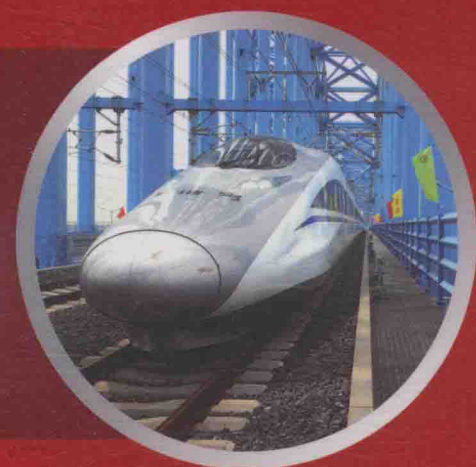


北京南站

京沪

高速铁路



京沪高速铁路股份有限公司 编著

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京沪高速铁路

BEIJING-SHANGHAI HIGH SPEED RAILWAY

京沪高速铁路股份有限公司 编著



中国铁道出版社

2014年·北京

内容提要 **Abstract**

本画册以精美的图片真实记录了京沪高速铁路建设者们顽强拼搏、无私奉献的精神风貌；运营人员以人为本、旅客至上的优质服务。宏伟的工程，现代的车站，飞驰的动车，颇具特色的服务品牌，为历史留下诸多珍贵镜头。

This album tells the stories of Beijing-Shanghai High Speed Railway and its builders who work hard and dedicate themselves to this project, as well as the operating staff and their human-oriented and passenger-friendly service by exquisite illustration. The precious pictures in this album have comprehensively demonstrated the magnificent project, modern station, bullet train, services, etc. of Beijing-Shanghai High Speed Railway.

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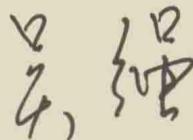
京沪高速铁路是集中展示我国经济实力、科技水平和综合国力的重大工程，是新中国成立以来一次性投资规模最大、技术含量最高的世纪性、历史性宏伟交通工程。

京沪高速铁路正线1318公里，其中桥梁244座，1059.7公里，占全长的80.4%；隧道21座，15.8公里，占全长的1.2%；路基242.5公里，占全长的18.4%。全线59次跨越既有铁路，41次跨越高速公路，99处跨越等级公路和城市主干道。多次跨越海河、黄河、淮河、长江四大水系的众多河流，其中V级航道以上16处，全线特殊结构桥梁达397处。车站24座。设计时速350公里，初期运营时速300公里。

在党中央、国务院的正确领导下，在地方各级党委、政府的大力支持下，在铁道部的组织下，京沪高速铁路经过全体建设者三年半的奋战，于2011年6月30日通车。至今已安全运营了三年多，广大铁路员工按照“以人为本，精心服务”的理念，截止2014年9月，全线已安全运送旅客2.5亿人次，取得了良好的社会效益和经济效益。

《京沪高速铁路》画册以精美的图片真实记录了京沪高速铁路的勘测、设计、建设过程中建设者们顽强拼搏、开拓创新、无私奉献的精神风采。科学技术的创新，婀娜多姿的桥梁，穿山越岭的隧道，精雕细刻的轨道，功能齐全的车站，矫若游龙的动车组，安全可靠的指挥系统，颇具特色的服务品牌……为历史留下诸多珍贵镜头，也是献给国庆65周年的一份礼物。

京沪高速铁路股份有限公司董事长



2014年10月

PREFACE

The Beijing-Shanghai High Speed Railway is a historically magnificent transit engineering of the century, which attracts the largest investment and uses the most advanced technologies ever since the foundation of the People's Republic of China, and gives a full picture of the Chinese economic power, technical level, and the national competitiveness, etc.

The 1,318km trunk line of Beijing-Shanghai High Speed Railway includes 244 bridges with a total length of 1,059.7km, accounting for 80.4% of the entire length, 21 tunnels with a total length of 15.8km, accounting for 1.2%, and 242.5km subgrade, accounting for 18.4%. The entire line crosses over the existing lines at 59 locations, highways at 41 locations as well as the highways that are included in the road classification scheme of China and urban arterial roads at 99 locations. The railway, which has 397 bridges with special structure, also crosses over multiple waterways of the Hai River, Yellow River, Huai River, and the Yangtze River, including 16 spots of Grade-V waterways. There are 24 stations on the railway. The design speed for the railway is 350km, and the running speed of train on the railway at the initial stage of operation is 300km.

The Beijing-Shanghai High Speed Railway was open to traffic on June 30, 2011 after the hard work of three years and a half by all the working staff, which is under the effective leadership of Central Party Committee and the State Council with strong support from the local Party Committees and local governments on various levels, and organized by the MOR. The railway has been safely operated by the railway staff bearing the words of "providing human-oriented and quality service" in mind for over three years, and has safely originated 250 million passengers, bringing substantial social and economic benefits.

The album tells the true story of the Beijing-Shanghai High Speed Railway which includes the survey, design, and construction of this railway and its builders who work hard and dedicated themselves to this project and come up with creative solutions. The album is a gift for the 65th National Day, which shows many precious historical images concerning the scientific and technical innovation, all types of bridges, tunnels through mountains, fine rails, multi-function stations, speedy EMUs, reliable traffic control system, and service brand with unique features, etc.

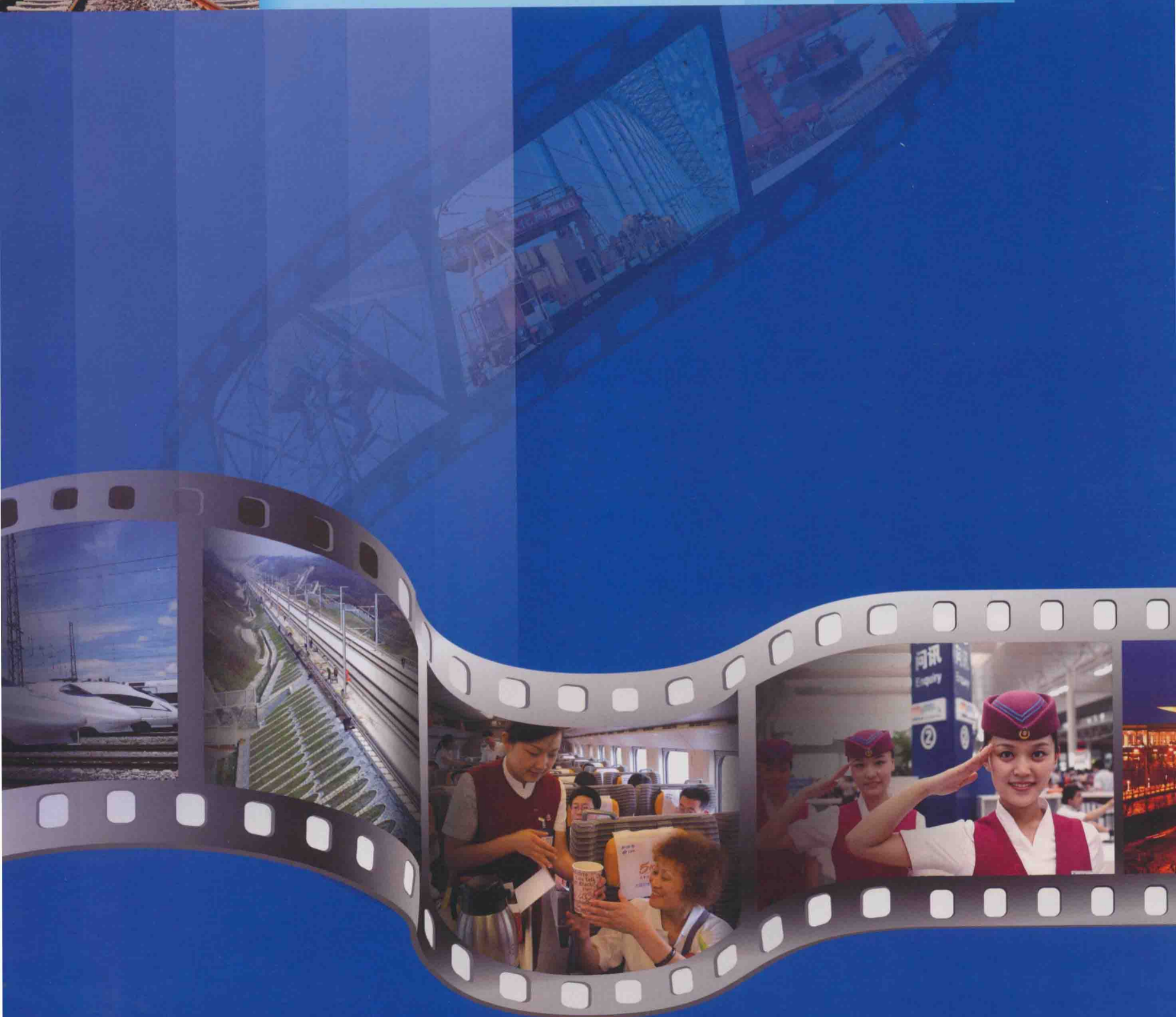
Wu Qiang

President of Beijing-Shanghai High Speed Railway Corp.

October, 2014

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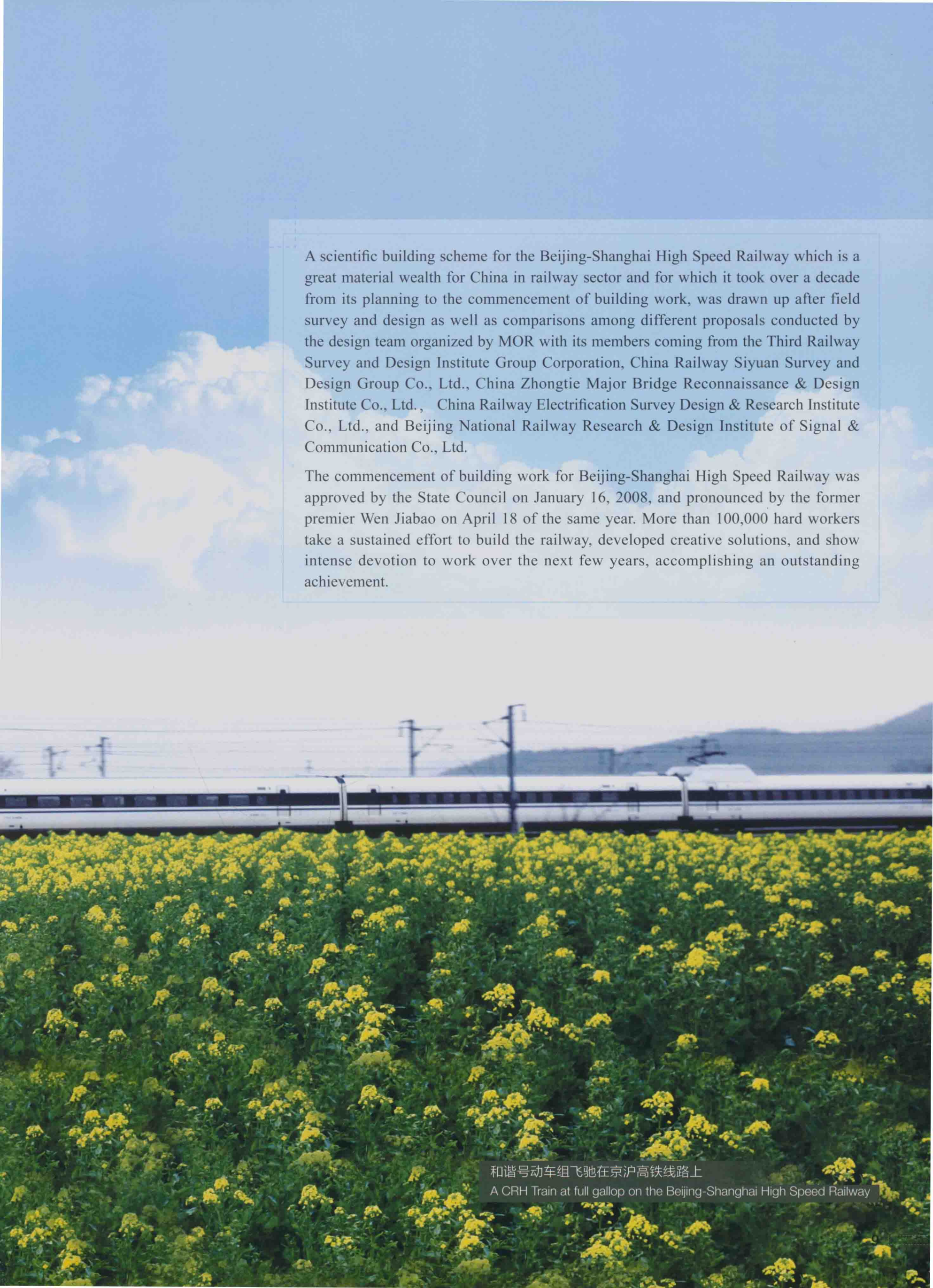


宏伟工程 >>> 008-137 Magnificent Project

京沪高速铁路从孕育到开工，经历了十余年的磨练，铁道部组织铁道第三勘察设计院集团有限公司、中铁第四勘察设计院集团有限公司、中铁大桥勘测设计院、中铁电气化勘测设计院、北京全路通信信号研究设计院的设计队伍，经现场勘测设计、多方案比选，制订了科学的建设方案，为中国铁路留下了宝贵的物质财富！

2008年1月16日，国务院批准京沪高速铁路开工，4月18日，温家宝总理宣布“京沪高速铁路全线开工！”十余万精兵强将，历经春夏秋冬的洗礼，饱尝严寒酷暑的考验，夜以继日，顽强拼搏，开拓创新，无私奉献，创造了一个又一个史无前例的奇迹，谱写了一曲又一曲气壮山河的凯歌！





A scientific building scheme for the Beijing-Shanghai High Speed Railway which is a great material wealth for China in railway sector and for which it took over a decade from its planning to the commencement of building work, was drawn up after field survey and design as well as comparisons among different proposals conducted by the design team organized by MOR with its members coming from the Third Railway Survey and Design Institute Group Corporation, China Railway Siyuan Survey and Design Group Co., Ltd., China Zhongtie Major Bridge Reconnaissance & Design Institute Co., Ltd., China Railway Electrification Survey Design & Research Institute Co., Ltd., and Beijing National Railway Research & Design Institute of Signal & Communication Co., Ltd.

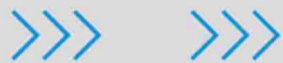
The commencement of building work for Beijing-Shanghai High Speed Railway was approved by the State Council on January 16, 2008, and pronounced by the former premier Wen Jiabao on April 18 of the same year. More than 100,000 hard workers take a sustained effort to build the railway, developed creative solutions, and show intense devotion to work over the next few years, accomplishing an outstanding achievement.

和谐号动车组飞驰在京沪高铁线路上

A CRH Train at full gallop on the Beijing-Shanghai High Speed Railway

勘测设计

Survey and Design



1. 雪中勘测

Survey on snowfield

2. 现场选线踏勘

Field investigation for railway location

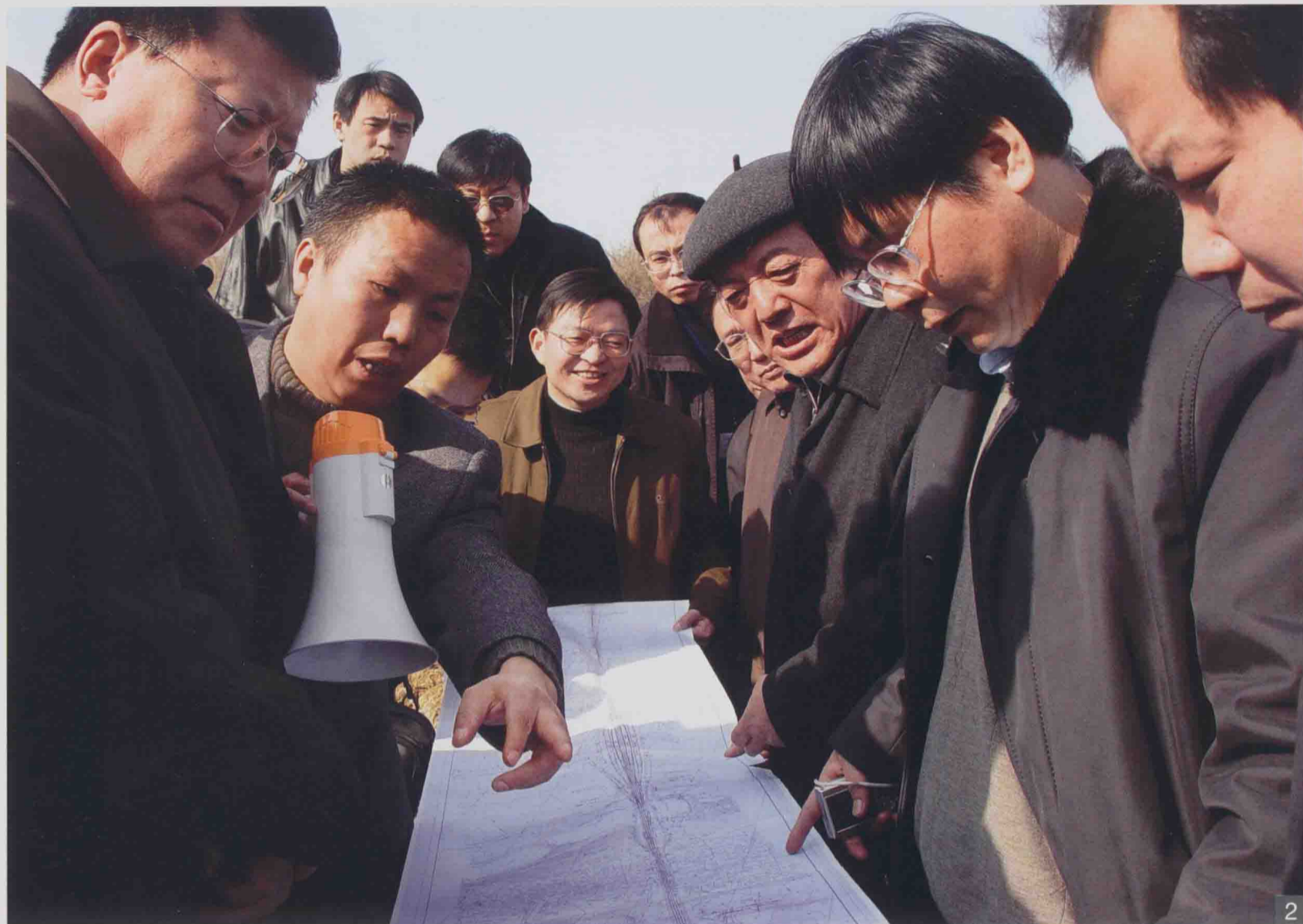
3. 铁三院设计人员群策群力优化京沪高铁设计方案

Designers of the Third Railway Survey and Design Institute Group Corporation discussing optimal solutions for the Beijing-Shanghai High Speed Railway

天当被，地当床，冬天一身泥，夏天一身汗。京沪高速铁路的勘测设计人员跋山涉水，战天斗地，忠于职守，用智慧和汗水描绘着京沪高铁的绚丽蓝图。

The devoted survey and design team sleep outdoors through the entire year and conduct every necessary survey in order to get the precise data for design.







1. 春风拂面时
Field survey in Spring
2. 炎炎夏日中
Field survey in Summer
3. 秋高气爽际
Field survey in Autumn
4. 寒冬冰雪里
Field survey in Winter