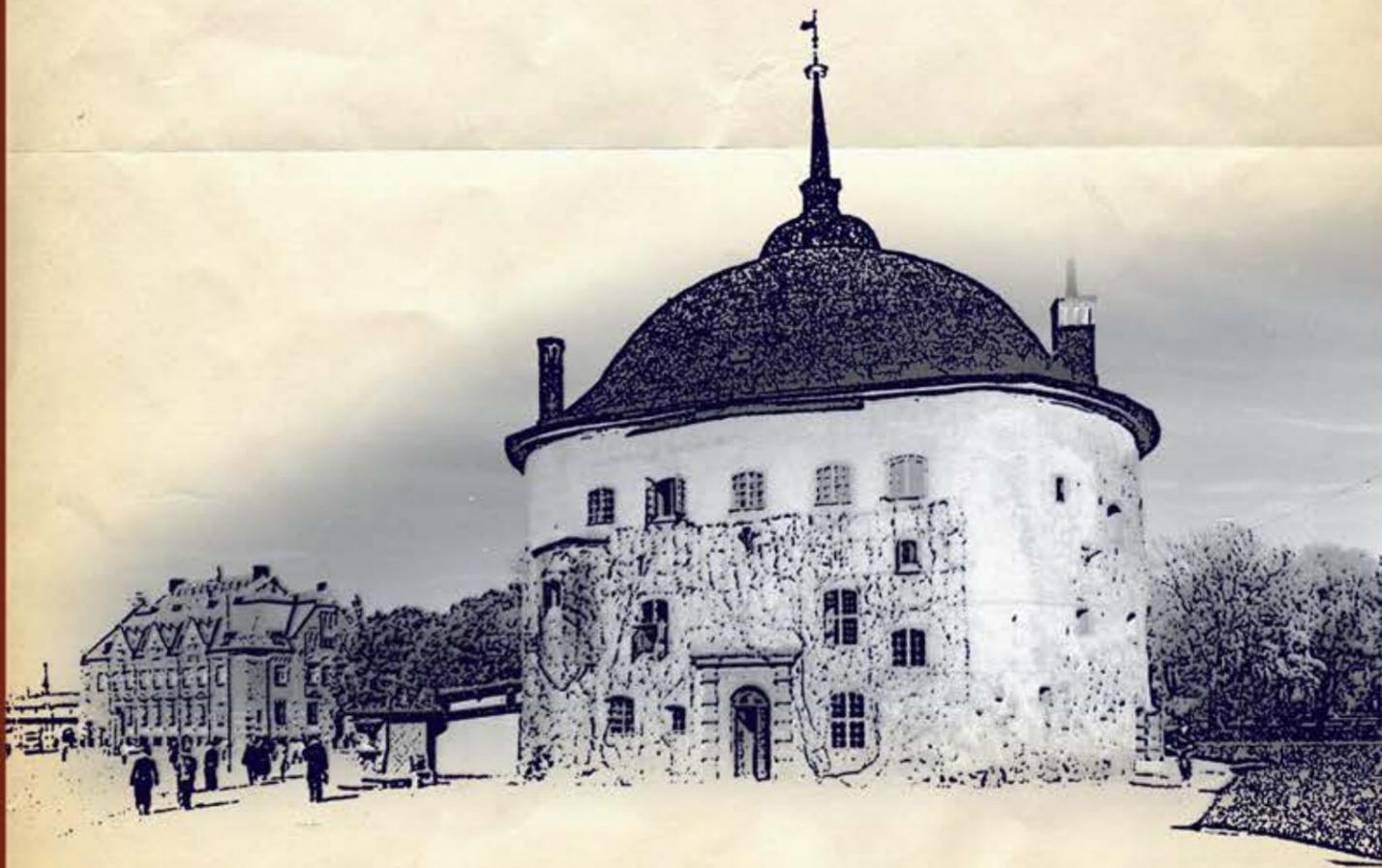
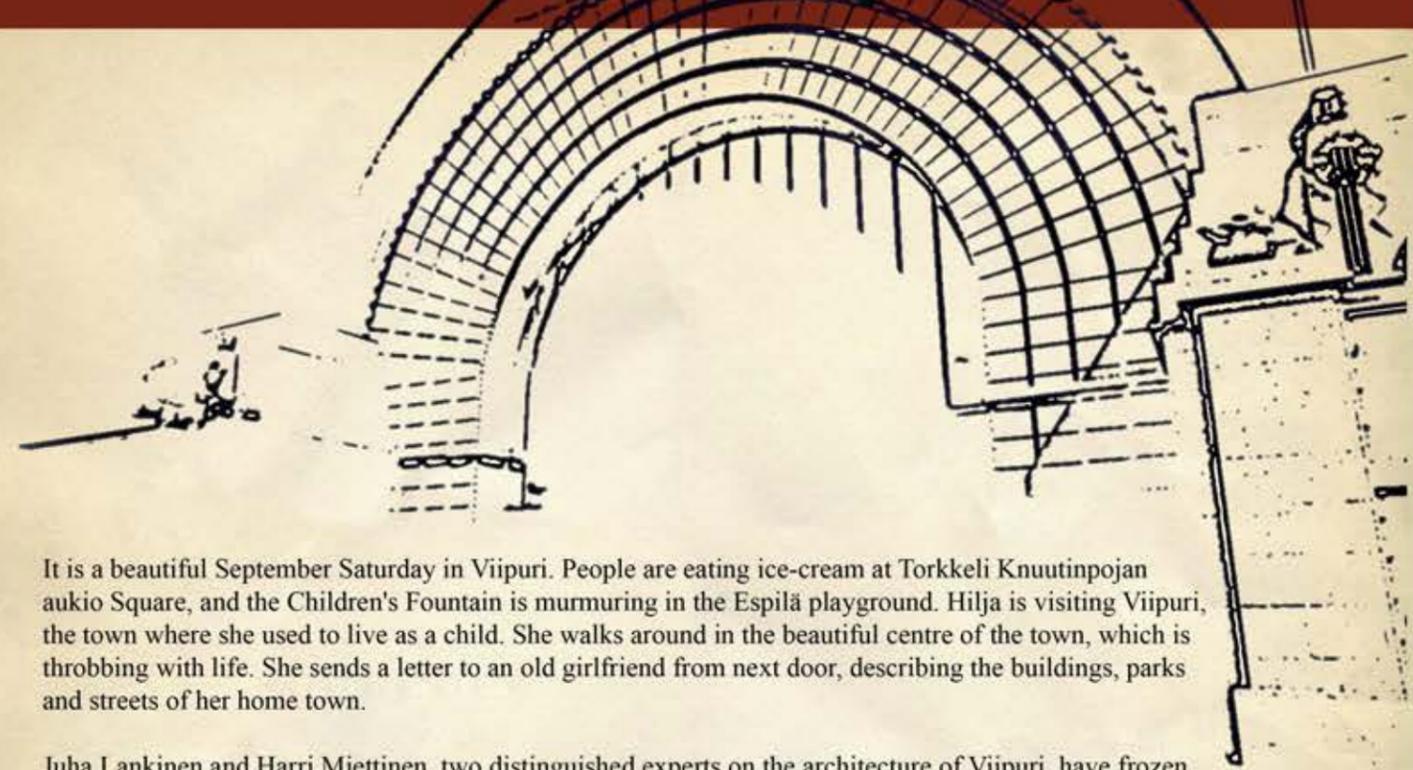


Viipuri on 2nd September 1939



Juha Lankinen & Harri Miettinen



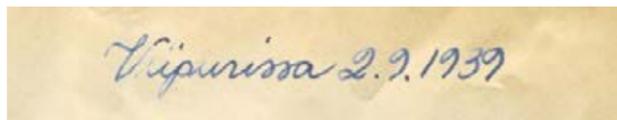
It is a beautiful September Saturday in Viipuri. People are eating ice-cream at Torkkeli Knuutinpojan aukio Square, and the Children's Fountain is murmuring in the Espilä playground. Hilja is visiting Viipuri, the town where she used to live as a child. She walks around in the beautiful centre of the town, which is throbbing with life. She sends a letter to an old girlfriend from next door, describing the buildings, parks and streets of her home town.

Juha Lankinen and Harri Miettinen, two distinguished experts on the architecture of Viipuri, have frozen time on Saturday, September 2nd, 1939. Following Hilja's footsteps they describe the buildings and the history of this energetic town. The reader will learn the interesting story of the most international town in Finland.



The book is full of pictures, both old photographs and 3D designs of buildings, modelled by construction engineering students from TAMK, Tampere University of Applied Sciences.





Viipuri on 2nd September 1939

Juha Lankinen, Harri Miettinen

©

Juha Lankinen, Harri Miettinen

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USE OF E-BOOKS

This e-book includes plenty of linked text, which provides additional information on the topic.

The link layout indicates the type of the link as follows:

(Link - Dark red links take you to external sites, such as Wikipedia.)

Link - Bold dark red links take you to VirtuaaliViipuri web sites (www.virtuaaliviipuri.tamk.fi).

Link - Dark red links are links inside the book.



- The picture is a link to a web site including a video.



- Circled links allow you to navigate between the map and the object-related text.

More material can be found at VirtuaaliViipuri sites: www.virtuaaliviipuri.tamk.fi



The route Hilja walked on 1st September 1939



The route Hilja walked on 2nd September 1939

FOREWORD

...'such was Viipuri'...

This e-book is a part of the VirtualViipuri Project, which offers the students of Tampere University of Applied Sciences (TAMK) the opportunity to construct a 3D model of the town of Viipuri, as it was on 2nd September 1939, when it had the second largest population of all the Finnish towns. The e-book contains unique historical knowledge of the town, its buildings and life in general.

Many people have contributed to the making of this e-book. We want to cordially thank the dozens of TAMK students who have worked on the project. We also want to express our special gratitude to Ms Päivi Karttunen, the Vice President of TAMK and Mr Perttu Heino, the Research Director of TAMK, for all they have done to enable the publication of this e-book and Mr Toni Pippola, a lecturer in game development, for his technical help and promote of this e-book.

Special thanks to Ms Arja Koivuniemi, a teacher, who transcribed the handwritten letter, to Ms Kirsti Kallio, a lecturer, who proofread the Finnish text, to Ms Satu Kelhä for the English translation of the text and Ms Marianna Leikomaa for the translation of the founding charter of Viipuri by King Eric XIII, to Ms Taila Kilpikoski, Mr Heikki Ilvespakka and Mr Kimmo Koivuniemi, students, and to Mr Perttu Miettinen, B.Eng, for their technical assistance. We also want to thank Ms Aila Teräväinen for the photographs she has kindly given for us to be used in this e-book.

Tampere 30th November, 2013

Juha Lankinen

Harri Miettinen

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The Viipuri Market Hall

THE LETTER IN THE LETTER BOX

FINNISH VIIPURI IN SEPTEMBER 1939

VIRTUALVIIPURI 1939, www.virtuaaliviipuri.tamk.fi

VirtuaaliViipuri 1939, Suomeksi

Virtuella Viborg 1939, På Svenska

Das projekt „Virtuelles Wiburg 1939“, Deutsch

Проект ”Виртуальный Выборг 1939”, По-русски

Virtuaalne Viiburi – projekt 1939, Eesti Keeles

Projekt Wirtualny Viipuri 1939, Po Polsku

Projet De La Ville Virtuelle De Viipuri 1939, En Francais

El Proyecto Virtual Viipuri 1939, En Espanol

维伊普里 项目1939, Chinese

Projekt Virtualni Viipuri 1939, Cestina

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Virtueel project Viipuri 1939, Nederlands

バーチャル・ヴィイプリ・プロジェクト 1939, Japanese

CONCLUDING REMARKS

REFERENCES

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PREFACE

The Finnish Literary Society of Viipuri was established in Viipuri in 1845. Their *Publication 2 of the Finnish Literary Society of Viipuri* was written by Otto-Iivari Meurman, the Town Planner of Viipuri (1918-1937) and the Professor of Town Planning at the Technical University (1940-1959). He started the historical account in his book by writing: 'FINNISH VIIPURI..., the second largest town in our country, before the fifty times numerically superior enemy took it away from us in 1940,...had a unique character. There is no doubt that its spirit derived from its history and was visible in its material existence, its streets and buildings. Situated on the eastern border, an outpost of the west, it had withstood greater difficulties than any other town in our country. Partly for this reason and partly due to its active commercial life, four nationalities had made Viipuri their home, fused together as one Viipuri and given the town its characteristic features. The town architecture over time has been influenced by this multi-cultural co-existence.

Kalevi Tilli, who was born in Viipuri in 1918, wrote in his book *The Karelian Rhapsody* the following: '...As late as the end of the 19th century that mixture of different languages and cultures started to mature and find the spirit, which, without losing its roots in history, created the basis for the united culture and lifestyle in Viipuri as it was in the 1930s before the Winter War. It was a tolerant, cultural, sociable and international town. The inhabitants of Viipuri were lively, happy and had a sense of humour. The sociable, open and spontaneous people gave Viipuri its unique character among the towns of Finland. The majority of the inhabitants of Viipuri had over time arrived from the villages of happy old men in the Karelian Isthmus and other parts of Karelia, and brought with them the eastern Finnish lifestyle.' Mr Tilli's writing captures the essence of the lifestyle and spirit of this Finnish town before the Winter War.

A LETTER FROM VIIPURI DATED SEPTEMBER 1939

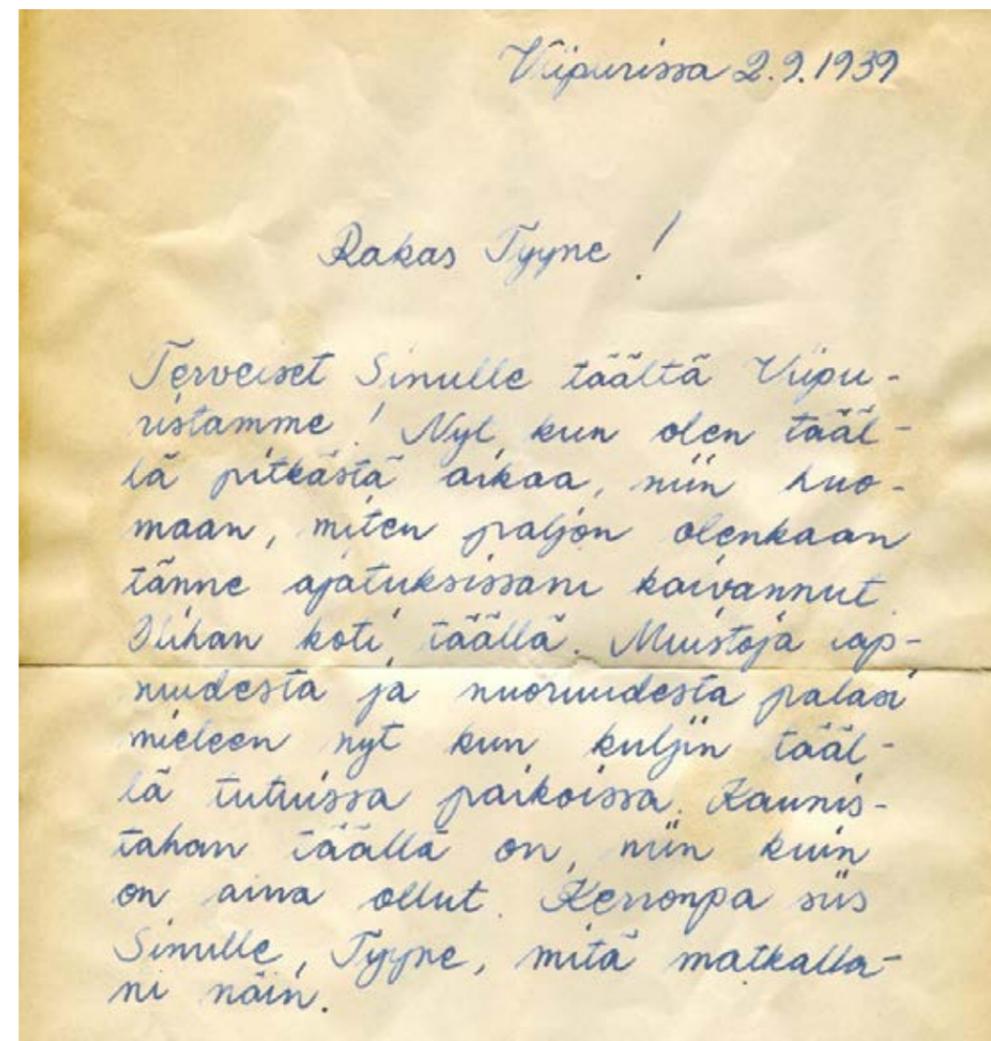
This book is based on a letter that was sent from Viipuri to Tampere in September 1939. The letter has been edited into modern Finnish. The writer's family moved from Viipuri back to Antrea in the early 1930s. Hilja, the writer, left for Helsinki to study there at some point in 1931 or 1932. The letter has now been received by Tyyne, another girl from Viipuri, whose family moved to Tampere and who presumably left Viipuri in 1931. Tyyne herself started her studies in Tampere.

Hilja arrives by train from Helsinki to Viipuri where she stays for three days. She has accommodation at her good friend Helena Kostianen's home in the Neitsytneimi District. The house is in Mariankatu Street near the final stop of the number 3 tram (*Linnansilta - Neitsytneimi*). She writes to Tyyne in her letter about what she sees and what happens to her. Tyyne has not visited Viipuri since she left the town.

This book finds Hilja on 1st September 1939 in the tram number 1 / 2 (*Papula-Kolikkoinmäki-Kelkkala-Ristimäki-Rautatieasema*). The tramline runs from the railway station via Torkkelinkatu Street and Kauppatori Market Place to Torkkeli Knuutinpojan tori (Tyrgils Knutsson's Square), where she takes the tram number 3 to Neitsytneimi. Later in the evening she goes for a swim at the Tervaniemi beach, as she used to do when she lived in Viipuri.

Hilja spends the whole of Saturday, 2nd September 1939 walking around the centre of Viipuri. She would like to visit the house of another friend, Anni, who lives in Havi. Anni, however, is not at home, nor can Hilja contact Martta, who also lives in the neighbourhood. Hilja then walks through the districts of Patterimäki and Kaleva to the Punaisenlähteentori Market Place. After having strolled slowly through the Torkkelipuisto Park and the historical area of Linnoitus and further to the Linnansilta Bridge, she returns to Mariankatu in the Neitsytneimi District. She tells the Kostianen family about what she has experienced during her walk in Viipuri, and then she decides to write a letter to her good friend Tyyne, now that all she has seen and experienced is still fresh in her mind.

On Sunday morning she is in a hurry to leave by tram for the railway station, because she has to catch the 10.55 train to the Hannila Station in Antrea. Hilja drops her letter into the yellow letter box by the main entrance of the railway station hall, where the box has always been. The letter is collected from the box and starts its journey to Tyyne in Tampere, and eventually to us in the 21st century.



Viipuri on 2nd September 1939

Dear Tyyne!

Kind regards to you from our dear old Viipuri! Now that I am back after my long absence, I realize how much I have missed the place. This used to be my home, after all! Memories from my youth and childhood kept coming to mind when I visited familiar places. It is so beautiful here, just as it always has been. Tyyne my friend, I will now tell you what I saw during my walk in the town.

HILJA ARRIVES IN VIIPURI

Hilja arrives by an express train from Helsinki to Viipuri on a Friday afternoon. She can now see the familiar landscape from the train window. The first thing she recognizes is the tower of Viipuri Castle, and the silhouette of the old town in the Neitsytneimi District. Buying and selling in the Kauppatori Market Place is still going on, and the Round Tower stands as solid as ever on one side of the square. There seems to be more traffic than ever before in the streets - especially the number of motorcars has increased. Very soon the train will stop at the beautiful, familiar station. Hilja is back in Viipuri.



1

The railway station, and a glimpse of the bus terminal at the front on the left. Life was busy at the Rautatienori Square; trams, cabs and buses were an integral part of life in the railway station neighbourhood. A white ice-cream barrow of the dairy products company Valio stands in the square.



2

An express train on its way from Helsinki to Viipuri.

(1)

Rautatieasema oli täynnä elämää. Ihmisiä tuli ja meni aseman ovista koko ajan. Rautatieasemalla oli useita pörsejä odottamassa kyyriä ja aseman edustalla oli melkoisen kiihkeää hulina. Muuten, Valion jäätelönmyyjä oli vielä edelleen. Suunnistin kuitenkin Rautatiekadun raitiovaunun pysäkeille. Tämän toisella puolella näin tutun komean rakennuksen, sen Pietäsen palatin.

The Railway Station was full of life. People were continually coming and going through the station hall doors. A number of taxis were waiting for customers outside the railway station, and there was quite a commotion in front of it. By the way, Valio's ice-cream vendor was still standing there. I walked to the tram stop in Rautatiekatu Street and saw the familiar, rotund building of the Pietäsen Palace on the other side of the street.

THE RAILWAY STATION

The Railway Station



3

The ticket hall in the station building. Two underground tunnels led from the hall under the tracks into the passenger halls.



4

The entrance to the administrative building and the ticket office was through two big, three-metre (9.8 ft) high oak doors. The archway was ornamented by four sculptures of bears and female figures on low pilasters by Eva Gylden, a sculptor. Other interesting details and sculptures could be seen elsewhere in the station building.



5

The old railway station in Viipuri was built in 1870, and the railway line linking Helsinki - Riihimäki - Viipuri - St Petersburg was opened in September of that year. It was difficult to project the future volume of traffic at that time, but by the beginning of the 20th century it became clear that Viipuri needed a new, modern station building. An architectural competition with quite a detailed specification for the whole building complex was announced in 1901. The specification included three buildings, ie. the administrative building, the station hall situated between the platforms and with tunnelled connections, and the freight office.

The competition ended in September 1904, and the results were published at the beginning of 1905. The architectural firm Eliel Saarinen & Herman Gesellius was awarded the contract to design the new railway complex. The specification was detailed and subject to slight revision, but Herman Gesellius, the architect, was able to commence the construction plans in 1906.



6

The construction work started in 1910, but technical problems delayed the work for a relatively long time. The new station building was inaugurated on 10th July 1913. The most prominent detail in the building is the 20-metre (65 ft) high arch construction with huge windows and a clock at the centre.

There was a cab rank, horse drawn carriages, a kiosk and during summertime an ice-cream vendor from the dairy products company Valio in the station square. With its red granite façade this majestic building was one of the most prominent specimens of Finnish architecture.

The Soviet Army blew up the complex in August 1941, before leaving Viipuri.



7

Two tunnels led from the administrative building to the passenger hall, which was situated between the main platforms.

There was a kitchen in the middle of the administrative building, with a cafeteria and restaurant adjacent to it. The passenger halls were at both ends of the building. The western passenger hall was reserved for the 1st and 2nd class passengers, and the eastern end for the 3rd class passengers.

Covered platforms for long-distance trains were built on both sides of the passenger hall.



8

The third building in the station complex was the express freight office.

The walls of this building were still standing after the Soviets had blown up the station in August 1941. A temporary station hall was built using the old frame during the continuation war.



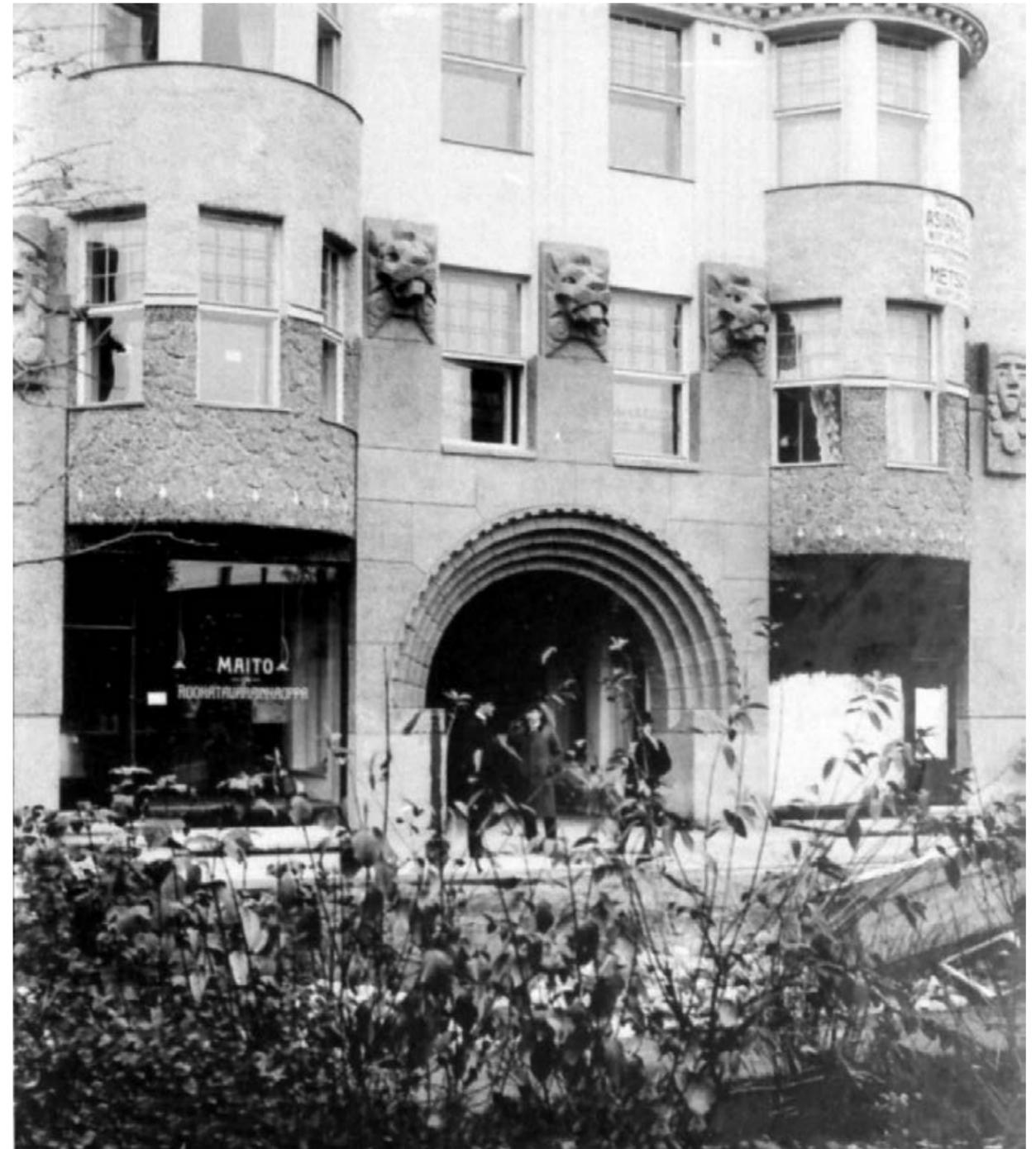
9

A tram stop along the Rautatiekatu Street.



10

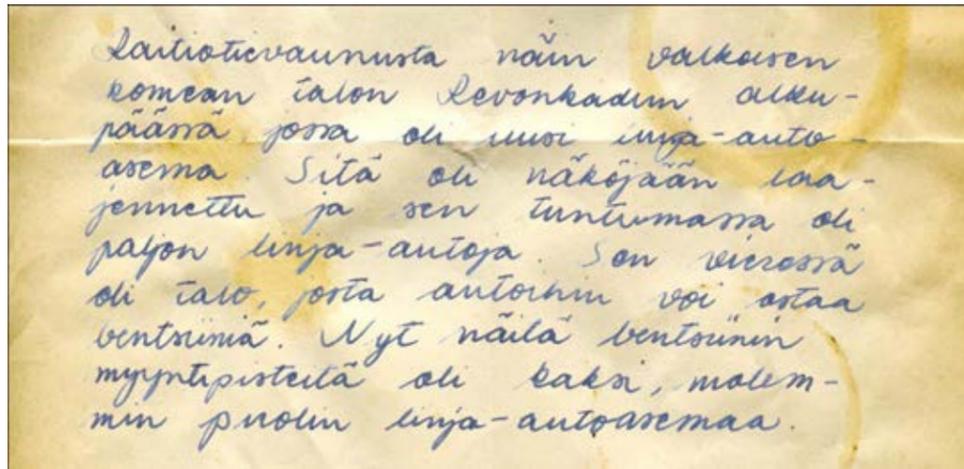
Oy Oikos or the 'Pietinen Palace' was designed cooperatively by the architects B. Jung & O. Bomansson and Armas Lindgren in 1907.



11

The decoration of the facades aimed at harmony, and the granite lion heads completed the delicate ornamentation. This building had the first lifts to be installed in Viipuri. The Repola office of the Kansallis-Osake-Pankki bank and an off-license of Alko among others, operated in the Pietinen Palace.

(2)



I saw from the tram window a magnificent white building at the beginning of Revonkatu Street, where the new bus terminal stands. It seemed to have been enlarged, and there were lots of buses near the terminal. Next to the bus terminal was one of the new petrol filling stations for cars. In fact there were two of these new filling stations; one on either side of the bus terminal.

THE BUS TERMINAL

The Bus Terminal



12

The bus terminal in 1939.



13

The bus terminal in 1939. On the far left is the building of the Savo-Karjala wholesalers building.

Viipuri was a regional transport hub with extensive bus traffic. There was a need for a bus terminal as early as the 1920s, but it was only in 1930 that the construction department of the town of Viipuri started planning a separate bus terminal. Wäinö Keinänen, the Town Architect, led the project.

The construction plans were completed during 1931, and the construction work began in the autumn of 1931.

Finland's first bus terminal was completed on 1st January 1932, and it was immediately taken into use. The plaster work and other finishing touches on the outside were completed later in the spring.

The bus terminal was enlarged in 1936 in accordance with the plans of U. Ullberg, the Town Architect, and that is when the station was completed to its present structure.



14

The bus terminal had a café-canteen with a kitchen. The owner of the canteen was Ms Ellen Kari.



15

Departure platforms in the bus station in 1939. The Sergejeff Building on the left has a Nokia advertisement on the roof. On the right at the back is the Repola District. The bus arrivals and departures timetables show the volume of traffic there was in Viipuri; between 7 am and 8 pm every 12 minutes a bus either left Viipuri or arrived there.

Viipuri is located in a central position in the Karelian Isthmus, and that was one explanation for the dense traffic in the area. Six main roads led from Viipuri in different directions.



16

Väinö Löyskä, an architect, designed a petrol station for the Finnish Gulf Oil Company in Revonhätä in May 1932. The petrol station was in the immediate vicinity of the bus station.



17
The Shell Petrol Station standing next to the Sergejeff Building in 1939.

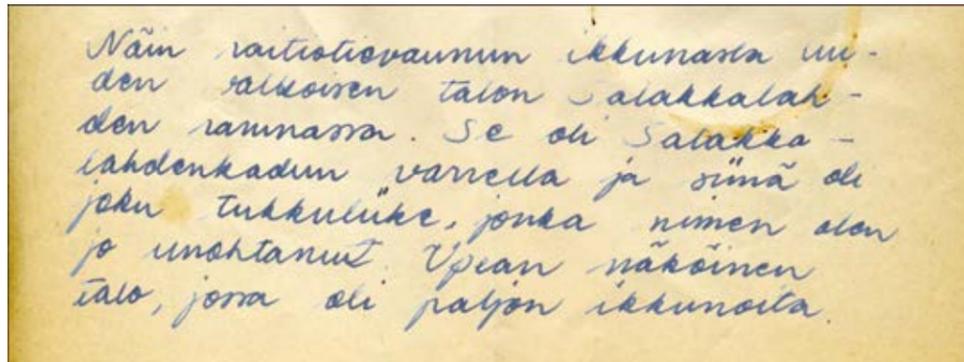


18
The gable wall of the Sergejeff office building was an ideal place for advertisements, because it overlooked the railway station square.



19
Karl Lindahl, an architect from Helsinki, designed in 1911 a five storey residential building occupying a whole block in Revonkatu Street. The four storey building further back was adjacent to the railway yard. It was owned by SOK (Co-operative Retail Society), and the Hospiz Lodging-house operated there, too.
Paavo Uotila, an architect, designed in 1906 a four storey residential and office building in Revonkatu Street. It was owned by F. Sergejeffin Pojat & Kumppanit (F. Sergejeff's Sons & Co.) At the front on the roof stands a Nokia advertisement.

(3)



I saw from the tram window a new white building on the shore of Salakkalahti Bay. It was in Salakkalahdenkatu Street and housed a wholesalers, the name of which I have forgotten. A great looking building with many windows.



20

As late as the beginning of the 1860s the Salakkalahti Bay was much larger, and this piece of land was underwater. It was only after the town wall was demolished and the earth filling moved to cover a part of the Salakkalahti Bay that the town had new land to build on. It was presumably in 1865 that a small wooden detached house was built on this site. The site was then purchased by the Oy Savo-Karjalan tukkuliike (a wholesalers company), which arranged an architectural competition in 1935 for their future headquarters building at the corner of Salakkalahdenkatu and Kurjenkatu Streets.



21

The firm of the architect Toivo Paatela was appointed to design the building, even though their proposal had won only second prize in the competition. The design of the building was quickly completed, and construction work began in 1936. The functionalistic office building and warehouse complex was completed in the autumn of 1937. There was a big conference room and a club room equipped with the necessary kitchen on the top floor. The headquarters building also had two apartments for the directors. The façade of the new building with its large windows reflected beautifully the surface of the Salakkalahti Bay.



22

The building on Kurjenkatu Street side was originally built in the 1870s. It underwent major renovations planned by Juhani Vikstedt (Viiste), an architect, in 1919. The building was owned by the Teollisuuden ja liikkeenharjoittajain seura Pamaus, a society for industrialists and businessmen, which had been established in Viipuri in 1891.

After the full renovation the society had meeting rooms and a restaurant, which was an immensely popular place for business meals. The Pamaus Society is still an active society in the Helsinki of the 21st century.



23

A view from the Castle Tower over Salakkalahti to the railway station and Pohjoissatama, the Northern Harbour, in 1939. The shores of Salakkalahti served as a harbour for the inland waterway traffic. Dozens of barges brought firewood for heating the buildings in the town. The wood was stored onshore at Salakkalahti to be later delivered to the citizens.



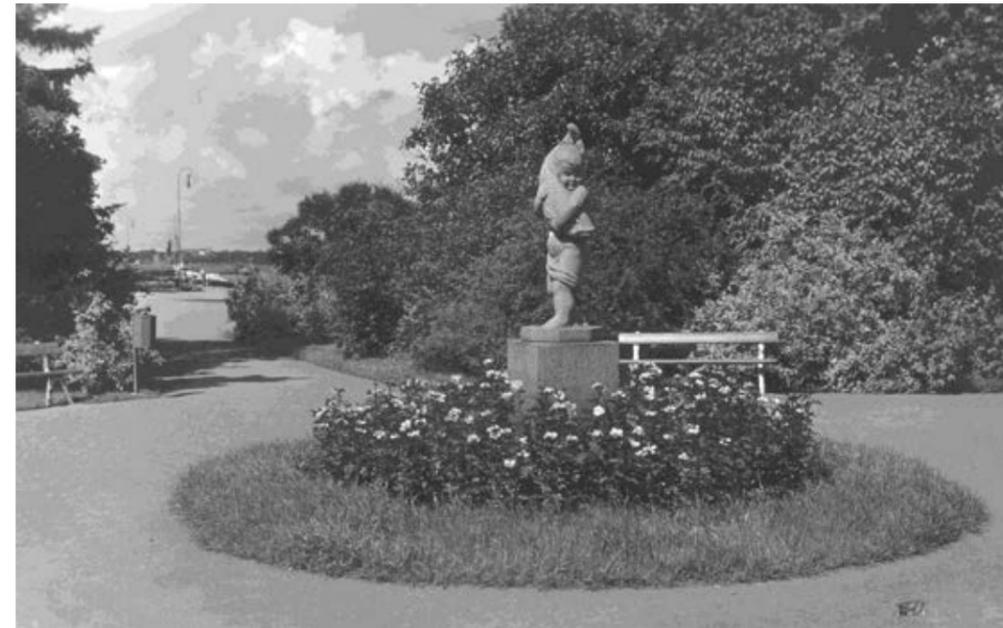
24

Sawn timber is being piled up at Revonhätä on the shores of the Salakkalahti Bay near the bus terminal in 1939. A glimpse of the Viipuri Castle can be seen on the left across Salakkalahti.



25

The Salakkalahti Park kiosk stands at the corner of Karjalankatu and Salakkalahdenkatu Streets. The statue of a boy carrying a fish behind the kiosk is called 'Kalapoika' ('a fish boy').



26

The Kalapoika Statue in the Salakkalahti Park was sculpted from granite by Mikko Hovi. It was erected in 1925.

(4)

Karjalankatu - ja Torkkelinkadulla
oli poistettu kadun keskellä ol-
leet pylväät, joissa sähköjohdot
riippivat.

They had removed the poles that carried the electricity wires from the middle of Karjalankatu and Torkkelinkatu Streets.



27

A busy view from the corner of Karjalankatu and Torkkelinkatu Streets, along Karjalankatu towards the railway station in the early summer of 1939. The metal poles in the middle of the street used to support the tramway cables until they were removed from Karjalankatu Street in the late summer of 1939.



28

A three storey residential building was designed by Fr. Odenwall, an architect, at the corner of Salakkalahdenkatu and Aleksanterinkatu (Karjalankatu from 1929) Streets in 1879. The building was occupied by the Belvedere Hotel and the Kulma ('Corner') Restaurant. The hotel had 37 guest rooms and a restaurant in the 1920s.



29

The architects Juhani Vikstedt and Paavo Uotila designed a building for the bank offices of Savo-Karjala Osake-Pankki in 1928. It stood next to the Belvedere Hotel in Karjalankatu Street.

Leander Ikonen, an architect, designed in 1895 the small two storey residential building in Karjalankatu (on the left). A part of the Belvedere Hotel can be seen on the right.



30

Uno Ullberg, an architect, designed in 1911 this building for banking and business in Torkkelinkatu Street. The grey granite façade was a prominent detail in the street view. The building contained the Viipuri branch of the Kauppapankki Bank, which later became Helsingin Osakepankki. The entrance of the bank was ornamented with granite female figures sculpted by Felix Nylund. In 1914 Mr Ullberg designed an office and residential building for Kiinteistö Oy Karjala (real estate company) at the corner of Torkkelinkatu and Karjalankatu (Aleksanterinkatu until 1929) Streets on the same site.



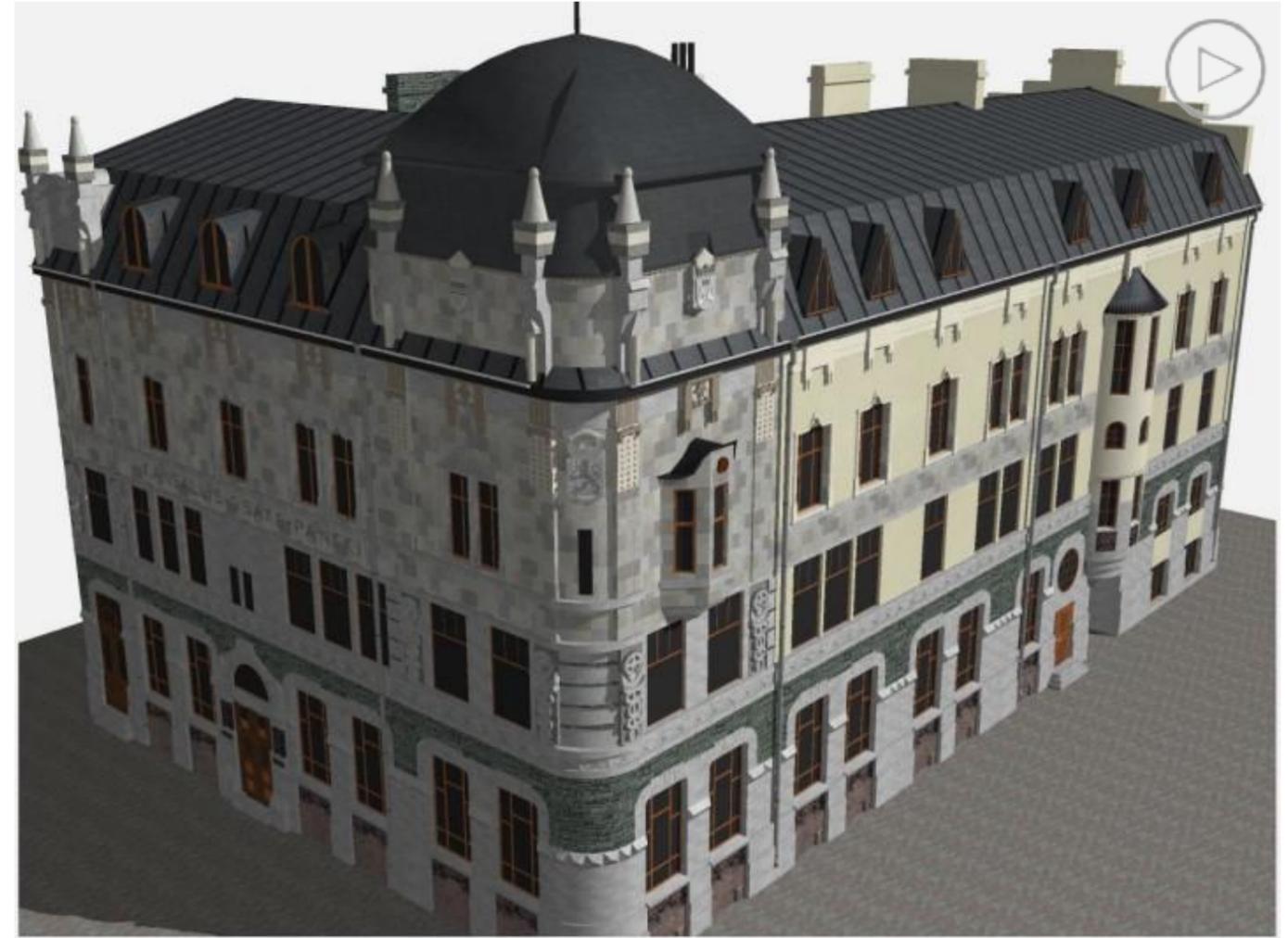
31

The Suomalainen Kirjakauppa Bookshop was at the corner of Karjalankatu and Torkkelinkatu Streets.



32

The architectural firm Usko Nyström, Petrelius & Vilho Penttilä designed a residential and office building in 1900 for the Kansallis-Osake-Pankki Bank (KOP) at the corner of Torkkelinkatu and Tawastinkatu Streets.



33

This was the first big stone building in Torkkelinkatu Street.



34

The architectural firm Nyström & Penttilä designed a residential and office building as an extension of the KOP building in Torkkelinkatu Street. The building was constructed a couple of years later, and the retail and administrative functions of the electrical supplies company Pohjoismaiden Sähkö Oy, and also the French Consulate operated from the premises.



35

Alan Schulman, an architect, designed a five storey residential and office building in Torkkelinkatu Street in 1905. In 1927 the co-operative company Osuusliike Torkkeli r.l. bought the property and established their main shop in the building in 1928.



36

The Viipuri branch of the Bank of Finland at the corner of Torkkelinkatu and Torikatu Streets was designed by the architect, Professor Gustav Nyström in 1908. The red-brick building blended well with the Torkkelinpuisto Park along the Market Square. The Valio ice-cream vendor stands in the left hand corner.



37

The building at the front is the Viipuri branch of the Bank of Finland. The three storey renaissance building on the right was designed by Juho Raatikainen in 1894 for residential and business use. The popular Pursiainen Café in the building was famous all over the country for its pastry. The café was frequently visited by the schoolchildren of Viipuri. In the middle of these two stands a Neo-Renaissance office and residential building, which was designed by architect Johan Blomkvist in 1888.



38

Pyöreä torni, the Round Tower, at the Market Place. The Viipuri branch of The Bank of Finland was in the building in the background on the left, at the corner of Torikatu and Torkkelinkatu Streets.



39

Arwidsonin haaraliike ('The Arwidson branch') and Yleinen kumivarasto Oy (a rubber supplies company) operated at 5 Torikatu Street, in the same block as the Viipuri branch of the Bank of Finland. The car and engine company Arwidsonin Auto- ja moottoriliike sold Mercedes Benz and DKW motorcars. Yleinen Kumivarasto Oy sold the famous Finnish Hakkapeliitta snow tyres as early as in December 1938.



40

A tramline runs through the market square on the left side of the market hall...



41

...along Pohjoisvalli Street...



42

...and turns to the Torkkeli Knutinpöjan tori Square. Seen from Viipuri Castle the Square lies on the left bank, at the end of the Linnansilta Bridge. The site layout plan of the Linnoitus District is from before 1640, because in 1640 Viipuri was obliged to use a grid layout for town planning. The old layout can be seen inside the blocks.

The Pohjoissatama Northern Harbour is at the front. The Eteläsatama Southern Harbour was across the town. A bit of the Round Tower can be seen on the left, and one end of the Linnansilta Bridge on the right. The district of Tervaniemi is at the back.



43

Viipuri Castle is in the middle, the Linnoitus District on the left and the fortresses of Pyhän Annan Kruunu ('St. Anna's Crown') and the Siikaniemi District on the right. Tervaniemi with the bathing beach and the provincial archives of Viipuri can be seen in the background.

(5)

Vaihdoisin raitikkaa Torkkeli Knuutinpöjan torin raitiotiepöyökellä. Sönnä se marski katsoeli ujjarta linna miekkaansa nojaten, samassa asennossa eim ennenkin.

I changed trams at the Torkkeli Knuutinpöjan Square stop. The Lord High Constable leaned on his sword, watching the majestic castle in the same posture he has always been.



44
Torkkeli Knuutinpöjan tori from the Viipuri Castle Tower in 1939. The Linnoitus District and the Southern Harbour at the background.



45
A view from the Viipuri Castle Tower to Torkkeli Knuutinpöjan tori Square in the summer of 1939.



46

Torkkeli Knuutinpoika, sculpted by Ville Wallgren, on his pedestal facing the castle, while the *Eskimo* ice-cream vendor is waiting for customers. At the same time the tram number 1 (*Ristimäki - Linnansilta*) arrives from the railway station along Pohjoisvalli Street to the market place ...



47

...and continues on its route along Linnankatu Street via Torikatu Street to Torkkelinkatu Street and further on towards the Ristimäki District. The ice-cream barrow is on its pitch. A tram stop in the direction of Neitsytneimi is on the Castle Bridge, about a hundred metres (328 ft) from the Torkkeli Knuutinpojan tori.



48

Viipuri Castle in 1939. The Castle Bridge and a part of Siikaniementori Square are on the left. Further towards the background is the Saunalahti District, and hidden in the woods on the right the Monrepos Park. The light building of the Monrepos Community Hall in the background had been built on the manor grounds.

THE FOUNDATION OF VIIPURI CASTLE

The Foundation of Viipuri Castle

Viipuri Castle was founded in 1293, during the Third Swedish Crusade by the order of Tyrgils Knutsson (Torkkeli Knuutinpoika in Finnish) to protect the busy trading post against attacks from the east. It was not by chance that this place was chosen for the castle. The ruins of an old Karelian fortress had become familiar to the Swedes through their commercial connections and plundering expeditions.

Immediately after the conquest the Swedes started building a new castle of stone, which was attacked for the first time by the Novgorodians in 1294.

Peace was established by the Treaty of Nöteborg in 1323, which enabled the growth of Viipuri. In the 14th century the settlement had moved to the cape on the south-eastern side of the castle. The cape was quickly inhabited from one side to the other, and people started calling the place a town (Civitas). The earliest mention of Viipuri as a town has been found in the archives of the Vatican from the 1350s, even though Viipuri did not have the legal privileges of a town.

Viipuri was granted trading rights at the beginning of the 15th century, and in 1403 the settlement on the cape got the privileges of a town from Eric of Pomerania.

The founding charter of Viipuri that was granted by King Eric XIII on August 19th, 1403.

Privilegiebrevet har i sin helhet följande lydelse:



The translation of the text in the founding charter:

“We Eric, by the grace of God the king of Sweden, Denmark, Wendei of Norway and Geatas as well as the Duke of Pomerania, make it known by our open letter to all men who now are and to those who will come after us that we have given and granted our townsmen, who live and dwell in our trading post Viipuri, the town privileges as stated in the Uppsala Charter. It is therefore that we forbid all our bailiffs and officers and all others, whoever they may be, to prevent them from doing so in any way, if they wish to withhold our favour and eschew our vengeance. As a pledge for the aforementioned, we have seen it fit to attach our seal into this charter. Given in our castle in Viipuri, in the year of our Lord 1403, on the Sunday following the Assumption of Mary.”



In the spring of 1293 the Swedish army under lord High Constable Tyrgils Knutsson's leadership conquered the wooden Karelian fortress. Its placement and fortification had become famous during the trading and plundering expeditions of the Vikings. The construction of a new stone castle started immediately after the conquest on the same little island where the Karelian fortress had stood. The first part that was completed was the square-shaped Pyhä Olavin torni (St. Olav's Tower). A part of it was presumably built already in the early winter of 1294, when the Novgorodians attempted to conquer Viipuri.

The tower was protected by surrounding it with wooden walls that were fortified with soil. The construction was built as near the coast line as possible. There were civilians living on the castle island at the beginning, with the task of fulfilling the needs of the castle and its garrison. By the beginning of the 14th century the lack of space made it necessary to move the civilians to the Cape of Viipuri, where the town itself was founded later on.

The first phase of building ended in the castle in the mid 1300s.

The second phase of building started in 1442 and lasted until the end of the 15th century. New protecting walls and buildings connected to the Pyhä Olavin torni Tower were built entirely of stone.

The basement of the tower can still be seen today. The new buildings had only one floor at first. Another round tower was built at the southernmost corner of the castle; the round shape being inspired by Central European architecture. Square-shaped watchtowers, prison towers and food supply towers were built along the walls, and the towers were connected to each other by several feet high walls. Only the western side of the castle island had walls of stone; against the town the island had only wide embankments.

The main reason for interrupting the construction work of the castle at the end of the 15th century was the construction of new stone walls around the town, which started in the 1480s. The town was surrounded with defensive walls against any attempts of attack from the east. Viipuri was granted the privileges of a town in 1403.



50

The third phase of the construction was completed during 1559 – 1615. The whole castle island was surrounded by defensive walls of stone, with loopholes for portable firearms at the height of one and a half metres (5 ft). The old defensive walls and watchtowers were demolished, and the ground area of the island was increased by using masses of soil and waste from the demolished walls. A lot of service buildings and warehouses were built in the area, and the foundations of Pyhän Olavin torni (St. Olav's Tower) were built up.



51

The square shaped basement of the castle got a new hexagonal brick tower, a gun turret. It was the development of firearms that required the new shape. An entrance gate post was built in the vicinity of the castle bridge at the beginning of the 17th century. The building is called 'komendantin talo' (Commandant's House).

Now the castle had the shape it has today and the same buildings we still can see.



52

Peter the Great conquered the Viipuri Castle after a long siege on 15th June 1710. The castle buildings were very badly damaged at the time. Only some of the buildings were renovated, which led to the deterioration of the castle over a long time, right up to the 1890s. Several buildings collapsed and only a part of the exterior walls were left standing. The roof burnt down during the opening celebration of the Saimaa Canal in 1856. Only a few buildings could be used at the time, but Viipuri Provincial Prison functioned on the premises until the 1890s, when it was moved away from the island.

The Castle, the symbol of the town, had endured dozens of attacks from the east, but was now at the point of total collapse and in the worst state of degradation of its existence.



53

The state of decay of the Castle got much attention, and the inhabitants of Viipuri persuaded the town to take over the ownership of the castle in the 1880s. The Tsar did not agree to the idea, but during the 1890s the Russians renovated the castle and all its buildings. The old constructions were taken down, which meant that the last medieval rooms in the castle were demolished, too.

The renovated castle was re-inaugurated again on 2nd September 1895.

After the War of Independence the use of the castle was transferred to the use of the Finnish Defence Forces. The staff officers of the army corps were billeted in the premises, under the command of Harald Öhquist, the lieutenant general.



54

The Castle and the Castle Bridge.



56

A view from the Siikaniementori Square towards the Viipuri Castle. Tram number 3 (Linnansilta - Neitsytneimi) and other vehicles are crossing the bridge.



55

The Viipuri Castle, the Castle Bridge, the Siikaniementori Square, and the fortress of Pyhän Annan kruunu from the 1750s.



57

The fortress of Siikaniemi or Pyhän Annan kruunu (St. Anna's Crown) from the north.



58

The outer Haminanportti Archway of the Siikaniemi Fortress, which had been built at the beginning of the 1750s. The traffic from Viipuri ran westwards through this archway until the beginning of the 1860s.



59

When the construction of the Pyhän Annan kruunu fortress started in the 1730s, the Neitsytneimi District also started to expand. The residential houses in the area were demolished, and the inhabitants had to find themselves dwellings elsewhere. A fire plagued the town in 1738, and as a consequence new suburbs were designated for development. This is how a new district called Neitsytneimi was founded on the cape on the west side of the future fortress.

A tramway was built to Neitsytneimi in 1913. The route ended at Palotori Square, where a marble memorial stone to prince Viktor Amadeus of Anhalt-Bernburg-Schaumburg was situated in the centre of a small park.



60

Settlement in Neitsytneimi.

(6)

Ilanorissa, kävin uimassa Tervaniemen
kärjessä, jonne oli kunnostettu hieno
uimaranta. Se oli kuin Terijoen
hiekkarannat pienoiskoossa ja siellä
oli vielä paljon iloina uimareita.

I went for a swim at the tip of Tervaniemi Cape in the evening. They have built a fine bathing beach there, like a miniature size Terijoki Beach with lots of happy swimmers still there in the evening.



61

Tervaniemi at the front, Viipuri Castle in the middle distance, the Linnoitus District on the right and Salakkalahti in the background.



62

The Tervaniemi Public Baths at the front, and the old flying boats harbour. The Air Force's flying boats had been transferred to Turkinsaari at the end of the 1930s. The Eteläsatama Harbour is in the background.



63

The clean sand and the sunny weather attracted lots of people to bathe at Tervaniemi.



64

People have come to bathe at Tervaniemi Beach on a hot summer day. The popular public baths were situated in the centre of the town. Viipuri Castle is in the background.



65

The end of the Tervaniemi Cape was in the 1860s only a sandy spit of land with some deciduous trees growing on it; there were some huge erratic boulders in the stony ground.

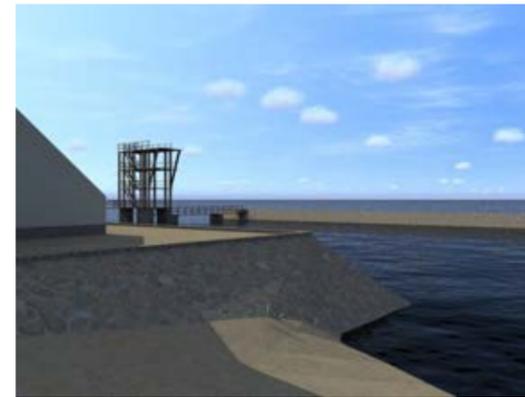
The Sailing Society of Viipuri was founded in 1874. The Society was given the right to use the end of the Tervaniemi Cape for their purposes. Gerhardt Sohlberg, an architect, designed a pavilion for the Sailing Society in 1890. The pavilion was inaugurated in 1891, but it was enlarged and modernized later. Some warehouses were built in the area for the yachtsmen to keep and maintain their equipment.

The clearing of Tervaniemi Beach started in 1931 - 1932. The largest erratic boulders were removed and huge quantities of sea sand were transported to the beach.



66

The changing cabins on the beach were built in 1933. Uno Ullberg, the Town Architect, designed new changing cabins and storerooms for their maintenance equipment, the spectator stand, washrooms and toilets in 1934. The structures were built gradually, and they were complete in 1938.



67

A pier built from rock was constructed in 1934, and a handsome new diving board in 1936.

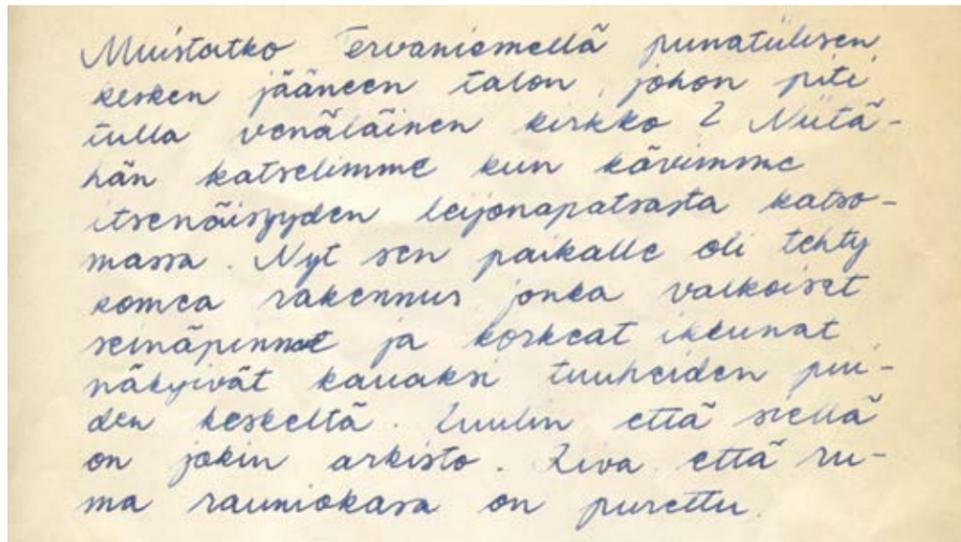


68

From 1937 it was possible to drive by car to the baths, because a road was built along the east side of the beach, up to the point of Tervaniemi. The Finnish Swimming Championship took place in the Tervaniemi Public Baths in 1936.

VIIPURI ON THE 2nd SEPTEMBER 1939

(7)



Can you remember the red-brick building in Tervaniemi that was never completed - the one that was meant to become a Russian church? We saw it when we went to see the Lion of Independence statue. Now they have built a marvellous building in its place. From a distance you can see its white walls and high windows through the leafy trees. I think there is an archive of some kind there. I was so pleased to see that they have pulled down that ugly pile of ruins.

THE PROVINCIAL ARCHIVE

The Provincial Archive



A Russian military church had begun to rise on the site of the provincial archive.

The church had been designed by Vasily Kosyakov, an architect. The construction work was never finished, but parts of the exterior walls with brick structures had been built up to rooftop height by 1914.

When Finland became independent in 1917, the possibility of converting the half-finished building into a concert hall or the town archive was examined periodically. Finally in the early 1930s Uno Ullberg, an architect, was appointed to design the future provincial archive. Mr Ullberg wanted to use the existing structures as a part of the archive building, but a lot of the exterior walls had to be pulled down.

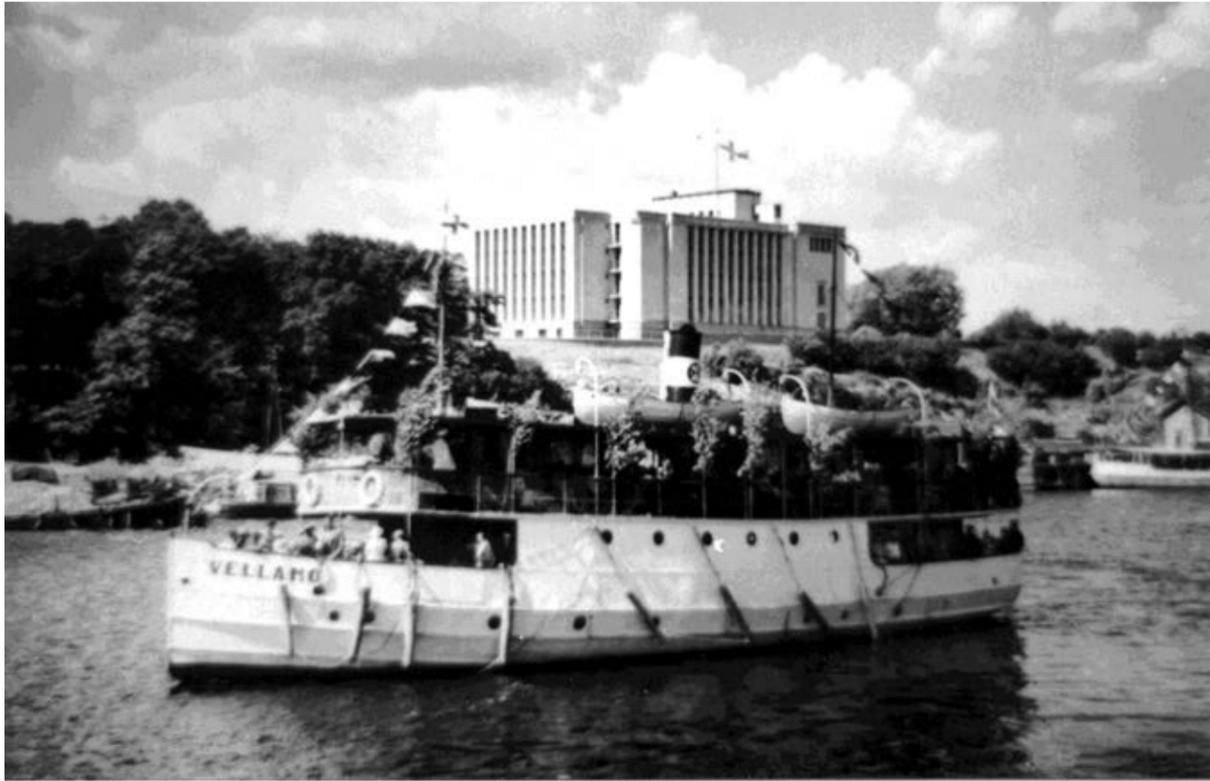


70

The plans were completed by the beginning of 1932, and the construction work began in the early spring of 1932. The building was completed by the end of 1933, except for the finishing touches. The Provincial Archive was finally inaugurated at the beginning of 1934.

The rooms on the five Archive floors are only 2.3 metres (7.5 ft) high, but there are 11,500 metres (37,729 ft) of shelving for the storage of the texts. About three quarters of the building's area is reserved for archiving.

The first floor of the building includes a lobby, a stairway, an office, a bookbindery and a photographic laboratory. The second floor includes the archivist's office, the researchers' rooms and a study, and the reference library. The third floor is occupied by the archivist, who has a spacious flat there. The director of the provincial archive in 1939 was Ragnar N. Rosén, Master of Arts.



71

The Steamship Vellamo is starting her journey to Lappeenranta.



72

The Finnish Independence Lion keeps watch over the town.



73

A close-up of the vigilant and noble Lion of Independence. The Lion of Independence was sculpted by Gunnar Finne, and inaugurated in Tervaniemi on the 10th anniversary of Finnish independence on 6th December 1927. The statue was erected on the same site that the Russians had erected a bronze statue of Peter the Great in 1914. The statue of Peter the Great was stored in Helsinki in 1918, but it was transported back to Viipuri and exhibited in the brand new Art Gallery in 1930.

(8)

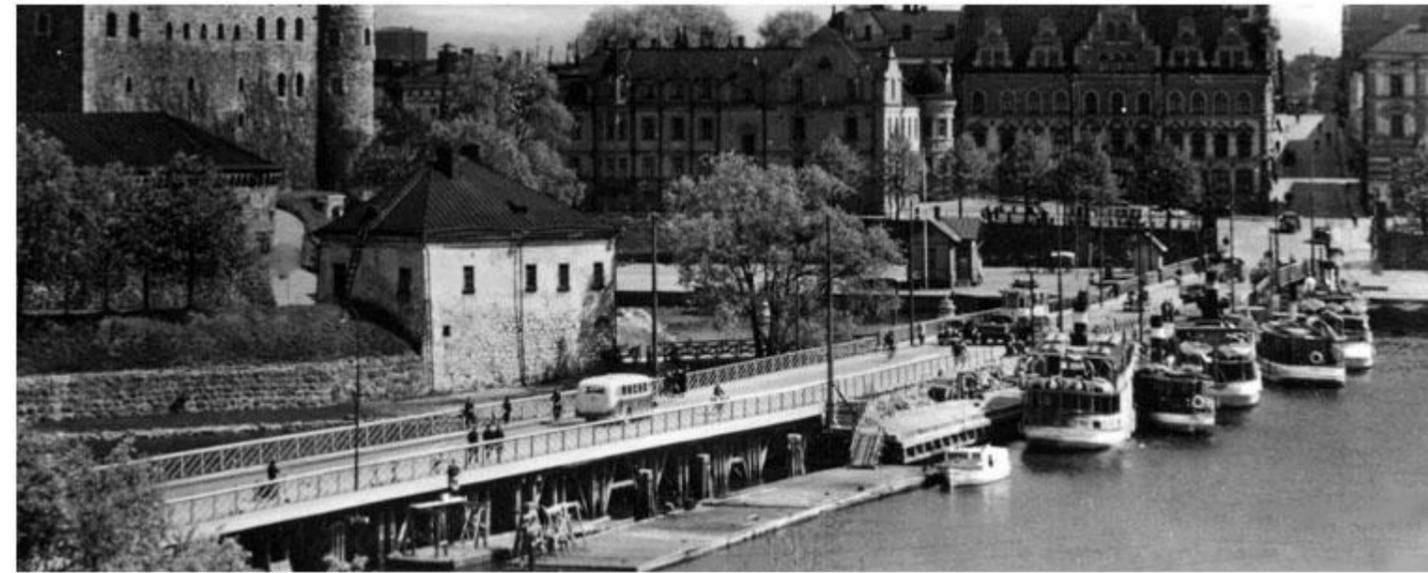
Linnan sillalla oli viiskettä Uu-
raasen ja muulle oli lähdössä
monta laivaa ja tietenkin häm-
minkiä isäni avattu innon silta.
Muistatko, kun joskus kavereita myö-
rästi koulusta avatun sillan ta-
xia?

Castle Bridge was crowded. Lots of ships were leaving for Uuras and other places, and the open swing bridge added to the confusion. Do you remember how some of our friends were sometimes late from school because of the open swing bridge?



74

The Castle and the Castle Bridge as seen from the rocks of Tervaniemi. It is time for a short rest on a park bench.



75

The inland waterway traffic from Lake Saimaa and the Bay of Viipuri used the Harbour by the Castle Bridge.



76

The traffic through the Castle Bridge is becoming congested, because the swing bridge has been opened for shipping. The photo is from 1939. Siikaniemen tori Square can be seen at the far end of the Castle Bridge, and further back, at the end of the Siikaniemenkatu Street, is the red-brick residential building of the regular non-commissioned officers. The building was called 'Nälkälinna' ('The Castle of Hunger').



77

The swivelling section of the swing bridge is open. While the Castle Bridge was open for shipping, the road traffic became congested and pedestrians had to wait their turn to cross the bridge. The Provincial Archive can be seen in the background.



78

The swing bridge of the Castle Bridge is open. The waterway traffic to the Saimaa Canal used this route, and during the navigation season the bridge was open for 10 to 15 minutes every hour.

(9)

Päätin mennä museon, jossa en ollut vuosin käynyt. Hetken katselin sotapoikien touhuja päävar-
tion edessä jossa oli vahdinvaihto
meneillään. Kylläpä lähti ään-
tä poutan komentajalta!

I decided to visit the Museum, which I had not seen for years. I stayed for a while in front of the Main Guard Barracks and watched the soldiers changing the guard. That commander had a really loud voice!



79



80

The changing of the guard is taking place in a composed Finnish style in front of the Main Guard Station.



81

The Main Guard Station had been built in the 1760s, and after its transformation in the 1840s it looked like this. The design had been drawn at an earlier time in St. Petersburg.

The house of Consul Wolff on the left was designed by Fredrik Thesleff, an architect, in 1886. The first floor of the building is from the early 19th century. There are rooms in the basement, which suggest that parts of the building are from the Middle Ages. The map of 1768 proves clearly the existence of the old building. To the right of the Main Guard Station is a stone building of the same height. It was designed in 1889 by Ernst Albin Kranck, an architect.

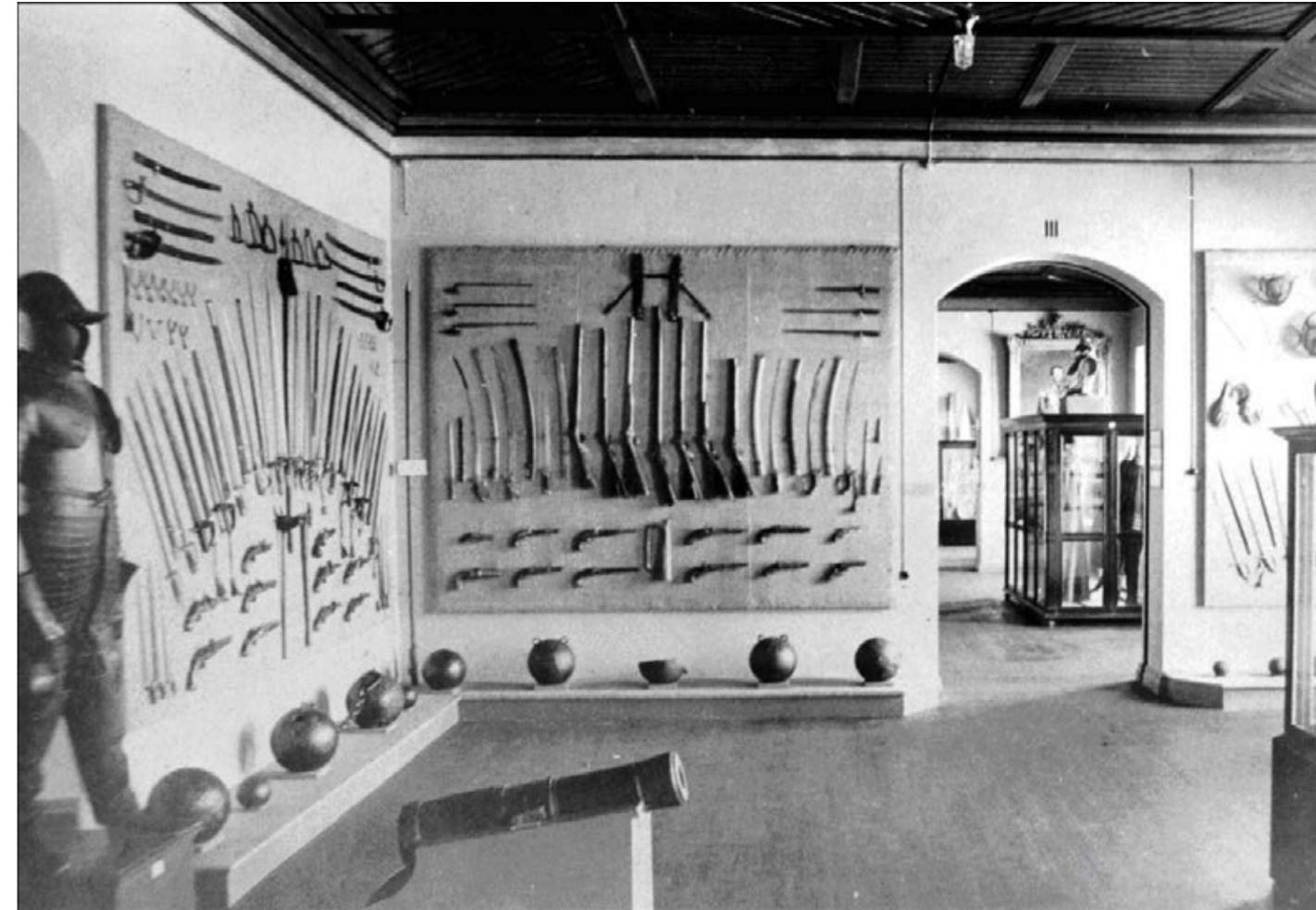
On the right, overshadowed by the Main Guard Station and partly on the side of Etelävalli ('the Southern Embankment') is a three storey residential building from 1894. There are rooms from a medieval stone building in the basement. The building was designed by E. Dippel, an architect, and it was completed in 1894. In the same location, underneath the pavement in Etelävalli, is also the cellar of a medieval building. The idea in the late 1930s was to refurbish the cellar as a restaurant.

The Historical Museum



82

The first two floors in the Historical Museum used to belong to the old Town Hall in the 1680s. The present exterior was designed in 1899 by Johan Brynolf Blomkvist, the Town Architect. The facades of the building are in pure German Renaissance style. The collections of the Viipuri Historical Museum were the second largest and most valuable in Finland, after the collections of the National Museum in Helsinki. The director of the museum was Rurik N. Lindqvist, who was also the curator.



83

Room 3 on the second floor of the Historical Museum contained an armory with rifles from different countries and old African and oriental weapons. The iron armour on the left is from 17th century England, and the naval gun at the front is from the time of Gustav II.



84

An exhibition room on the third floor of the Viipuri Historical Museum. Room 9 contained an extensive collection of antique furniture from the 17th century, an extremely valuable 18th century tapestry with its motif based on the Legend of Prometheus, baroque cabinets and assorted salvers and vases from the 17th and 18th centuries.



85

Room 16 on the fourth floor contained items from churches in eastern Finland. Among them was the 18th century pulpit from Koivisto Church, a painting of Martin Luther from Heinjoki Church and wood sculptures from the old Parish Church of Viipuri.

(10)

Minulla oli hyvä onni! juuri
Vesiportinkadun kulmassa vanhan
Agricolan kirkon kello löi. Ääni
oli kaunis. Enpä ollut ennen ol-
lut niin lähellä kelloa, kun
kello kumauttaa.

I was lucky! At the corner of Vesiportinkatu Street the bell of the old Agricola Church tolled. It was a beautiful sound. I had never before been so close to the belfry while the bell was tolling.

THE BELL TOWER OF THE MEDIEVAL CHURCH OF VIIPURI

The Bell Tower of the Medieval Tuomiokirkko Church of Viipuri



86

The bell tower of the Medieval Tuomiokirkko Church of Viipuri. The lower part of the belfry is from the 17th century. Its height had been gradually increased over the centuries. The government architect Johann Brockmann designed in 1795 the exterior shown in the photograph. The clockwork in the bell tower was made by Joh. Könni, a clockmaker from Ilmola, and it was installed in 1848. The bell tower was completed in 1797, and the clock face was from the same year.



87

This view from Vesiportinkatu Street was said to be the most beautiful street view in Finland.



88

The Linnoitus District was photographed from the Viipuri Castle Tower in 1939. The tower of the Medieval Tuomiokirkko Church stands higher than the other buildings.



89

The construction of the Medieval Tuomiokirkko Church in Viipuri started in 1352. The first church was built of wood, but it burnt down in 1411. Immediately after the fire had ruined the church, the construction of a stone church began. Over the decades it has been destroyed by wars and undergone several transformations. According to an old chronicle Mikael Agricola, the Finnish Lutheran reformer, was buried in the old Church in 1557, after his death in Kyrönniemi on his return from Moscow to Finland.

However, the excavations in 1913 found no evidence to support the chronicle about Agricola having been buried underneath the Tuomiokirkko Church floor.



90

At the beginning of the 19th century, the badly deteriorated building was sold to Russians, who turned it into a warehouse. It remained in this state of degradation until 1913, when the bare old church building became a Russian Orthodox church. After the War of Independence in 1918 the church was transferred to a Lutheran Congregation and it was renamed the Agricola Church. There were no renovations or changes to the church during the 1920s or 1930s.

The church was also called the Garrison Church, because the military service units in Viipuri took their oaths in this church.

The church was destroyed in the bombardments of the Winter War in 1939 - 1940, and the coffins of about a hundred Finnish dead soldiers were burnt to ashes. The coffins had been assembled in the church for the funeral service.



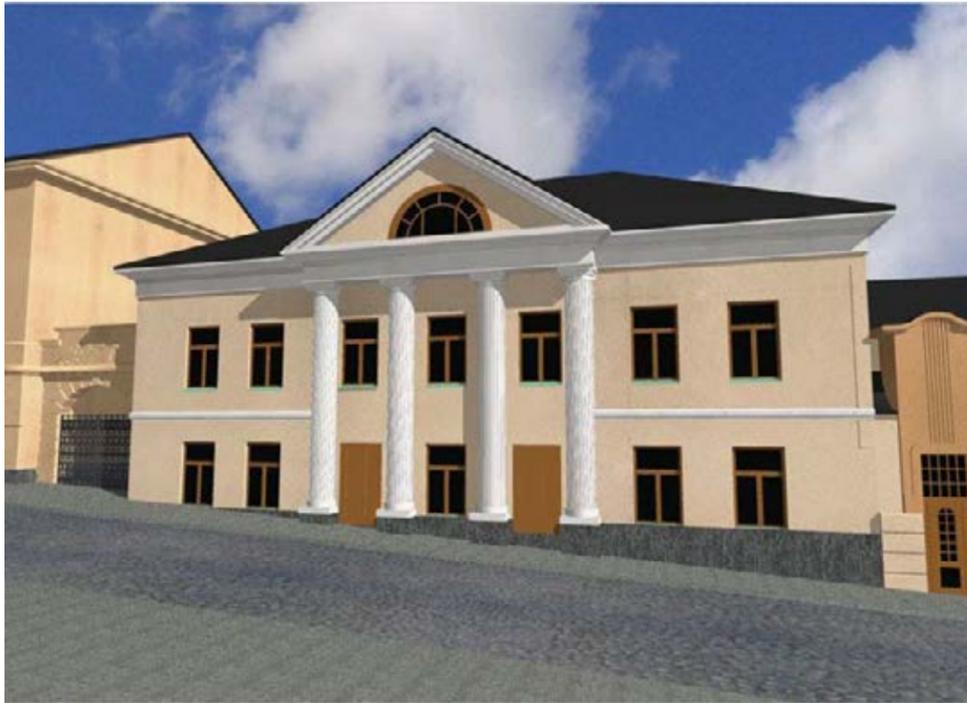
91

Linnankatu Street. Linnansilta Bridge in the background.



92

Linnankatu Street bedecked with flags. Linnankatu Street ran through the old Linnoitus District. The following pictures show buildings along Linnankatu Street.



93

Carl Leszig, an architect, designed this stately two storey residential building in Linnankatu Street in 1837.



95

Aktiebolag Örner at the corner of Piispankatu (Bishop's) and Linnankatu Streets was designed by Gerhard Sohlberg, an architect, in 1907.



94

This office building in the Art Nouveau style at the corner of Harmaidenveljestenkatu ('The Grey Brothers') and Linnankatu Streets was designed by Clas Axel Gylden, and was built in 1910. In the courtyard of the site 26 there is also a medieval building, which can be seen when walking along Harmaidenveljestenkatu Street towards Linnankatu Street.



96

The house of Consul Wahl at the corner of Vesiportinkatu ('Watergate') and Linnankatu Streets. A part of the basement is from the end of the 17th century, and the exterior of the building is from 1795. The long building on the Vesiportinkatu Street side of site 18 was designed by Wilhelm von Karm, an architect, and built in 1850.



97

There was a stone building at the corner of Linnankatu and Uudenportinkatu ('Newgate') Streets at the end of the 18th century. The design, which covered the whole site, was drawn by Viktor E. A. Bosin, the Town Architect, in 1859. The property was bought by Julius Starckjohann, who established a hardware store in the building in 1868. The office building of Oy Starckjohann & Co Ab Company was thoroughly renovated in 1916 to the plans of Uno Ullberg, an architect. The renovation included the modernization of the shop and offices, and the mounting of larger shop windows.



98

The office and residential building of Domus in Linnankatu was designed by Karl Hård af Segerstad, an architect, in 1903. The bookshop Clouberg & Co (W. Hoving) at number 11, Linnankatu was famous at the time.



99

Fr. Odenwall, an architect, designed in 1876 a three storey residential and office building at the corner of Linnankatu and Pampalankatu Streets. The building was extended along Linnankatu Street to a design by J. Blomkvist, an architect, in 1890. On the Pampalankatu Street side of the same site there is a medieval two storey stone house.



100
The medieval stone house in the courtyard of the corner building of Linnankatu Street and Pamppalankatu Street.



101
An old iron gate opens onto the courtyard of 8, Luostarinkatu ('Monastery') Street.



102

There were two buildings from the end of the 18th century at 22, Linnankatu Street (Katariinankatu Street before 1929), which were later joined and extended upwards to create two storeys. Johan Henrik Stråhlman, an architect, designed the changes to the facades at the same time in 1821.

The Funkis Restaurant with seats for 60 customers and Linnan Apteekki (a chemist's shop) operated in the building. The entrance to Linnan Apteekki was at the corner of Mustainveljestenkatu ('The Black Brothers') and Linnankatu Streets. Oy Mekano Ab, a machinery dealer, operated in the building, too.



103

Johan Blomkvist, an architect, designed the third storey for the corner building of Linnankatu and Mustainveljestenkatu Streets in 1889. The building had originally been constructed in the 1860s.



104
Linnankatu Street. The famous 'Viipurin rinkeli' ('Viipuri Bagel') sign, the symbol of a confectioner's shop and cafeteria, is shown in the photo.



105
The building at the corner of Linnankatu and Torinkatu Streets was originally built in the 18th century, but it underwent major changes designed by Uno Ullberg, an architect, in 1910. The famous Lehtovaara Restaurant with seats for 150 customers operated in the building. The restaurant, which was owned by Ragnar Hansson, was well-known all over Finland. Among others Oy Alkoholiliike Ab Shop Number 2, Itä-Suomen konttoritarpeita (office supplies) and Nopsa, a machinery dealer, operated in the building.



106
The main entrance to the Lehtovaara Restaurant and Cafeteria in Torinkatu in 1938.



107

The Viipuri headquarters of the PYP Bank, with the main entrance in Karjaportinkatu ('Cattle Gate') Street. The building was originally designed for the Pohjoismaiden Osakepankki Bank, which had been established in Viipuri in 1873. The building was designed by Waldemar Aspelin, an architect, in 1898. The bank hall was one of the grandest in Finland.



108

The PYP headquarters can be seen on the left behind the Paratikkenttä ('The Parades Field'). On the right there is a church, which was shared by the Pietari-Paavali (Peter-Paul) Swedish Congregation and the German Congregation in Viipuri.



109

THE PIETARI-PAAVALI CHURCH

The Pietari-Paavali Church

The German Congregation had been founded in 1651, but it had no church of its own. It used to arrange services in the church that belonged to the Dominican Monastery, as did the Swedish Congregation, too. The German Congregation even had a church hall in the premises of the old Town Hall from the 1680s. The Town Hall was used from the 1780s until the construction of the new church. The Swedish and the German Congregations decided to build a shared church at the beginning of the 1790s.

The construction work began in 1793 and was supervised by Johann Brockmann. The contractor was Andrej Bibin, a bricklayer. The construction was completed in 1799, and the new church was ceremoniously inaugurated on 29th June. The church blended well with the landscape of the Paratikkenttä Field with trees and town walls in the background.

The church had a 25-stop organ, which was installed in 1898.

Major renovations were carried out to the church at the beginning of the 20th century, and some minor repairs in the early 1930s. A central heating system was installed in 1939.



110

The Pietari-Paavali Church across Paratikkenttä. The Valio ice-cream vendor stands on the left under a birch tree.



111

Family members from the Monrepos Manor on their way to church with the three-year-old Peter, in front of the Pietari-Paavali Church in 1939.

THE BARRACKS AREA

The Barracks Area

The two old, lower barracks buildings are from the 1780s. The building with two storeys adjacent to the Torkkelinpuisto Park was built at the beginning of the 1870s. The smaller two storey buildings in the centre are from the 1880s.

The long, two storey barracks building in Karjalankatu Street (Aleksanterinkatu) was built in 1876 - 1877. The architect of this red brick building is unknown. Between 1919 and 1939 the Central Barracks included the army maintenance regiment, the gas defence school and the military meteorology centre.



112

Buildings of the Central Barracks, with troops preparing for a parade. The Pietari-Paavali Church is in the background.

THE VIIPURI MUNICIPAL THEATRE

The Viipuri Municipal Theatre



113

The Theatre of Viipuri was designed by Anders Fredrik Granstedt, an architect, and was completed in 1834, which made it the oldest theatre building in Finland. The building was renovated in 1851 and a central heating system was installed at the time.

The last change to the building was the renovation and enlargement work in 1922, designed by Uno Ullberg, an architect. Mr Ullberg was assisted by August Carlsson, a construction site manager, Jalmari Lankinen, an architect, and Bruno Tuukkanen, an artist. The auditorium of the Viipuri Municipal Theatre was small, with only 620 seats for the audience.



114

The 20th anniversary of Valio in the Viipuri Municipal Theatre on 9th April 1934. More than 600 people could be seated in the auditorium.



115

Anders Fredrik Granstedt, an architect, also designed the Seurahuone Hotel, which was built at the same time as the theatre.

The building was thoroughly renovated in 1934 to the plans of Uno Ullberg, the Town Architect. The Town Hall and the Municipal Theatre were located within the premises of the hotel. The Seurahuone Restaurant was refurbished as a theatre restaurant with seats for 150 customers.



116

Viipurin Raatihuone, The Viipuri Town Hall, was built between 1795 and 1797. The exterior of the Town Hall was thoroughly renovated in the 1860s, in accordance with the plans of Johann Johansson, the Town Architect.

Uno Ullberg, the Town Architect, designed the interior renovation of the Town Hall. The exterior of the building was simplified, and excessive ornamentation was removed in accordance with his plans. The renovation was completed in 1934.

The Mayor of Viipuri in 1939 was Otto Arno Tuurna, Master of Laws, and the first Deputy Mayor was Juho Taavi Siltanen, an engineer.



117

THE PREOBRAZHENSKY CHURCH

The Preobrazhensky Church

The Preobrazhensky Church or The Viipuri Russian Orthodox Church of the Transfiguration of the Christ.

The original design of the Russian Orthodox Church in Viipuri was drawn in the 1780s by the famous architect Nikolai A. Lvov from St. Petersburg. The first construction phase started in 1787, and the church was completed in 1793.

The church consisted of two separate buildings. The church hall stood further back, and the separate, square shaped bell tower in front of it was adjacent to an open square. The church hall was built in the shape of a circular cross, which was covered by a big dome. The contractor of the project was the firm of Jakob Lund & Co.

The two buildings were connected in 1817 by a long aisle, designed by Johann Brockmann, an architect.

Between 1862 and 1866 remarkable renovations were carried out in the church. Four semi columns and a pediment were constructed on both sides of the main entrance. The church was surrounded by a cast iron fence, which was made by an art foundry in St. Petersburg. The two storey enlargements were built adjacent to the bell tower in 1889, and the church was completed to its present structure.

After the renovations the church was re-inaugurated on 15th October 1889.



118

The Preobrazhensky Church by the side of the Raatihuoneentori ('Town Hall') Square. The Upper Secondary School Viipurin suomalainen lyseo is in the background.



119

The school was built between 1883 and 1885. It was designed by N. A. Courvoisier, an architect from St. Petersburg, as a Russian upper secondary school, and extended upwards to three storeys in accordance with the plans of A. P. Maksimov, an architect, between 1906 and 1910.

The building was renovated at the beginning of the 1920s to the design of Allan Schulmann, an architect. The Finnish Upper Secondary School, Suomalainen Lyseo, was transferred to the renovated building in 1923, and schoolwork went on there until the beginning of the Winter War in 1939.

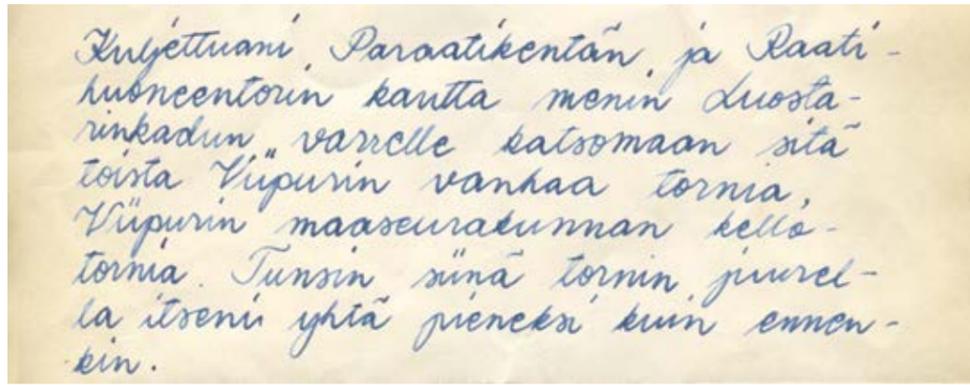


120

A two storey Russian elementary school was built on the site, at the corner of Luostarinkatu and Hovioikeudenkatu Streets in 1896.

Viipurin Realikoulu, a secondary school, was transferred to the building in 1919 together with the Agricultural and Commercial Secondary School, Maanviljelys- ja kauppalyseo. The third floor, designed by Allan Carl Waldemar Schulmann, an architect, was added to the school building in 1922.

(11)



After having walked through the Paraatikenttä Field and the Raatihuoneentori Square I went to Luostarinkatu Street to see the other old Tower of Viipuri, the belfry of the Viipuri Parish Church. I felt as small as always at the foot of the belfry.

THE MAGISTRATE TOWER

The Magistrate Tower



121

A part of the old town wall, the Magistrate Tower. The cubic shaped base was built in the 1480s.

The octagonal upper part was built at the beginning of the 18th century, and the magnificent roof was probably completed in the 1750s, when the tower became the belfry of the Viipuri Parish Congregation.



122

THE CHURCH OF THE PARISH CONGREGATION

The Church of the Parish Congregation

The Dominican Monastery was established in 1392, and the construction of a new stone church started in 1481 on the southern corner of the town wall. After the Reformation the church was transferred to the Lutheran Congregations in Viipuri and the Rural Commune in the 1520s. The building has always been used as a church, and it has witnessed several fires, especially in the early 17th century.

The exterior of the church seen in old paintings and in the map from 1640 was completely renovated between 1828 and 1831, in accordance with the plans of A.F. Granstedt, an architect.

The old slabs from the church floor were removed as part of the renovation, and thus a part of the cultural history vanished. The names of the deceased buried under the floor had been engraved in these slabs.

The slabs were sold at an auction, and some of them were probably used to build the new eaves of the church.

A new main entrance and a new entrance hall were built in accordance with the plans of Johan Johansson, an architect, at the western end of the church in the 1860s.

The cemetery was repaired and public conveniences were built at the end of the 1930s. The fences of the churchyard were renovated, and the structures were given a new shape.

The church was burnt down during the heavy air raids of the Winter War, on 10th February 1940. 206 Finnish war heroes from the Viipuri Rural Commune were buried in the church courtyard during the Continuation War between 1942 - 1944. The repair work to the church started in 1943 and ended unfinished in June of 1944.



123

Munkkitori, the 'Monk's Square' was constructed in the Middle Ages, but most of the buildings date from the early 18th century. However, it was the renovation during the 1920s that finally created the present form of this beautiful square decorated by an ancient brittle willow.



Svenska lyceum i Wiborg, the Swedish Upper Secondary School, at the corner of Luostarinkatu ('Monastery') and Kaarle Knuutinpojan Streets. The building was designed by Ernst Bernhard Lohrmann, an architect and director, and was completed in 1854. The rear building was constructed contemporaneously. The third floor was added in 1887 designed by Ivar Aminoff, an architect. A second floor, designed by the architect Allan Schulman, was added to the eastern wing at the beginning of the 20th century.

The school became the Swedish Upper Secondary in the autumn of 1939. The history of the Swedish schools in Viipuri starts from 1409, when the Stadsskola ('Municipal School') was established. The tradition was carried on by the Trivialskola from 1534 - 1710, and by the Gymnasium from 1641 - 1710. The Katedralskola existed from 1745 - 1788, the Normalskola from 1788 - 1804, and the Gymnasium from 1805 - 1857. The Högre Elementarskola operated from 1857 - 1874 and the Lyseum from 1874 - 1939.



126

A street view from Luostarinkatu Street. A glimpse of the Bastion in Pantsarlahti can be seen on the left. The Valio ice-cream vendor is standing in front of the shared church hall of the Swedish Congregation and the German Congregation in Viipuri. The bell tower of the Viipuri Rural Commune can be seen further towards the background. The building on the right is Viipurin reaalikoulu, an upper secondary school.



127

The Pietari-Paavali Church Hall (of the Swedish Congregation and the German Congregation) designed by Uno Ullberg, an architect, in Hovioikeudenkatu Street. The construction of the building was started in the summer of 1931 and finished in 1932. The functionalist building stands in the vicinity of the Art School and Art Gallery of Viipuri, which can be seen in the background.

(12)

Muistathan tsem upean talon lähellä satamaa, joka oli rakennettu niiden vanhojen muurien päälle. Nyt halusin katsoa taloa lähemmin ja poiketa myös sisälle.

I hope you remember that wonderful building near the harbour, which had been built upon the old town wall. Now I wanted to take a closer look at the building and go inside, too.



128

VIIPURI ART SCHOOL AND ART GALLERY

Viipuri Art School and Art Gallery

An aerial photograph of the Bastion in Pantsarlahti. The Viipuri Art School and Art Gallery stand in the centre.

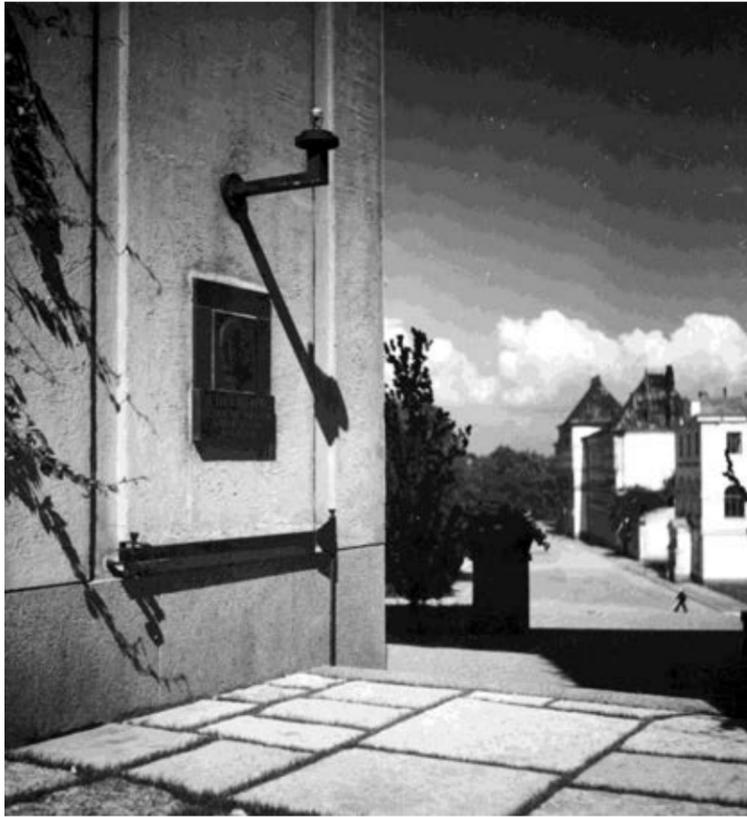


129

The buildings of the Viipuri Art School and Art Gallery were designed by Uno Ullberg, an architect, and completed in the summer of 1930.

Seth Sohlberg, an honorary mining counsellor, granted a large sum of money to the Society of Viipurin Taiteenystävät ('The Patrons of the Arts') in 1917. This was the starting point for the new school and museum. The Society of Viipurin Taiteenystävät had been established in 1890. U. Ullberg drew the initial sketches for the school and museum at the beginning of the 1920s, but the final construction plans were started as late as 1929, when the town of Viipuri donated a considerable amount of money and a site by the Bastion of Pantsarlahti for the Art Gallery and School to be built on.

The Bastion was a part of the fortress built at the end of the 16th century and saved from demolition at the end of the 19th century.



130

Hovioikeudenkatu Street with the Finnish Upper Secondary School in the background, seen from the steps of the Art School and Museum.



131

A relief of Seth Sohlberg, an honorary mining counsellor, was mounted next to the entrance portal. The text in the relief says SETH SOHLBERG SCHOLAE ARTIVM VIBVRGENSIS DONATOR ('Seth Sohlber, the donator of the art school for the inhabitants of Viipuri').



132

The Art Gallery and the Art School were two separate buildings, of which the larger two storey building was the Art Gallery. The museum had two high exhibition rooms and one lower one plus four storerooms, which could be used for minor exhibitions, the facilities for the staff, the janitor's apartment and the heating centre, which heated the school building, too.

The Art School had three storeys, but the building was of the same height as the Museum. The apartment of the director, a workshop, the facilities for the staff and the stairway were on the first floor. The two other storeys had four larger and three smaller studies, a library and two storerooms.

The building of the Art Gallery was owned by the town of Viipuri, and the school building was owned by the Viipurin Taiteenystävät Society.



133

The entrance to the courtyard was up the steps on the Etelävalli side. Another entrance to the courtyard was from the seaside, under the portico via the park of the Pantsarlahti Bastion.

The magnificent environment was a meeting place of modern times and the ancient town walls.

An old gunpowder magazine from the 16th century was hidden in the old Bastion of Pantsarlahti, which added yet another layer to the history of Viipuri for those wandering in the area to see.

As a whole this building complex was one of the most prominent sights in Viipuri.



134

The magnificent pictures on the walls of Viipuri Art Gallery have been painted by Viktor Westerholm, Ferdinand von Wright, Pekka Halonen, Akseli Gallen-Kallela, Eero Järnefelt and Albert Edelfelt.



135

This sculpture made by Johannes Takanen, an artist, in 1875 was called 'Venus and Amor'. Johannes Takanen had also sculpted the 'Väinämöinen' (a hero from the Finnish national epic) in 1873, which was placed in the Monrepos Park.



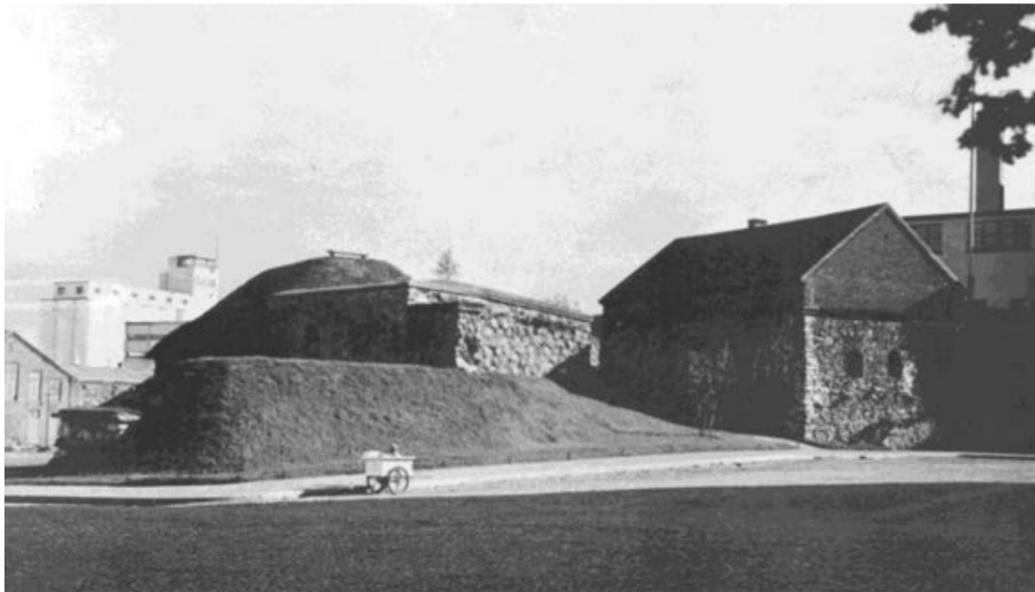
136

The exhibition rooms in Viipuri Art Gallery. The high ceilinged rooms exhibited a number of paintings, graphic works and sculptures on exhibition.



137

The Bastion of Pantsarlahti in 1939. This magnificent fortification of the town wall built in the late 16th century was not pulled down at the end of the 1800s, when the town demolished its ancient wall. The old red-brick and natural stone powder magazine at its side reminds us of times gone by and ancient fortress structures.



138

The walls of the Pantsarlahti Bastion, and the lone figure of the Valio ice-cream vendor enjoying the sun.



139

A motorcycle race in Pontuksenkatu Street in 1939. The walls of the Bastion can be seen in the background.

The first motorcycling race, known as 'Rinkeliäjot', was held in May, 1939. The route ran along Pontuksenkatu Street through the harbour to the customs house and warehouse, and up to the Etelävalli (Southern Embankment). After running along Etelävalli and past the Art School and Art Gallery to Luostarinkatu Street, the route turned down Karjalankatu Street and eastwards via Pontuksenkatu Street to Brahenkatu Street. Finally the route ran via Havinkatu Street back to Karjalankatu and to the starting point in the harbour. The route was 2,750 metres (1.7 miles) long.

The director of the Rinkeliäjo race was G. Buttenhoff and the patron was P. E. Svinhufvud, a President of Finland (1931 - 1937). The race of 1939 comprised a series of four competitions. A Finn was fastest in three of them. The beginners' race was won by V. Kopra from Viipuri, and one of the other races by an Englishman called Mr Binder. More than 5,000 spectators watched the race.

(13)

Kyllä sisäpihalla oli ypeät nä-
kyvät merelle! Juuri sopivasti
lähti suuri laiva satamasta, jo-
ta pieni hinaaja veti. Paksu sa-
leu nousi sen piipusta, mutta hil-
jaksen laiva irtoi laiturista. Niic-
teeni tuli meidän yhteinen laiva-
reimi tullaan.

The view from the courtyard looking out to sea was magnificent! A big ship was just leaving the harbour, pulled by a small tugboat. Thick smoke came out from its funnel, but gradually the ship left the dock. That reminded me of our boat trip to Uuras.



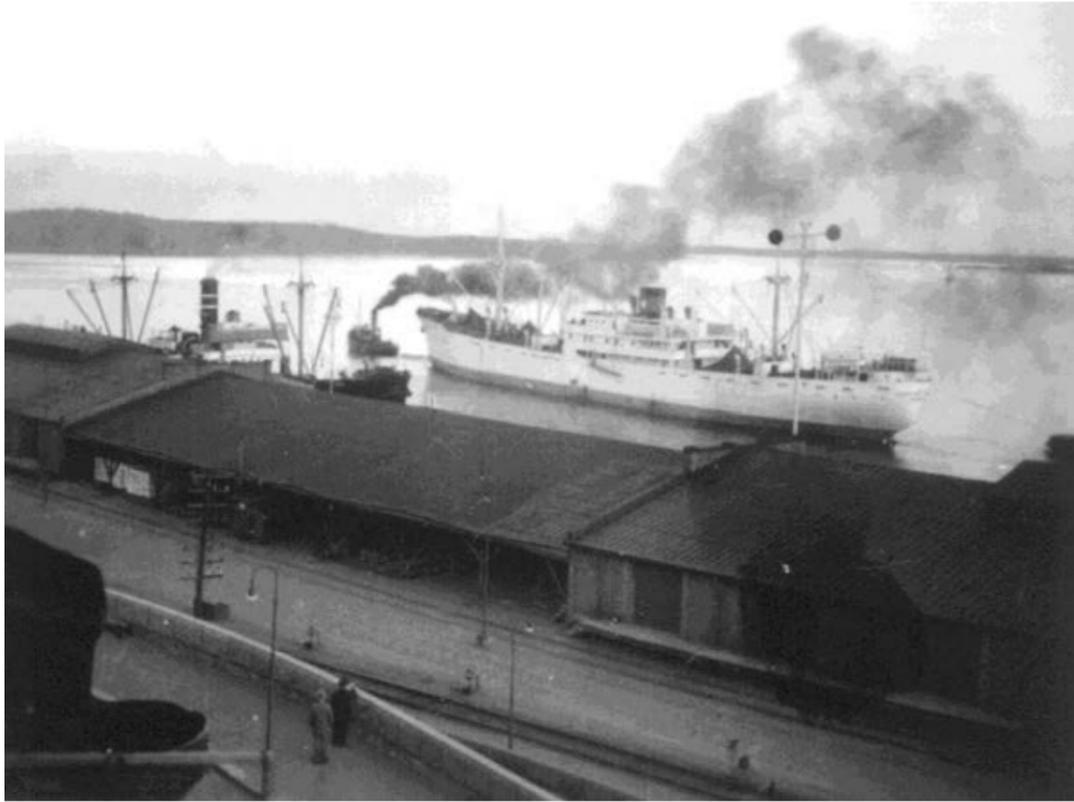
140

The portico and the gate on the side of the Etelävalli embankment seemingly unite the two buildings.



141

The sea and the sky look beautiful through the portico columns.



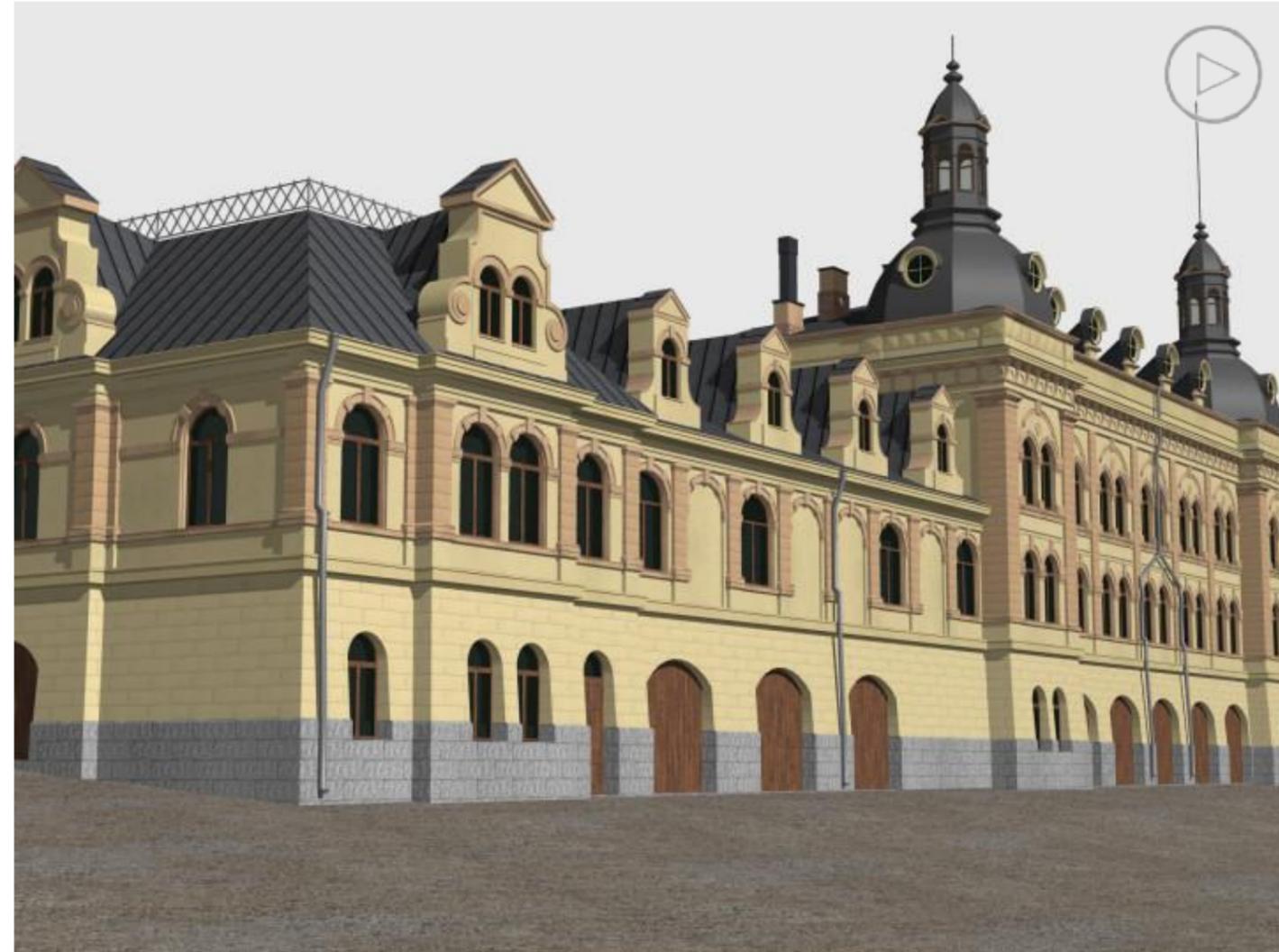
142

A tugboat has the over 100 metre (328 ft) long M/S Carolina Thordén in tow. The ship is leaving the harbour for the oceans with her cargo on board.



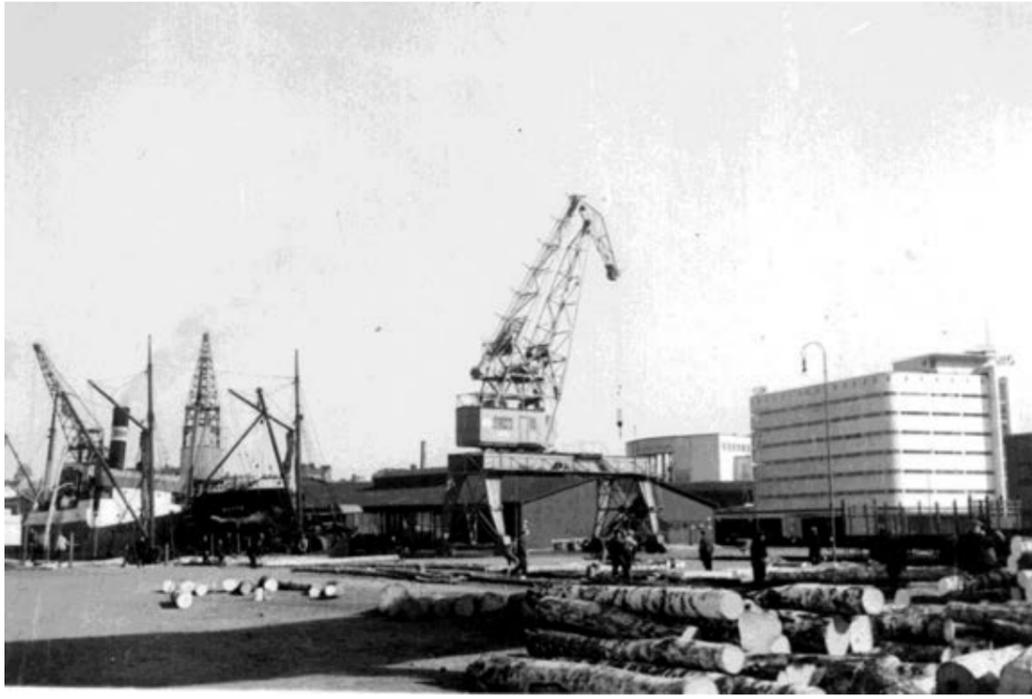
143

The Southern Harbour of Viipuri. The facade of the customs house and warehouse can be seen on the left.



144

A new customs house and warehouse in the Southern Harbour was designed by Johan Blomkvist, the Town Architect, in 1899. The building was in a baroque style. Seen from the Etelävalli embankment, the building had one floor with a two storey section in the middle. The difference in height between the harbour and the street made the building look one floor higher from the harbour. It was 100 metres (328 ft) long, which made it the most prominent feature in the harbour.



145
Cranes in the Eteläsatama Harbour of Viipuri in 1939. The central warehouse of OTK (a co-operative wholesale firm) is in the background.



146
The giant harbour cranes in 1939.



147
The powerful cranes of Eteläsatama dominated the silhouette of the harbour. The most modern cranes were from the end of the 1930s.



148

The Viipuri central warehouse of the OTK wholesale firm was designed by the architects Georg Jägerroos and Aarne Sarvela in 1936. OTK had obtained a site for the warehouse in Eteläsatama, at one end of Karjalankatu Street. The building permit was granted in June of 1936, and the final inspection of the building took place in February 1937.

The low wing of the building along Karjalankatu had a canteen, which belonged to Viipurin Osuusliike, a co-operative company, and which mostly served the people working in the harbour area. The second floor had offices of the OTK firm.



149

The first part of the SOK (Co-operative Retail Society) flour-mill was designed by Erkki Huttunen, an architect and director of the construction department of SOK. The planning was led by Valdemar Aulanko, an architect. The work began in November 1930, and the building complex was completed in 1932.

The building was situated at one end of Karjalankatu Street, about 250 metres (273 yards) from the Eteläsatama docks.

There were 18 grain silos in the building. The diameter of each silo was 5.5 metres (18 ft) and the height was 30 metres (98 ft) from the ground. Each silo had the capacity for 450,000 kilograms (990,000 lbs) of grain. The building had laboratories and the mill machinery, which could process 35,000,000 kilograms (77,000,000 lbs) of grain a year.

The mill building was expanded in accordance with the plans of E. Huttunen, an architect, in 1935, when nine more silos were built. In 1936 the buildings were further enlarged, and the production of bread and macaroni was able to begin at the beginning of 1937.



150

A 250 metre (820 ft) pipe led from the SOK mill to the harbour dock. The pipe could suck grain from a ship (or from a railway goods truck) and convey it to the silos.



151



152

The buildings of the Hankkija Agricultural Firm and the SOK and OTK wholesalers in Havinkatu Street were typical industrial and warehouse buildings in the 1930s style.



153

Bruno Laakso, a construction site manager from the planning office of the central co-operative firm Hankkija, designed a new office building for Hankkija in Havinkatu in 1936. The four storey section of the building included offices and exhibition rooms, and the three storey wing had a warehouse and loading area. The construction work began in 1936, and the building was completed in October of 1937. The volume of the building was 27,000 m³ (953,100 cubic ft) and the floor area of the warehouse was 17,740 m² (190,000 sq ft).



154

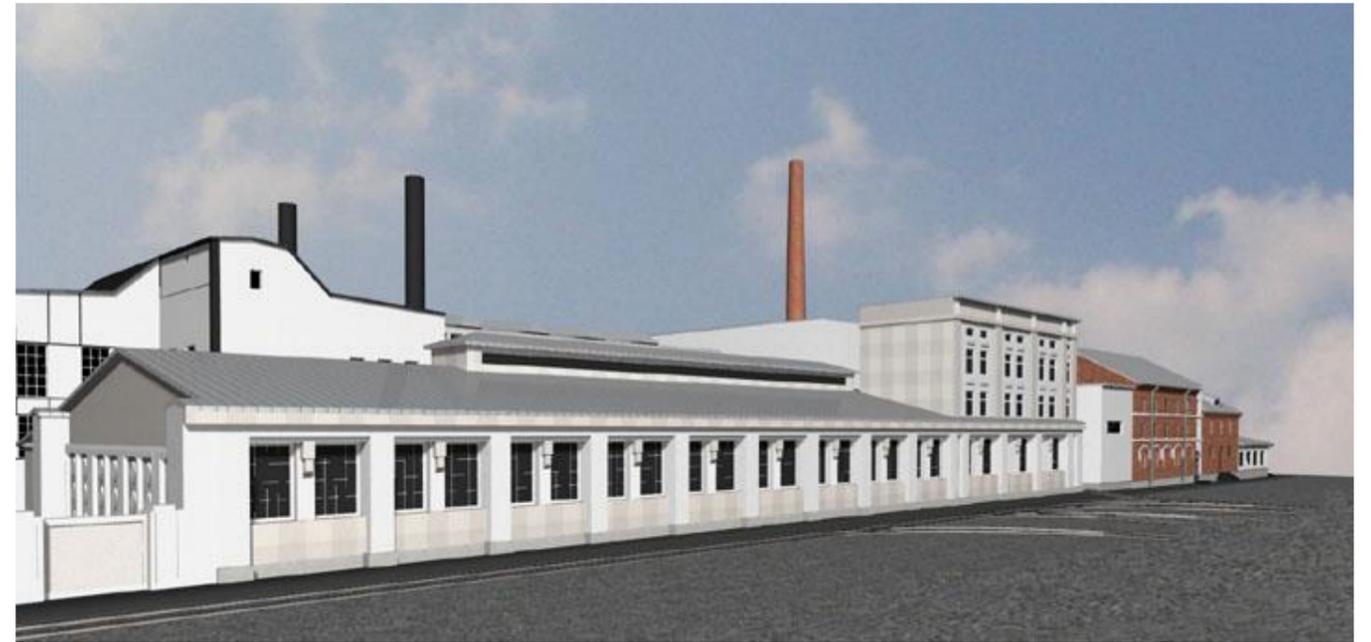
E. Dippel, an architect, designed a parish hall for the Greek Orthodox congregation at the corner of Karjalankatu and Luostarinkatu Streets in 1896. Juhani Viiste, an architect, designed in 1936 the considerable renovations that were carried out on the building.



155

Architects Emil Gustafsson and Allan Schulman established a construction company and designed in 1899 an industrial building at the corner of Aleksanterinkatu and Keisarinkatu ('Emperor's') Streets (Karjalankatu and Luostarinkatu Streets from 1929).

The building is known as Pietisen puusepäntehdas, the Pietinen Carpentry Shop, but from 1939 it contained Viipurin Autokorjaamo Oy (a car repair shop), Karjalan Takomo Oy (a forge), Linja-autoliike M. Ruponen Oy:n autokorjaamo (a bus repair shop) and Kirjapaino Ilmarinen Oy (a printing house).



156

Allan Schulman, an architect, drew the first plans for the depot and repair shop buildings in Possenkatu Street (Tuomiokirkonkatu Street from 1929) for Viipurin raitiotiet, the tramline company, in 1914.

Eventually the buildings were enlarged, and new buildings were constructed. Almost all the buildings were designed by Allan Schulman, an architect, until the end of the 1920s.

Part of the technical construction designs were made by Viipurin Sähkölaitos (The Viipuri Electricity Works), but the name of the designer does not appear in the drawings.

The tramway started operating in Viipuri on September 22nd, 1912. The lines were extended during 1913 - 1914, and the lines serving the eastern districts were connected to form a circle line in 1937.

The tramway traffic was run by the firm of Elektricitätswerke & Strassenbahn Wiborg, which was owned by Viipurin Kaasu ja Sähkö Oy, the gas and electricity firm of Viipuri.

(14)

*Kuljin koulutalon ohi. Pihalla
oli paljon koululaisia, koska kou-
lut olivat juuri alkaneet.*

*I passed my school. There were lots of schoolchildren in the playground, now that
the summer holidays were over.*



157

Schoolgirls are ready to start the academic year 1939 - 1940. Among the girls in the schoolyard of the Second Girls School in Viipuri are Vieno, Satu, Kirsti, Kerttu, Hannele, Eija, Helena, Pirjo, Marjatta, Helvi, Mirja, Arja, Annikki, Aila, Airi, Rauha, Martta, Riikka, Olga, Irina, Claudia, Laura, Anni and Eliisa.



158

Jac. Ahrenberg, an architect, designed a three storey school building in Tuomiokirkonkatu Street in 1894. Suomalainen reaalilyseo (the Finnish Upper Secondary School) operated in the building until 1923, after which another upper secondary school, Viipurin kaksoislyseo, was established in the same building. From 1936 the Second Girls School in Viipuri occupied the building until the beginning of the Winter War.



159

The Linnoitus block number 23 seen from the east. Agricolaankatu and Linnankatu Streets are in the foreground.



160

Jac. Ahrenberg, an architect, designed the residence for the Governor of the Viipuri Province at the corner of Linnankatu and Tuomiokirkonkatu Streets in 1891. The building was in pure Renaissance style, and as such one of the most stately buildings in Viipuri. There were other buildings designed by Mr Ahrenberg in the block, all of them showing his distinguished sense of style. The Governor of the Viipuri Province in 1939 was Arvo A. V. Manner, Master of Laws.



161

The Wiklund residential building at the corner of Agricolankatu and Linnankatu was designed by Leander Ikonen, an architect, in 1889. The building was completed at the beginning of 1893, and as a massive construction it was an integral part of the Linnankatu perspective.



162

C. G. E. Mannerheim, Field Marshal of Finland, reviewing the troops on the school ground with Lieutenant General Harald Öhquist (on the left) and other generals on 29th April 1938. The staff officers of the 2nd division were situated in Viipuri, the largest garrison town in Finland. The Wiklund residential building and the Tuomiokirkko Church can be seen in the background.



163

Viipurin Klassillinen Lyseo, an upper secondary school. This Renaissance building by the side of the school ground in Agricolankatu Street was designed by Jac. Ahrenberg, an architect, in 1890.



164

Viipurin Yhteiskoulu, an upper secondary school, was designed by Leander Ikonen, an architect, at the corner of Luostarinkatu and Agricolankatu Streets in 1901. The school started its educational work in 1898, when it was called Vanha Yhteiskoulu, 'The Old School'.

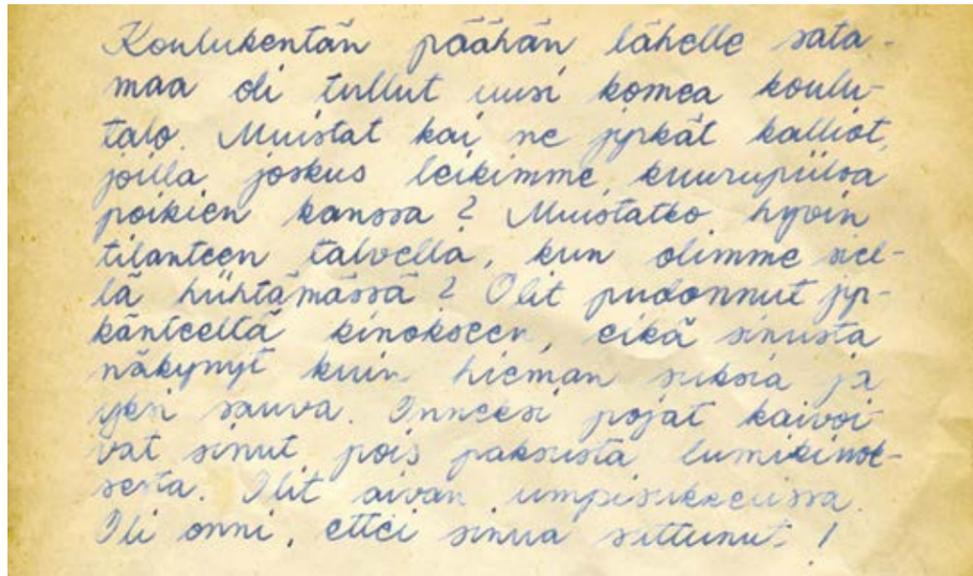
The four storey residential building of Oy. Agricola in the Art Nouveau style was designed by Allan Schulman, an architect, in 1902, and built at the corner of Pontuksenkatu and Agricolankatu Streets. The building is a colourful spot in the block otherwise surrounded by dull and ugly warehouses.



165

Students from the Commercial College driving along Pontuksenkatu Street in horse drawn carriages in 1939. The building of Oy Agricola is in the background. The school grounds were in the immediate vicinity of Pontuksenkatu Street.

(15)



A fine new school has been built at the end of the Koulukenttä Field. I am sure you remember the steep rocks where we sometimes played hide and seek with the boys! Do you remember the accident one winter when we went skiing and you fell over the cliff into the snow? All I could see of you were one stick and a glimpse of your skis. Luckily the boys managed to pull you out of the thick snow. You were completely covered in snow. I'm so glad you were not hurt!



166

A commercial school with a one year curriculum was established in Viipuri in 1887. After several changes of name the school continued in the Papula District, among other places. Viipurin Kauppaoppilaitos, the Viipuri Commercial College, was officially established in 1927.

In 1936 Ragnar Ypyä, the Town Architect, was appointed to design the new school building on rocky terrain at the south-western end of the school grounds in the Linnoitus District. The construction work began at the end of April in 1937, and the fine new building, shared by the Commercial School and College and the Maritime College, was completed in March, 1938. The final finishing touches were completed in the summer of 1938. The colleges started in the new building with 222 students, of whom 88 were young men and 134 young women.



167

The head of Mercury by the entrance was the symbol of the institute. The colleges stopped their operations in November 1939, because of the outbreak of the Winter War.



168

Students of the Commercial College are posing in the school yard in 1939. There are at least Kaisa, Carita, Tuija, Milja, Anita ... and one man, Antti, in the picture.

(16)

Pöikkeen Kaskisen kaupassa Pormestarin kadun varrella.

I visited the Kaskinen shop in Pormestarinkatu Street.



169

Jalmari Lankinen designed a residential building at the corner of Pontuksenkatu and Pormestarinkatu Streets in 1924. In Pormestarinkatu Street the building had five storeys, but in Pontuksenkatu Street it had six storeys.

The first inhabitants moved into the Housing Corporation Pantsar's accommodation in mid May of 1925. In Pormestarinkatu Street the building included some shops, among them the grocer's shop J. A. Kaskinen, and a Valio shop.



170



171

A vanload of furniture is leaving the Housing Corporation Pantsar's accommodation in Pormestarinkatu Street for Punaisenlähteentori Square, where a new, more spacious flat has been found.



172

The grocer's shop of J. A. Kaskinen, the shop owner is standing on the left.

(17)

Kävin katsomassa entisiä koti-
taloasi. Et usko kuinka paljon
seutu oli muuttunut. Puiston
toiselle puolelle Brahenkadun
kulmaan oli rakennettu iso
kerrostalo. Muuta rakennuksia
oli valmistumassa Mallaskadulle
ja lähiympäristöön. Kylläpä oli
alue muuttunut muutamassa vuorok-
dessa. Et olin tuntenut entisiä
kotimurkkiani.

I went to have a look at your old home. You can't believe how much the neighbourhood has changed! A huge block of flats has been built at the corner of Brahenkatu Street on the other side of the park. More buildings were under construction in Mallaskatu Street and the nearby area. The whole area has changed so much in a few years. You would not recognize your old place.



173

Väinö Keinänen, an architect, drew new designs for the housing corporation A.O.Y. Brahenlinna at the corner of Brahenkatu and Pantsarlahdenkatu Streets in 1937.

The residential and office building had six storeys, except for the seven storey corner section.

The dairy, bakery and grocer's shops of the co-operative firm Torkkeli operated in the office building, as did also the Brahe Café, the fishmonger's shop Viipurin Kalakauppa Oy and Shop Number 6 of Karjakeskuskunta, a butcher's shop.

Fr. Oldenwall, an architect, designed two wooden residential buildings for N. Thesleff, a Guard's Lieutenant, in 1878. One of the buildings stood along the Pantsarlahdenkatu Street, while the end of the other building was adjacent to the street. During 1880 - 1891 the Wilke School occupied some of these buildings.



174

A view from the Havi Embankment to Pontuksenkatu Street in 1939. Several new blocks of flats were built in the area between Pontuksenkatu and Mallaskatu Streets.



175

E. Fahlenius, a construction site manager, designed a seven storey building for the corner of Pontuksenkatu Street and the Kilpikuja Alley in 1939. The building was completed at the end of October, 1939.

The architects' firm Martikainen – Ypyä designed another seven storey building for the corner of Kilpikuja Lane and Mallaskatu Street in the summer of 1939.

The construction work began in August 1939, but was interrupted at the beginning of October 1939. Only a part of the foundation work was finished by then.



176

A view from Havi along Mallaskatu to the town.

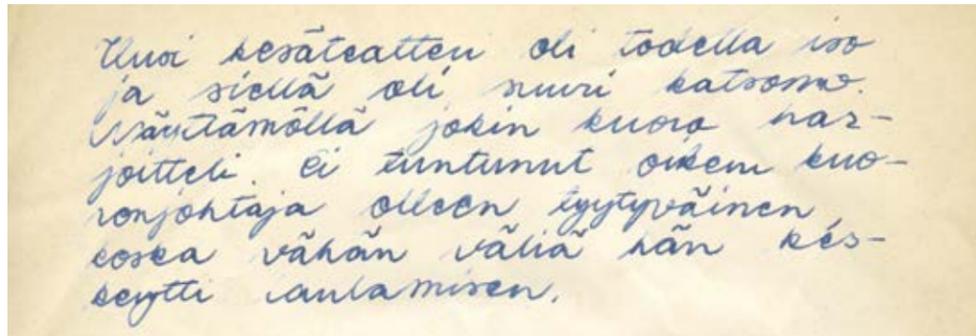


177

K. Suutarinen designed a four storey residential building in Art Nouveau style for the corner of Keihäskuja Alley and Mallaskatu Street in 1906.

The building was owned by Osuustalo Koti.

(18)



The new summer theatre was really big, and had a large auditorium. A choir was rehearsing at the stage. Obviously the conductor was not satisfied with them, because he kept interrupting their singing.

THE SUMMER THEATRE OF VIIPURI

The Summer Theatre of Viipuri



178

The main entrance to the Viipuri Summer Theatre.



179

The Viipuri Summer Theatre was designed by Uno Ullberg, the Town Architect, and built in the 1930s. The open-air theatre was built on the ancient fortifications of Havi embankment, and required only minor renovation. The back wall was built from natural stone, and its form was acoustically well suited.

A small restaurant was built in the embankment's powder magazine, and a purpose built green room for the staff and actors was constructed behind the wall.

With its auditorium seating 2,000 the theatre was the largest in Finland. The open-air theatre gave its inaugural performance in 1934.



180

The stage of the Viipuri summer theatre, with a rehearsing choir.



181

Viipuri from the embankment of Havi towards the Tuomiokirkko Church in 1939.

(19)

Tyyne! Harmikseni tolean, ettei
Anni ollutkaan kotona. Juisin
niin mielelläni halunnut haastel-
la Annin kanssa. Eipä ollut An-
nin isäkään kotona. Muistat
sai, kun hän aina komenteli
Annia ja hänen sisentaan Ailiä.
Tietäähan sen kun on vankka me-
rikarhu. No, mutta sillä Havilla
vielä ollessani lenteli Suomen il-
mavoimien kone yläpuolella aivan
kun se tutkii Viipuria.

Tyyne! I was disappointed to find out that Anni was not at home. I wished I could have talked with Anni. Neither was her father at home. I am sure you remember how he used to order Anni and her sister Aili about. You know how those old seamen are! While I was in Havi a Finnish Air Force plane circled above me, as if it was surveying Viipuri.

The pilot of the plane was Aulis Bremer, a second lieutenant, who had taken off from the Suur-Merijoki Airfield. The Air Force planes did frequent training flights above Viipuri. On this occasion Bremer had been appointed to take aerial photos of Viipuri. The morning weather with light summer cloud was ideal for the task. Aulis Bremer circled above the town for about five minutes and took several good pictures of the town. The pictures 42, 43, 54, 55, 57, 61, 62, 182, 183, 184 and 185 are aerial photos taken by Mr Bremer from various parts of central Viipuri on 2nd September 1939 at 10:30 am.



182

The Pantsarlahti District. The school grounds are on top left. The street in the centre curving round from the top of the picture, is Brahenkatu. The Eteläsatama Harbour and the constructions of Suomen Petrolit Oy are at the bottom in the foreground.



183

The fortifications at Havi. There are family houses in Kelopolku Street at the bottom. The summer theatre can be seen top right.



184

Patterimäki from the air. The Central Sports Field is in the middle.



185

An aerial photo taken on 2nd September 1939 at 10:30 am. The Patterimäki Fortifications and the Central Sports Field can be seen in the centre.

Meanwhile, a six year old boy called Asko is watching the clock on the wall in Tikutehtaankatu Street in the Kelkkala District. He has learnt the numbers with the help of the clock, and he also knows the time. It is exactly half past ten now. Asko's father, Tatu, should come home at any minute and take him for a drive in Valio's new American Federal lorry. It is so exciting for the little boy!



186

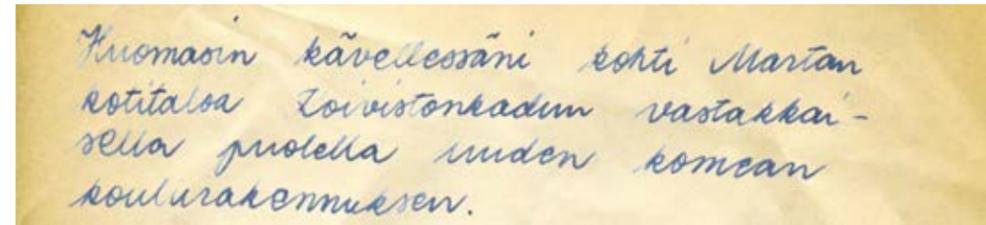
The Gustav Becker Clock made in Germany in the 1920s strikes 10:30 am



187

Asko and his father Tatu on the running board of Valio's Federal lorry.

(20)



Along the way to Martta's place I noticed a fine new school building on the opposite side of Koivistonkatu Street.



188

Väinö Keinänen, the Town Architect, designed a vocational school complex on a triangular site in 1930. The construction work began in the autumn of 1930, and the inauguration ceremony was held on 25th October 1931. The total volume of the buildings was 32,000 m³ (1,129,920 cubic ft), and the combined costs of the buildings and the earthworks were 9,500,000 marks. The building contained a vocational school for 517 boys and another for 307 girls, with 23 full-time teachers and 24 part-time teachers. The boys' vocational school was established in 1914 and the girls' vocational school in 1931.



189

The street in the foreground is Koivistonkatu, and the building on the left is the Vocational School. The centre of the town can be seen in the background. The 70 metre (229.6 ft) high belfry of the Viipuri Tuomiokirkko Church stands out in the middle of the picture. Further in the background is Pyhän Olavin torni, the Viipuri Castle Tower.



190

Hjalmar Åberg designed the building with four and five storey wings for the Sawmill and Industrial Schools of Viipuri in 1934. His designs were approved by the Ministry of Trade and Industry on 15th April 1934.

The construction work started in the summer of 1934, and the building was completed in the summer of 1935. The Industrial School was established in 1898, and from 1935 the school offered a three year study programme. There were 154 students at the school in 1939, of whom 68 studied construction.

The Sawmill School was established in Viipuri in 1921. In 1939 there were 89 students at the school; four of them came from abroad.

The Principal of the Sawmill School in 1939 was Eino Jussila, Master of Science, and the Principal of the Industrial School was Georg Fraser, an architect.

(21)

Uusi stadion oli valmistunut Patterinmäelle. Siellä voisi harastaa vaikkapa suurella joukolla ryhmävoimistelua kuten me ennen teimme Koulu kentällä. Se oli todella mukavaa!

A new stadium has been built in Patterinmäki. It would be a suitable place to do team gymnastics as we used to do in the Koulu kenttä Field. That was really nice, wasn't it!



191

THE VIIPURI CENTRAL SPORTS FIELD

The Viipuri Central Sports Field

Uno Ullberg, the Town Architect, designed the roofed stand of the Central Sports Field in cooperation with experts from the Construction Department of Viipuri in 1934.

The stand with 3,500 seats was completed in June 1934. Part of the Central Sports Field was built in 1933, and a championship series football match took place on the field on 1st October 1933. It was played between Viipurin Sudet and VPS ('The Viipuri Wolves' and 'The Viipuri Football Club'), and the winning team with three goals (3-0) was the Wolves. The stadium was officially inaugurated on 30th June and 1st July, 1934, when an athletics international between Norway and Finland took place. Finland won the games with 108 points to 65.



192

The national athletics meeting called 'Kalevan kisat' was held in Viipuri in 1937. There were more than 27,000 ticket holders in the Central Sports Field during the three days of the event. The grandstand was filled to capacity.



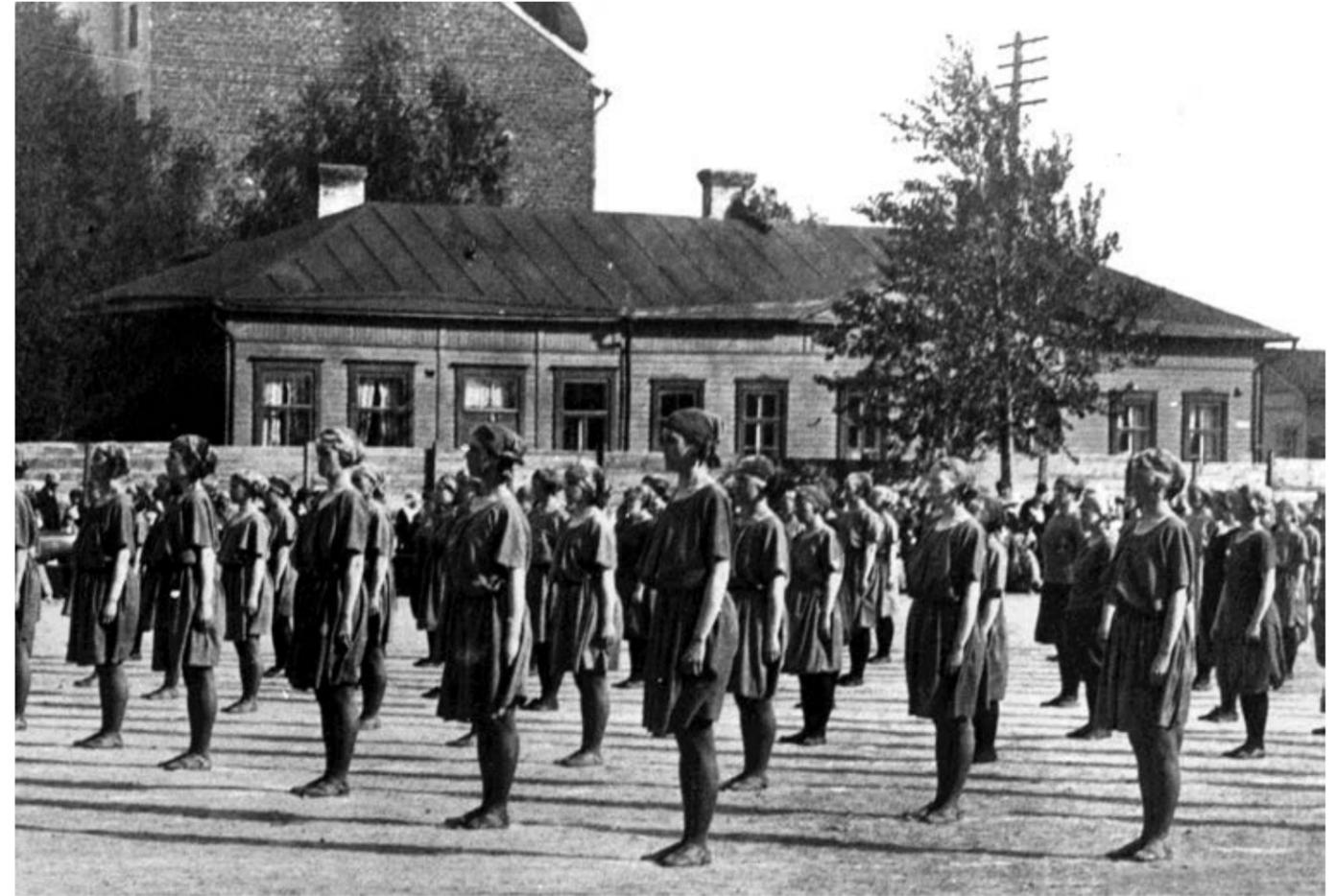
193

The back straight and the stands were crowded, too.



194

Urho Kaleva Kekkonen, the Chairman of the Finnish Athletics Federation (SUL), and Arno Tuurna, the Mayor of Viipuri, are watching the planting of two oak trees during the Kaleva Athletics Meeting, by the entrance gates of the Central Sports Field. The trees were planted in honour of two gold medalists of the 1936 Olympics, namely Sten Suvio, a boxer, and Ale Saarvala, a gymnast, both from Viipuri. Mr Saarvala is planting the oak tree dedicated to himself in the picture. The Finnish National Athletics Meeting was called 'Kalevan kisat' for the first time at the games arranged in Viipuri from 6th to 8th August 1937.



195

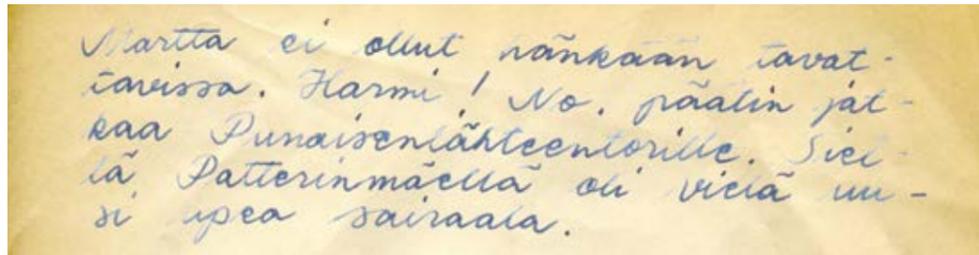
Female gymnasts in the School Field.



196

Hilja and Tyyne with their group of gymnasts in Viipuri at the end of the 1920s.

(22)



I did not meet Martta, either. What a shame! I then decided to go on up to Punaisenlähteentori Market Place. By the way, there was a marvellous new hospital in Patterinmäki.



197

THE NEW WOMEN'S HOSPITAL

The New Women's Hospital

The need for a new gynecological hospital was recognized, and Uno Ullberg, the Town Architect, drew the initial outlines of the new maternity hospital in 1934. The town board made the decision to build a new hospital in March 1935, and the sketches were approved in June 1935. Mr Ullberg moved to Helsinki in June 1936, and Ragnar Ypyä, the new Town Architect, finished the work while the construction work was still going on.

The construction work began in February 1936, and the topping-out party was thrown in September 1936. The main contractor of the project was the cooperative building company Pyramid from Viipuri.

The first babies to be born in the new hospital were the Niemi twin brothers on 14th December 1937, but the work in the gynecological hospital started officially in January 1938.

The hospital was connected to the other buildings of the town hospital by tunnels. The volume of the building was 27,000 m³ (953,370 cubic ft) including the tunnels.



198

The buildings of the Communal Hospital of Viipuri; in the foreground is the Tuberculosis Hospital, on the left is the new Women's Hospital. In the background are the eastern suburbs of Viipuri, which include Talikkala, Lepola and Kelkkala.



199

Paavo Uotila, the architect, also designed the Tuberculosis Hospital, which was built in the vicinity of the other hospital buildings. The construction work started at the beginning of 1929, and the hospital was completed in the spring of 1930. There were 42 beds in the hospital.



200

THE TOWN WATER TOWER

The Town Water Tower

New fortifications were built in Patterinmäki from the 1850s to the 1870s. In the 20th century and since the beginning of Finnish independence the fortifications have remained a historical monument within the townscape.

Väinö Keinänen, the Town Architect, designed the second water tower, and the construction work began on the south side of Linnake G, in place of the artillery battery, in 1929. Part of the battery structures were demolished, and the soil was used to embellish the environment.

The water tower was completed by the cooperative construction company Pyramid in 1930, and its volume was 22,000 m³ (776,820 cubic ft). There were two circular shaped concrete water reservoirs inside the tower, both of which contained 2,000,000 litres (70,390,130 fl.oz.) of water. The diameter of the upper part in each reservoir was 15 metres (49.2 ft).

The Water Tower had a tile facade, and the two bottom floors contained the offices and the control room of the Viipuri Waterworks. The building was 26 metres (85.3 ft) high, and the altitude of the terrain made it visible into the far distance, as one of the landmarks in Viipuri.



201

The Water Tower of Patterinmäki. The centre of Viipuri can be seen in the background.



202

The Water Tower of Patterinmäki, with the Tuberculosis Hospital in the background.



203

The Kaleva District as seen from Patterinmäki. The broad street on the left is Kannaksenkatu Street, which starts from Punaisenlähteen tori Square and runs to the eastern districts through Kaleva and Pyöräsuo. The goods terminal of the Finnish Railways can be seen on the right, and the buildings of the Communal Hospital and the Valio Dairy stand in the middle.



204

Access traffic to the goods station of the Finnish Railways in 1939. The freight traffic left for all over Finland, and the frequency of the traffic was enabled by the numerous railway tracks on the Karelian Isthmus.



205

The Goods Office for inbound and outgoing goods.

The office buildings for inbound and outgoing goods were completed at the very beginning of the 20th century. Viipuri had the second most frequent goods traffic in Finland after Kotka and passenger traffic after Helsinki.

The inbound goods could be unloaded from 20 goods wagons on four platforms simultaneously, while at the same time the outgoing goods could be loaded from the platform into 20 freight cars.

The goods storehouse was enlarged at the beginning of the 1930s.

The railway yard in Viipuri was the largest in Finland, if the length of the tracks both in the railway yard and in the harbours are included.



206

Opposite the Goods Office of the Finnish Railways was the brewery of the Yhdysluttehdas Company, which had been built between the 1860s and the 1890s. The oldest buildings had been designed by the architect Odenwall, but the new buildings from the 1880s and the enlargement of the older ones was designed by Carl Eduard Dippell, an architect. Yhdysluttehdas was the second largest brewery in Finland in 1939.



207

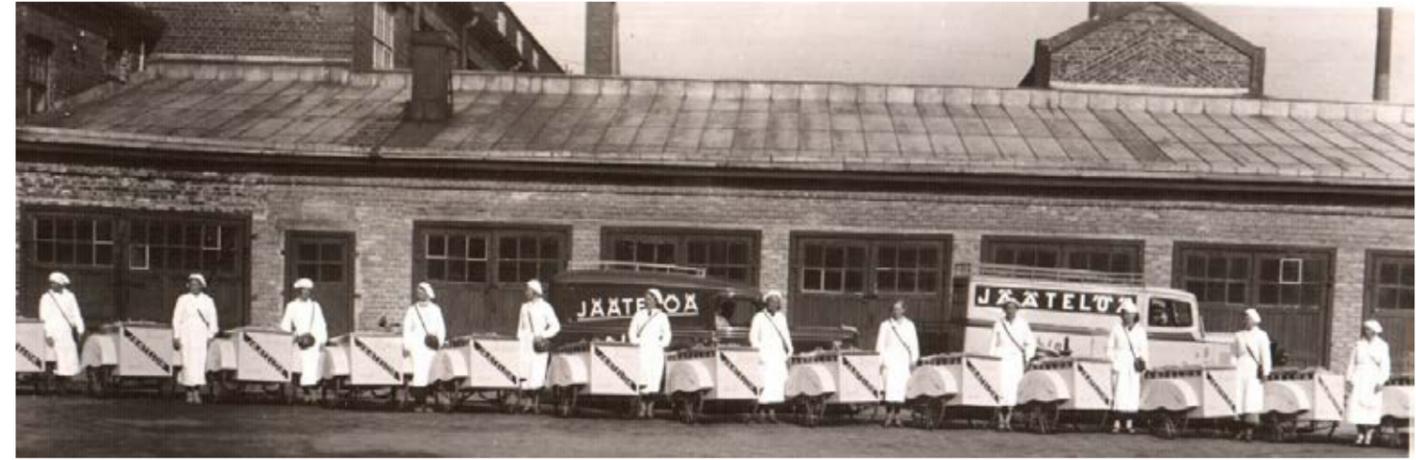
The dairy of the cooperative Valio r.l. Voinvienti ('Butter Export') was established in Viipuri in the spring of 1939. The three-storey production plant was constructed on a site enclosed by Suonionkatu, Valionkatu and Aninankatu Streets in Kaleva District at the end of 1920.

The Valio dairy produced butter, cheeses and from 1935 ice-cream.



208

An ice-cream vendor is standing at the corner of Valtakatu and Suurkatu Streets in 1939. Valtakatu Street runs to the right. The place is Kolikkoimäki.



209

The Valio ice-cream vendors have gathered together in front of the dairy, before leaving for their pitches.



210

The Provincial Hospital in Kannaksenkatu Street.



211

V. E. A. Bosin, an architect, designed the residential and office building with decorative woodwork at the corner of Kannaksenkatu and Vilkkeenkatu Streets in 1872. The building contained the shops Viritysliike, J. Kukkonen, the Grocer's Saima Ristola and H. Katainen, a bookbindery.



212

Johan Blomkvist, an architect, designed a new maternity hospital in Juteininkatu Street. The old maternity hospital was thoroughly renovated in accordance with the plans of Ragnar Ypyä, the Town Architect. The Guardianship Board, the Board of Guardians, the Child Welfare Office and the Legal Advice Office of the town of Viipuri were transferred into the building in 1938.



213

A kiosk at the corner of Kannaksenkatu and Kullervonkatu Streets. These small kiosks were built as late as at the end of the 1920s; among them was the kiosk in the picture.



214

The Kaleva District as seen from Kullervonkatu Street. Up on the left is Viipuri's new main fire station.



215

Johan Blomkvist, the Town Architect, designed Viipuri's new main fire station at the corner of Kalevankatu and Kullervonkatu Streets in the Kaleva District in 1895.

The fire station was completed in 1906, and with its controversial facade it dominated the eastern view of Myllymäenaukio Square.

The fire station was constructed with three storey and four storey parts. The building contained the firemen's quarters, the living quarters of the Chief Fire Officer, the engine and appliance rooms and the equipment maintenance rooms.

A new drying area for the hoses was built on the facade in the 1930s.



216

Johan Blomkvist designed a new police station building at 3, Juteininkatu in 1909. The building housed the Second Police District of the Viipuri Police Force. The personnel rooms and the cells were in the basement of this low building in Renaissance style.



217

The Kaleva District as seen from Patterimäki. The broad Kalevankatu Street runs horizontally from left to right. The Repola Primary School is on the far left.



218

J. Blomkvist, an architect, designed a three storey building for the Repola Primary School at Myllyaukio Square, beside the Girls' Lyceum, in 1901. The building was in a modest Renaissance style, and as such an outstanding construction at Myllyaukio, together with Tipola, the girls' school.



219

Jac. Ahrenberg, an architect, designed a fine building in Art Nouveau style for the Girls' Lyceum Tipola at the corner of Myllyaukio Square and Brahenkatu Street in 1906. The building was designed in Mr Ahrenberg's typical style. The seven letters 'T' on the wall make a pun in Finnish saying that the girls in the building were going to be hard working and clever.



220

Paavo Uotila, an architect, designed a five storey and in parts a six storey residential building at the corner of Kullervonkatu and Kannaksenkatu Streets in 1910. The building was known as the 'Massinen Building'. An extension was built in Kannaksenkatu Street in accordance with the design of Väinö Keinänen, an architect, in 1913. This residential building was one of the largest in Viipuri.



221

Allan Schulman, an architect, designed a school building at the corner of Myllymäenaukio Square and Kullervonkatu Street in 1911.

The school building dominated Myllymäenaukio Square, where there were three school buildings altogether. This building is one of the best designs by Mr Schulman. It belonged to the New Upper Secondary School of Viipuri, and it was completed in 1912.



222

Kannaksenkatu Street in 1939. The housing corporation As. Oy. Ilves at 9, Kannaksenkatu is in the background. The six storey residential and office building, designed by Erkki Linnasalmi, an architect, was completed in the summer of 1939. The building was an example of the new, modern architecture in the townscape of Viipuri. On the left side of Kannaksenkatu Street is the housing corporation As. Oy. Kannas with advertisements on the gable wall.



223

A. Isaksson designed a wooden residential building at the corner of Kannaksenkatu and Äyräpääkatu Streets in 1896. The building was later renovated into an office building. The gable wall of the housing corporation As. Oy. Kannas with advertisements can be seen on the right.



224

Bertil Mohel, an architect, designed a five storey office and residential building in Kannaksenkatu Street in April 1904. The building was in pure Art Nouveau style, and it was owned by As. Oy Kannas. It was occupied by numerous business enterprises such as Mikko Nupponen's furniture shop, the Kaleva stationary shop, T:mi L. Grönholm's jewellers shop and Kauppa-Tupa, which was owned by Ms Elina Ratia.



225

Paavo Uotila, an architect, designed a new five storey residential and office building along the whole length of Kannaksenkatu Street. The design was completed in 1907. The building included the Repola Chemist's Shop, the fruit shop Montonen Oy and the hairdressing salon and barber's shop Nova.

(23)

Muistatko, Tyynne, Taavetin, joka
asui siinä vanhassa räjäydessä
punitalossa? Se punitalo on pu-
rettu ja sille paikalle rakennetaan
mutta suuria taloa. Työ-
maan kyltissä luki, että siihen
tulee Vakuutusyhtiö Karjalan ja
Ilmarisen pääkonttori. Näm se
kaupunki muuttuu!

Tyynne, do you remember Taavetti, who used to live in that rotten old timber shack? They have now pulled down the house, and a large new building is under construction in its place. The sign at the site says that the headquarters of the Karjala and Ilmarinen Insurance Companies will be built there. Indeed the town is changing!



226

The Insurance Company Karjala announced a planning competition for a new headquarters and residential building in 1938. The company had bought a triangular site in Kannaksenkatu, in the centre of Viipuri.

The first prize went to Olli Pöyry, an architect, who was appointed to design the company headquarters building in the shortest possible time, in order to enable the construction work to begin at the beginning of 1939.



227

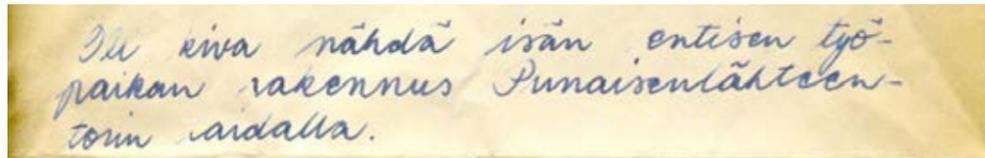
The building site sign of 5, Kannaksenkatu Street in 1939.



228

The volume of the new building was 16,600 m³ (586,146 cubic ft); there was a large area designated for shops on the ground floor, and 240 m² (2,583 square ft) for offices on the second floor. The Insurance Company Karjala and the Non-Life Insurance Company Ilmarinen reserved the office room they needed on the second floor. The building was designed to be ten storeyed, and it would have been the highest building in Viipuri. The construction work began in April 1939, and it reached rooftop height at the beginning of October, but the work was interrupted in November 1939. The building was completed during the war in 1943.

(24)



It was nice to see dad's old workplace by the side of Punaisenlähdeentori Market Square.

THE PUNAIENLÄHTEENTORI MARKET SQUARE

The Punaisenlähdeentori Market Square

A small stream ran into the place we now know as Punaisenlähdeentori Market Square in the 1860s, and the Salakkalahti Bay reached the northern edge of the future market place. The name 'Punaisenlähdeentori', 'The Market Place of the Red Spring', derives from the public well ('the Red Well') on the southern side of the market place. The well was surrounded by a wooden shelter, which was painted with red ochre at regular intervals. After rainfall the red paint leached into the surrounding area, which made the inhabitants call the well 'Punainen lähde', 'the Red Spring'.

The old well was demolished as soon as the work of preparing the ground for the square began. The well had been situated on the site of the Punaisenlähdeentori Chemist's Shop.

A small stream ran through the future market place. The source of the small stream was in the extremely wet area between Patterimäki and the town. The construction of the Pattersalahti District started in the area in the 1870s.

Preparing the ground for the market square began at the end of the 1860s, and the present plan was completed in the 1880s. The first wooden buildings were constructed around the square at the end of the 1870s. The old wooden houses in the area were pulled down in accordance with the new town plan by the 1880s.

The first stone building was the three storey building of the Punaisenlähdeentori Chemist's Shop, which was completed at the corner of Torkkelinkatu and Vaasankatu Streets in 1887. The low stone building of Anniskeluyhtiö was built at the corner of Pohjolankatu and Punaisenlähdeentori Streets in 1890, and the Viipuri Library was transferred to the building in the mid 1890s. The library operated from the premises until 13th October 1935, when the new library was inaugurated.

Four streets surrounded Punaisenlähdeentori Market Square. Torkkelinkatu Street started from Kauppatori Market Place and ended in Patterimäki, and passed the south-western side of the market square between the square and Torkkelinpuisto Park. Torkkelinkatu Street was built in its final form by the side of the square at the end of the 1870s. On the south-eastern side of the square ran Vaasankatu Street which began near Eteläsatama Harbour.

On the north-eastern side ran Pohjolankatu Street, and on the north-western side Punaisenlähdeentori Street. All these streets had been completed by the end of the 1880s.

The surrounding streets were paved with cobblestones at the end of the 1890s, and the square was paved at the beginning of the 1900s.

Punaisenlähdeentori Market Square was larger than Kauppatori Market Place, and there was a small parking area and a weighhouse with a lavatory at the Pohjolankatu Street end. The weighhouse was to be demolished in the spring of 1940.

Everything except food stuffs was sold at this market place. There was an exception, though, because live stock like sheep, goats and the so called Sakkola pigs were on sale here.

Most of the vendors came from the Viipuri Rural Commune, but some, particularly the traders of chaises and carts came from more distant places.

The market place was crowded with vendors selling cloth and knick-knacks, and different utility articles which were excellent items to sell. There were also carts, sleighs, chaises and carriages for sale, but less and less over the years, because the volume of cars was constantly growing.

New street lamps were installed in the market square in the summer of 1938, and the streets around the square were broadened and repaved with stone cubes. One of the 1940 plans was to reduce the market place area in order to obtain more space for a relatively large car park at the northern end.

A fair was held in Punaisenlähdeentori Market Square every autumn and spring. Vendors and especially buyers came from all over the Karelian Isthmus.

A special feature of the market place was that the colours of all the vendors' tented stalls harmonized well with each other.



229

Life at Punaisenlähdeentori Market Square. All kinds of products except for food stuffs were sold in the market place. There was an exception to the rule, though, namely the 'Sakkola pigs'; hundreds of them were sold every year.





231

Paavo Uotila, an architect, designed a residential and office building at the corner of Pohjolankatu and Punaisenlähteenkatu Streets. The building was completed in 1928, and the Viipuri Region Osuuskassa Bank and the Insurance Company Keskinäinen Henkivakuutusyhtiö Suomi operated from the premises.

There was a small old office building on the north-western side of the market place, the architect of which is unknown. The property owner was the firm of Oy Viljelys, which was owned mostly by the agricultural company Suomen Maanviljelyskauppa Oy. On the north-western side were also Maalaisten säästöpankki, a bank and Palonvara, the mutual reinsurance society of the fire insurance societies in the Viipuri Province.



232

Jalmari Lankinen, an architect, designed in 1929 a seven storey residential and office building for the Viipuri Rural Commune, which was built at the corner of Pohjolankatu and Punaisenlähteenkatu Streets in 1932. There were shops on the ground floor, and the whole second floor was reserved for the cafeteria and restaurant of Viipurin Osuusliike (a co-operative firm) with over 300 seats.

The separate wings included various offices of the Rural Commune, the Municipal Council meeting hall, the court hall etc. The Church Registry Office and the Church Office of the Viipuri Parish Congregation operated from there, too.



233



234

The top floor of the building was occupied by the private hospital Oy Yksityissairaala. Each flat in the building had a refrigerator, which was unusual in Viipuri at the time.

A bicycle and machine supplier H. Helkama and the architect's firm Jalmari Lankinen operated from the building, too.



235

Allan Schulman, an architect, designed a five storey residential and office building for the Oy Otso Company at the corner of Kannaksenkatu and Vaasankatu Streets, by Punaisenlähteentori Market Square in 1905. (The building in the picture has not been fixed to a landscape.) The owner of the building was the cooperative company Viipurin Osuusliike, and its main shop and headquarters operated from the building.

Viipurin Musiikkiopisto, the Viipuri College of Music, which had been established in 1918, and the Polish Consulate, Ambassada Polska widzil consularn, also resided here.



236

Paavo Uotila, an architect, designed a new building for Moskvin, a shopkeeper, at the corner of Vaasankatu and Pellervonkatu Streets in 1907. (The building in the picture has not been fixed to a landscape.) There were, among other businesses, the Repola Branch of the Viipurin Säästöpankki Bank, the jeweller's shop Hildur Amberg and a grocer's shop in the building.



237

Fredrik Thesleff, an architect, designed a three storey residential building in Renaissance style at the corner of Vaasankatu and Torkkelinkatu Streets in 1887. The building was completed in 1888, and the only shop in the building was a chemist's shop, Wiipurin III apteekki, which had been established in 1857, and which was later called Punaisenlähteentorin apteekki. It was owned by Erkki Koivulehto, a pharmaceutical chemist. A two storey residential and office building designed by Johan Blomkvist, the Town Architect, was completed in 1890 in Vaasankatu as an extension to the three storey building. There was the large ironmonger's and machine supplier of Rauta ja Konetarve Oy in the building. Allan Schulman, an architect, designed renovations for the so called Chemist's Building including more shops and the removal of the chemist's to the corner of the building in 1905. The business enterprises in the building were the Punaisenlähteentori Chemist's and Rauta ja Konetarve Oy, the ironmonger's and machine supplier.



238

A rush hour at the corner of Vaasankatu and Torkkelinkatu Streets. Punaisenlähteentori Market Place is in the background, and a corner of the Punaisenlähteentori Chemist's Shop can be seen on the right.

(25)

Toin varrelle on tullut uusi komea
likerakennus, jossa on elokuva-
teatteri Palatsi. Muuten, muistatko
elokuvatteatteri Salaman Pellervon-
kadulla? Nyt siellä menee joku
suosittu amerikkalainen elokuva.

They have built a stately new office building by the side of the market square. The Palatsi Cinema occupies the building now. By the way, do you remember the Salama Cinema in Pellervonkatu Street? They are running some popular American film there at the moment.



239

The first wooden residential buildings had been built on the corner of Punaisenlähteenkatu and Torkkelinkatu Streets in 1863. The architects Gyldeń and Ullberg designed the 'Kulmahalli' ('Corner Hall') and the Cinema in 1907, but the buildings were demolished in 1937, and a new residential and office building was planned to be built on the site.

Oiva Kallio, an architect from Helsinki, designed the new residential and office building in 1937.

The design covered the whole site and it included two residential buildings, one of which was as long as the whole Punaisenlähteenkatu Street. In Punaisenlähteenkatu

Street the building contained the farmers' shop Suomen Maanviljelijäin Kauppa Oy, the large Palatsi Cafeteria-Restaurant and the Palatsi Cinema.



240

Site 31 by the side of Punaisenlähteentori Market Place in 1939.



241

Georg Fraser, an architect, designed a cinema in Art Nouveau style in Pellervonkatu Street in 1917. The building was partly two storeyed. The cinema was called Salama ('the Lightning'), and it was immensely popular in Viipuri; famous films attracted full houses. *Gone With the Wind* was the box-office hit of 1939.

(26)

Pankkisali oli kylmäntuulinen.

The bank hall was chilly.



242

A separate low building of the Pohjoismaiden Yhdyspankki Bank stood in Torkkelinkatu Street. The construction work began in 1937 and was completed in the early spring of 1938. The enterprises in Torkkelinkatu were the Yhdyspankki Bank, the shop of A. Syväoro Oy with the first escalator in Viipuri, and the shoe shop Veljekset Hamunen Oy.



243



244

The office building of the Pohjoismaiden Yhdyspankki Bank.



245



246

The bank hall of the PYP Bank in Torkkelinkatu Street.

(27)

Et varmoin lukeut lehdestä
tätä Viipurin uudesta kirjasto-
tosta & sen oli suunnitellyt joku
tunnettu arkkitehti, jonka nimeä
en muista.

I am sure you have read in the papers about the new library in Viipuri. It has been designed by a famous architect, but I can't remember his name, I'm afraid.



247

The Town Library of Viipuri. The Tuomiokirkko Church is in the background, up on the left is the Wiklund Building and the residence of the Governor. The Central Primary School of Viipuri was in the block, which can be seen just on the right.



248

The statue of an elk ('Hirvipatsas') by Jussi Mäntynen stood near the Library in the Torkkelipuisto Park.



249

THE VIIPURI TOWN LIBRARY

The Viipuri Town Library

Alvar Aalto, an architect, started to design the Viipuri Town Library in 1927, when he drew his proposal for an architectural competition.

Alvar Aalto won the first prize, but for various reasons the actual designing work began as late as in 1933.

The planned location of the Library had been changed after the competition designs were submitted. At the end of 1933 Alvar Aalto presented his new designs, which were accepted by the Library Board. The design stage continued, and the competitive bidding for the contract was arranged in the spring of 1934. The winning contractor was Pyramid Oy, a construction company from Viipuri, which started the construction work in April 1934.



250

The new, shining white library was inaugurated on October the 13th, 1935, and was unanimously accepted by the citizens of Viipuri. The number of library visitors surprised the officials of the town, which was one proof of the library's good design.



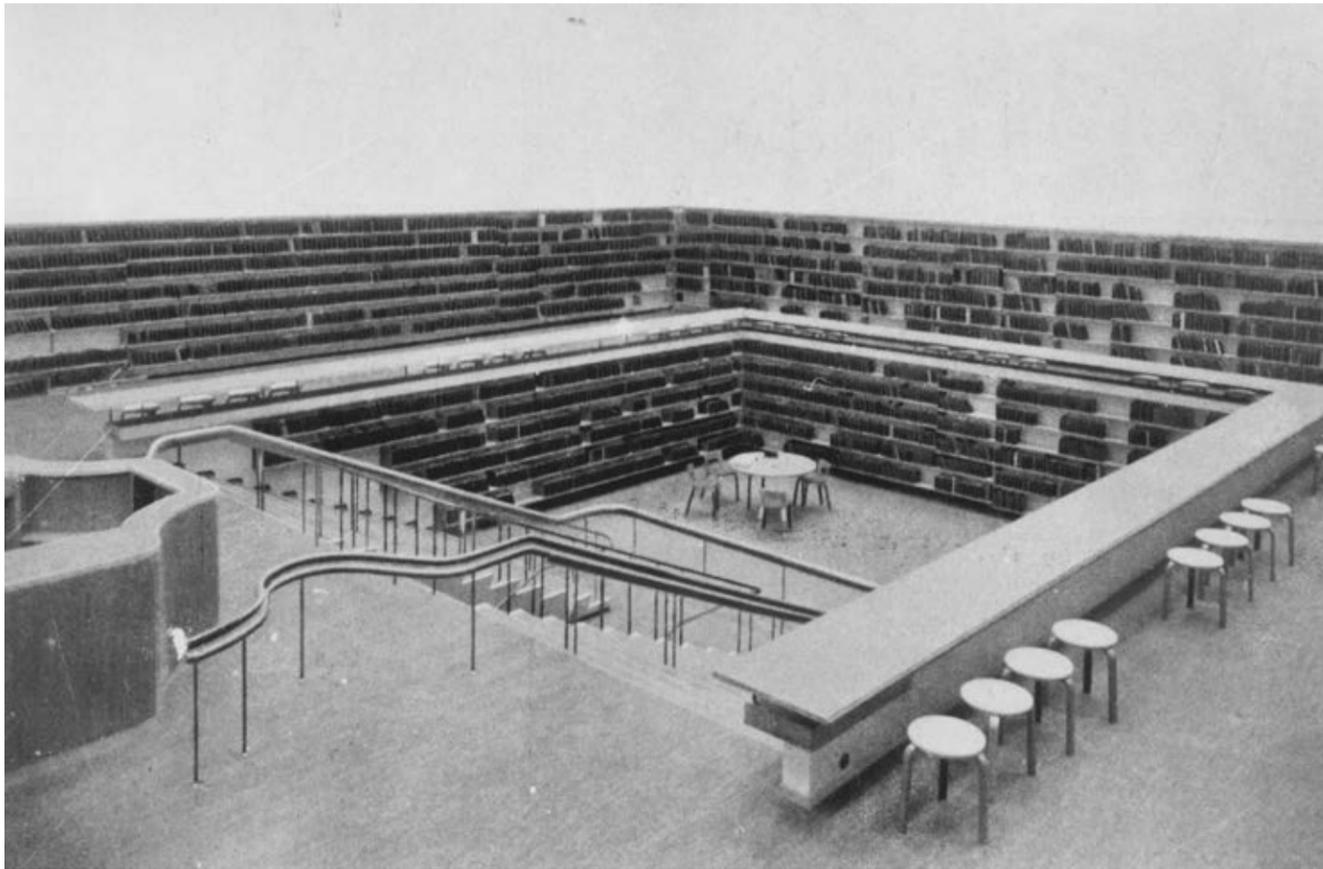
251

The design of the building proved extremely successful, and there were about 90,000 volumes in the Library at the end of 1939.

(28)

Lyllä, lainausosasto oli avara ja
valoinen. Kirjat olivat selvästi
esillä ja niitä oli tosi paljon.
Tunnelma oli hieno verrattuna
entiseen ahtaaseen ja pimeään
kirjastotaloon.

The section housing the loan books was so spacious and well lit. The books were easy to find, and there were plenty of them. The atmosphere was congenial compared to the dark and confined old library.



252

The Borrowing Department of the Library. The entrance to the department was through the customer service counter, which is at the top of the stairs seen in the picture.



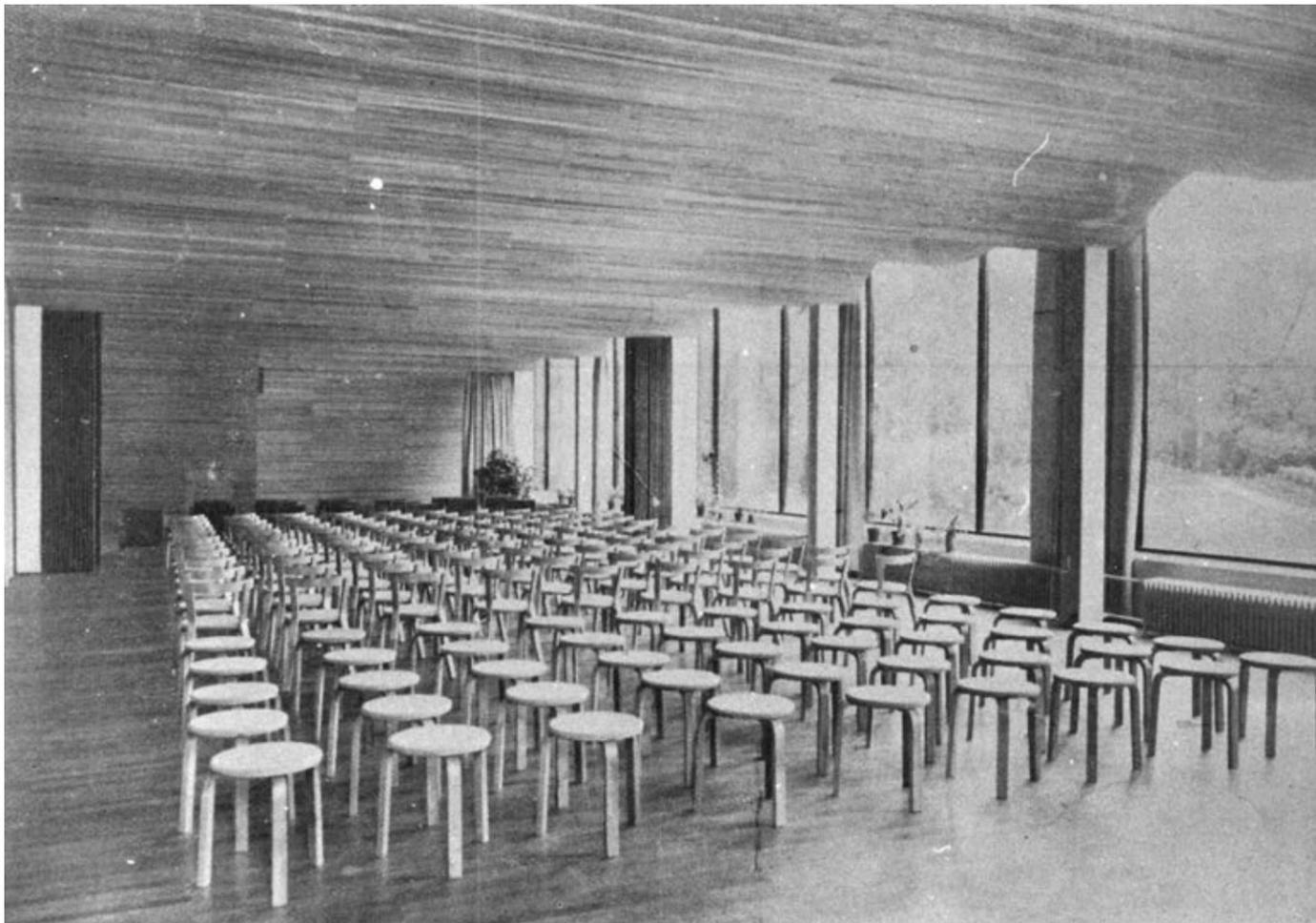
253

The Journal Reading Room, which was lit by the natural light emanating from the round skylight windows. The separating wall on the left stood between the Book Reading Room and the Journal Reading Room.



254

The skylight windows of the library.



255

The Auditorium of the Viipuri Library with the wavy wooden roof. This kind of roof panelling was acoustically effective, and the green Torkkelinpuisto Park could be seen through the windows.



256

A detail from the roof of the Auditorium.

THE HISTORY OF THE VIIPURI LIBRARY

The History of the Viipuri Library

The first mention of a library in the history of Viipuri can be found at the time of Catherine II. There was a German school in the town at the time, and some kind of a library serving the educated classes operated in connection of the school.

The German Upper Secondary School, established in 1805, was much more significant from the libraries' point of view. A teacher at the school, Doctor August W. Tappe, and his good friends had established a reading society in the town, and the society was supported by voluntary donations. 'The Library' was owned by its shareholders.

At the end of 1807 Doctor A. W. Tappe encouraged the reading society members and other inhabitants of the town to collect all available books for mutual use. The result of the plea was delightful; more than 600 books were collected by the beginning of 1808. Mr Tappe suggested a new arrangement, according to which the 'shareholders' would relinquish their ownership of their books, and the collection would form the basis of a

communal town library. He referred to the fact that several towns in civilized countries owned and maintained a public library collection. He said: 'Viipuri has no such collection yet, but I suggest that we promote our library to that position.'

The Viipuri Town Library was established

The plea of August W. Tappe was heard, and at the beginning of 1808 the supporters of the library gathered together at War Governor Obreskov's place. The first directors were selected for the library; Fabian von Steinheil, Baron and Lieutenant General, and Mr Lado, an assessor. The Old Town Hall offered the necessary premises for the library, and this was when the Viipuri Town Library was officially established.

The books were purchased directly from either St. Petersburg or Riga, but the operation of the library was complicated by the official rules of book censorship. Lots of them had to be removed from the collection, because censorship often took place after the book had been purchased.

The Viipuri Library was, however, extremely popular from the beginning, and lots of books were loaned to borrowers from outside the town, even as far as Savonlinna.

The library was maintained with very good care until 1832. From that time on there was a dispute between the town and the directors of the library, because the Magistrate wanted to participate in the library matters. The Magistrate's argument was that the library was a mutual institute of all townspeople, but the directors were of the opinion that it was a private institute where the Magistrate had no right to interfere. August Ramsay, the Governor of the Viipuri Province, overruled the Magistrate's decision and allowed the library to be maintained by its shareholders.

The first list of the books

After the dispute had been settled, the library started reviving, and the first list of its books was printed in 1834. The literature obtained or purchased between 1808 and 1832 was included in the list. At that time almost all books were in German, but there were also Russian, French and English books. Altogether 2,714 volumes had been obtained during 1808 - 1832. Swedish literature seems to appear on the list from the 1840s.

The first books published in Finnish appeared in the library as late as the 1850s. This was strongly supported by the Finnish Literature Society of Viipuri, which had been established on 7th September 1845. The society owned a minor library of its own, which included literature mostly in Finnish. There were other private collections in Viipuri, which were gradually added to the town library collection during the 1880s.

The library operated with varying degrees of success in the premises of the Old Town Hall until the end of the 1890s, when a thorough renovation of the building began, and it was transferred in entirety to the Historical Museum of Viipuri for their use.

Planning a municipal library

The library was now forced to move to the side of Punaisenlähteentori Market Square, to the low stone building which had been built to the design of Johan Brynolf

Blomkvist, the Town Architect of Viipuri, at the beginning of the 1890s. The building had previously belonged to Anniskeluyhtiö, and the library operated from there until the end of 1935.

The town council discussed in 1907 the possibility of establishing a municipal library in Viipuri. What was meant by this was collecting all the social literature in one place, mostly to be used by the town administration and officials. The town council had granted 5,000 marks for the purpose from the profits of Anniskeluyhtiö. A separate committee was appointed to investigate how to arrange the functioning of the library.

The previous committee which had been investigating the situation of the library had suggested that a library department would be established in connection with the Magistrate's Archives, but only the members of the town council and the administrative officials could borrow books and take them home from there.

Another committee investigated the matters concerning the library, and came to the conclusion that no separate municipal library would be established, because it would divide the existing library and prevent the development of one good and modern library. It was considered necessary by the committee to unite the Town Library, the People's Library and the Journal Reading Room into one library, which would operate under one administration, and which would be called the Town Library of Viipuri. This suggestion was supported by the majority, and the Town Council made a decision to establish a municipal library in 1910. The library rules were accepted the following year.

A new library building

The idea of a new separate library building was published for the first time in 1915, and a five member committee was established to further develop the idea. The committee was not very active during the first years, but after the War of Independence, which ended in 1918, the discussion of the library matters re-emerged, mostly because of the present library's unsuitable premises and the lack of space. After all, the building had been constructed for another purpose.

The first statutory inventory of the library was carried out at the end of 1918. According to the inventory the library's loan stock offered 22,399 volumes to be borrowed, of which only 6,551 were in Finnish, 5,773 in Swedish and 10,115 mostly in Russian, German or French. The statistics reflect extremely accurately the town's linguistic constitution.

According to most common estimates, the Town Library of Viipuri was even in its early days one of the best in our country. From 1916 the library started receiving official publications, and by regulation of the Government in 1919, a free copy of all domestic publications which had not been accepted by the Parliamentary Library Collection.

Finland obtained independence, and stability was established during the 1920s. Densely populated suburbs were united with the town, which caused remarkable problems to the library. The situation might have continued to be problematic for years, unless Mrs Honorary Commercial Counsellor Maria Lallukka, who died in 1923,

had not left a generous legacy for her hometown. This gesture opened new opportunities for the library operations. The Board of the Library started planning the construction of a new library building and directed at a meeting in September 1923 a committee to go into the matter. The first problem to be settled was where to build the new library building. It was agreed that the only criteria for the new place would be the needs of the library, because that was the way to ensure it would fulfil its purpose to become a successful modern library. The site should permit the enlargement of the library, and it should be situated in the centre of the town.

The committee came to the conclusion that the best site was in the north-eastern corner of Torkkelinpuisto Park, adjacent to Vaasankatu Street. The Town Planning Department did not support building on this site, because in their opinion the future library building would require too large an area of the park.

Dispute over the placement of the building

Arguing over the site went on for two years. The Directors of the Library opposed the alternative sites offered by the Town Planning Department, because in their opinion the sites were too remote and not easily accessible for children and old people.

Members of the Wiipurin Teknillinen klubi, the Technological Club of Viipuri, had always actively participated in discussions about the development of the town and at the same time worried about the placement of the library. Now the members started debating the question inside the club. They started discussions with the Directors of the Library and the Town Planning Commission.

The Club had the question on its official agenda at the meeting of 17th October 1925 and a committee of the following members was appointed: architects A. Schulman, U. Ullberg and O-I. Meurman, J. Vasenius, a librarian and J. P. Tirkkonen, a lecturer.

The committee started work immediately by comparing the different sites for the building. The majority of the committee supported the site suggested by the Directors of the Library. However, U. Ullberg, an architect, supported the corner of Torkkelinkatu and Aleksanterinkatu (Karjalankatu) Streets, which had been named in the town planning proposal as the site for the monumental area of Viipuri. One of Uno Ullberg's arguments related to the request that the Magistrate's Archives would be built together with the future library building. Presumably the most useful decision of the Technological Club was that an architectural competition would be announced for the joint Library and Archives building. The proposal was accepted by the Town Council in October 1926, which announced a nationwide architectural competition for the library building.

The site for the building was selected in Torkkelinpuisto Park at the corner of Aleksanterinkatu and Torkkelinkatu Streets. The specification for the library building with its respective rooms was published. The same building should contain the Magistrate's Archives and a public lavatory. The deadline for submitting the proposals was 1st October 1927. The top prize winning entry was chosen by the panel of judges to be the design of Alvar Aalto, an architect. One milestone had been reached in the already long history of the library.

Series of negotiations

Alvar Aalto and the Directors of the Library started negotiations over the needs of the Library immediately after the competition. The design was finished relatively quickly, but the town officials suggested that the construction work should be postponed until later. The situation changed over the years, partly because of the worldwide depression and partly because the Provincial Archives of Viipuri were completed in the 1930s and they offered the Magistrate Archives the premises they needed. This was a turning point in the library building project. At the same time a new site, which was favoured by the Library Board, gained increased support.

The final decision about constructing the library building was made by the Town Board in 1933. It was decided that the library would be built at the Vaasankatu Street end of Torkkelinpuisto Park, as an extension to Koulukatu Street. The decision was by no means accepted by everybody, because the idea of placing a modern library in the vicinity of the old Tuomiokirkko Church felt strange to many.

New designs

Alvar Aalto, the architect, produced new designs with new specifications by the end of 1933. This was a good solution, because now the new building could be planned completely with the interests of the library in mind. The vacant, spacious site gave the architects the opportunity to create a design specification for the library building based on its usage requirements. The different functional areas were separated by their own individual entrances. In this way the different movement flows related to the different library activities could be spread around the building, even though all the departments were internally connected to each other.

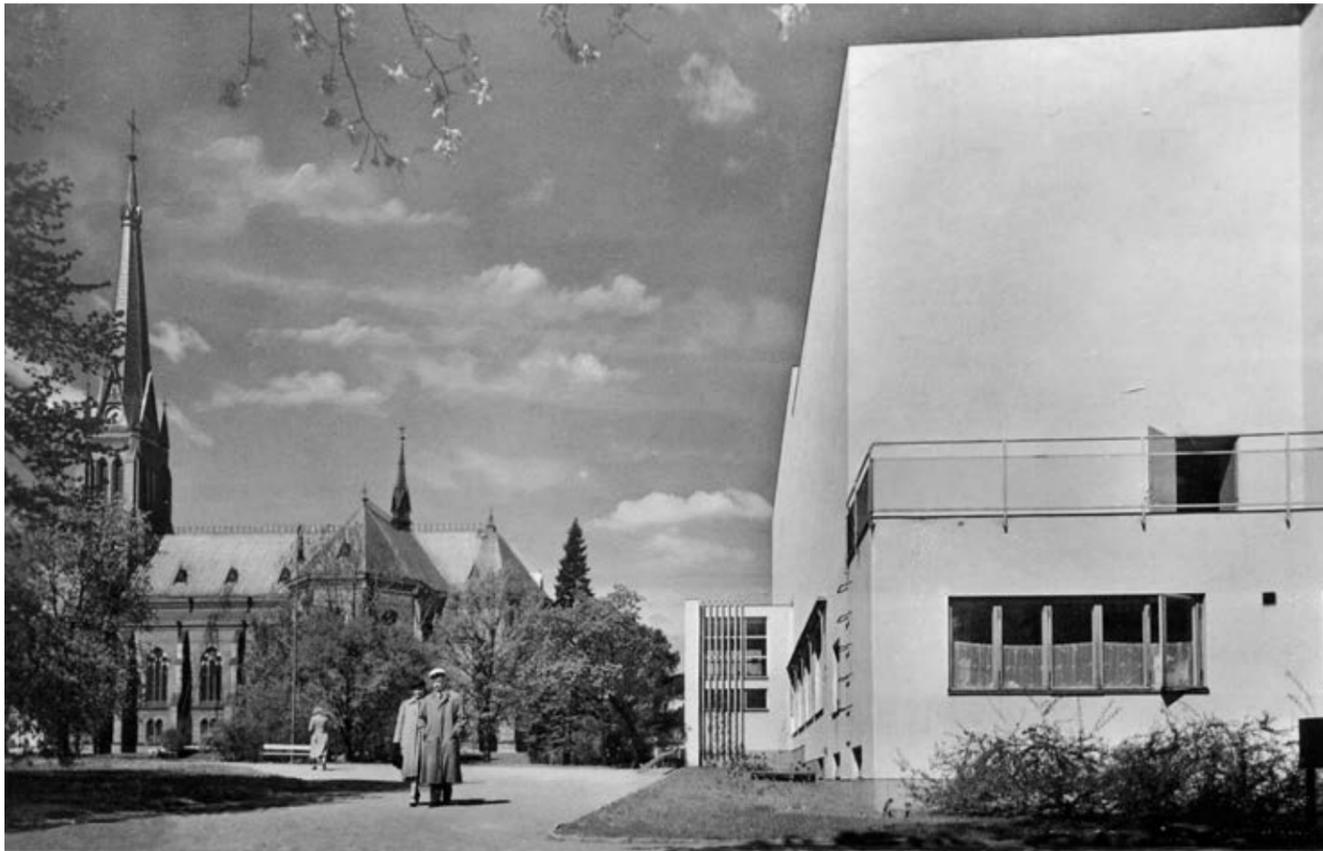
The Club Room, which was the only room the inside of which you could see from the park because it had big windows, was architecturally and acoustically well planned. It was extremely versatile, too.

Tendering for construction contracts was held at the beginning of 1934, and Pyramid, a cooperative construction company from Viipuri, started the work without delay in April, 1934. The white shining functionalist building was completed on 19th August 1935, when the contractor conveyed the building to the town. The opening was held on 13th October 1935. The people of Viipuri soon accepted the library building, and with its modern and unusual technical specification the building was soon famous all over the world. The number of volumes in the library was 90,000 in 1938. The Library operated in peaceful conditions only for four years, because its normal functioning ended on 7th December 1939 due to the war.



257

Johan Blomkvist, the Town Architect, designed the low building of the Anniskeluyhtiö temperance restaurant at the corner of Pohjolankatu and Punaisenlähteenkatu Streets. Soon after the building was completed in 1893, the Viipuri Town Library was transferred from the Old Town Hall to the Anniskeluyhtiö Building. The library operated from this building until 13th October 1935, when the new Town Library was completed in Torkkelinpusto Park.



258

The new site of the library was criticized by many, because it was thought improper to place the New Tuomiokirkko Church, which had been built in Gothic style, and the Functionalistic Library side by side. The Tuomiokirkko Church had been built in 1893.



259

A monument sculpted by Gunnar Finne, an artist, was erected in honour of 'the dead heroes of the War of Independence' by the long south-eastern facade of the Tuomiokirkko Church.



260

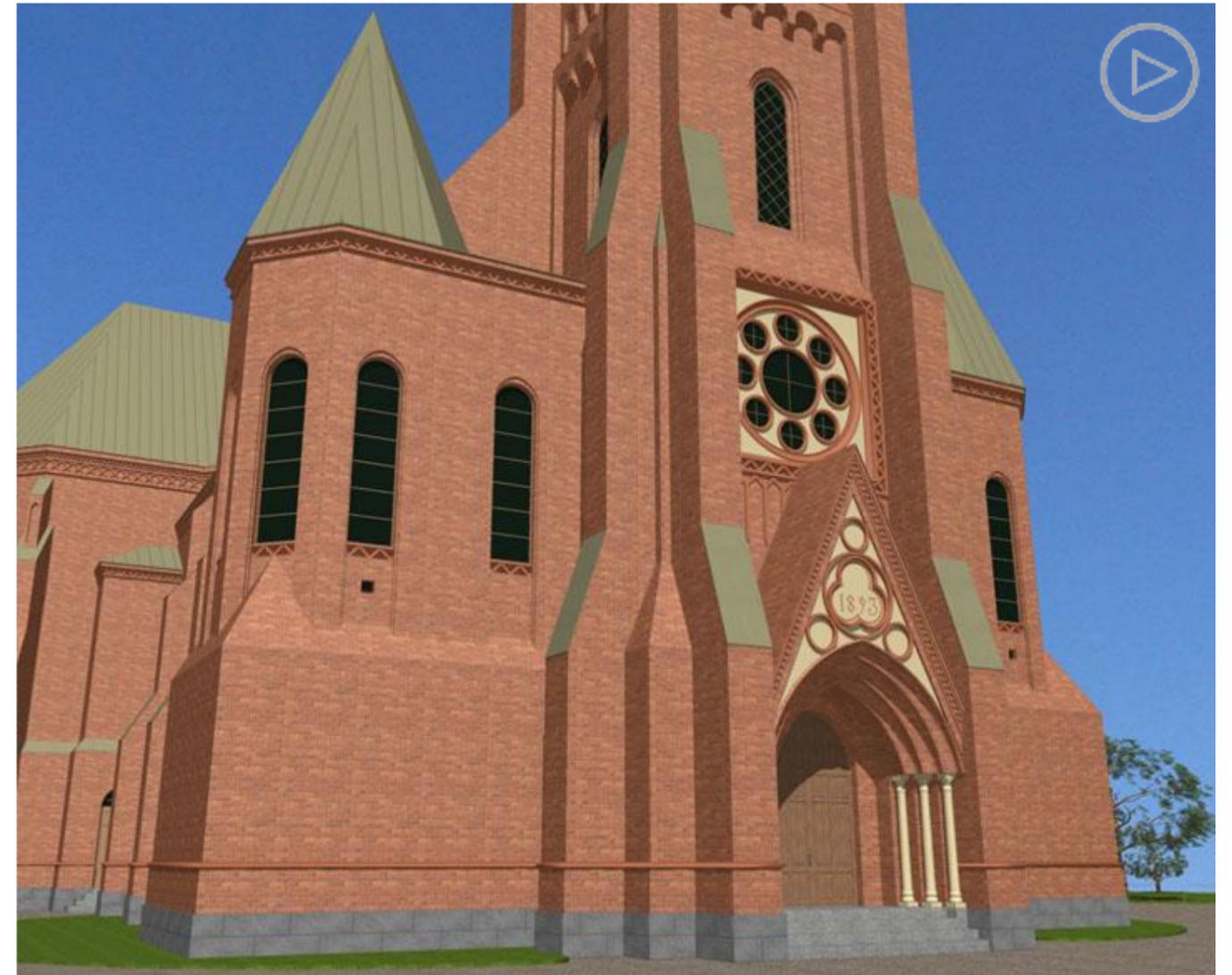
THE EVANGELICAL LUTHERAN TUOMIOKIRKKO CHURCH OF VIIPURI

The Evangelical Lutheran Tuomiokirkko Church of Viipuri

As late as the end of the 1870s the inhabitants of the town and the Rural Commune belonged to the same congregation. They shared the Church of the Parish Congregation in Keisarinkatu Street ('Emperor Street', which was called Luostarinkatu, 'Monastery Street', after 1929). This church, however, was considered too small for the needs of the 9,000 parishioners. At the Church Conference held in November 1880 a decision was made to establish a separate church community to cater for the townspeople in the congregation; the decision was confirmed in 1881.

The newly established congregation decided to announce an architectural competition for its future church in 1881. The top prize winning entry of the nine proposals was that of Eduard Dippel, an architect from Viipuri. Dippel was appointed to design a new red-brick church on the site on the four plots reserved in Torkkelinpuisto Park.

The construction work began in May 1889, with the brothers Jaakko and Antti Wiklund as the contractors of the project. The construction work was supervised by the designer of the church, architect Dippel.



261

The impressive new church in Gothic style was inaugurated on 3rd December 1893. The 70 metre (229.6 ft) high belfry had three bells, the low sound of which could be heard far into the distance. The Tuomiokirkko Church got new copper sheet roofing, and the partially crumbled tiles on the south-western wall were replaced. The original bricks had been imported from Germany, but they could not stand the abrupt changes of temperature.



262

People also started calling the church by the name 'Agricola Church', after the statue of Mikael Agricola by Emil Wikström, an artist, was erected in front of the main entrance by Katariinankatu Street (Linnankatu after 1929) on 21st June 1908.



263

The church hall of the Tuomiokirkko Church. There was space for 1,800 churchgoers in the church hall, in which a 45-stop organ was installed in 1895.



264

The bishopric returned to Viipuri in 1925 and the church was named 'Tuomiokirkko', which is the name of the main church in a Finnish town. During 1929-1931 the church underwent major renovations, and a new 72-stop organ from Czechoslovakia was installed there.



265

A bird's eye view of Block 12 in the Linnoitus District, as seen from the corner of Linnankatu and Tuomiokirkonkatu Streets in 1939. The building in the front is the Main Post Office of Viipuri, on the left is the State Office Block and in the background are the two buildings of the Central Primary School.



266

Johan J. Ahrenberg, an architect, was appointed to design the new post office at the corner of Katariinankatu and Possenkatu Streets (Linnankatu and Tuomiokirkonkatu after 1929) in 1912. The construction work began immediately, and the building was completed in 1914.

The main entrance to the post office was from Tuomiokirkonkatu Street, opposite the Tuomiokirkko Church. The harmonious post office building represents Ahrenberg's finest work. The building contained the General Post Office and the Telegraph Office plus the Main Post Office of Viipuri. The Viipuri Branch of Public Roads and Waterways was in the Linnankatu Street side of the building.



267

The pioneer of architectural pedagogy in Finland, Frans Anatolius Sjöström, an architect, was appointed to design a new school at the corner site of Koulukatu and Tuomiokirkonkatu Streets.

The construction work began on 15th March 1884; the construction site manager was Johan J. Ahrenberg and the supervisor of the construction work was the engineer Basius. The great new primary school, which was inaugurated on 23rd January 1886, was one of the most imposing buildings in Viipuri at the time. There were 16 classrooms, two staff rooms, a spacious assembly hall and a bathroom in the building. The entrance hall had been designed to hold all the pupils in the well-lit hall on a rainy day.

Many concerts were held in the large assembly hall in the Tuomiokirkonkatu wing of the Central Primary School. The concert arranged by Viipurin Musiikin Ystävät (the 'Viipuri Friends of Music') in the School Assembly Hall on 28th April 1923 was visited by the Finnish musical maestro, the composer Jean Sibelius.

(29)

Vanha tuttu kahvila Karjalankadulla josta monesti olimme yhdessä. Muistatko?

The familiar old café in Karjalankatu Street, which we often visited together. Do you remember?



268
A two storey residential building in Rococo style designed by Fredrik A. Odenwall, an architect, was built in Torkkelinkatu Street, adjacent to site 15, in 1883. The construction of the residential building was ordered by the Honorary Commercial Counsellor Sergejeff.



269
Uno Ullberg, an architect, designed the renovation of the office building in Torkkelinkatu, where a branch of the shop Oy Starckjohann Ab was established in 1931.
Other office buildings included enterprises like Valokuvatarpeisto Helios Oy, a photographic materials shop, and the Shop Number 13 of the Karjakeskuskuunta r.l. Butcher's Shop.



270
Paavo Uotila, an architect, designed a five storey residential building at the back of the site in 1907. This building underwent major renovations in 1928, when the printing machines of Karjalan Kirjapaino Oy, a printing house, were installed there.
Uno Ullberg, an architect, was appointed in 1927 to design a new office building for the printing house Karjalan Kirjapaino Oy. The construction work began in spring 1928, and the building was completed in the autumn of 1929.



The building accommodated the editorial staff and the office of the Karjala newspaper, an electrical and engineering office, a photographic shop, The Viipuri Chamber of Commerce, the insurance company Pohjola, the cafeteria of Colombian kahvi Oy, a coffee shop and several minor enterprises.

The three top floors were occupied by the Knut Posse Hotel, which was the most modern hotel in Viipuri at the time. The hotel had 64 beds and a large top floor restaurant to offer its guests.



(30)

Muistatteko kun monesti kuunte-
imme musiikkia Torkkelipuisto-
ssa?

Do you remember how we often went to listen to music in Torkkelipuisto Park?



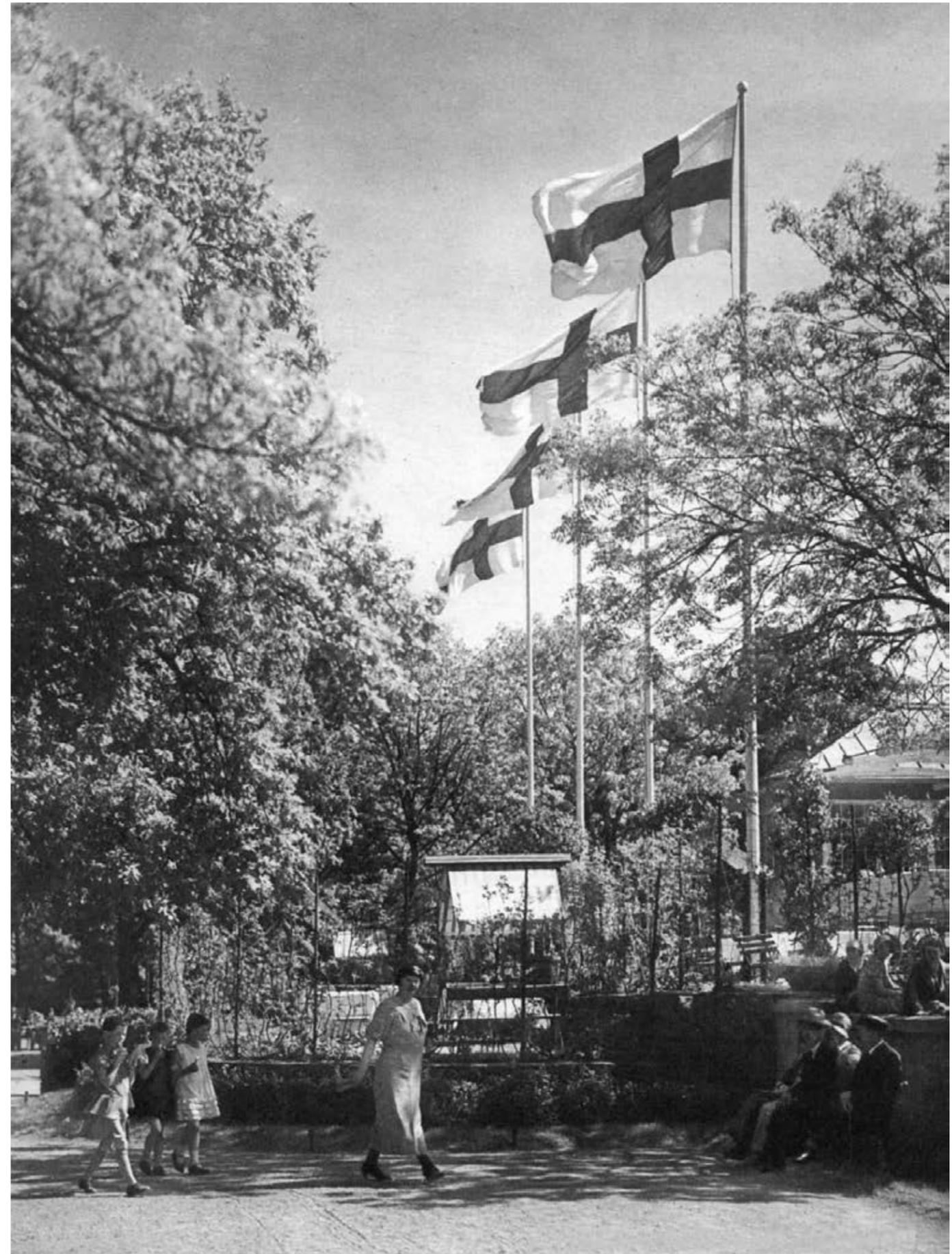
273

'Metsänpoika', 'the Forest Boy', a sculpture by Yrjö Liipola was erected in Torkkelipuisto Park near the Espilä Restaurant in 1932.



274

Opposite the Espilä Restaurant on the left was a bandstand, on which the Military Band of Viipuri (among others) played twice a week. The picture was taken in 1939.



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276

THE ESPILÄ RESTAURANT

The Espilä Restaurant

The Hotel and Restaurant Belvédère was built at the corner of Torkkelinkatu and Karjalankatu Streets, at the side of the park, immediately after the town wall had been pulled down in the 1860s. The architect of the building is unknown, but the Belvédère was inaugurated on 2nd October 1868. The building burnt down on 9th August 1887, and the site remained empty for some years.

A new Belvédère was built at the corner of Salakkalahdenkatu and Karjalankatu Streets. At the beginning of 1890 Johan Blomkvist, an architect, designed a new restaurant to replace the destroyed Belvédère. The newly completed restaurant was called 'Esplanad', and it opened for business in November 1890. The heated rooms of the restaurant contained seating for about 100 customers, and the two open-top wings offered seating for 40 more.

It was soon discovered that the building had very poor insulation, which made the restaurant extremely cold during the winter. A renovation designed by Mr Blomkvist was completed in 1897, and another immediately after the turn of the century. A separate building housing the staff facilities and the restaurant storerooms was built behind the Esplanad in 1909.

The restaurant soon became famous throughout Finland, and its name was changed to 'Espilä'. There was a minor fire in the Espilä Restaurant in 1933, which damaged the kitchen very badly. Uno Ullberg, the Town Architect, made new renovation plans for the building in November 1934, according to which the whole inside was modernized and new refrigeration equipment was installed in the kitchen. A better than ever Espilä was reopened to the public in the spring of 1935. Now 150 to 160 customers could be welcomed to the heated rooms, and the glassed-in wings could offer seating for 110 in summertime. The restaurant specialized in Danish smörgåsbord and game dishes.



277

Johan Blomkvist, an architect, designed a new bandstand in the immediate vicinity of the restaurant, opposite the main entrance. This bandstand, which was completed in 1899, was destroyed during the War of Independence in 1918.

Uno Ullberg, the Town Architect, designed in 1933 a new bandstand, on which the military band and other orchestras in Viipuri played music three times a week in summer. The bandstand was acoustically successful; the customers in the Espilä were able to hear the music, which resonated widely around the centre of the town.

(31)

*Lyllä oli hieno suikkurikaivo. Sunä
kolme sammakkoa suikkuti vettä.*

What a fantastic fountain! Three frogs were spraying water on it.



278

The playground near the Espilä.



279



280

Two year old Martti from Viipuri is closely watching the dropping water...

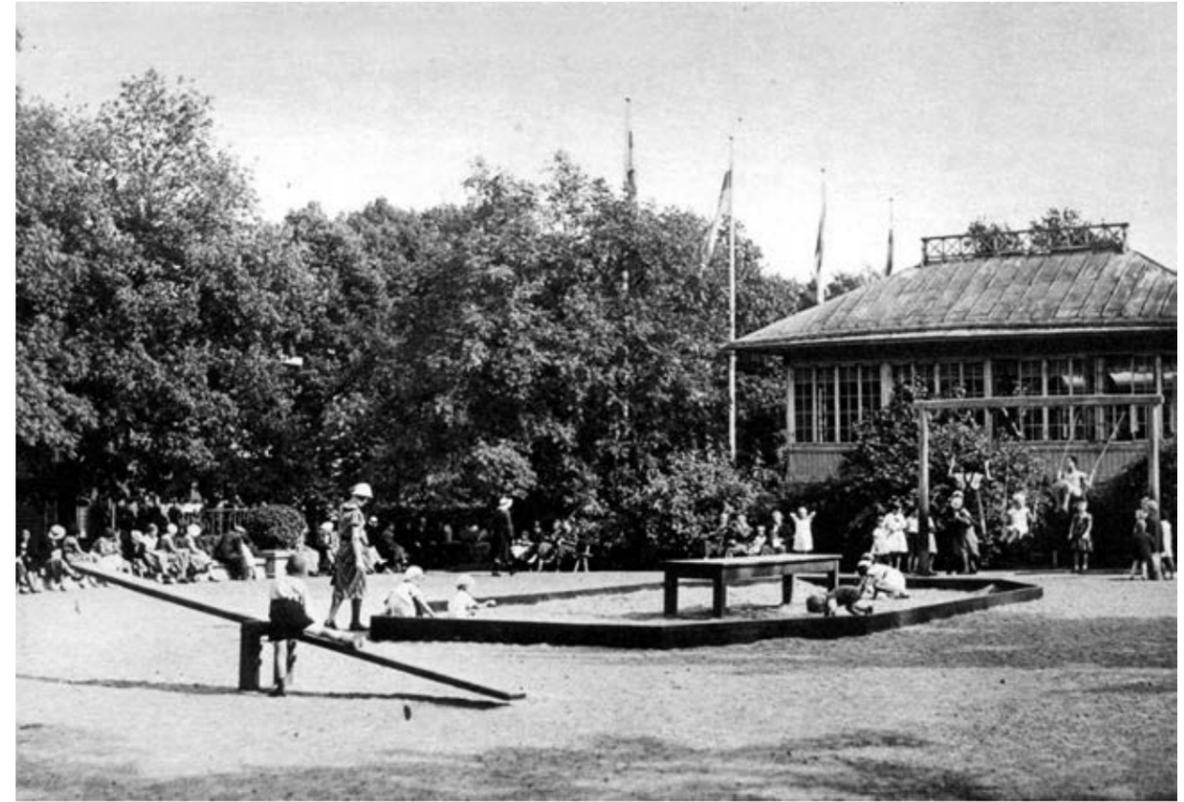


281

...but Eeva and Alli dare taste the water.



282
The Frogs on the Children's New Fountain by Martta Martikainen-Ypyä and Ragnar Ypyä.



284
The swings, the sandpit and the seesaw were frequently used by the small visitors to the playground.

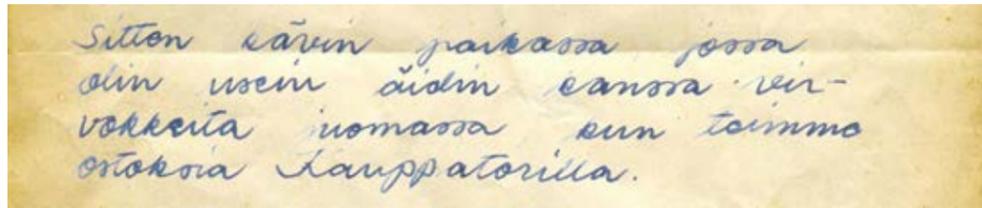


283
The playground near the Espilä.



285
Imatran neito, 'The Imatra Maid', by Georg Winter.

(32)



Then I went to a place where I used to go with my mother to have refreshments after shopping in Kauppatori Market Place.



286

A moment at Kauppatori Market Place. The historical Linnoitus District is in the background.

THE KAUPPATORI MARKET PLACE

The Kauppatori Market Place

When the demolition of the town wall began a little ahead of schedule in 1860, the work was started in the vicinity of the Round Tower. The mineral aggregate of the wall was used to fill in the relatively shallow moats near the Tower, and the future market square was levelled. The further the demolition progressed after 1861, the wider the square became.

In the photograph from 1865 the future market square was about half the area we see today. The marshy area was filled in up to Torkkelinkatu.

The presumption is that the market square reached its present size by 1880, and was gradually cobbled over. In the photograph from 1892 the whole square has been cobbled, and by the very end of the century the 30 x 30 centimetre (one ft x one ft) stones with the numbers of the market vendors' stalls on them appeared at the market place.

On the south-eastern side of Kauppatori Market Place ran Torikatu Street, on the south-western side behind the Round Tower ran Karjaportinkatu Street and on the north-western side Mustainveljestenkatu Street.

After 1912 tramlines were laid along Torikatu Street, and a tramline ran across the market place from Torkkelinkatu Street to Pohjoisvalli Street. The square now reached Salakkalahti Bay, but the market place occupied a smaller area. In front of the Bank of Finland at the north-eastern corner of the square was the suburban bus traffic terminal. The trams, but also the cars drove westwards from Torkkelinkatu Street across the market place and past the Market Hall.

The Market Hall was built at the edge of the market place in 1906. The Market Hall with its nearly 100 stalls was the largest in the Nordic Countries at the time. There was also a large cafeteria-canteen in the Market Hall. 'Toripässi', 'the Market Ram', adjacent to the Round Tower was an extremely popular place for a cup of coffee among the market place vendors and customers. There were several restaurants near the market place.

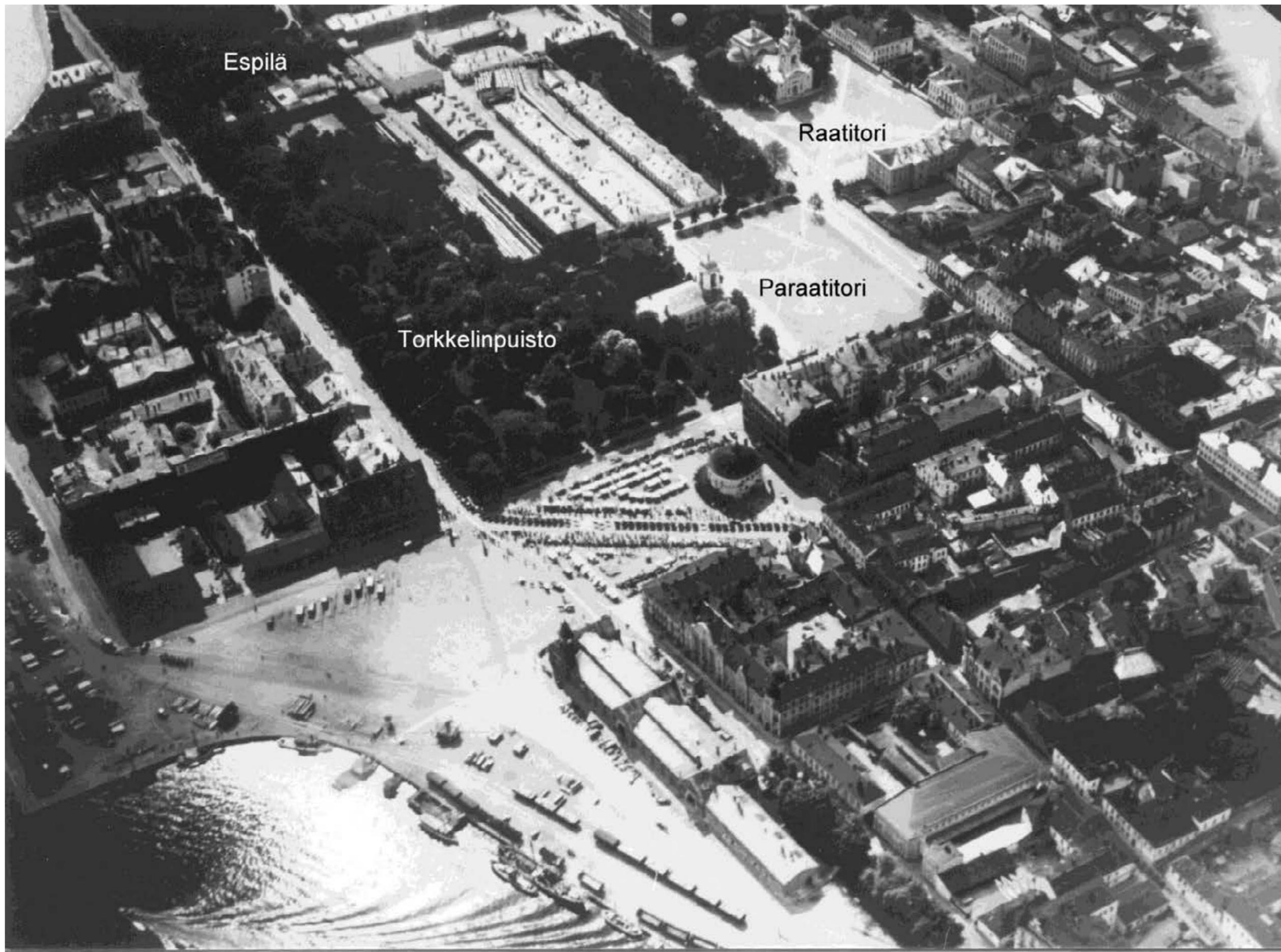
Food stuffs including meat were sold at the market place. It goes without saying that the meat had to be quality controlled, and the traders from the countryside had to have their products controlled by the authorities. The vegetables and fruit from nearby areas sold well at the market place, despite the fact that the Market Hall was situated very close to it. One of the largest traders, who was famous for the quality of their products, came from Hapensaari and another from the Häyry Manor.

The market square was divided by a so called 'street', and the traders who had come to town with a horse occupied both sides of it. The horses were placed with their backs to the street and their muzzles to the carts by their owners, the market traders, who offered rural delicacies to customers. The reason was simple: if the horse 'farted' or emptied its bowels, this happened far from the cart. The traders of foodstuffs normally kept their horses between the shafts.

The market traders came without exception from the Rural Commune of Viipuri. Often, however, people from Vahviala, Antrea and Kivennapa came to Viipuri to sell their products, which were mostly different types of fruit and vegetables, and products from the forest. The fish market in autumn took place on the shore of Salakkalahti Bay and also at Kauppatori Market Place.

Utensils were also for sale at Kauppatori Market Place, among them wooden tubs and barrels and all kinds of small utility articles needed by a household.

No specific spring or autumn fair was held at the Kauppatori Market Place. The only place to experience the excitement of a fair in the town was the Punaisenlähteentori Market Place.





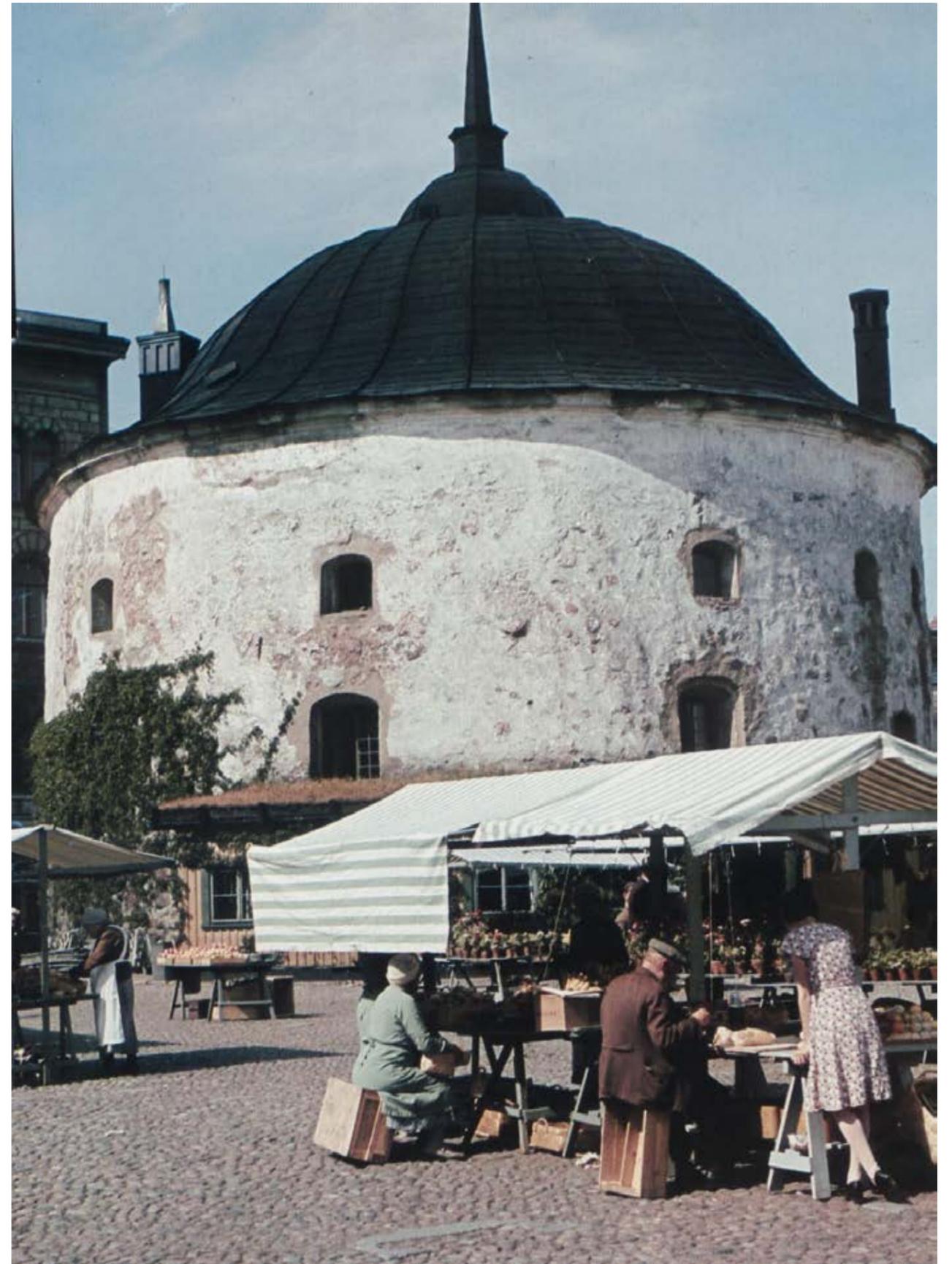
288

A moment at Kauppatori Market Place.



289

Market vendors at Kauppatori Market Place.



290

The Round Tower photographed from the cobblestones of Kauppatori Market Place in 1939.



291

The cafeteria in a wooden house by the side of the Round Tower was called 'Toripässi', and it was at the disposal of both the visitors and traders of the market place. The Toripässi offered seating for 50 to 60 clients.



292

Inside the Toripässi, the cafeteria of the Round Tower. It was a popular place to enjoy refreshments.

THE PYÖREÄ TORNI, THE ROUND TOWER

The Pyöreä Tornin, The Round Tower

Gustav Vasa, the King of Sweden, ordered in 1542, that every peasant would be taxed a *runstyck* (a sum of money) for the fortification of Wiipuri town. It is well known that the town of Wiipuri was strongly fortified as early as the 15th century, in fact it was regarded the most secure fortress in all of the Nordic Countries.

The imposing town wall of Eric Axelsson with dozens of towers and gates surrounded the town built on a cape. Outside the wall, on a small island, stood Wiipuri Castle with its high towers, of which the most impressive one was the majestic Pyhän Olavin torni, St Olav's Tower of Torkkeli Knuutinpoika.

On the eastern side of the town wall, protected by towers, were the two main entrances: the Karjaportti and Munkkiportti Gates, which led to the Karelian Isthmus and the southbound roads. Munkkiportti ('the Monks' Gate') was near the Dominican Monastery, which we know as the Church of the Parish Congregation.

The implementation of Gustav Vasa's order led to the renovation of the older parts in the town wall and the protection of the main gates. Two strong round gun turrets incorporating the finest Italian fortification designs of the time were to be built in front of the main gates. Only one of them was actually built; it was the Round Tower in front of the Karjaportti Gate, and it was built smaller than originally planned.

The construction of the fortification called the Round Tower began in 1547, on the third Sunday after Trinity. Hans von Bergen, a 'master builder', led the project, and it took about 2,200 man-days a year to build the tower. The walls of the Tower were almost four metres (13.1 ft) thick at the bottom, and two metres (6.5 ft) thick on the third floor. On the side of the Karjaportti Gate the thickness of the walls was only a little more than a metre (3.2 ft).

The Tower was completed on 13th August 1550. A stone plaque was inlaid above the entrance with the engraving '1542' as a reminder of the year when Gustav Vasa published his decree. The archway between the two fortified walls joined the Karjaportti Gate and the Round Tower. To the left from the archway was the gate to a drawbridge, which led over the moat to the Karelian Isthmus, to the east of the town. Another gate was built in the fortified wall on the right at the end of the 16th century. It was meant to be the entrance to Sarvilinnoitus, 'the Horn Fortress', which was to be built later. Fortified with guns in the tower loopholes the town was strongly defended, and there was no need to fear a hostile attack from the east.

The Tower met an ordeal by fire as early as 1556 during the war between Sweden and Russia. The King visited Wiipuri, and it is said that one of the first shots fired from the Round Tower killed a commander of the Russian artillery.

The fortress of Sarvilinnoitus was built at the time of King Eric XIV of Sweden and John III of Sweden, between 1563 and 1617, when the area of the town inside the wall almost doubled. The new fortified zone joined the Round Tower and the Munkkiportti Gate. Two magnificent strongholds in the fortress were the Bastions of Äyräpää and Pantsarlahti. The Round Tower lost its role as the outermost fortification of the town. The Pantsarlahti Bastion still exists, reminding us of the greatest construction project in the history of the town of Wiipuri.

The great fires inside the town walls in 1628 and 1653 obviously did not leave the Round Tower unscathed. Guns were stored in the Tower at the beginning of the 17th century, and at the end of the century the Tower served for periods as a prison. Since then and possibly from the end of the 17th century, into the 1920s, the popular name of the Tower was 'Pässinlinna', 'the Ram Castle'. The name derived from the bad habit of the inhabitants, who, ignoring the warnings, let their sheep and goats graze among the partly dilapidated and collapsed walls. The guardsmen 'arrested' the animals and locked them in the Round Tower.

Sources do not mention anything special about the Round Tower from the 18th century onwards, but it was probably badly damaged in the bombardments during the war of 1710.

One of the many nicknames of the Tower still in use can be mentioned here, namely 'Paksu Katariina', 'the Stout Catherine'. It sounds very probable that the Round Tower was thoroughly renovated and probably completed to its present structure during the reign of Empress Catherine II of Russia, when the town underwent continuous construction work. The fire of 1817 destroyed the buildings near the tower and most certainly did not leave the Round Tower unscathed. A drawing from 1819 shows that

the Tower got new joists and a new roof during the previous year. Thus the present structure of the roof is from 1818.

In accordance with an order from on high in 1860 the Tower was conveyed to the authorities of the town of Wiipuri in the hope that the town would have the Round Tower demolished for nothing. From 1861 onwards the town pulled down the walls to make way to new streets, squares, parks and sites as quickly as possible. Only the Fortress of St Anna or the Siikaniemi Fortresses were not to be destroyed. The old, completely collapsed and dilapidated strongholds were pulled down, and the stone was used to enlarge the harbour area and to fill in part of Salakkalahti Bay. All the old walls and strongholds except the Pantsarlahti Bastion were pulled down.

The Round Tower was left to stand by the side of the new market place. The most probable reason for this was that the Tower was not immediately conveyed to the authorities of Wiipuri. A plan by the engineers of the Russian administration from 1876 shows that the Russian defence battalion used the Round Tower as their armoury, which they called 'The Tower of Peter'.

The town authorities had let the Tower to the firm of D. Markeloff & Co as their shop and storehouse from the 1880s until the turn of the century. Two large windows were made on the north-eastern Karjaportinkatu Street side of the Tower during this time. Coffee stalls and shops known to everybody in Viipuri had been built some years earlier, but they were pulled down at the beginning of the 20th century. From the beginning of the 1910s the Tower was used to store the Wiipuri town's gardening tools.

The Tower became the topic of conversation in a wide range of circles from the beginning of the 1890s, and some members of the Town Council were ready to have the Tower pulled down. In particular the PYP Bank urged the demolition of the Tower, because in their opinion it spoilt the magnificent facade of the new bank building.

But to the joy of future generations the Tower was never pulled down. Uno Ullberg, an architect, had been for years explicating different solutions of how to utilize the Tower. He talked often about his ideas at the meetings of the Technological Club of Wiipuri, which had been established in 1895. The Club members were looking for a permanent meeting place for themselves. They applied to the Wiipuri Town Council and the Archaeological Committee for permission to rent the Tower and renovate it for its new purpose so that the old exterior would remain intact in its entirety. After permission had been granted the Tower was photographed and surveyed most thoroughly, and drawings recording its exact dimensions were completed in 1920. Uno Ullberg, the architect, was aided by August Carlsson, a building technician, and Rurik Lindqvist, an artist, in undertaking the measurements.

After an excursion to Sweden in 1921 the renovation planning of the Round Tower got fully underway, and the final design was completed at the beginning of 1922. The design kept altering all the time, but the final version was drawn up in April 1923 and accepted in May. The closest colleagues of Uno Ullberg were the architects Jalmari Lankinen and Erkki Väänänen, the construction managers August and Hugo Carlsson, and the artists Toivo Vikstedt and Bruno Tuukkanen.

The Wiipuri Technological Club had established a cooperative company to carry out the project. The Club rented the Round Tower for 30 years and started the reconstruction work in April 1922. All the rooms in the Round Tower, the large Waasa Hall, the Renaissance Cabinet, the Conference Room of the Technological Club called the Hopeasali ('the Silver Hall'), the Club Library and the Toripässi Cafeteria were completed in time for the opening ceremony on 18th November 1923.

The kitchen on the first floor had access to the Toripässi cafeteria, which had been built by the side of the Round Tower. The Toripässi had seating for 45, and its walls had been decorated by Bruno Tuukkanen, an artist, with amusing motifs from Viipuri. The Toripässi was a very popular place among the market vendors and their customers.

A facsimile of the map of Wiipuri from the year 1642 by Anders Streg had been painted on the wall in the main entrance hall of the Round Tower. The placements of the bastions, towers and other gates were marked on the painting.

The ceiling was painted by Bruno Tuukkanen, and the motifs had been borrowed mostly from a poem by Professor Wexonius-Gyldenstolpe from Turku: "Wiburgo nullum Mars Mercuriusque probatum Ad sua sacra magis duceret esse lucum", which translates "neither Mars nor Mercury could think of any other place than Wiipuri to be their proper sanctuary".

The second floor contained the restrooms and other facilities for the kitchen and other staff, a cloakroom and customer toilets. The walls in the customer cabinet called *Renessanssikabinetti* ('the Renaissance Cabinet') had been decorated with panels of smoked antique pine. Family arms and seals of well-known nobility and other prominent persons were painted in the centre of the panels. The ceiling had also been panelled with antique pine with decorations painted on it. There was seating for 14 people around the magnificent table in the room. The cabinet was used for minor meetings.

Another large room was Hopeasali ('the Silver Hall') or the Conference Room of the Wiipuri Technological Club. The walls had been panelled with antique pine with modest decorations. The chairman's chair was on a podium in a small alcove opposite the windows. An embroidery was hung above the chair, and the front part of the chairman's table was veiled with another embroidery. The sconces and the ceiling lights were silver plated. There was space for 40 people in the hall. The members of the Technological Club very often had their lunch in their Conference Room, and frequently invited their guests to dine there.

The Library of the Technological Club near the Conference Room contained a stained black panelled cupboard in Renaissance style for the books. The room also included a whitewashed window bay and a small fireplace with a bench upholstered with cushions.

According to legend the club members spent a lot of time in the Library during the prohibition, because they could enjoy 'spiked tea' there. 'An Estonian spirits keg' could be hidden in secret safes that had been made in the furniture. On many occasions the members left the Library with their eyes red - a natural consequence of a long night

spent reading! The ending of the prohibition on 9th February 1932 did not stop the old habit, which had become a tradition by then. A cocktail of tea and one's own favourite liquor was always preferable to a legal drink at a bar.

There was seating for 150 people around the table in the large and magnificent Waasa Hall on the third floor. The frescoes on the whitewashed walls represented events from the earliest history of Wiipuri. The ceiling was panelled in the style of the Renaissance from the time of the Waasa, and the coats of arms of ancient partner towns decorated the centre of the ceiling.



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The Conference Room of the Wiipuri Technological Club in the Round Tower.

The ceiling lights and the torch shaped wall lamps had been made by Paavo Tynell, an artist. Between the columns in the centre of the hall was a miniature ship, which symbolized the gallant old ship *Vapn von Wiborg*. At the end of the two pilasters in the waiters' room were barrels as symbols of the old local beer called 'Wiburger Mumme', which was brewed by monks. A large copper pot in a window bay was called 'the Hell Pot', which referred to the famous 'Bang of Wiipuri' in 1495. An exhibition in another window bay showed articles found in connection with the renovation of the Round Tower. The guest book was also kept in a window bay, which was separated from the rest of the hall by an imposing wrought-iron gate. The most prominent visitors to the Round Tower, kings, presidents and diplomats, were invited to sign their names in the book. The costumes of the staff were made in the style of the Middle Ages, which added to the historical atmosphere of the Waasa Hall.

Ambassadors and other employees from the consulates in Moscow and Leningrad frequently dined together in this famous and extraordinary restaurant.

The restaurants in Viipuri – especially those in the Round Tower – offered 'sharp tea' to old acquaintances during the prohibition. This was a well known fact, and police officers accepted the serving of it, as long as it was kept in moderation. One had to be careful, because the police station was less than 100 metres (328 ft) away!

However, mistakes were sometimes made during the prohibition. A customer arrived once from Helsinki, but the waiter took him for another, a well-known and trusted customer from Viipuri. A glass of sharp tea was brought to the table, but after a couple of sips the customer created a terrible scene at the restaurant. He claimed that he had been served liquor and threatened to report the matter to the police. While the man went to look for a policeman, the waiter changed the liquid in the tea glass for standard tea. After a while the customer and a policeman returned to the Round Tower. The policeman smelled and tasted the drink in the glass and declared it to be standard tea. The customer fiercely insisted that it was not, which made the policeman smell the furious man's breath. 'Listen, you have had alcoholic beverages. I'm afraid we'll have to go to the police station and complete an incident form, and you'll have to tell me where you obtained the liquor.'

After the prohibition was abolished these minor infractions became non-existent.





295

Life at the Kauppatori Market Place; the Market Hall is in the background.



296

THE VIIPURI MARKET HALL

The Viipuri Market Hall

The enlargement of the Viipuri Market Hall was designed by Karl Adam Nils Gabriel Hård af Segerstad in 1904. When completed, it was the largest market hall in Finland. The building with its belfry represented pure Art Nouveau. Over 80 shops operated in the Market Hall, and in the 1930s they all became equipped with refrigerators.



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More than 80 individual shops operated in the Market Hall, each equipped with early refrigeration devices by the 1930s. Shopkeepers in the hall were famous and represented several nationalities. Among them were E. Kaarni, S. P. Morosoff, A. Kukkurainen, Amalia Sandvik, M. Pekoff, Väinö Törni, S. Beresin, A. Kupsus, K. A. Paula, P. Hämäläinen and Vilho Ilmola. The second floor was occupied by a cafeteria with seating for 60 customers.



298

The old and the new sections of the Market Hall were smoothly joined together, as can be seen from the facade facing the Northern Harbour.



299
The boys are fishing in the Northern Harbour. The ship 'Hiekka' is leaving the dock. At the back on the left is the Market Hall and in the centre Viipuri Castle.



300

(33)

Sitten kävelin vielä Pohjois-
taman rantaa Linnansillalle
ja Kostiaisille. Voit, Tyyne us-
koa, että tämä päivä on el-
int täynnä muistoja. Toivottavas-
ti ne välittyvät sinne Tampereel-
le näin siiveeni välityksellä!
No, taitaapa se Tamperekin olla
saimis saarunki niiden kahden
suuren järven välisellä kan-
naksella?

Then I walked to the Northern Harbour and Castle Bridge, and finally came back to the Kostiainen family. I assure you, Tyyne, that the day was full of memories. I hope I can describe them to you in this letter! I am sure that Tampere is also a beautiful town between those two big lakes.



301

The Round Tower as seen from Karjaportinkatu Street in 1939. The entrance is surrounded by foliage.



302

The corner of Mustainveljestenkatu and Karjaportinkatu Streets as seen from the Round Tower's frontage.



303

The building at the corner of Karjaportinkatu and Mustainveljestenkatu Streets was designed by Johan Stråhlman, an architect, and built in 1797. The building served as the Naval School and was later renovated as a police station. The building on the Mustainveljestenkatu side of the same site was designed by the architect Fr. Odenwall in 1867. (The Wiipuri Police Station operated in the building until 1944.) An extension of the police station, designed by the architect Uno Ullberg, was built on the courtyard side of the same site in the 1930s.



304

Karjaportinkatu Street as seen from the corner of Vesiportinkatu Street.



305

A two storey stone building at the corner of Karjaportinkatu and Harmaidenveljestenkatu Streets appears on the map from 1768, but it was probably built in the 1650s. C. Leszig, an architect, made the architectural plans for the building in 1838. The last renovation took place in 1930, when the Karjaportti Restaurant designed by Uno Ullberg, an architect, was built on the ground floor of the building. There was seating for 56 in the restaurant.



306

10, Karjaportinkatu Street is shown on a map from the 1780s. The building was owned by Johann Philip Jaenisch, a lieutenant, at the end of the 18th century. The building was extended in Harmaideveljestenkatu Street to the plans of Juhani Vikstedt (Viiste), an architect, in 1928. The underground remnants of a Franciscan monastery were discovered in the courtyard of the building at the time, and they were measured and recorded in photographs and drawings. The monastery had been established at the turn of the 14th and 15th centuries. The monastery operated until 1526, when the monks were expelled from Viipuri. The monastery building was ruined in the fire of 1628, but it was not demolished until as late as the beginning of the 18th century.



307

Piispankatu Street in 1939. The oldest sections of the building, which can be partially seen on the left, are from the Middle Ages. The present exterior is from the time of Antoni Borchardt, 1653. The 'Borchardt Cellar', the oldest public house in Finland, operated in this building. Behind the person in the centre of the picture is the Gröel Building, the oldest sections of which are from the Middle Ages.



308

The residential and office building of Hackman & Co at the corner of Piispankatu and Pohjoisvalli Streets. The building was designed by the architects' firm Gyldén & Ullberg in 1909.

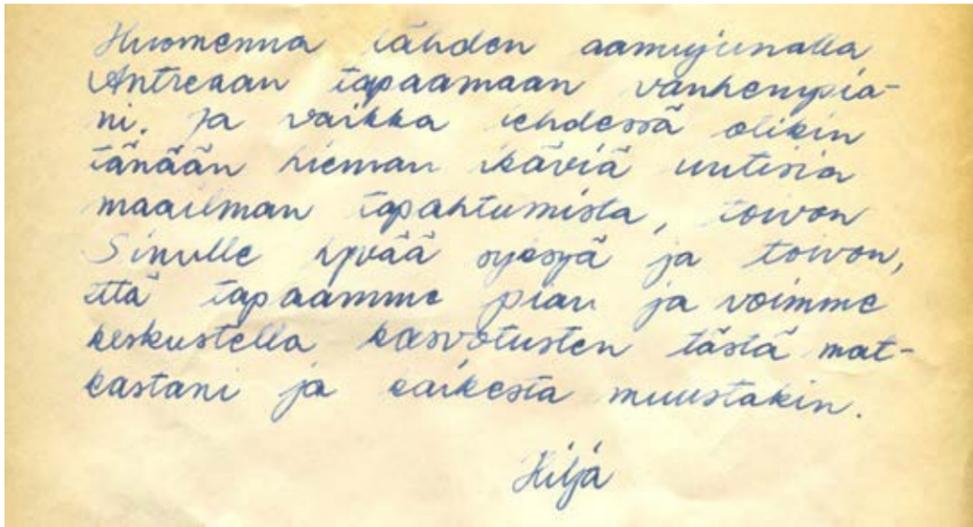


309



310

The Northern Harbour in 1939. Viipuri Castle is in the background.

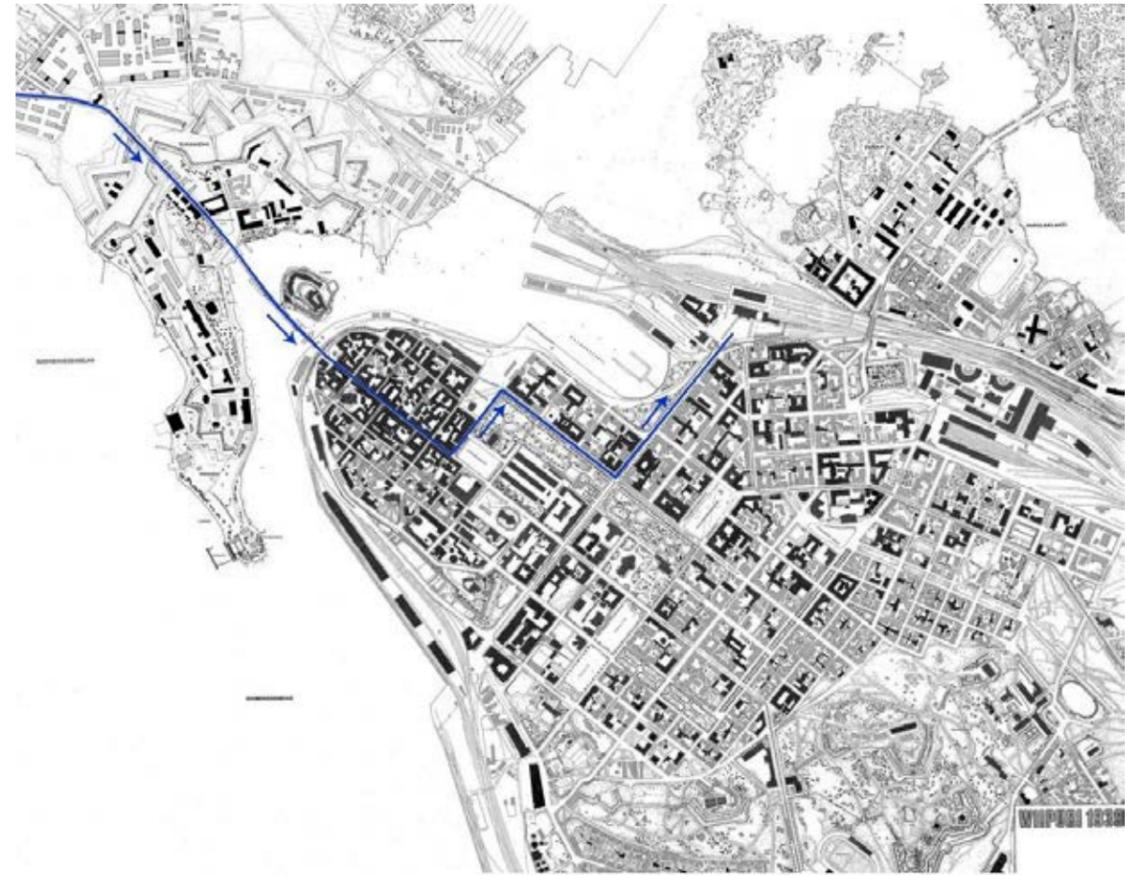


I will take the morning train to Antrea tomorrow and visit my parents there. Although the news from the world was a bit depressing in today's paper I wish you a happy autumn and hope that we will meet soon and be able to discuss my journey and everything else face to face.

Hilja

THE LETTER IN THE LETTER BOX

Early in the morning Hilja says goodbye to the Kostiainen family and leaves by tram 3 along the familiar route for Torkkeli Knuutinpojan tori Square, where she takes another tram to the railway station via Karjalankatu Street.



The route Hilja took from Neitsytneimi to the railway station on September 3rd 1939.



311

A tram by the Starckjohann shop in Karjalankatu Street.



312

The Viipuri Railway Station in 1939. The yellow letter box is on the right side of the oak doors. Hilja's letter was collected from the box and forwarded to her friend Tyyne in Tampere, and to us in the 21st century.



313

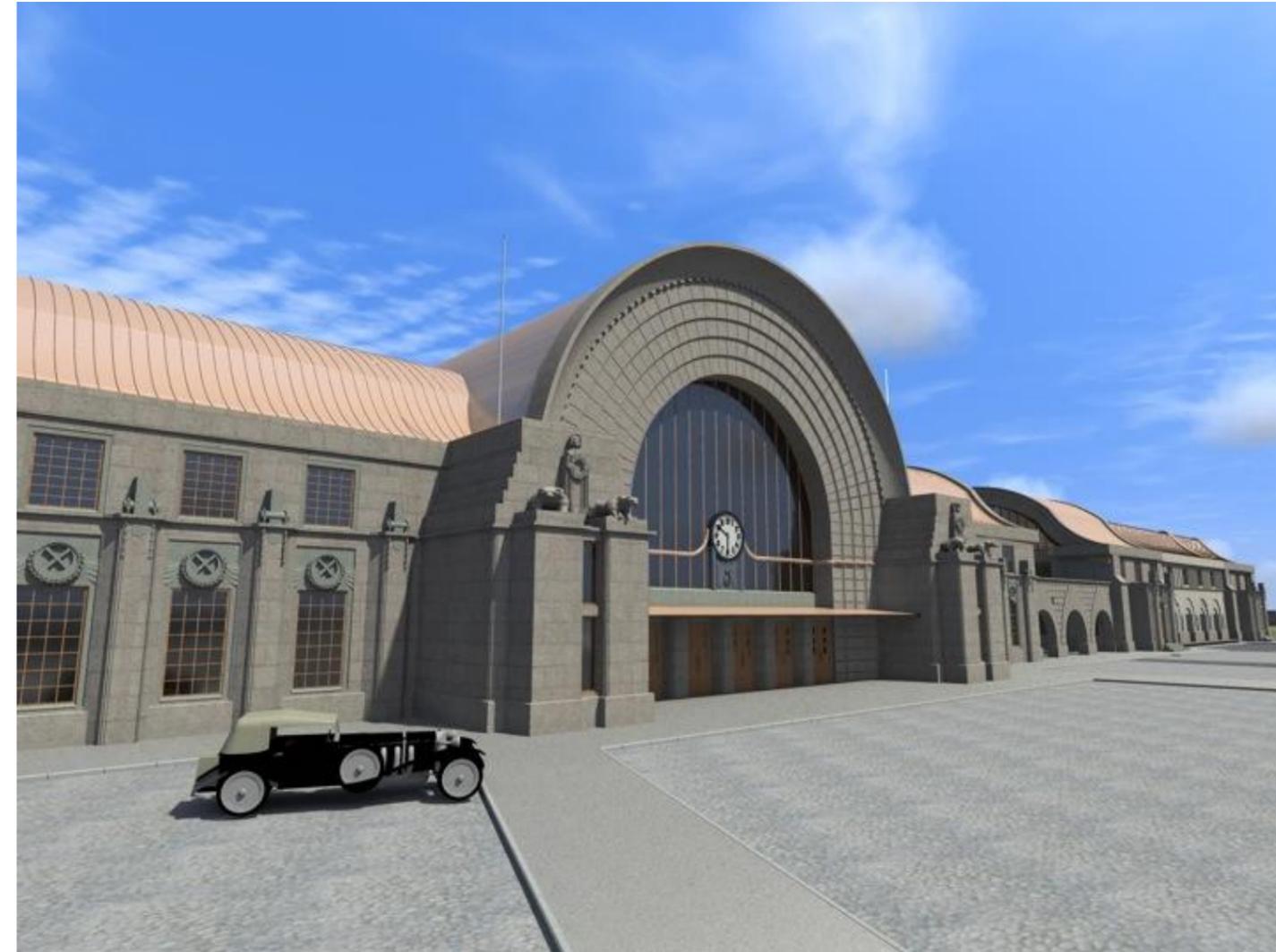


314

The second class restaurant and the passenger hall of the railway station.



315



316

Five railway tracks ran to different directions from Viipuri; north from Viipuri via Elisenvaara to Antrea and Sortavala, and further up to Joensuu. In the east was Valkjärvi, in the south-east via Terijoki were Säiniö, Kanneljärvi and Rajajoki; in the south were Uuras and Koivisto, and in the west via Tienhaara were Kouvola and Lappeenranta. The passenger traffic in Viipuri was the second most frequent in Finland, and the goods traffic in the Viipuri railway yard was the busiest in Finland.

Hilja's train left for the Hannila station in Antrea in the north on schedule at 10:55.

FINNISH VIIPURI IN SEPTEMBER 1939

Viipuri had 86,000 inhabitants in 1939; 4,500 of them spoke Russian, 2,600 Swedish and 1,000 German as their mother tongue. Viipuri was a very international place at the end of the 1930s.

Viipuri was the administrative centre of a large province and the cultural, educational and commercial centre of the whole of eastern Finland.

The town had 27 primary schools with more than 6,000 pupils, seven vocational schools with 1,500 students and 12 secondary schools with 3,500 students. The Swedish and Russian secondary schools are included in this number.

The musical life of the town was extremely rich with a conservatoire of its own. The Viipuri Conservatoire had 30 teachers and 355 students in 1938. Ten of the 30 different choirs used to give concerts; one of the best known Finnish choirs was Viipurin Lauluveikot, 'the Singing Brothers of Viipuri'.

As the largest garrison town in Finland, Viipuri was the pioneer and developer of military band music. The citizens had a large variety of musical offerings to choose from. The most prominent music teachers gave instruction in Viipuri, and there was active cultural exchange with the rest of Finland and other countries.

In May 1935 a remarkable singing festival was arranged by SULASOL (The Finnish Amateur Musicians' Association) to celebrate the 100th anniversary of the *Kalevala*, the national epic of Finland. Thousands of people gathered together in the Summer Theatre and Central Sports Field to listen to the music and celebrate the occasion.

Suomen Yleisradio Oy, the Finnish Broadcasting Corporation, often broadcast these musical occasions from the studio and radio station situated in Viipuri. The numerous church choirs in Viipuri responded to the spiritual needs of the townspeople. The seven churches in the town centre represented three different religions. Several chapels added to the diversity of the religious groups, not to speak of the ecclesiastical activities in the suburbs. Two of the Viipuri churches were from the 15th century.

The Theatre of Viipuri, established in 1832, was the oldest in our country. Its theatrical life was inspired by western, southern and eastern influences, which offered the theatre international ideas and new traditions. The auditorium was sold out time after time in the 1930s. Several actors from Viipuri have enriched the theatrical life over the years in the rest of Finland.

The whole of Finland regarded Viipuri as the 'Mecca' of art life with its ancient townscape that inspired artists in their creative work. The influence of the Art School and different art clubs on education was crucial. The Art Gallery of Viipuri was the most famous and respected in our country after the Ateneum in Helsinki.

One of the most famous authors was the young Lempi Jääskeläinen. She wrote, among other things, historical novels about the Weckrooth family.

The Historical Museum of the town was established at the end of the 19th century. Its collections expanded continuously, making the museum the second most appreciated in Finland.

The whole of Finland knew that the sports life in Viipuri was rich and intensive in the 1920s and 1930s. One of the most famous sports was bandy, which came to Finland via St Petersburg at the turn of the 20th century. Viipurin Sudet, 'The Viipuri Wolves', was one of the most celebrated bandy teams, and in the 1920s the team's players formed the body of the Finnish national bandy team. A team from Viipuri had won the Finnish bandy championship 16 times by 1939. At the end of the 1930s Sudet and another team Viipurin Palloseura, 'the Viipuri Ball Club', took turns as the Finnish bandy champions. Viipurin Ilves, 'The Viipuri Lynx', also played in the bandy championship series in the 1930s. The team called Viipurin Reipas became the first Finnish ice-hockey champions in 1928.

Competitors from Viipuri were among the best in athletics, gymnastics, boxing, wrestling, tennis and ball games in general.

A gold, silver or bronze medal was won by 25 athletes from Viipuri at the Olympic Games arranged between 1906 and 1936. A Finnish championship had been won 244 times by a competitor from Viipuri by 1939. Two athletes from Viipuri won a gold and three a bronze medal at the 1936 Olympic Games in Berlin – the Finnish team came third in gymnastics.

A two day national athletics meeting watched by 27,000 sports fans was arranged in the Central Sports Field of Viipuri in 1937. The Central Sports Field, which was built in 1934, offered 3,000 seats under cover and standing room for more than 8,000 spectators. Another large but older sports field was in the Papula District with room for several thousand spectators. A world record in athletics was broken 12 times during the 1920s and 1930s in this field. The numerous tennis courts and the indoor tennis hall plus the Viipuri golf course in the Huusniemi Park are worth remembering, too.

The very best in horse racing competed on the trotting-track, and the Viipuri friends of motor sport gathered there to watch motor cycle and car races. These were also arranged near the harbour in the town centre.

The harbour was the cornerstone of the town's development over the centuries. The Vikings had discovered the sheltered cove in Viipurinlahti Bay. The sheltered cove provided a favourable site for the trading post which operated there from as early as the 900s until the 1200s. Tradesmen and cultures from all directions met here, which was one reason for the Third Swedish Crusade in 1293, when Viipuri Castle was founded.

Even the oldest maps have shown that the town had a harbour, though its size was naturally small. The construction of the new modern piers started in the mid 1800s, when the shipping traffic in the Saimaa Canal increased the need for a harbour. Viipuri was the second largest export harbour and the third largest import harbour in Finland. In the summer of 1939 ships stood side by side at the pier in the Southern Harbour - that summer was the busiest for shipping traffic. The outerport of Uuras belonged to

the town of Viipuri, and it underwent remarkable enlargement throughout the whole of the 1930s. The idea was to transfer all the heavy shipping traffic to Uuras, because Viipurinlahti Bay was too shallow and awkward for big ships to sail. The harbours in Viipuri were open eight to nine months of the year in the 1930s.

Viipuri was a commercial town, where trading families had arrived from the Karelian Isthmus and the rest of Finland plus from Central Europe, Scandinavia and Russia. Viipuri was never an industrial town, even though the area around it, the Vuoksi Region, was considered 'the Ruhr of Finland' in the 1930s. The industrial development of the region was strongly influenced by the power plants of Imatra, Rouhiala and Enso, which were under construction at the time.

There was a substantial food and soft drinks industry in the town, and three large brick factories in its immediate vicinity. The State Railways, with its engine and repair shops and depot, was the largest employer in Viipuri.

The industrialists and tradesmen of Viipuri established the Pamaus Society as the common forum for business people in 1891.

Viipuri stood at the junction of five railway lines, and its railway yard was the largest in the Nordic Countries. The railway from Viipuri to Terijoki was the busiest in Finland, and the rail network in the Karelian Isthmus was the densest in the country. The State Railways experimented with a so called mini train on the railways of the Viipuri region in the autumn of 1939. Construction of a new track from the centre of Viipuri to Tienhaara started in 1937, but the work was left unfinished in 1939. The new line would have eliminated the trouble caused by the Saimaa Canal with its sea traffic sailing through the centre of the town. The route of the Canal would have been diverted to the western side of Sorvali island, and the rail and road traffic would have crossed the Canal along new bridges.

The old harbour track through the centre of the town was ordered to be subject to demolition in the spring of 1940 to tidy up the townscape before the intended 1940 Olympic Games. Some of the events would have taken place in Viipuri, even though the Olympic City was to be Helsinki.

The town was also the crossroads of eight main roads, which was partly the reason for the first bus station in Finland being built in Viipuri in 1932. The densely populated Karelian Isthmus was well suited for bus traffic. The terminal of the suburban bus traffic was at Kauppatori Market Square, where the buses of private bus companies left for all the suburban areas. The second oldest service station in Finland was built in Viipuri in 1929.

The volume of traffic grew strongly at the end of the 1930s, and the traffic problems on Linnansilta Bridge caused 155 accidents during the first half of 1939. The trams on the narrow Linnansilta Bridge caused continual trouble for the other traffic. The shipping along the Saimaa Canal caused problems for the town traffic, because the swing bridge was open for 15 minutes every hour. The railway traffic encountered the same problems. No wonder that Olavi Laisaari, the Town Planner, concentrated on solving the traffic problems on the western side of Viipuri.

The construction of a bypass began, but the work was interrupted. The stretch from Tienhaara via Juustila and past Portinhoikka all the way to Tali was completed during the period 1937 to 1939.

Air traffic to Helsinki started from the military airfield of Suur-Merijoki in the summer of 1937. A new airfield was planned to be built on the eastern side of Viipuri, about eight kilometres from the centre of the town in the summer of 1938.

The tradition of urban culture and construction in Viipuri was unique in Finland. No other Finnish town had buildings from the 15th and 16th centuries, which were something to be preserved and protected. New constructions reflected this attitude. The development of the town had always been influenced by the surrounding wall, which prevented the growth of the town for centuries. The new town wall doubled the area of the town at the end of the 16th century, and the wall was finally removed as late as the 1860s. The area under planning was now six times wider than before, and the town we see today started to develop. In a way the demolition of the town wall created a new town adjacent to the old one, which enabled the preservation of the historical townscape; there was no need to pull down the old buildings, because the number of greenfield sites exceeded the brownfield ones. A remarkable number of the old buildings was protected.

Viipuri was the second town in Finland to establish the office of Town Planner in 1918, and the office of Archaeological Supervisor was established in 1928. The officials were obliged to have the old buildings surveyed and new historical findings registered.

The so called 'hidden town' was revealed during new construction projects or during the laying of the network of cable, water or sewage pipes. Purely archaeological excavations were few, because the lack of resources caused the postponement of the excavations year after year. In the castle area, however, excavations and research were carried out, and the plan of 1939 was to build an underground restaurant in a medieval cellar straight under Etelävalli Street.

A strong building boom flourished in Viipuri from 1935 to 1939, after the depression of the early 1930s. A new library, several office buildings, a mill and wholesale warehouses plus new residential buildings were constructed both in the town centre and in the constantly expanding suburbs. The town invested in the construction of the harbour, schools, the new hospital and the town infrastructure projects in the suburbs. Some of the suburbs were joined up with the town of Viipuri as late as the 1930s, and they had to cope without a comprehensive water and sewage network until the merger was completed. The quality of water was excellent in Viipuri, evidenced by the number of soft drinks factories. The water network in Viipuri was 82 kilometres (51 miles) long in 1939, of which about 12 kilometres (7.5 miles) were constructed during the period 1935-1939.

The new summer theatre - Finland's largest - in the shadow of the Havi Embankment met the cultural needs of the inhabitants. The auditorium was often crowded with an audience of more than 2,000 at a play or a musical event.

Almost 50 buildings were constructed in the town centre during the period 1935 - 1939. Twenty stone buildings were either under construction or had been granted

planning permission in 1939. The largest buildings under construction were the new office and central warehouse of Oy Starckjohann & Co in Havinkatu Street, and a new primary school for 1,000 pupils on the eastern side of the Patterimäki District. The Concert Hall and the Sports Hall in the town centre reached only the model stage in the Town Architect's office, and the projected office building of the Viipurin Osuusliike Company at the corner of Vaasankatu and Torkkelinkatu Streets remained only a sketch.

A statue of Kaarle Knuutinpoika was planned to be sculpted in Viipuri by Johannes Haapasalo, an artist. This five metre high monument never materialized.

The highways department officials drew up new road building plans, the major one being a new main street to the north. It would have been built under the railway yard, on the western side of the station building. This plan appeared for the first time in the designs of Otto-livari Meurman, the Town Planner, in 1932. New surfacing was underway in other parts of the town, and the office and school buildings in the town centre were connected to the district heating system.

There were two market places in the centre of Viipuri. Foodstuffs and fruit were on sale at the Kauppatori Market Place beside the Round Tower. Together with the Market Hall the market place formed an extremely popular shopping area. It was here that the farmers from the region came to sell their products, and in the autumn the inhabitants of Viipuri looked forward to the produce from their orchards. There were more than 80 manors and lots of other farmers and gardeners in the surrounding countryside.

A fair was often held at Punaisenlähteentori Market Place, but usually the vendors sold carriages, clothes and other homemade items for the townspeople. A famous sales line was the live pigs from Sakkola, which also were the only food-stuff allowed to be sold at the market place in question.

Musicians amused the customers, who met their friends at the market place. Peasants sold their products to townspeople and used the occasion to buy articles they could not find at home in the countryside. Both market places and Torkkelinkatu and Linnankatu Streets formed the business centre of Viipuri. There were minor market places in the suburbs, but the number of customers could not compete with the numbers in the more central sales locations.

There were several banks in the centre of Viipuri, which competed with their deposit and loan rates.

In the evenings the people of Viipuri used to go to the cinema or theatre or amuse themselves in the numerous restaurants and cafeterias. Young people gathered together in Torkkelinpuisto Park, unless they were sports orientated and visited the sports club gymnasiums. Among the popular restaurants were Espilä, Funkis, Karjaportti, Lehtovaara, Munkki, Palatsi, the Round Tower and the restaurants of many of the hotels. In the summer people liked to visit the open-air restaurants of Huusniemi and Papula. Pilipuu was a famous lookout spot in Papula.

People liked to take a walk to the well kept and unique Monrepos Park, and on hot days they enjoyed the Tervaniemi Public Baths or made boat trips to the numerous islands

in Viipurinlahti Bay. Part of the population spent their holidays in their summer villas. There were hundreds of villas and cottages along the lake shores in the district and along the shores of Viipurinlahti Bay.

At the end of the summer of 1939 the Sergejeff Brewery published an advertisement which promised that a percentage of the purchase price of their 'Olympia' beverage would be donated to the Olympic Fund of 1940 in Finland. People were immediately infected by games fever.

While Europe was speedily arming itself in preparation for the coming war, Finland also took precautions to defend the native country. The Karelian Isthmus was fortified by voluntary forces in the summer of 1939, and a large manoeuvre was organised in the Karelian Isthmus in August, the final parade of which was held in Viipuri. The parade was reviewed by A. K. Cajander, the Prime Minister. C. G. Mannerheim, the Field Marshal, watched the parade from further away.

The rhythm of life was not much changed in the town, though the papers announced on 2nd September 1939 that war had broken out between Germany and Poland. A couple of days later it mushroomed into the Second World War.

The only visible change was the frequent film advertising, and radio shops reported that new radio models had arrived on the market. The number of listeners grew in great proportions, because the radio waves carried news about the war.

CONCLUDING REMARKS

The first air raid alert after the Winter War had broken out was on 30th November 1939 at 9 am in Viipuri. The first enemy bombers flew above the town at 9:15 am. Bombs were dropped on the eastern suburbs such as Kelkkala, on the Maaskola railway yard and behind the town hospital. Fires broke out.



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Punaisienlähteentori Market Square on 30th November 1939 at 10 am. The market traders insisted that the situation was not serious, and many of their customers were hesitant about running for shelter. Many traders continued taking down their stalls even while the bombs were continuing to drop in the Havi District and the eastern suburbs, and after the worst pounding ended, many traders re-opened their businesses. The authorities were almost compelled to take forcible action to evacuate the market place. The bombers left Viipuri air space at about 12:20 pm, and the 'all clear' was sounded at 12:55 pm. Nine people died in Viipuri in the bombing on the first day of the war.

The Winter War came to an end 105 days later, on 13th March 1940, at 11 am Finnish time, and in the peace making deal the town was acceded to Stalin's Soviet Union. **Finnish Viipuri** had ceased to exist.

VIRTUALVIIPURI 1939, www.virtuaaliviipuri.tamk.fi

The main aim of the project is to create a 3D modelling into the www environment of the town of Viipuri as it was in September 1939 when it was still a Finnish town. The source material used is the intendant Juha Lankinen's town plans and elevations of each block of the centre of Viipuri. He has created these for a scale model of Viipuri. Other sources include photographs from his collection. The scale model of Viipuri, designed by Juha Lankinen, consists of over 3500 buildings and is located in the South-Karelia Museum in Lappeenranta. A topography map was created for the scale model showing the altitude contours, the town plan, facades of the buildings, cutaways as well charts showing the colours of the buildings. The drawings, about 1400 of them, are done on a scale of 1:500. There are also thousands of photographs and video material available of the town.

The aim is to teach the students how to do 3D modelling, as product modelling during the different stages of the construction process is used more and more often. Another aim is to create an operations model of a process used to store historically and culturally significant construction information in an electronic format using 3D modelling. The information is stored so it can be used in the future. From his treasure chest of Viipuri history, intendant Juha Lankinen has searched the historical data of each building to be put on the web-site.

The 3D modelling work is published in the Internet. The final goal is to have a town where users can move in the street level, with items closer to the user appearing in more detail. There should be life in the VirtualViipuri in the form of moving people, cars, trams etc. The implementation period of the project is used to examine free movement within the town.

The project is a development project of research, development and teaching where the nature of research is applicable research. The development part is the research based practical implementation carried out by students in Tampere University of Applied Sciences.

The teaching part includes the student participation in modelling the VirtualViipuri within the context of project work, final theses and guided practical training.

The screenshot shows the homepage of the VirtualViipuri 1939 website. At the top, there is a navigation bar with flags for various countries and a search box. The main header features the title "VirtualViipuri 1939" in a stylized font, accompanied by an illustration of a building with a tower. Below the header is a menu with options: Home, Map, History, Info, Project, Extras, and Shop. The main content area is titled "Home" and contains several sections: a introductory text about the project, a "Further Information on Project" link, a historical map of Viipuri with labels like "SUKANEMI", "POHJOIS SATAMA", and "ETELÄSATAMA", a "Visit Destinations on Map" link, a historical letter dated "Viipurissa 2.9.1939" with a "Read Story" link, and a "Visit Online Shop" link. The footer contains copyright information, update dates, and social media links for Facebook and TAMK (Tampereen Ammattikorkeakoulu).

Hankkeen päätavoitteena on luoda 3D-mallinnuksella www-ympäristöön virtuaalinen Viipurin kaupunki sellaisena kuin se oli syyskuussa 1939 suomalaisena kaupunkina. Lähdeaineistona ovat intendentti Juha Lankisen asema- ja julkisivupiirustukset jokaisesta Viipurin keskustan korttelista, jotka hän on tehnyt Viipurin pienoismallia varten, sekä hänen kokoelmastaan olevat valokuvat. Juha Lankisen suunnittelema Viipurin kaupungin pienoismalli, jossa on yli 3500 rakennusta, sijaitsee Etelä-Karjalan museossa Lappeenrannassa. Pienoismallia varten on tehty topografikartta, jossa on korkeuskäyrät, asemapiirustus, rakennusten julkisivut, leikkauspiirustuksia sekä kaaviot, joista selviää rakennusten värit. Piirustukset, joita on noin 1400, ovat mittakaavassa 1:500. Lisäksi kaupungista on käytössä tuhansia valokuvia ja videomateriaalia.

Tavoitteena on opettaa opiskelijat 3D-mallintamiseen, koska tuotemallintaminen rakennusprosessin eri vaiheissa kehittyy osaksi rakentamista. Projektin tavoitteena on myös luoda toimintamalli prosessista, jonka avulla tallennetaan rakennushistoriallista ja -kulttuurista tietoa sähköisessä muodossa hyödyntäen 3D-mallinnusta. Tieto arkistoidaan niin, että se on tulevaisuudessa käytettävissä. Projektin www-sivuille on intendentti Juha Lankinen etsinyt Viipurin historian ainutlaatuisesta aarrearkustaan kunkin rakennuksen historiatiedot.

Työ tehdään 3D-mallinnusta hyödyntäen internetiin. Projektin www-sivut ovat olleet suosittu; VirtuaaliViipurin sivuilla on ollut yli miljoona kävijää. Lopullisena tavoitteena on, että kaupungin kaduilla liikutaan katutasolla, lähempänä olevat kohteet tarkkoja. VirtuaaliViipuriin pyritään saamaan elämää liikkuvien ihmisten, autojen, raitiovaunujen, jne muodossa. Projektin toteutusvaiheen aikana selvitetään vapaata liikkumista kaupungissa.

Hanke on luonteeltaan tutkimus-, kehitys- ja opetuksen kehittämishanke, jossa tutkimus on luonteeltaan soveltavaa tutkimusta. Kehityksellinen osuus on tutkimukseen perustuva opiskelijälähtöinen käytännön toteutus Tampereen ammattikorkeakoulussa.

Opetuksellinen osuus sisältää opiskelijoiden osallistumisen VirtuaaliViipurin mallintamiseen projektitöiden, opinnäytetöiden ja ohjatun työharjoittelun puitteissa.

Kirjoita hakusena...

Haku

VirtuaaliViipuri 1939

Etusivu | Kartta | Historia | Tietoa | Projekti | Lisät | Kauppa

Etusivu

VirtuaaliViipuri on Viipurin kaupunki sellaisena, kuin se oli syyskuussa vuonna 1939. Se on ainutlaatuinen kokoelma historiatietoa kaupungista ja sen nähtävyyksistä, arkkitehtuurista ja yrityselämästä.

Kaupungin rakennukset esitellään tietokone-mallinnuksina, videoina, valokuvina ja muina tallenteina. VirtuaaliViipurin tietosisältö täydentyy jatkuvasti.

» Lisätietoa projektista

» Tutustu Viipurin historiaan

» Tutustu kohteisiin kartalla

» Lue kirje Viipurista

» Vieraile verkkokaupassa

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Lista muutoksista

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VIRTUELLA VIBORG 1939, På Svenska

Projektets huvudsakliga syfte är att med hjälp av 3D-modellering skapa den virtuella staden Viborg så som den var som finsk stad i september år 1939. Som källmaterial används intendent Juha Lankinens stadsplane- och fasadritningar av varje kvarter i Vyborgs centrum som han har gjort för en miniatyrmodell av Viborg samt fotografier i hans samlingar. Miniatyrmodellen, som planerats av Juha Lankinen och som har 3500 byggnader, bevaras i Syd Karelska museet i Villmanstrand. Det har gjorts en topografikarta för miniatyrmodellen, som har höjdkurvor, situationsplan, byggnadernas fasader, sektionsritningar och diagram, som innehåller information om byggnadernas färg. Ritningarna, som är ca 1400 stycken, är i skala 1:500. Dessutom finns det tusentals fotografier samt videomaterial.

Syftet är att lära studenterna 3D-modellering, eftersom produktmodellering inom olika delar av byggprocessen utvecklas till en del av byggandet. Projektets syfte är att skapa en funktionsmodell av en process där man lagrar byggnadshistorisk och -kulturell data i elektronisk form med hjälp av 3D-modellering. Informationen lagras så att den är tillgänglig i framtiden. Till projektets web-sidor har intendent Juha Lankinen grävt fram byggnadernas historiefakta ur sin unika skattkista.

Arbetet utförs genom att utnyttja 3D-modellering på internet. Det slutliga målet är att man rör sig på gatuplanet och de närmaste objekterna är skarpa. Man eftersträvar att ge liv åt Virtuella Viborg genom att lägga till rörliga människor, bilar, spårvagnar och så vidare. Under projektets genomförandefas utreds fri rörlighet i staden.

Projektet är till sin natur ett forsknings- och utvecklingsprojekt samt ett projekt vars syfte är att utveckla undervisningen där forskning är av tillämplande art. Utvecklingsdelen grundar sig på forskning och den utförs av studenter vid Yrkehögskolan i Tammerfors.

Undervisningsdelen innehåller studentdeltagande i modelleringen av Virtuella Viborg i form av projektarbeten, slutarbeten och handledd praktik.

Startside Karta Historia Information Projektet Extras Butik

Virtuella Viborg 1939

Skriv ett sökord... [Sök](#)

Virtuellt Viborg är Viborg så som det var i september 1939. Det är en unik kollektion av historieinformation om staden och dess attraktioner, arkitektur och företagsliv.

Stadens byggnader presenteras som virtuella modelleringar, videor, fotografier och på andra sätt. Datainnehållet kompletteras fortfarande.

» Tilläggsuppgifter om projektet

» Viborgs historia

» Visa rese målet på karta

» Läs berättelse

» Besök webbutik

© Virtuella Viborg 30.11.2006 Uppdaterat 30.11.2013 Listan om förändringar

VirtuaaliViipuri facebook

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DAS PROJEKT "VIRTUELLES WIBURG 1939", Deutsch

Hauptziel des Projektes ist es, die Stadt Wiburg als dreidimensionales Modell in einer virtuellen Umgebung so darzustellen, wie sie im September 1939 aussah, als sie noch eine finnische Stadt war. Als Quellen für die Wiederherstellung jedes einzelnen Baublocks im Zentrum von Wiburg dienten die Pläne und Fassadenzeichnungen des Architekten Juha Lankinen, die er für ein maßstabsgetreues Modell Wiburgs schuf, sowie Fotografien aus seiner Sammlung. Das von Juha Lankinen entworfene Modell Wiburgs besteht aus über 3500 Gebäuden und befindet sich im Süd-Karelien-Museum in Lappeenranta. Für dieses Modell wurde ebenfalls eine Topografiekarte angelegt, auf der die Höhenunterschiede, der Stadtplan, Häuserfassaden, Ausschnitte sowie Beispiele der Häuserfarben festgehalten wurden. Die etwa 1400 Zeichnungen wurden in einem Maßstab von 1:500 angefertigt. Es sind ebenfalls Tausende Fotografien und Videomaterial über die Stadt verfügbar.

Die Studenten sollen das dreidimensionale Modellieren erlernen, da die Produktmodellierung während der verschiedenen Stufen eines Bauvorhabens immer wichtiger wird. Außerdem soll eine Vorgehensweise entwickelt werden, mit der bauhistorische und -kulturelle Informationen mithilfe eines dreidimensionalen Modells gespeichert werden können. Diese Informationen werden für eine zukünftige Nutzung archiviert. Für die Internetseite des Projekts hat der Architekt Juha Lankinen in seiner Schatzkiste der Geschichte Wiburgs nach Informationen zu jedem einzelnen Gebäude gesucht.

Die dreidimensionalen Modellierungsarbeiten werden im Internet, auf CD-ROM, DVD oder anderen möglichen Speichermedien veröffentlicht. Das endgültige Ziel ist es, eine Stadt zu schaffen, in der sich die Nutzer in den Straßen bewegen und Objekte im Detail aus der Nähe betrachten können. Das virtuelle Wiburg soll zum Leben erweckt werden, indem sich Menschen, Autos und Straßenbahnen bewegen. Die Projektrealisierung wird dazu genutzt, die freie Bewegung innerhalb der Stadt zu untersuchen.

Das Projekt ist ein Entwicklungsvorhaben für Forschung, Entwicklung und Unterricht, in dem die angewandte Forschung im Vordergrund steht. Der Entwicklungsteil des Projektes ist die auf Forschungen beruhende Realisierung durch Studenten der Fachhochschule Tampere.

Der Unterrichtsteil beinhaltet die Teilnahme der Studenten am Modellieren der virtuellen Stadt Wiburg im Rahmen von Projektarbeiten, Abschlussarbeiten und betreuten Praktika.

The screenshot shows the homepage of the 'Virtuelles Viipuri 1939' website. At the top, there is a search bar with the text 'Geben Sie ein Schlüsselwort ein...' and a 'Suche' button. Below the search bar is a navigation menu with the following items: 'Startseite', 'Stadtplan', 'Geschichte', 'Info', 'Projekt', 'Alte Stadtpläne', and 'Geschäft'. The main content area is titled 'Startseite' and contains several sections:

- A introductory paragraph: 'VirtualViipuri ist die Stadt von Viipuri wie es im September 1939 war. Sie ist eine einzigartige Sammlung von Informationen über die Geschichte, Attraktionen, Architektur und über das Geschäftsleben in der Stadt.'
- A second paragraph: 'Die Gebäude der Stadt werden als virtuelle Modelle, Videos, Fotografien und andere Aufzeichnungen dargestellt. Mehr Informationen finden Sie auf der VirtualViipuri Seite.'
- A link: '» Mehr Informationen zum Projekt'
- A large map of the city of Viipuri in 1939, showing various districts like 'SUKANEMI', 'POHJOIS SATAMA', 'SALAKKALAHTI', 'LIIINA', 'ETELÄSATAMA', and 'KIVINMÄKI'.
- A link: '» Besuchen Sie Zielorte auf der Karte'
- A photograph of a historical building with a link: '» Etwas über die Geschichte lernen'
- A photograph of a handwritten letter with a link: '» Lesen Sie die Geschichte'
- A photograph of a historical document with a link: '» Besuchen Sie den Onlineshop'

At the bottom of the page, there is a footer with the following information:

- © Virtuelles Viipuri 30.11.2006
- Aktualisiert 30.11.2013
- Liste der Veränderungen
- Facebook logo and text: 'VirtuaaliViipuri facebook'
- TAMK TAMPEREEN AMMATTIKORKEAKOULU Tampere University of Applied Sciences

ПРОЕКТ "ВИРТУАЛЬНЫЙ ВЫБОРГ 1939", ПО-РУССКИ

Главная цель проекта – размещение в сети Интернет виртуального образа Выборга таким, каким он был в сентябре 1939 года, будучи финским городом, при помощи метода 3D-моделирования. В качестве источников используются материалы интенданта Юхи Ланкинена: планы участков и чертежи фасадов каждого центрального квартала Выборга, которые он разработал для создания модели Выборга в миниатюре, а также фотографии из его личной коллекции. Миниатюрная модель Выборга, спроектированная Юхой Ланкиневым, хранится в музее Южной Карелии в Лаппеенранте. В ней свыше 3500 зданий. Для создания модели были разработаны специальные топографические карты, в которых отмечены высоты, планы застроек, фасады зданий, чертежи разрезов, а также схемы, дающие представление о цвете зданий. Чертежи в количестве около 1400 представлены в масштабе 1:500. В пользовании имеются тысячи фотографий и видеоматериалы о городе.

Одной из задач проекта является обучение студентов 3D-моделированию, поскольку данная технология всё больше задействуется на различных этапах строительного процесса. Другой задачей проекта является создание модели процесса, при помощи которого информация, относящаяся к истории и культуре строительства, записывается в электронном формате с использованием технологии 3D-моделирования. Сведения хранятся таким образом, что могут быть использованы и в будущем. Для сайта данного проекта Юха Ланкинен разыскал из своей уникальной сокровищницы истории Выборга исторические сведения о каждом здании.

Работа выполняется при помощи 3D-моделирования и сохраняется в сети Интернет. Конечная цель – позволит зрителю виртуально путешествовать по улицам города и четко видеть находящиеся вблизи объекты, как будто он сам прогуливается пешком по Выборгу. В планах вдохнуть жизнь в Виртуальный Выборг при помощи двигающихся людей, машин, трамваев. Во время осуществления проекта будет выяснена возможность свободного передвижения по городу.

Данный проект является исследованием, развитием и совершенствованием процесса обучения. Исследовательская часть в данном случае по характеру является прикладным исследованием. Развивающая часть - это основанное на исследовании практическое осуществление проекта с участием студентов в Высшей профессиональной школе города Тампере.

Обучающая часть включает участие студентов в моделировании «Виртуального Выборга» в рамках осуществления практики, проектных и дипломных работ.

Виртуальный Выборг 1939

Главная | Карта | История | Информация | Проект | Дополнения | Магазины

Главная

Виртуальный Выборг это Выборг в том виде, каким он был в сентябре 1939 года. Это уникальный сборник исторических сведений о городе, его достопримечательностях, архитектуре и предпринимательской жизни.

Здания города представлены при помощи компьютерного моделирования, видео, фотографий и других записей. Содержание базы данных Виртуального Выборга постоянно пополняется.

» Дополнительные сведения о проекте

» Познакомьтесь с объектами на карте

» История о Выборге

» Посетите интернет-магазины

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30.11.2006

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VIRTUAALNE VIIBURI-PROJEKT 1939, Eesti Keeles

Kavandi peaesmärk on luua 3D-modelleerimine www-ümbruskonda virtuaalne Viiburi linn sellisena kui see oli septembris 1939 soome linnana. Lähtematerjalina on intendant Juha Lankise asendi- ja esiküljejoonistused iga Viiburi keskuse kvartalid, mida tema on teinud Viiburi pisimudeli jaoks, ning pildid tema kollektsioonist. Juha Lankise planeering Viiburi linna pisimudelist, kus on üle 3500 ehitise, asub Lõuna-Karjala muuseumis Lappeenrannas. Pisimudeli jaoks on tehtud topograafiline kaart, kus on kõrguskaared, asendijoonistus, ehitiste esiküljed, joonistuslõikes ning skeemid, millest selguvad ehitiste värvid. Joonistused, mida on umbes 1400, on mõõteskeemis 1:500. Lisaks linnast on kasutusel tuhandeid fotosid ja videomaterjaale.

Eesmärk on hiljem õpetada õpilastele kõne all olev modeleerimine, kus toote modelleerimine kujuneb ehitusprotsessi eri faasides osaks ehitamist. Projekti teine eesmärk on luua teenistusemudel protsessist, mille abil salvestatakse informiooni ehitusajaloost ja -kultuurist. Mudel salvestatakse elektroonilisel moel kasutades ära 3D-modelleerimist. Infomatsioon pannakse arhiivi nii, et seda võib tulevikus kasutada. Projekti www-ümbruskonda on intendant Juha Lankinen otsinud Viiburi ajaloo ainulaadsest aartekirstust iga ühe ehitise ajalooteadmikud.

Töö tehakse 3D-modelleerimise abil interneti. Lõpliku eesmärgina on, et linnas liikutakse tänavatel, ja sealt on võimalik minna vaatama tänavate ääres olevaid objekte täpsemalt. Virtuaalsesse Viiburisse püritakse saada elu liikuvate inimeste, autode, trammide, jne kujul. Projekti teostamise ajal selgitatakse vabat liikumist linnas.

See projekt on uurimus-, evolutsiooni- ja õpetuse arendusprojekt, kus uurimus on iseloomult rakenduslik uuring. Evolutsiooniline osa on uuringusse põhinev õpilaskeskne praktiline teostus Tampere rakenduslikus kõrgkoolis.

Arendusprojekti õpetuse osas õpilased on osalisena Virtuaalse Viiburi modeleerimise projektitööde tegemisel, samuti nad teevad lõputöid ja käivad juhendatult praktilal.

Sisestage otsingusõna... Otsing

Virtuaalne Viiburi 1939

Avaleht Kaart Ajalugu Teavet Projekt Lisad Pood

Avaleht

VirtuaaliViiburi on linn samasugusena kui see on olnud aasta 1939 septembris. See on haruldane kollektsioon linna ajaloo, vaatamisväärtustest, arhitektuurist ja ettevõtlusest.

Linna ehitused esitatakse arvutisimulatsioonidena, videolina, fotodena ja muude salvestustena. VirtuaaliViiburi teavet täiendatakse kogu aeg.

» Lisaandmed projektist

» Tutvu Viiburi ajaloo

» Tutvu asukohtadega kaardil

» Loe lugusid Viiburist

» Külasta e-poodi

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PROJEKT WIRTUALNY VIIPURI 1939, Po Polsku

Głównym celem projektu jest stworzenie trójwymiarowego modelu miasta Viipuri z listopada 1939 roku, kiedy ciągle znajdowało się ono w granicach Finlandii. Materiałami źródłowymi projektu są plany miasta oraz rysunki elewacji każdego budynku znajdującego się w centrum miasta, które wykonał Juha Lankinen, dla makiety miasta - ta miniatura Viipuri składa się z ponad 3500 budynków, obecnie można ją oglądać w Muzeum Południowej Karelii w Lappeenrancie. Autor wykonał około 1400 rysunków w skali 1:500. Innym materiałem źródłowym są fotografie z kolekcji Juhy Lankinena oraz materiały wideo.

Tworząc projekt, chcemy wykreować przestrzeń, gdzie materiały dotyczące kultury i historii Viipuri mogą być przechowywane w postaci trójwymiarowego modelu. Informacje te będą mogły zostać wykorzystane w przyszłości.

Trójwymiarowe efekty naszej pracy są publikowane w internecie, na nośnikach CD, DVD i innych mediach. Chcemy, aby w przyszłości, użytkownicy Wirtualnego Viipuri mogli swobodnie poruszać się po ulicach miasta. Miasto powinno tętnić życiem, w różnych formach: przechodniów, przejeżdżających samochodów, mknących tramwajów itd.

Część naukowa projektu obejmuje udział studentów w modelowaniu Wirtualnego Viipuri w ramach ćwiczeń, prac projektowych czy prac magisterskich. Rozwój projektu jest oparty właśnie na budowie oraz implementacji modeli.

Wirtualny Viipuri 1939

Strona główna Mapa Historia Informacja Projekt Dodatki Sklep

Strona główna

Wirtualny Wyborg jest miastem Wyborg jakim było we wrześniu 1939 roku. Jest to unikalny zbiór informacji o historii, atrakcjach, architekturze i życiu gospodarczym miasta.

Budynki miasta prezentowane są poprzez wirtualne modele, filmy, zdjęcia i inne nagrania. Więcej informacji zostało dodanych na stronach Wirtualnego Wyborga.

» Dalsze informacje na temat projektu

» Zobacz lokalizację na mapie

Viipuri 2.9.1939

Kaiaa Toine!

Terveiset Suomelle täällä Viipurissa! Niin, on oloa täällä ja pultaria aikaa, on kukaan, mutta näiden olot.

» Prze czytaj opowiadanie

Viipuri on 2nd September 1939

» Odwiedź sklep internetowy

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Zaktualizowane 30.11.2013
Lista zmian

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PROJET DE LA VILLE VIRTUELLE DE VIIPURI 1939, En Français

Le principal objectif du projet est de créer une représentation en trois dimensions de Viipuri sur le web telle qu'elle était en septembre 1939, alors qu'elle était encore typiquement finlandaise. La source matérielle de référence fut les plans de la ville du directeur général Juha Lankinen ainsi que de l'élévation de chacune des parties du centre de Viipuri. Il a créé cela afin d'obtenir une échelle du model de la ville. Des photographies venant de sa collection complétèrent ces sources. La représentation de Viipuri à l'échelle, dessinée par Juha Lankinen, se compose de 3500 bâtiments et se trouve au Musée de South Karelia (South-Karelia Museum) à Lappeenranta. Une carte topographique fut créée pour le modèle montrant les courbes de niveaux, le plan de la ville, les façades et les bâtiments. Les croquis, au nombre d'environ 1400, sont fait à l'échelle 1 :500. De plus, des milliers de photographies et vidéos de la ville sont disponibles.

L'objectif est d'enseigner aux étudiants comment élaborer un modèle en trois dimensions, puisque les modélisations au cours des différentes étapes d'un processus de construction sont de plus en plus utilisées. Un autre objectif est de créer un modèle opérationnel d'avancement utilisé pour conserver les méthodes de construction traditionnelle et historique sous-forme de modélisation électronique en trois dimensions. Les informations sont ainsi rangées et donc peuvent être utilisées par la suite. A partir du patrimoine historique de Viipuri, le directeur général Juha Lankinen a cherché les données de chacun des bâtiments afin de les mettre sur le site web.

Le travail de modélisation en trois dimensions est publié sur internet. Le l'objectif final est d'obtenir une ville dans laquelle les utilisateurs peuvent se déplacer dans la rue, avec une apparence bien détaillé des objets de l'entourage. Il faut qu'il y ait une vie dans le ViipuriVirtuel dans le sens ou il est possible de voir des gens en mouvement, des voitures, des trams, etc. La période de mise en œuvre du projet est consacrée à l'observation de tous les mouvements des rues de la ville.

Ce projet est un projet de recherches, de développement et d'enseignement ; de plus ces recherches sont tout à fait réalisables. La partie de développement est la recherche de base de la mise en pratique du projet réalisée par des étudiants de Tampere Polytechnic.

La partie d'enseignement comprend la participation de l'étudiant dans le travaille de modélisation de la ville de ViipuriVirtuelle dans le contexte d'un projet, d'une thèse finale ainsi que d'un guide d'entraînement pratique.

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Mis à jour le 30.11.2013
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EL PROYECTO VIRTUAL VIIPURI 1939, En Español

El objetivo del proyecto es modelar la ciudad de Viipuri, tal y como era en 1939 cuando era una ciudad Finlandesa, en 3D en ámbito www. Como fuente de información tenemos los planos de cada barrio que ha realizado el director Juha Lankinen para su modelo de la ciudad, y también las fotografías de su colección. El modelo de la ciudad diseñado por Juha Lankinen contiene más de 3500 edificios, y está situado en el museo de Karelia del Sur en Lappeenranta. Para el modelo se ha hecho un mapa topográfico con líneas de altitud, un dibujo del plan de urbanismo, dibujos de las fachadas de los edificios, dibujos de recortes y diagramas de los colores usados en las fachadas de los edificios. Los dibujos, unos 1400, están en escala de 1:500. Además se pueden usar miles de fotografías y material audiovisual de la ciudad.

El objetivo es enseñar a modelar en 3D a los estudiantes, porque la modelación de productos en diferentes fases de construcción está progresando como parte de la construcción. También como objetivo, está crear un modelo de función del proyecto, con el que se pueda almacenar información histórica y cultural en modo digital aprovechando la modelación en 3D. La información se almacena para poder usarla en el futuro. El director Juha Lankinen ha escrito historias de los edificios en la página web del proyecto.

El trabajo se realiza en 3D en la página web, en CD-ROM, en DVD o medios parecidos. El objetivo es que el usuario se pueda mover en las calles, y que los edificios cercanos se vean más detallados. También se intenta dar vida a la ciudad mediante objetos en movimiento, como gente caminando por las calles o coches y tranvías moviéndose. Durante la fase de realización del proyecto, se investiga la posibilidad de movimiento libre en la ciudad.

De naturaleza el proyecto es de investigación, desarrollo y enseñanza, donde la investigación es del tipo aplicada. Los estudiantes de la universidad de ciencias aplicadas de Tampere han realizado un trabajo en la parte de desarrollo basado en la investigación.

La parte de enseñanza es la participación de los estudiantes en la modelación de la ciudad en tres formas diferentes: participación en el proyecto, proyectos individuales y prácticas guiadas.

Tecléo una palabra clave... [Buscar](#)

Viipuri Virtual 1939

[Inicio](#) [Mapa](#) [Historia](#) [Info](#) [Proyecto](#) [Extras](#) [Tienda](#)

Inicio

VirtualViipuri presenta la ciudad de Viipuri tal y como estaba en Septiembre de 1939. Se trata de una colección de información única sobre la historia, lugares de interés, arquitectura y negocios de la ciudad.

Los edificios de esta ciudad se presentan en modelos virtuales, videos, fotografías y otras grabaciones. En estos momentos estamos agregando más información a la página web de VirtualViipuri.

» Más información sobre el proyecto



» Aprender acerca de la historia



» Ir a destinos en el mapa



» Leer cuento



» Ir a la tienda online

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Tampere University of Applied Sciences

此项目的主要目的是创建维伊普里镇的三维模型,进而重现1939年9月时维伊普里镇的原貌,那时它仍是芬兰的一个城镇。本项目的材料来源于网站管理员Juha

Lankinen的城镇规划以及维伊普里镇中心每条街道的正视图,他凭借此创造了维伊普里的缩尺模型。其它素材诸如一些照片也是来自Juha Lankinen的收藏。

他设计的这个缩尺模型总共由3500多个建筑组成,目前这个模型存放在拉普兰塔市的南卡累利阿博物馆

。为模型专门设计的地形图显示了海拔等高线,城镇规

划,建筑物正面和剖面以及建筑物颜色的示意图。大约1400个图形是以1:500的比例画的。此外,还有成千上万的有关这个古镇的图片和录像。

此项目的一个目的是教授学生上述模型的制作方法,因为不同建筑过程的模型制作已经日益被广泛运用。另一个目的是设计出一个可以用三维模型存放建筑历

史和文化资料的操作过程模式。这样相关资料就可以存档供日后使用。网站管理员Juha

Lankinen从他的维伊普里历史百宝箱里搜索出每一个建筑的历史数据放在网站上。

三维建模工作发表在互联网。最终的目标是呈现给用户一个城镇。在城镇中,用户可以深入街道,更贴近地看清街道上呈现细节的各种事物。在维普里的虚拟生活

里,应该有川流不息的人群,汽车,电车等。项目实施期间,主要测试在城镇中的自由移动性。

该项目是集研究,开发和教学为一体的可行性项目。其中,开发环节是基于坦佩雷应用科技大学在校学生的实际执行情况而进行的研究。

教学部分包括学生在项目背景工作中,以毕业论文和实习的形式参与模拟维伊普里镇的工作。

输入关键词...

虚拟的维伊普里 1939

首页 地图 历史 信息 项目 其他 商店

首页

VirtualViipuri在1939年9月时还是维伊普里镇。它聚集了这座小镇的历史, 景点, 建筑和商业生活。

这座小镇的建筑目前以虚拟模型, 视频, 图片以及其他的方式存在着。更多的信息将会被添加在VirtualViipuri网站上。

» 更多相关项目信息

» 了解历史

» 看故事

» 访问网上商店

» 在地图上访问目的地

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PROJEKT VIRTUALNI VIIPURI 1939, Cestina

Hlavním cílem projektu je vytvořit 3D model města Viipuri ze září roku 1939, kdy ještě patřilo Finsku, ve webovém rozhraní. Jako výchozí materiál je použito plánů intendanta Juha Lankinena a vyvýšení každého bloku v centru Viipuri. Juha Lankinen toto vytvořil pro přesný model Viipuri. Další zdroje zahrnovaly fotografie z jeho sbírek. Přesný model Viipuri, navržený Juhou Lankinenem, se skládá z více než 3500 budov a je umístěn v Jihokarelském muzeu v Lappeenrantě. Byla vytvořena topografická mapa pro přesný model znázorňující vrstevnice, městský plán, fasády budov, příčné řezy stejně jako schéma zobrazující barvy budov. Pro zhruba asi 1400 budov je použito měřítko 1:500. Jsou zde také dostupné tisíce fotografií a videomateriálů o městu.

Cílem je naučit studenty používat 3D modelování a také je stále častěji používáno modelování produktu během různých fází konstrukčního procesu. Dalším cílem je vytvořit operační model procesu používaného k uchování historicky a kulturně významných stavebních informací v elektronickém formátu využívajícím 3D modelování. Informace jsou zachovány, proto mohou být využity v budoucnosti. Z této truhly bohatství viipurské historie vyhledal intendant Juha Lankinen historická data každé z budov, aby mohla být přidána na webovou stránku.

3D modely jsou zveřejněny na internetu. Závěrečným cílem je vytvořit město, kde se budou moci uživatelé pohybovat po ulicích. Ve VirtualViipuri by se měl normálně odehrávat život ve formě pohybujících se lidí, aut, tramvají atd. Období realizace projektu slouží k odzkoušení volného pohybu ve městě.

Projekt je rozvojovým projektem výzkumu, vývoje a výuky, kde je povaha výzkumu vhodným výzkumem. Rozvojovou částí je výzkum založený na praktické implementaci prováděné studenty Tampere University of Applied Sciences.

Výuková část zahrnuje účast studentů na modelování VirtualViipuri v souvislosti s prací na projektu, diplomovou prací a řízenou praktickou přípravou.

Napište hledané slovo... [Hledat](#)

Virtualní Viipuri 1939

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Hlavní strana

Virtuální Vyborg představuje Vyborg tak, jak vypadal v září 1939. Je to unikátní kolekce informací o historii, památkách, architektuře a obchodě ve městě.

Městské budovy jsou představeny ve virtuálních modelech, na videích, fotografiích a dalších záznamech. Na stránky Virtuální Vyborg jsou postupně přidávány nové informace.

» Více informací o projektu

» Přečtete si o historii

» Přečtete si příběh

» Navštívte destinace na mapě

» Navštívte online obchod

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PROJEKT VIRTUAL VIIPURI 1939, Slovincina

Hlavným cieľom projektu je vytvoriť 3D model mesta Vyborg tak, ako vyzeralo v Septembri 1939 keď ešte patrilo Fínsku. Ako podklad slúžia podrobné plány mesta ktoré spracoval intendant Juha Lankinen. Ďalším prameňom sú fotografie z jeho zbierky. Zmenšený model, ktorý Juha Jankinen vytvoril podľa svojich plánov obsahuje viac ako 3500 budov a nachádza sa v meste Lappeenranta v Južnej Karélii.

Topografická mapa vytvorená kvôli modelu zobrazuje vrstevnice nadmorskej výšky, plán mesta, fasády budov, chodníky a takisto aj tabuľku s farbami náterov budov. Tiež máme k dispozícii asi 1400 kresieb v mierke 1:500 a mnoho fotografií a filmového materiálu.

Cieľom je naučiť študentov tvoriť kvalitné 3D modely, keďže v priemyselnej praxi sa čoraz častejšie pred tvorbou výrobku spracuje najprv jeho model. Ďalším cieľom je vytvoriť šablónu postupu, pri ktorom sa historicky a spoločensky cenné údaje uchovávajú v podobe 3D modelu. Takto možno postup úspešne opakovať aj v budúcnosti. Intendant Juha Lankinen vyhľadal a sprístupnil cenné údaje o každej budove, aby sme ju mohli sprístupniť na týchto stránkach.

Naším hlavným cieľom je umožniť užívateľovi pohyb na úrovni ulice, s čo najpodrobnejším zobrazením jednotlivých detailov. Mal by pribudnúť aj skutočný život v rámci mesta: jazdiace autá a električky, prechádzajúci sa ľudia, pobiehajúce psy a lezúce bzdochy. Na testovaní voľného pohybu po meste sa pracuje počas implementačnej doby.

Tento projekt je kombinuje výskum, vývoj a vzdelávací prvok. Na skúmaní histórie sa zakladá vývoj v 3D prostredí a cez toto všetko sa ako červený nitka tiahne prvok vzdelávací, či už ide o praktické cvičenia, projekt alebo diplomovú prácu, ktorý k novým obzorom posúva študentov Univerzity Aplikovaných Vied Tampere, TAMK.

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VIRTUEEL PROJECT VIIPURI 1939, Nederlands

Het hoofddoel van dit project is om een 3D model te maken van Viipuri, zoals het was in September 1939, toen het nog een Finse stad was. Als bronmateriaal zijn gebruikt, de stads- en architecturale plannen van Viipuri, waarvan de heer Juha Lankinen beheerder is. Juha Lankinen heeft deze plannen ontworpen voor het gebruik van een schaalmodel van Viipuri. Andere gebruikte bronnen zijn foto's uit de collectie van Juha Lankinen. Het schaalmodel dat door de heer Lankinen is ontworpen bestaat uit meer dan 3500 gebouwen, dit schaalmodel is te bezichtigen in het South-Karelia museum te Lappeenranta. Er is een topografische map gemaakt waarop de volgende elementen te zien zijn: hoogteverschillen, het stadsplan, de voorkant van de gebouwen, de binnenkant van de gebouwen evenals de kleuren van de gebouwen.

Het doel hiervan is de studenten 3D modellen te leren maken, aangezien product modelleren tijdens de verschillende stages van het bouwproces steeds vaker wordt gedaan. Een ander doel is, om een operationeel model te maken van het proces dat gebruikt wordt om historische en culturele informatie op te slaan, in een elektronisch formaat aan de hand van 3D modellering. Deze informatie wordt opgeslagen voor toekomstig gebruik. Beheerder Juha Lankinen heeft de historische data van elk gebouw opgezocht uit zijn historische collectie van Viipuri, om de data op de website te plaatsen.

De 3D modellen zijn gepubliceerd op internet. Het uiteindelijke doel is om een virtuele omgeving van de stad Viipuri te hebben, waarbij men virtueel door de straten kan lopen en in kan zoomen voor meer details. Men wil het levendig maken door in virtueel Viipuri mensen, auto's, trams etc te laten bewegen. De implementatieperiode van het project wordt gebruikt om vrije beweging in de stad mogelijk te maken.

Het project is een project van onderzoek, ontwikkeling en onderwijs waarbij de aard van onderzoek toepasbaar is. Het ontwikkelingsgedeelte van het project, is de op onderzoek gebaseerde praktische implementatie, die uitgevoerd wordt door de studenten van Tampere University of Applied Sciences.

Het onderwijs gedeelte omvat het participeren van de studenten bij het modelleren van VirtualViipuri in de context van projectwerk, afstudeeropdrachten en praktische training onder begeleiding.

Typ een zoekterm...

Zoeken

VirtueelViipuri 1939

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Home

Virtual Viipuri is de stad van Viipuri zoals het was in 1939. Het is een unieke verzameling van informatie over de geschiedenis, de attracties, de architectuur en het bedrijfsleven van de stad.

De gebouwen van de stad zijn afgebeeld als virtuele modellen, video's, foto's en andere opnames. Meer informatie wordt toegevoegd aan de VirtualViipuri sites.

» Meer informatie over project

» Leer over de geschiedenis

» Bezoek bestemmingen op kaart

» Lees verhaal

» Bezoek online winkel

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バーチャル・ヴィイプリ・プロジェクト 1939, Japanese

このプロジェクトの主なねらいは、まだフィンランド領だった1939年9月当時のヴィイプリ市街地をインターネット環境上に3Dモデリングで創生することです。図面資料には、公共施設事業監督官ユハ・ランキネンが作成したタウンプラン、すなわちヴィイプリ中心各街区平面・立面図を参照しています。ランキネンは、ヴィイプリ・スケールモデル（縮尺図）に準拠してタウンプランを作成しました。写真を含む他の資料も、ランキネンのコレクションから提供されました。3500以上の建物を含むヴィイプリ・スケールモデルは、ユハ・ランキネンの設計によるもので、ラッペエンランタにある南カレリア博物館に収蔵されています。スケールモデルのために、トポグラフィ・マップ（地形図）が作成され、等高線、市街地平面図、建物正面、建物内部を紹介する断面図、及び建物の色彩を示すカラーチャートが表示されています。約1400枚の製図は、縮尺1:500で作成されています。数千枚にわたるヴィイプリの写真、ビデオ資料の閲覧もできます。

主目的は、構築プロセス（過程）の各段階でプロダクト(創作)モデリングをどんどん使いながら、学生に3Dモデリング制作技法を教授することです。構築プロセスから操作モデルを創生することもプロジェクトの目的であり、それを援用して建築史と建築文化の情報を、3Dモデリングを利用して電子書式に記録します。情報は将来的にも使えるように保存されます。プロジェクトのウェブ・サイトでは、監督官ユハ・ランキネンが収集したヴィイプリ史の貴重な宝庫から、建築史情報を公開します。

作品は、3Dモデリングを活用してインターネットに公開されます。バーチャル・ヴィイプリが最終到達目標にしているのは、ユーザーの現在地に近いアイテム（目印）が詳しく表示され、ユーザーが市街地や道を移動できるようにすることです。クルマや市電、他の手段で移動する人々の生活が、バーチャル・ヴィイプリに創生されるでしょう。プロジェクトのモニター期間中、市街地の自由移動を検証するためにプロジェクトが使用されます。

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Juha Lankinen's archive, Lahti

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