

"HISTORY OF RUSSIAN RAILWAYS - HISTORY OF RUSSIA"

celebrating 175 years of Russian railways

In the Royal Tower of the Kazan railway station
At Komsomolskaya Square, Building 2

July 26 to August 19.

From 9:00 to 20:00.

MAMM takes art out of the museum space and presents an exhibition dedicated to celebrating the 175th anniversary of Russian Railways. It opens on the eve of the professional holiday - the Day of railway (the first Sunday in August). The exhibition includes more than 200 photographs and tells the story of the formation and development of railway transport in Russia. After the end of exposure in Moscow, the exhibition will be shown in other railway stations in Russia and abroad. It will travel around as the main characters of its photos - railway trains.

In the exhibition includes photographs from the collections of the Museum "Moscow House of Photography", the Central Museum of Railway Transport of Russia, the Moscow Museum of railway equipment, the M.E.Saltykov-Shchedrin Russian National Library, and the agency "RIA Novosti". These are works of photographers of Imperial Russia (A. Petersen, Antonopoulou, Joseph Goffert, Konrad Brandel, J. Tomashkevich), prominent representatives of Soviet photography (Alexander Abaza, Alexander Grinberg, Arkady Shaikhet, Victor Ahlomov, Vsevolod Tarasevich, George Petrusov, Dmitri Baltermants, Ivan Shagin, Max Alpert, Yuri Rost), and modern authors (Anton Denisov, Valery Melnikov, Mikhail Mokrushin, Ruslan Krivobok, Sergei Burasovsky).

The history of the network of Russian railways starts in 1837, when the Tsarskoe Selo Railway was opened, designed by Austrian engineer Franz von Gerstner). Photographic documentation of the Russian railways was one of the major projects of the tsarist government: from 1860-1870-s was recorded all in one way or another connected with the railroad - laying paths, construction of bridges, new locomotives, construction of stations and repair shops, etc. Upon completion of the project there were published the gift albums with detailed recording of all events, this chronicle brought the best photographers of the Russian Empire: K. Brandel, J. Goffert, P. Mayer, A. Kuznetsov, and later - S. Prokudin-Gorskii. The exhibition includes unique photos from these albums, "Types of Nikolaev railway line", "Photographic album dedicated to the Imperial train," "The construction of the West-Siberian Railway," "Great way to go. Types of Siberia and the Great Siberian Railway" and others.

During the Soviet era such careful documentation was observed in the construction of the BAM, which was shot by the best photographers - A. Shayhet, D. Baltermants, Yu. Rost, A. Abaza, J. Gardeners.

In many photographs the railroad and, in particular, the station becomes a place of action - such as meeting soldiers winners in 1945 at the Belarusian railway station (G. Petrusov), Alexander

Solzhenitsyn's return to Russia in 1994, a series of "Soldier is back" by V.Tarasevich. Some photographers are interested not so much in railroads, but in so many people serving this complex system - workers, railway engineers, rail fitters, guides and cooks (a series of shots Yu.Sadovnikov).

Contemporary photography continues to document the milestones in the development of Russian railway transport - start of the high-speed train "Sapsan" in 2009, the first departure of a new electric generation and commissioning of technical innovations.