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| 中法记者滇越铁路行 |

A TRIP ALONG YUNNAN-VIETNAM RAILWAY
BY CHINESE AND FRENCH JOURNALISTS

云南民族出版社

Yunnan Nationalities Publishing House





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序

滇越铁路于1903年10月开工建设，1910年1月30日全线完工通车，历时5年零3个月，是当时被西方记者称为与苏伊士运河、巴拿马运河相媲美的“世界第三大工程”。修建这条铁路，虽然有当时一定的历史背景，但铁路的建成，无疑地凝结着建设者们的智慧和血汗。它是世界上现存唯一一条还在使用的米轨铁路，是云南的一笔珍贵的历史文化遗产，也是中国近百年来西方文化和东方文化相碰撞、接轨的历史见证。

近百年来，随着滇越铁路的建成和发展，造就了我国第一个水电站——昆明石龙坝水电站，促进了昆明的商贸繁荣，使昆明成为中西文化的交汇点；形成了当时产量位居世界第二的个旧“锡都”，铁路沿线的宜良、开远、蒙自、河口、个旧等地也因路而兴，云南从封闭不断走向开放。

为进一步了解滇越铁路建设发展的百年历程，承载历史，传承文明，走向明天，展示滇越铁路所发挥的积极作用，让中外记者亲身触摸和感受滇越铁路的历史文化和铁路沿线百年来的变迁，推动云南旅游产业和民族文化大省建设，促进云南对外开放和经济发展，2005年11月9日~11月18日，一支由30余名中法记者组成的采访团踏上滇越铁路，在云南境内465公里的铁路沿线进行了为期9天的采访。

这本画册从一个侧面所记录的，就是这次采访团所到之处的滇越铁路的历史、现状及风土人情。





Preface

The project of the Yunnan-Vietnam Railway, which began in October 1903 and completed on January 30, 1910, was considered "the Worldwide No. 3 Largest Project" by western press. With unique history background as well as wits of constructors, it is the only meter-gauge railway in use today and as well a precious heritage, who witnessed integration of western and eastern cultures over a recent hundred years in China.

The construction and development of the Yunnan-Vietnam Railway gave birth to the first hydropower station in China, accelerated commercial prosperity, and enabled Kunming a cultural intersection and Tin Capital of Gejiu with the second largest tin output across the world that time. The cities along, like Yiliang, Kaiyuan, Mengzi, Hekou and Gejiu, turn out to be thriving.

From November 9 to November 18, 2005, a visiting group of over 30 Chinese and French journalists set foot on the Yunnan-Vietnam Railway and spent 9 days, 465 kilometers along the railway within Yunnan Province. This activity aimed at better realizing the 100-years history of Yunnan-Vietnam Railway, whose positive effects are promoting the development of tourism industry and multi-national cultures and advancing the opening of Yunnan Province to outside world.

This brochure is based on the history, current situation, and local conditions and customs along Yunnan-Vietnam Railway at the visiting group's route.

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一部饱含百年沧桑的历史

A History Full of Hardships in Hundred Years

一列穿越百年时空驶向现代的列车

A Train Running through 100 Years to Today

一座连接云南与世界的桥梁

A Bridge Linking Yunnan to the World

一条促进文化交流与经济发

A Tie of Promoting Cultural Exchange and Economic Development



滇越铁路云南段示意图

Schema: Yunnan Section of Yunmeng-Vietnam Railway

1910年的列车

百年前，这趟奔跑的列车未有一刻停歇。——新华社

100年前，由越南海防到云南昆明的滇越铁路正式动工兴建。当冒着白烟的列车呼啸奔来时，给世人带来了前所未有的惊世震撼，从此改变了云南的历史，甚至影响到中国的近代史。

1910 Train

100 years ago, the construction of Yunnan-Vietnam Railway initiated from Haiphong to Kunming. The spinning train, white smoke pouring, brought unprecedented shock to local people. Since then, Yunnan-Vietnam railway has changed the history of Yunnan and even influenced the modern history of China. — Xinhua News Agency

一颗道钉一滴血，一根枕木一条命。这是在滇越铁路修筑中众所周知的代价。然而，也正是这条铁路，使云南打开了大门，从新辟走向了大海。

这条建成于1910年，至今仍通车的铁路轨距为1米，比现在中国国内通行的标准轨距窄了43.5厘米，但并不影响它的卓尔不群。在不到500公里长的距离内，这条钢铁巨龙跨越了珠江与红河两大水系，跨越了温带、亚热带和热带三大气候带；在海拔高差近2000米的铁路线上，平均每1000米就有一座桥梁，3000米就有一个隧道，这条铁路还跨越了有12个民族聚居的云南中南部的绝大部分地区，以及这片大地上新兴的城镇和古老的村寨。

The Yunnan-Vietnam Railway was made from blood and lives. And it was this railway that opened the door of Yunnan to the outside world.

This railway was completed in 1910. Its rail gauge is one meter, 43.5 centimeters shorter than the current national standard in China. Although the railway is less than five hundred kilometers, it crosses over the Pearl River and Hong River, and span the three major three climatic zones, say Temperate Zone, Subtropical Samimist Zone, and Tropic Rainforest Zone. The average altitude of the railway is nearly two thousand meters. One Railway Bridge stands about every one thousand meters, and one tunnel every three thousand meters. Furthermore, the railway travels through most regions in central and south Yunnan province where 12 nationalities inhabit, and the burgeoning towns exist together with ancient villages.



100 years ago) the construction of Yunnan-Vietnam Railway (originated from Haiphong to Kunming). The spinning train (white steam locomotive) brought unprecedented shock to local people.

接轨——中法记者滇越铁路行采访记

Cérémonie inaugurale du voyage des journalistes français et chinois sur le c



启动仪式

l'inauguration de la ligne de fer Kunming-Hanoi



滇越铁路 荟萃着的壮美雄奇的自然景观，浩大杰出的工程奇观和丰富多彩
的民族文化奇观，令中法记者采访团的成员惊叹不已。

云南的对外开放正是从滇越铁路的通车开始的。正是这条铁路带动了云南的
经济和人们观念的转变，随之而来的西方文化和科学思潮的冲击，在此基础上，才
有了孙中山的河口起义，才有了万民拥戴的护国运动，中国共产党在云南的星星之
火，最早也是播洒在滇越铁路线上的。

该怎么评价这条铁路呢？清朝最后一个状元云南石屏县人袁嘉谷曾作诗一首：
“新生事物多折难，说三道四两相反，云滇谁说无前路，列车尽头尽曙光。”袁嘉
谷以敏锐的前瞻意识，辩证、客观地阐发了滇越铁路对云南的作用。

风雨百年滇越线。昆明老滇越铁路火车站仅存的那棵超过百年的老榕树，见证
了这列从1910年开来的火车，它默默伫立着，吸天地之灵气，看人间之悲喜，一百
年的风霜，它只是更加沉默，枝叶繁茂，无倚向天。

一百年过去了，我们试图理解这条上世纪初开始修筑的铁路，试图理解这种流
逝，试图嗅到空气里残留下来的味道，试图从铁轨上的螺旋钉的纹路里找出岁月走
过的痕迹……



Both the Chinese and French journalists of our visiting group were occupied by the majestic
natural spectacles, grand engineering wonders, and colorful ethnic cultures along the railway.

The railway opened up Yunnan Province and thus accelerated the economic advancement
and idealistic transformation of Yunnan people. The subsequently introduced western cultures,
science and thoughts gave rise to the Heibei Insurgency led by Sun Yat-sen and National
Protection (Huguo) Movement, which was supported by the civilians. It was along the railway
where the Chinese Communist Party initiated its activities in Yunnan Province.

So how shall we evaluate this railway is really a question. Yuan Jiaqu, Shi Ping local, the
last Number One Scholar (title conferred on the one who came first in the highest Chinese
imperial examination) of Qing Dynasty, wrote in one of his poems 'as a newly completed
project, the development of the Yunnan-Vietnam is painful and tough, but it will bring Yunnan
to a promising future'. That was exactly the function the railway has performed to Yunnan
Province.

The Yunnan-Vietnam Railway has undergone great hardship over the past one hundred
years. The only 100-year-old tree, witnessed all the tough situations that the railway has sustained
since 1910.

For one hundred years, we endeavor to figure out the effects the railway brought, to perceive
all the residual hardship, and to discover the trails lingered on the rail screens.



2005年11月9日，接轨——中法记者滇越铁路行活动在昆明启动，
30多名中法记者对滇越铁路及其沿线进行考察与采访。

Starting from Kunming on November 9, 2005, more than 30 Chinese and French
journalists will travel with a survey and interview along the Yunnan-Vietnam Railway.

