcher, 33, had built a new tank of Staff Air Defence) and the NBI anti-aircraft (and in the same Air Force General Headquarters and Air Defence) in the town of Zaria Balashicha where is a military town with 20,000 inhabitants.

The line runs parallel to the highway of Enthusiasts and through Izmailovo Park. Most likely, the station is next to the "Red Gate" (this is questionable, but a huge bunker of Stalin's just there is - with lyuchnym exit to the platform, "Red Gate").

People who work in the bunker n. dawn, called "moles". And yet - "miners".

Every day they go into the inconspicuous-looking brick houses and high-speed elevators down to a depth of 122 meters. Last check documents, machine gunner near the small border column, and massive iron doors, flap automatically as soon as the danger - and our heroes find themselves in one of the most secret military sites in Russia. This underground city - the Central Command Post (NBI), Air Defense, the holy of holies of our defense power. To get here can not even the first government officials and important foreign guests. For any tour must be the personal approval of the Minister of Defence. Dig into the ground for our party ordered the military in 1958. All headquarters and PSC in a matter of urgency began to move in the near suburbs. The "cold war" at any moment could turn into a nuclear, and the very first bombing of the capital could leave the army without the "eye", "ears" and "language". To prevent this, they decided to bury all the most valuable and already the most powerful bunkers lead troops. The underground city was built in Stakhanov: already in 61-year-first "moles" on the right new home. Thank you for that Marshal of the Soviet Union and Paul Batytskoho metrostroevtsam - that they were invited to perform the important task motherland. The city-hopper has everything to survive the

end of world: their own power systems, fire suppression systems, clean air and water, sanitation, food supplies. They say there are even places where you can comfortably and white linen sleep. Even women, who work here, particularly on the conditions do not complain. The transport problem in the "city", built in 1100, is also solved. The hotel staff of four elevators - two passenger and two cargo.

Line 4

Information about her almost fictional. In the Russian budget in 1997 was laid down on the amount of its construction. And this fact has caused a scandal and the proceedings in Congress, because had to build at the expense of American loans. It will begin in the "Smolensk" and Kosygin, as an offshoot from the first line, then under the Victory Park (where it will use the infrastructure in conjunction with the planned subway branch usual) in the new bunker GO A-50 at Rublyovskoye Highway 48 - near the house Yeltsin Autumn Boulevard. Then sanatorium / bunker complex in Barvikha.

The whole system of Metro-2 was previously the Office 15 of the KGB (podzemschiki). This office was later taken over under the wing of the FSB. By the Presidential Administration, headed by Pavel Borodin, Metro-2 does not apply. Build and build him a box where people are recruited from ordinary Metrostroi. They live, as I wrote in Odintsovo.

The system is little known, because the government is not underground, that is not transporting state officials (including Yeltsin) in peacetime. The primary function - a willingness to evacuate. Also - economic transport: cargo, maintenance staff, etc.

The whole system of single tracks (stupid build two ways, because even if the signal is "Atom" - the evacuation in the event of nuclear war or something more terrifying - the whole flow of traffic in one direction). Unlike conventional subway ventilation shafts of the tunnels are not available. Construction was closed method, with no intermediate shafts (such as a tunnel near La Manche). Contact the rails at the far stretches not used - only the central. One metrosostavov second or third line consists of 4 cars - at the ends of the two contact-battery electric "L" in the center of two saloon car with curtains Ezh6 made on the basis of a series cm3 with new nodes on the 81-714. The composition is going as planned repairs metrodepo "Izmailovo" in the early 90's.

There are details about the cars Metro-2 from a friend informed of the administration of the Moscow Metro. All of this produced between 1986 and 1987 in Mytishchi, just when built 2 and 3 subway line 2:

0087 Contactly battery-electric locomotive "L".
0,087 Contactly battery-electric 'A'.
0088 Contactly battery-electric locomotive "L".
0089 Contactly battery-electric locomotive "L".
0090 Wagon Series Ezh6.
0091 Wagon Series Ezh6.
0092 Wagon Series Ezh6.
0093 Wagon Series Ezh6. For transportation of household goods used trailer platform UE-2 or MK 2 / 15.

Tunnels under the station, Metro-2 is made of tubing, 1.5 times greater than the tunnel. Recall the track room (one third) of the usual 3-arched station deep foundation. An exception should be the station in the Library. Lenin, the Kremlin and Ramenki.



