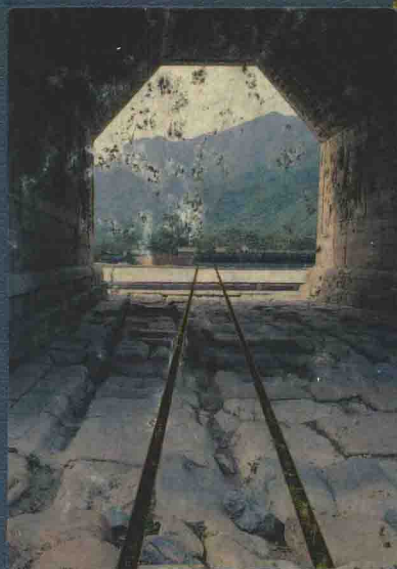


京张铁路



JINGZHANG RAILWAY

京張鐵路

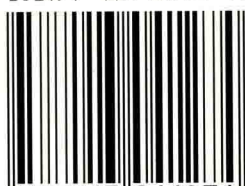
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詹公天佑之象





序



铁路是近代社会生产力的代表，也是现代社会的支柱性基础产业之一。中国铁路发展史是中国近代史的重要组成部分。在铁路的修建与发展过程中，贯穿着我国爱国志士与西方列强掠夺修路权的斗争和努力。中国铁路事业发端源于清政府所在地的京都，中国早期干线铁路也多汇集于此。

京张铁路作为我国第一条由中国人自己主持设计修建与管理的干线铁路，在当时为世界所震惊，为西方所折服，给当年被西方列强凌辱的中国人民极大地争了一口大气。推动了我国人民自办铁路的发展。我国科技界的先驱、杰出的铁路工程学家詹天佑，在主持建筑京张铁路工程中表现出的崇高精神和卓越才能，充分表现了中华民族振兴中华的伟大抱负和中国铁路工作者献身铁路事业的高贵品质。这一中国铁路建设史上的光辉永远激励着我们的民族，我们的铁路建设者们，为中国铁路事业的发展 and 繁荣拼搏奋进。

北京铁路分局在铁道部詹天佑纪念馆和中国铁道出版社的帮助下，从修志编史工作中发掘出来的珍贵历史资料和丰富史料画面，生动地反映了京张铁路建设者们历史业绩和这条铁路近一个世纪的沧桑，它给我们以启示：中国铁路事业只有在新中国成立后的社会主义制度下，才得以大发展，只有在我国实行改革开放后，才又得到更大的发展；而我们今天铁路事业的发展，特别是当前全国铁路面向社会主义市场经济，实行两个根本转变的关键时期，特别是面对九五期间中国铁路大发展的历史机遇，我们当代中国铁路事业的继承者们更要发扬建立京张铁路基业的那一代中国人的伟大精神，光大他们振兴中国铁路事业的业绩。

愿《京张铁路》画册作为对京张铁路建设者们不朽精神的敬仰，作为对今天中国铁路建设者们的鞭策，发挥以史为鉴、鉴古启今、创造未来的作用。

中华人民共和国铁道部部长

傅玉霖

一九九九年十二月廿五日

Foreword

Railway is not only a representative of modern social productivity, but also one of the basic pillar industries of modern society. The history of the China railway development constitutes an important part of Chinese modern history. Throughout its development, many patriotic Chinese have struggled with the Western powers for taking into their hands the right of building our country's own railways. The earlier Chinese railway industry originated in Beijing, the capital of the Qing dynasty, and where most of China's early main railways converge.

As the first main railway designed, built and managed by Chinese people on their own, the Jing Zhang railway construction shocked the Westerns and compelled their admiration. Which greatly inspired the Chinese people then suffering by the westerns. It also ushered in the epic of Chinese building and managing railways of their own. Zhan Tianyou, a precursor of the Chinese technical circle and prominent railway engineer, showed noble characters in taking charging in the construction of the Jing Zhang railway project. He is also a representative of those who devoted themselves to the flourish of china and its railway cause. the brilliance of the Jing Zhang railway construction history will inspire the Chinese people and the railway builder to work hard for the development and prosperity of Chinese railway cause.

With the help of the Zhan Tianyou Memorial and the China's Railway Press, Beijing Railway Administration get as many scarce historical materials and pictures as possible, which vividly demonstrated the contribution of the Jing Zhang Railway builders and it's a century history. We can learn from these materials and pictures that only under the socialism system after the foundation of the People's Republic of China can great achievements be made in China's railway industry; only after adopting the reform and open-door policy can greater development be achieved. China's railway industry now faces a critical age when our country practices the two basic transformations and develops the socialism market economy, especially in a historical period under the ninth five-year plan. People of Chinese railway cause should learn from those who contributed their heart and soul to the Jing Zhang Railway and make great achievements for China's railway cause.

I wish that this album will show our respects for the ever-lasting spirits of those Jing Zhang Railway builders and serve as an inducement for China's railway builders nowadays to achieve a brighter future.

by Fu Zhihuan

Minister of Ministry of Railway of P.R.C.

25th December in 1999

前言

道路伴随着人类古老文明的演进，最终发展成为各种交通手段。铁路则是人类交通文明发展到近代的一个创举，它作为近代新生产力的代表极大地推动了人类由工业革命为基础的近代文明向现代化社会的发展。正是1814年英国人斯蒂芬森制造的世界上第一台蒸汽机车，以及11年后筑起的第一条铁路，使得本来是一个大不列颠的岛国迅速在近一个世纪之间，先是把其军事的势力，其后是政治的经济的势力扩展到亚洲、美洲、非洲、大洋洲，以至形成世界范围内的英联邦体系。继而后之的美国于1830年、法国1832年、德国1835年、俄国1837年、日本1872年也相继筑起铁路，争相掀起国内经济产业的迅猛发展，国外强烈扩充自己实力，参与世界性市场的竞争。世界经济大国美国的铁路顶峰时期曾有41万公里路网，铁路在社会发展中的地位可想而知。

建立在大一统古驿道式的中华交通，造就了鼎盛的东方华夏文明；这种文明中涌现的“四大发明”沿着陆、海两条“丝绸之路”传入西方，注入了欧洲中世纪以后的技术经济潮流，使得欧洲人得以吸收东方的先进技术，借助伽利略、哥白尼、牛顿、瓦特等辈科学家的智慧和发明家的才干蕴酿了欧洲的工业革命。然而中国这个文明古国，在欧洲人1840年用钢铁战舰发动鸦片战争，敲开中国大门时，却仍在沉睡之中，清政府依然夜郎自大，坚持闭关锁国政策。历史本是客观的，但现实却十分严酷。清政府在蒙受一个又一个失败，签订了一个又一个不平等条约之后，在国内民众的巨大压力下，不得不默许朝内洋务派“以夷制夷”、“办洋务兴实业”的战略。

中华民族的有志之士傲视西方列强通过掠夺中国铁路权益，加深对中国的侵略，越来越明确认识到铁路与立国的利害关系。维新派首领康有为的《公车上书》提出“立国自强之大计是修建铁路”。革命先行者孙中山指出“今日之世界，非铁路无以立国”。

就在半封建、半殖民的旧中国的特定国情下，由封建势力、殖民主义势力以及周旋于两者之间的封建买办势力导演了中国铁路早期的畸形发展。1905年开始兴建的京张铁路之前，中国大地上出现的各条线路，不是完全由洋人强行所筑，就是名义上中国主持实为外国人把持设计。只有京张铁路，才是真正由中国人自己主持，自己设计，在自己手里建成通车自行管理的。而且京张铁路又是当时中国已成铁路中的工程最艰巨，但建设成本最低，技术质量最佳的。在这一世界瞩目的伟大工程中

做出杰出贡献的我国科技界先驱、杰出的爱国工程专家詹天佑，带领中国工程技术人员，以令世界震惊的创举，向世界宣告：“中国人不但能够自己修建铁路，而且能够比外国人干得更好，更漂亮。”詹天佑先生以他光辉的业绩向世界表明：中华民族有自立于世界民族之林的能力，有智慧、有力量为世界文明和社会进步做出应有的贡献。

京张铁路建成，推动了各省自办铁路发展，首先是商办川汉铁路，川路保路运动，成为辛亥革命的导火线，京张铁路通车后第二年即获利，后成为全国第三条获利之铁路。京张铁路的建成通车，像戏剧的一幕，演示了詹天佑那一代人的辉煌。然而这条铁路 90 多年的沧桑，却说明铁路作为现代社会的生产力和国民经济大动脉，是社会发展的基础，哪一个历史阶段要发展，要保证国计民生，都必须发展铁路，就连日本侵略者也疯狂占领京张铁路使其作为在华势力的重要部分。但是京张铁路真正的发展，还是在新中国。京张铁路在建国后，许多重大工程的改建和技术改造，使古老的京张铁路更加焕发了青春：关沟段的线隧改建、老龙背线路改建、怀来大桥水库地区的改线、张家口、沙城等站的扩建和技术换代，以及北京—乌兰巴托—莫斯科国际联运列车的开行，都充分展示了新中国铁路事业发展的缩影。“科学技术是第一生产力”。以这一光辉思想为基础的“以经济建设为中心”的党的基本路线和改革开放方针给我国铁路事业的大发展开创了一个历史性的最大空间和最佳机遇。中国铁路要大发展、大进步，京张铁路也必将在这一历史性的大发展中进一步显示出这一中国传统铁路的潜力。

本书将京张铁路的创业、演变、发展过程中的有关历史资料和有关历史人物活动照片编辑成册，并力求通过文字和图片相映的形式向世人展示当年京张铁路的辉煌和那一代人的不朽精神，思考京张铁路历史的演进和今天我们所肩负的历史责任，谋求中国铁路的发展，力求把中华民族那最晶亮的闪光，继承发扬光大，让中华民族的伟大精神永远伴随中国现代化建设的进程，做推动历史前进的火车头。

Preface

With the civilization of human being, roads provides various means of transportation. Railway is a great invention for transportation, As a token of pre-modern productivity, it pushed the pre-modern civilization which was based upon the industry revolution. It was the first steam engine made by the English-man Steven and the first railway built eleven years later that made the Great Britain a strong country which firstly extended his arm force. And then the political and economic force to Asia, America, Africa, Australia and eventually developed into a world-wide British federation. After that, many countries, such as the United States in 1830, France in 1832, Germany in 1835, Russia in 1837, and Japan in 1872, developed their own railways. The railway construction in these countries made their civil economy develop quickly and their strengths increase greatly so as to be competitive in the world market. During the summit of the railway development in the U. S., one of the world economic powers, 410 thousand kilometers road networks had been built. From this, we can realize the importance of railway in social development.

The old Chinese transportation which based on unified road net contributed to the prosperous Chinese civilization. "The Four Inventions" growing out of this civilization and spreading to the west via the "silk road" both in sea and on land merged with the mid-century technology economy and were accepted by the Europeans. The European industrial revolution was through the aptitude and wisdom of such scientists a Galileo, Copernicus, Newton, watt and others. Howerve, when the Europeans declared the Opium War against China with warships and guns, the old country was still asleep. The Qing government was still self-conceited and adhered to the close-door policy. The history was objective, while the reality was crude. When the Qing government endured failure after failure and signed many unequal treaties, it had to follow the idea of "using the foreign goods to conquer the foreigners" and "learning from the foreign business and building the domestic one", which was brought forward by the members of modernization movement.

Since the western powers deepened the invasion of China by robbing the right of building Chinese railways, those Chinese with lofty ideals understood more and more the importance of railways in our country. Kang Youwei, the head of the reform faction, maintained that the greatest policy of building a strong country was to construct the railways Sun Yat-sen , a forerunner of revolution , forwarded that there was no strong country without railways in the world update.

In a semi-feudal and semi-colonial old society of China, there were three forces: the feudal, the colonial and the comprador. With the latter one under a pincer attack. The three forces led to the abnormal development of early Chinese railways. Before the construction of Jing-Zhang railway in 1905, the Chinese railways were completely designed and masterminded by foreigners or nominally built by Chinese but in fact by foreigners. Only the Jing-Zhang Railway was really emceed, designed and administrated by Chinese. Moreover, it was the hardest one to build at that time but the cheapest in expenses and best in quality. Zhan Tianyou, a precursor of the Chinese Scientific Society and an outstanding patriotic railway engineering specialist, made great contributions to this world-

famous railway project. He, together with other engineering technicians declares to the world that the Chinese can not only built their own railways but also do far better and nicer than the foreigners. Zhan Tianyou showed to the world by his outstanding achievements that the Chinese had the ability to stand among other excellent peoples, and the wisdom and strengths to make proper contributions to the world civilization and social advancement.

The completion of Jing-Zhang Railway gave impetus to the development of railways in other provinces. Firstly the Chuan-Han Railway was commercially built, and then the Defense of Chuan railroads movement ignited the Revolution of 1911. The second year after its completion, Jing-Zhang Railway became a profitable railway and later the third most profitable railway in China. The construction and running of Jing-Zhang Railway revealed the splendor of the Zhan Tianyou's generation. Throughout ninety years' history of Jing-Zhang Railway people may find that since it is a modern social productivity and a great economical pulse, Railway is quite necessary for the guarantee of the national economy and the people's livelihood. During the invasion of Japanese in China, the Jing-Zhang railway was under the control of the Japanese. It was in the new China that the Jing-Zhang railway got its real development. After the founding of the P. R. China, many big engineering rebuilding and technical reconstruction projects made the old Jing-Zhang Railway thrive again. The reconstruction of railways and tunnels in Guangou section, the rebuilding of Laonongbei (old dragon back) railway, the relining of the reservoir district of the Huailai Bridge, the magnified construction and technical reform of Zhangjiakou, at Shacheng Station of Zhangjiakou and so on. And the running of the "Beijing- Ulan Bator-Moscow " international through-transportation train indicate the epitome of new China's railway development.

"Science and technology are the first productivity". This resplendent idea is the base for our party's taking the basic route of "the economical construction is the focus" and the reform and the open-door policy, which provide a historical space and chance of a high-level development of our country's railway cause. The China's railways are to make great progress and development, and the Jing-Zhang Railway will also reveal its potential strength in this historical advancement.

This book includes correlative historical sources of Jing-Zhang Railway's initial construction, evolvement, and development and pertinent persons' activities. It strives to demonstrate the past splendor and the everlasting spirits of that generation, and rethink the evolvement of Jing-Zhang Railway's history and our commitment nowadays. For the development of China's railway, let's inherit and carry forward the Chinese people's most brilliant spark. Accompanying China's modern construction course, the great Chinese's spirit will be the locomotive which drive the history forward forever.

