Culturological analysis of the popularization of physical culture and sports in the Moscow metro

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Abstract. The term "sport" is often used as a synonym for the concept of "physical culture". Physical culture is a collective concept that includes the whole range of achievements accumulated in the process of socio-historical development of the people: the level of health, sports skills, works of culture and art related to physical education, etc. In the USSR, the development of physical culture and sports was given great importance. Evidence of this is not only sports facilities, but also Moscow metro stations, in the design or name of which there is a theme of physical culture and sports. The Moscow Metro is included in the list of attractions that tourists must visit in the Russian capital. The purpose of this study is to study the stations of the Moscow metro, the decoration of which is associated with sports themes. In addition to traditional methods, a relatively new method was used in the study – microurbanism, which allows a detailed approach to the study of historical, artistic and other values of individual stations of the Moscow Metro. The scientific novelty of the work consists in the study of cultural, historical and artistic features of metro stations related to the topic of physical culture and sports.

1 Introduction

Physical culture is understood as the totality of all the goals, tasks inherent in this society, as well as forms of activities and means that contribute to the physical development and improvement of people. In modern Russian society, this is especially important, since a decrease in the physical activity of the population leads to obesity, and, as a consequence, to health problems. Since the future of the country is determined by the health of the nation, the state should strengthen the role of physical culture and sports among the population, carry out activities that promote the active use of physical culture and sports in maintaining and strengthening the health of the population.

In the USSR, the development of physical culture and sports was given great importance [1]. Constitutional basis for international cooperation of the Union of Soviet Socialist Republics. Giornale di Storia Costituzionale. 33. pp. 109 – 120) After the Great October Revolution of 1917, the government headed by V. I. Lenin saw the need to educate the versatile personality of the builder of communism. Great importance was attached to the development of the physical culture movement in the country [2]. In the constitutions of the

* Corresponding author: Kindzerskaya.MA@rea.ru
USSR of 1924, 1936 and 1977, provisions were fixed on the development of physical culture and sports, as one of the important tasks of the state [1]. Constitutional basis for international cooperation of the Union of Soviet Socialist Republics. Giornale di Storia Costituzionale. 33. pp. 109 – 120). To promote a healthy lifestyle, all means were used, from the creation of All-training and sports cells in production, to the decoration of sports-themed buildings and structures of the capital, including transport.

The Moscow Metro is a unique cultural phenomenon. Metrostroy was formed in 1931, and the first metro line, built by him in record time, was put into operation already in 1935. Over 90 years, more than 280 metro stations have been built in Moscow, of which 48 stations are recognized as objects of cultural heritage and are architectural monuments. According to plans, in 2035, by the anniversary of the Moscow metro, the length of its lines can reach 670 kilometers [3].

Soviet engineer A.V. Gerbko wrote about the need to build a metro in Moscow and the prospects for the development of this type of transport in the capital in 1927 [4]. It is characteristic that at the first stages of planning, the problem of the architectural design of the stations was not decisive. The main task for the designers of the Moscow metro was the most comfortable environment for passengers.

In the works of V. Ya. Volynsky, N. M. Korobkov, S. M. Kravets, published in the 1930s, the natural conditions, geology, hydrogeology of Moscow, archaeological finds made during earthworks, the choice of the depth of deposits and methods of tunneling, as well as counting are investigated the cost of metro construction and its capacity [5].

A lot of factual material about the construction of the metro in Moscow can be gleaned from the memories of the workers who participated in the construction of this grandiose structure. Recordings of participants in those events help researchers to see the picture more fully when analyzing historical documents.

Muscovites were attracted by the unique technical and artistic design of the stations, people went to the subway as to a museum, called the station lobbies "underground palaces" [5].

Foreigners who visited the USSR also left enthusiastic reviews about the Moscow metro. So, the American engineer J. In 1935, Morgan published a brochure "The Moscow Metro is the best in the world." And the German writer L. Feuchtwanger wrote about the Moscow metro: "... it really is the most beautiful and convenient in the world." [4].

In the post-war years, a large number of works on the history of construction, architectural and operational features of the first metro in the USSR were published, among the authors should be noted I. E. Katzen, M. S. Naumova, O. V. Kostina, etc.

Guides to Moscow metro stations can be divided into a separate category of sources, they provide brief information about the history of construction and architectural design of Moscow metro stations.

Among modern researchers of the cultural and historical heritage of the Moscow metro, the works of M. S. Valdez Odisosol should be highlighted [7]. The author reveals the diversity of socio-cultural meanings inherent in the metro, considers the metro as a cultural phenomenon and suggests applying a culturological approach to develop a new concept of the Moscow Metro.

In 2020, a three-volume edition of the "Moscow Metro was published. Network, lines, stations", which, in addition to little-known historical facts, research and photographs, published interviews with those who have worked for many years on the development of the metro, under whose leadership it grew and became the most popular form of public transport in the capital [8].

Studies have shown that the cultural phenomenon of the Moscow metro is poorly studied. The novelty of the work consists of the study of the sights of metro stations related to the topic of sports.
The object of the study is the Moscow Metro. The subject of the study is the Moscow metro stations related to sports topics. The purpose of this study is to study the factors influencing the formation of the Moscow Metro as a cultural center promoting the sporting achievements of the people.

Research objectives:
- to identify the historical and artistic aspects of the Moscow metro stations from the point of view of cultural heritage;
- to show the role of the metro in the formation and development of physical culture and sports of the capital.

Hypothesis: The Moscow Metro is not just a transport enterprise, but a unique complex of structures and architectural and artistic design, it can be considered a cultural center that actively develops the sports traditions of the people.

2 Methods

The methodology of this study is based on the direction of microurbanism, i.e. the study of the city in its details [9]. With this approach, it was possible to distinguish from a large number of stations of the Moscow metro stations, in the design and name of which there is a sports theme.

The historical method allows us to identify the features of the architectural and artistic design of metro stations in the dynamics of the development of the construction of this type of transport in Moscow.

Using the system method, we considered the object as a system of an integral complex of interrelated elements, which allowed us to explore the totality of the Moscow metro stations as a whole.

Cultural analysis of the Moscow metro involves the study of factors that influenced the decoration of stations and the development of cultural and sports needs of passengers.

3 Results and discussion

Each station of the metropolitan subway is a unique art object, has its own unique decoration - the interiors are decorated with marble and granite, richly decorated with stained glass windows, mosaics, sculpture, stucco. The luxury of the "underground palaces" is admired by passengers. The first metro line was launched in 1935, this event marked the beginning of the development of many branches of Soviet industry. In a very short time, escalators and rolling stock were created, a new direction in architecture emerged, and an advanced school of Soviet metro construction was formed. The designers and builders of the metro created transport that was as convenient as possible for both passengers and maintenance services. Metro stations built in the period from 1930 to 1950. they are masterpieces of architectural thought, distinguished by monumentality, solemnity and richness of design. Only in the first decade from 1931 to 1941, 22 metro stations were built in Moscow and 24.25 kilometers of lines were laid. The construction was carried out at a rapid pace under the motto "Let's create a palace for the people!". The architect A. N. Dushkin, the author of a number of stations of the Moscow Metro, can rightfully be considered the creator of a new direction in architecture - underground urbanism. For his work, A. N. Dushkin was awarded the Stalin Prize three times, awarded the Order of Lenin and other awards, including foreign ones, for example, the Grand Prix at the World Exhibition in New York in 1939.

Together with A. N. Dushkin, famous architects, artists and sculptors worked on the construction and design of the first metro lines: Y. G. Lichtenberg, A.V. Shchusev, M. G. Manizer, A. A. Deineka, P. D. Korin and others. Muscovites are rightfully proud of their
underground metro city, calling its stations "underground palaces" and this is not surprising, because when creating the first Soviet metro, advanced engineering thought and the inspiration of the best masters of architecture and fine art are harmoniously combined.

The design of the Moscow metro stations proceeds from a single creative installation, according to which the underground structures of the stations should be bright, spacious, carry a charge of optimism and cheerfulness, foster patriotism and develop aesthetic taste and culture [10]. The Moscow metro is actively developing, new metro stations are opened annually, which, according to their technical and artistic design characteristics, meet the most demanding requirements. A unique socio-cultural space has been formed in the Moscow metro, in the best traditions of modern urbanism, it successfully combines comfort, beauty and functionality [11].

The design of metro stations reflects the history of the country from the revolutionary romanticism of the 1920s to the utilitarian minimalism of the 2000s.

The theme of physical education and sports took pride of place in Soviet art, penetrated into all spheres of society, including the subway. In the Moscow metro, many stations, one way or another, are associated with the glorification of physical culture and sports. Dynamo station, which got its name from the sports society of the same name and its football stadium located nearby. The ground lobbies of the station are designed for increased passenger traffic in case of sporting events. The main theme of the station’s design was sports, the platform is decorated with 30 porcelain medallions made by the Soviet sculptor E. Janson is a Manizer, all of them are dedicated to various sports. Sculptures of athletes are located on the facade of the lobby building (Fig. 1, 2).

![Fig. 1. Boxer.](image1)
![Fig. 2. Skier.](image2)

It is noteworthy that the Dynamo station was not the only station in the design of which sports stories were used. In the mosaic panels of the Mayakovskaya metro station, located in the domes of the station, you can see images of athletes and athletes.

76 bronze figures have been installed at the Revolution Square station, among them there is a figure of a football player and a discus thrower (Fig. 3, 4).
In the design of the metro station "Park Kultury" on the Ring line of the metropolitan subway, a significant part was occupied by sports stories (Fig. 5, 6).

The metro stations "Sportivnaya", "CSKA", "Lokomotiv" already show their affiliation to physical culture and sports by their name and location. The design of the stations is designed in a sports theme.

For example, the CSKA metro station is decorated in the colors of the team. Sports scenes are depicted on the wall and ceiling panels, and sculptures of athletes are located in the center of the track hall (Fig. 7, 8).
Thus, the Moscow Metro not only satisfies the important social needs of the population in transport accessibility, but also is a powerful element of the cultural and sports infrastructure of a modern metropolis.

4 Conclusions

The Moscow Metro is not just an advanced means of transportation, but also a real cultural, historical and sporting heritage.

Active promotion of physical health, education of Soviet youth ready for work and defense, contributed to the mass employment of the population in physical education and sports.

For the first time in Soviet architecture, the task was set to create an architectural complex with high aesthetic qualities.

The interiors of the metro have become a platform for the popularization of physical culture and sports, as well as a healthy lifestyle and cultural conduct of the pre-trial.

The culturological analysis of architectural and artistic solutions of the Moscow metro carried out in the work shows that the features of certain historical events, the fate of individuals, as well as the health of the nation, the promotion of physical culture and sports had a significant impact on their creation.

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