

1146203

3054399

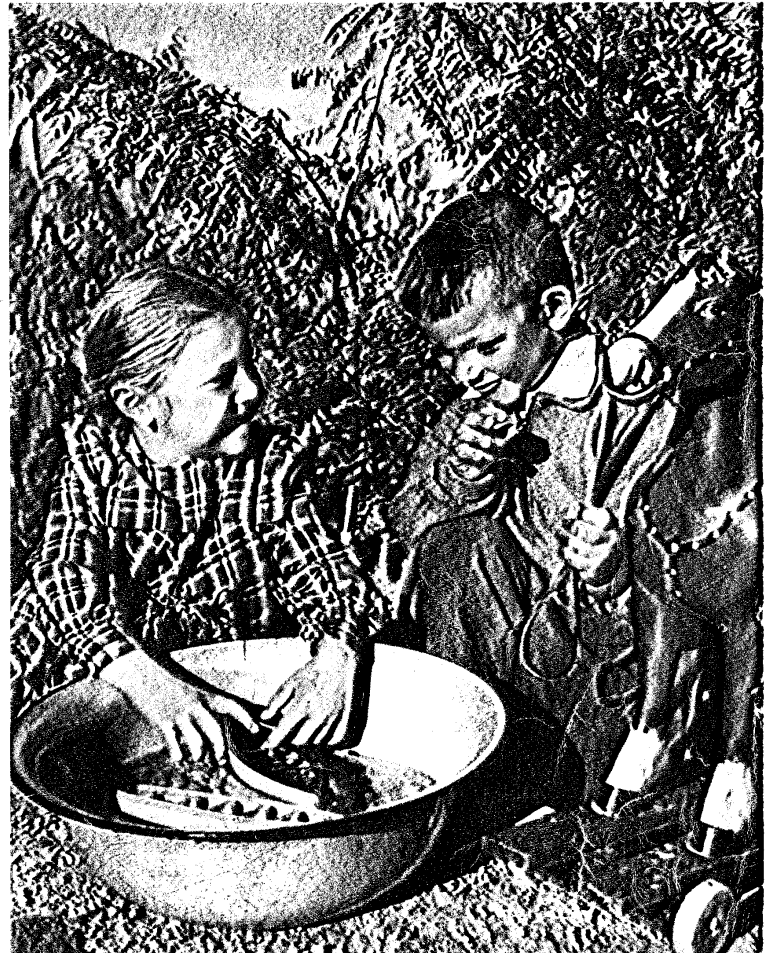


Takhia Tash—the new town built specially for the builders of the Main Turkmen Canal

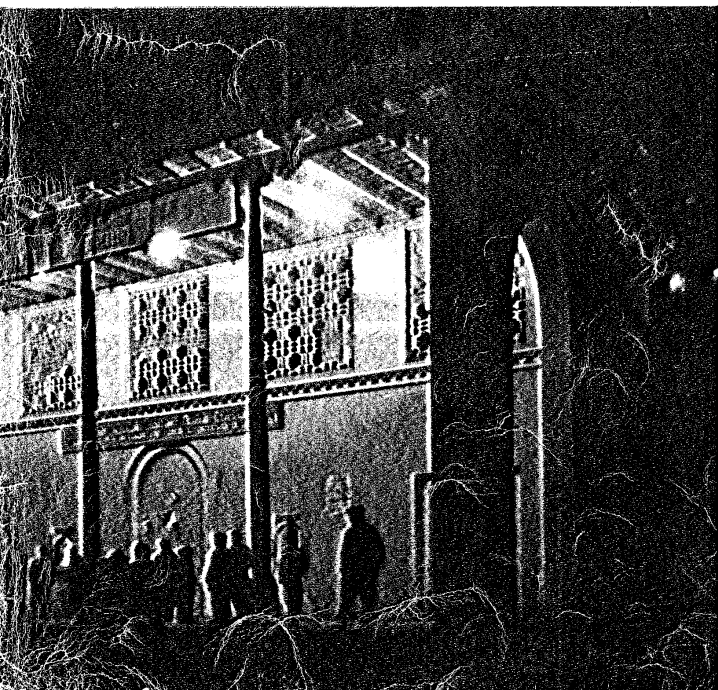
As in the case of other towns and settlements springing up along the canal, various departments of the USSR Academy of Architecture have taken part in the designing and building of Takhia Tash. Architects and builders have been assigned the task of creating beautiful modern towns that will meet the steadily increasing demands of Soviet people. The difficult local climatic conditions and the national architectural traditions have to be taken into account. Dust and heat must be combated by the planting of abundant verdure, both in the towns and in their environs.

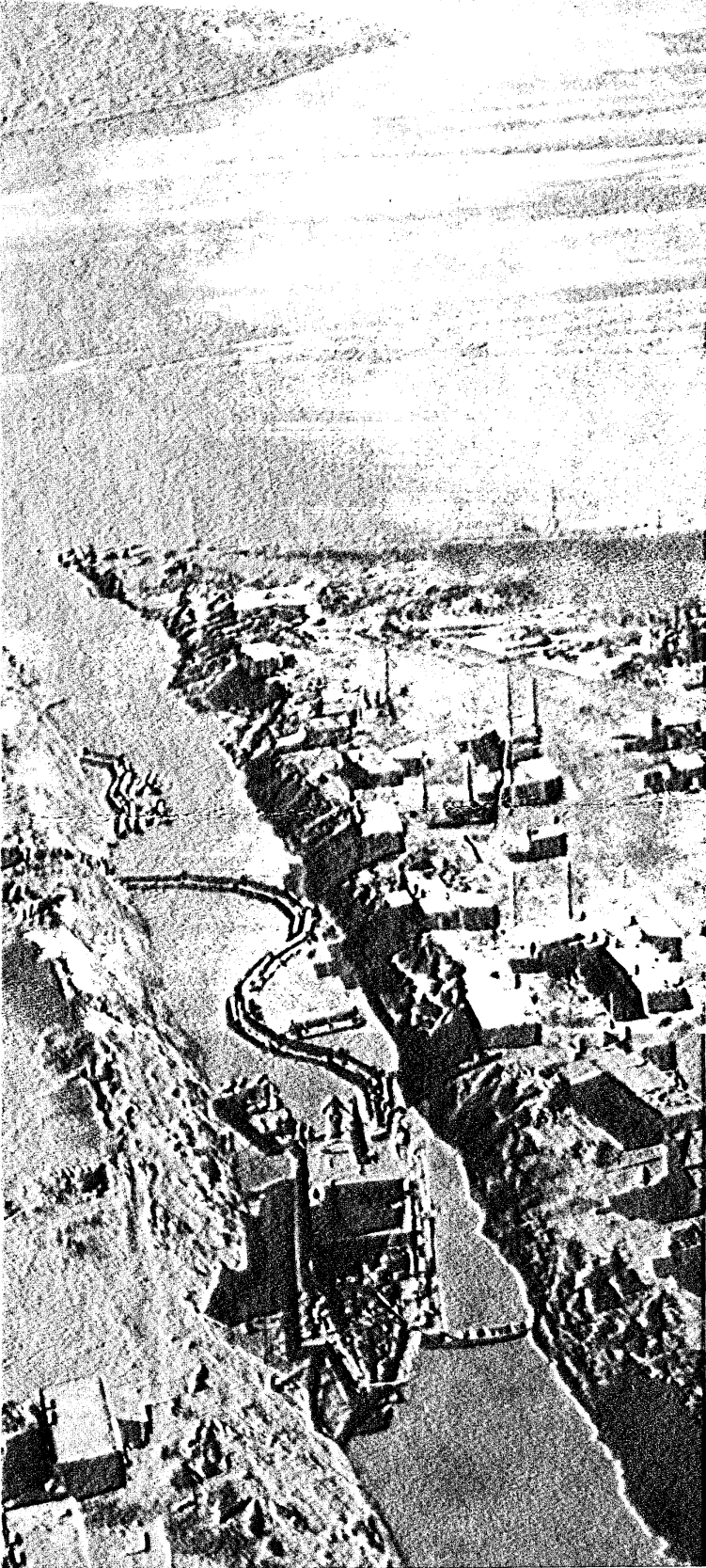
The Main Turkmen Canal involves an immense amount of work. Its length—a matter of 1,100 km. which will take it through Turkmenia and Uzbekistan (including the Kara-Kalpak territory)—will make it necessary to excavate several hundred million cubic metres of earth, pour thousands of cubic metres of simple and reinforced

At the kindergarten. Alla and Zhenya have canal boats and a reservoir all to themselves

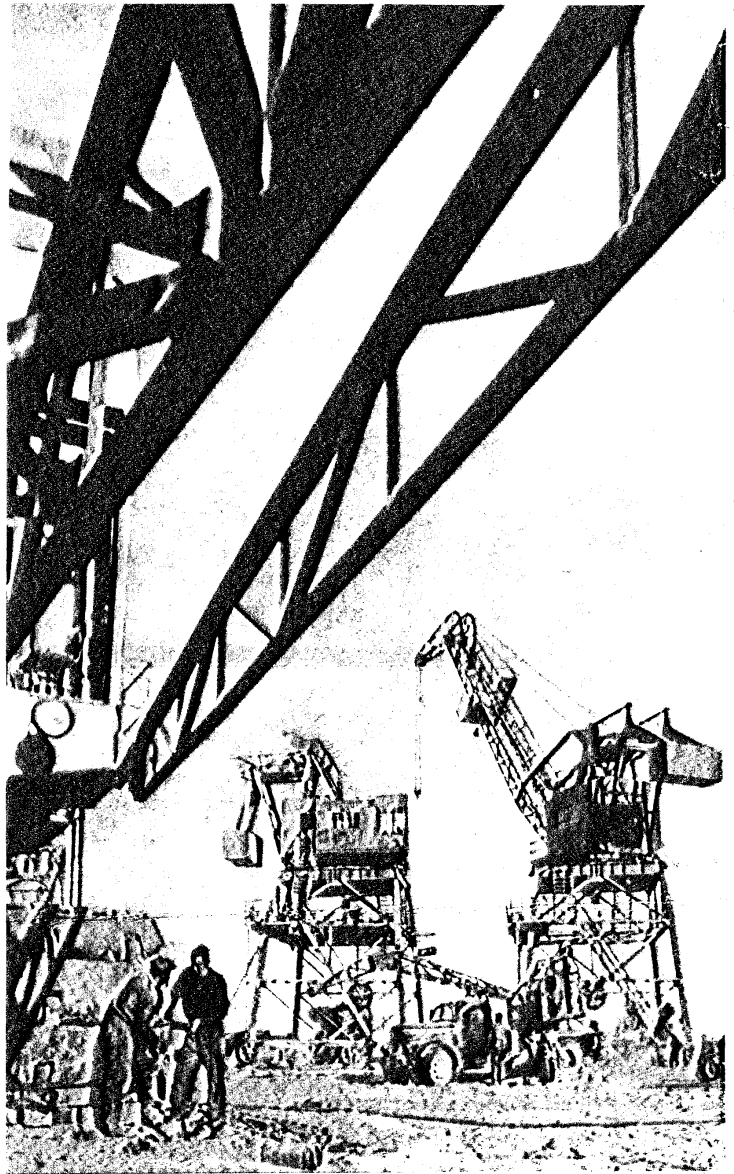


The Takhia Tash cinema by night





The building of the by-pass canal has begun



The Takhia Tash machine assembly grounds

concrete, build scores of towns and settlements, lay hundreds of kilometres of highways, etc.

In its directives for the Fifth Five-Year Plan the Nineteenth Congress of the Communist Party of the Soviet Union required that "the construction of irrigation systems must be started in the zone of the Stalingrad hydroelectric station, and of the Main Turkmen, South-Ukrainian and North-Crimea Canals." The builders have begun to carry out this task with all the energy at their command.

Work is in progress on the Main Turkmen Canal from the banks of the Amu Darya to the Caspian Sea. Various surveying as well as other scientific expeditions are working hard at their special tasks, with geologists, hydrographers, topographers and other specialists conducting the operations.

A new railway greatly helps to negotiate the big volume of freight pouring in from all parts of the country: machinery and all kinds of equipment. A powerful base for the mechanization of the various construction operations has been established, priority industrial plants having already been put up.

Work on the by-pass canal of the Takhia Tash hydroelectrical development is in full swing. By diverting the water of the Amu Darya away from the huge building site where a dam, electric power station and a reservoir are to be erected, this canal will make it possible for powerful suction dredges to set about digging along the route of the Main Turkmen Canal.

The machines to be employed on this site will comprise numerous motor trucks, including dump trucks able to carry up to 25 tons, and also powerful bulldozers and