

中国铁路新客站
系列画册之二

上海虹桥站

SHANGHAI HONGQIAO
RAILWAY STATION

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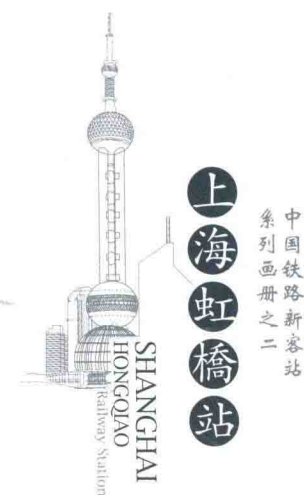
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海纳百川 有容乃大

Be tolerant and forgiving as a sea holding water from thousands of rivers



PREFACE

序 言

SHANGHAI
Hongqiao
Railway Station

铁路作为国民经济的大动脉、国家的重要基础设施、大众化交通工具，在中国经济社会发展中的地位和作用至关重要。铁路客站是发展完善铁路网的重要组成部分，是综合交通体系中的重要节点，是地区经济社会发展的重要引擎。铁路客站的建设事关中国铁路现代化建设，事关国家综合交通体系的构建，事关新型城镇化的推进。

2004年初，国务院批准《中长期铁路网规划》，中国铁路建设进入了难得的黄金机遇期。按照规划目标，到2015年全国铁路营业里程达12万公里左右，基本建成4万公里以上快速铁路网，基本覆盖所有省会和50万人口以上城市，需要新建铁路客站1000余座。

经过近十年艰苦卓绝的努力，中国铁路在气势恢宏的发展中，创造了举世瞩目的成就。截至2012年底，铁路营业里程已达9.8万公里，其中高铁营业里程9356公里，建成新型客站456座。

这批新型客站遵循以人为本和可持续发展的原则，统筹兼顾铁路运输、城市发展和构建综合交通体系等需求，努力追求交通建筑、时代要求和地域环境的有机结合，从建设理念、功能布局、建筑形态、技术创新、运营效果等方面实现了超越，不乏堪称经典的力作。其中，北京南站、上海虹桥站、广州南站、武汉站等特大型综合交通枢纽，拉萨站、延安站、苏州站、三亚站等具有浓郁地域特色的大中型客站，以及大量精致的、和而不同的中小型客站，犹如一颗颗璀璨的明珠镶嵌在中华大地上，令人心旷神怡。这批新型客站，凝聚了中国铁路人的心血和智慧，谱写了中国铁路人奋勇拼搏、不懈追求的华丽篇章，在中国铁路发展史上留下了光辉的一页。

为了全面、系统地展示新型客站建设成就，我们从已建成运营的新型客站中遴选一批代表作，精心编排，汇集成册，并行为系列画册，以供读者更加直观地了解中国铁路客站的最新状况，解读其科技内涵和文化神韵。随着在建和拟建客站的不断落成，这套画册将陆续付梓。我们将把具有不同地域特征、不同建筑风格的新型客站荟萃于卷帙之中，献给铁路客站的开拓者和建设者，以飨所有喜爱建筑艺术的朋友们。

郑健

2013年7月

Railways have occupied a crucial position and played an important role in Chinese economic and social development as the artillery of our national economy, key infrastructure of the country and public transportation means. Railway stations are key components in improving the railway network, key links in comprehensive transport system and key engines in local economic and social development. Construction of railway stations is important for constructing modern railways in China, building national comprehensive transport system and advancing new urbanization.

In early 2004, the State Council approved Mid-Long Term Railway Network Plan, and construction of Chinese railways started to enter a rare golden period of strategic opportunities. According to the planning targets, by 2015 national railway operating mileage will reach about 120,000 kilometers with over 40,000 kilometers of express railway network, basically covering all provinces and cities each with a large population of over 500,000, which requires over 1,000 new stations.

Through nearly 10 years of tremendous efforts, Chinese railway has created world-known achievements in magnificent development. By the end of 2012, China has reached 98,000 kilometers of railway operating mileage, including 9,356 kilometers of express railways and constructed 456 new stations.

In principle of human orientation and sustainable development, the new stations have comprehensively considered rail transportation, urban development, construction of integrated transport system and other demands; worked hard to pursue organic combination of transport building, demands of the time and regional environment; made breakthrough in construction conception, functional layout, architectural form, technical innovation, operational effect, etc.; created many classic works. Of them, Beijing South Railway Station, Shanghai Hongqiao Station, Guangzhou Nan Railway Station, Wuhan Station and other super-large comprehensive transport hubs, Lhasa Station, Yan'an Station, Suzhou Station, Sanya Station and other mid-large stations with distinctive local characteristics as well as some similar but distinctive fine mid-small stations like brilliant and pleasant pearls dotted the territory of China. The new stations have concentrated efforts and wisdom of Chinese railway workers, composed a splendid poem of them in bravely struggling and unswervingly pursuing and turned a glorious page in Chinese railway development history.

To comprehensively and systematically display station construction achievements of the new stations, we have selected some representative works from the new stations completed and put into operation to make a series of picture albums through careful editing. Through the Album, the readers can instinctively understand the updated situation of Chinese railway stations and interpret technological content and cultural style. With gradual completion of stations being and to be built, the albums will be published one after another. We will concentrate new stations of various regional characteristics and building styles in the pictures, give them to the pioneers and constructors of the railway stations and entertain all enthusiasts of building art.

Zheng Jian

July 2013

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上海虹橋站

中国铁路新客站
系列画册之二



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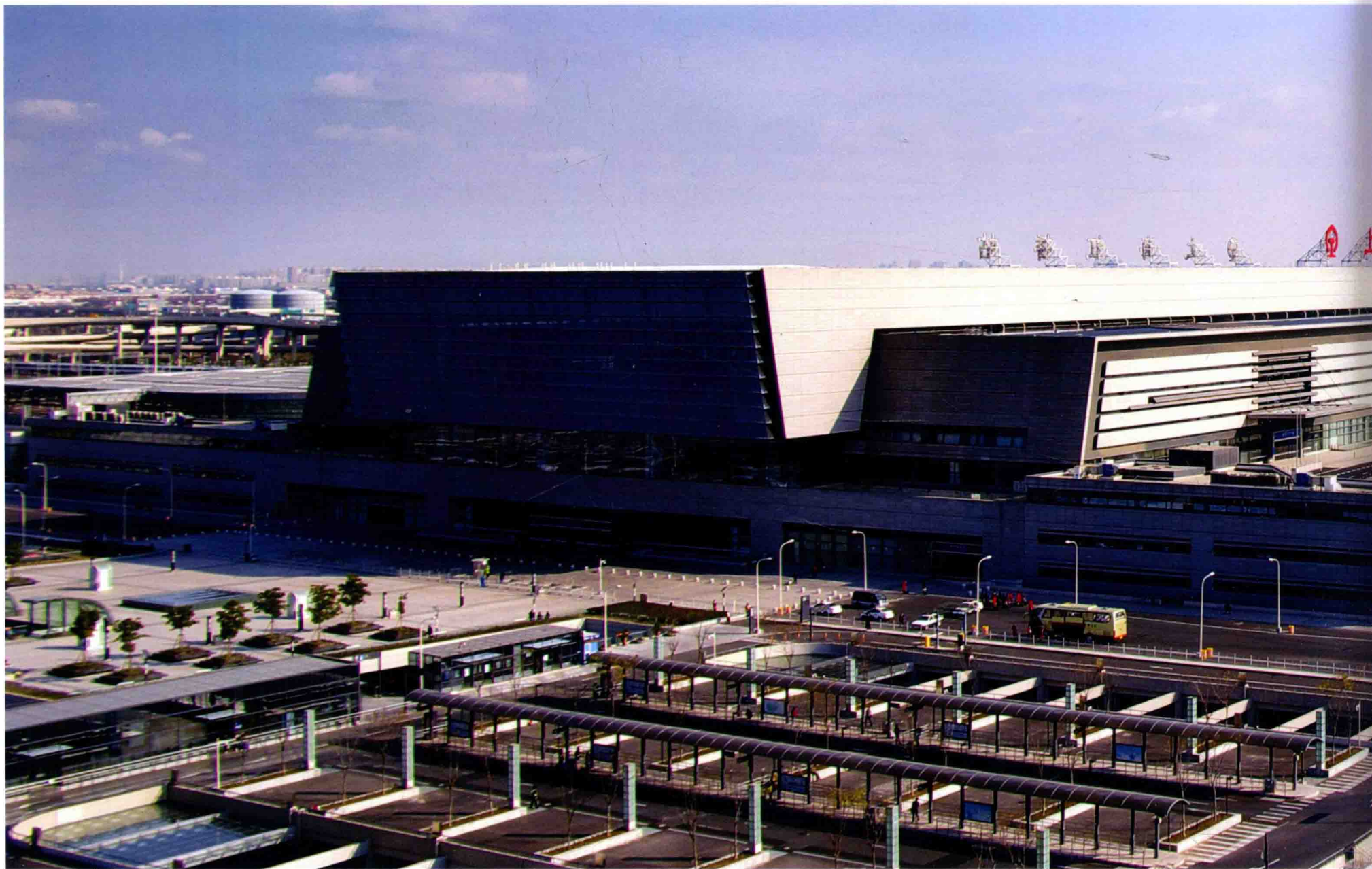
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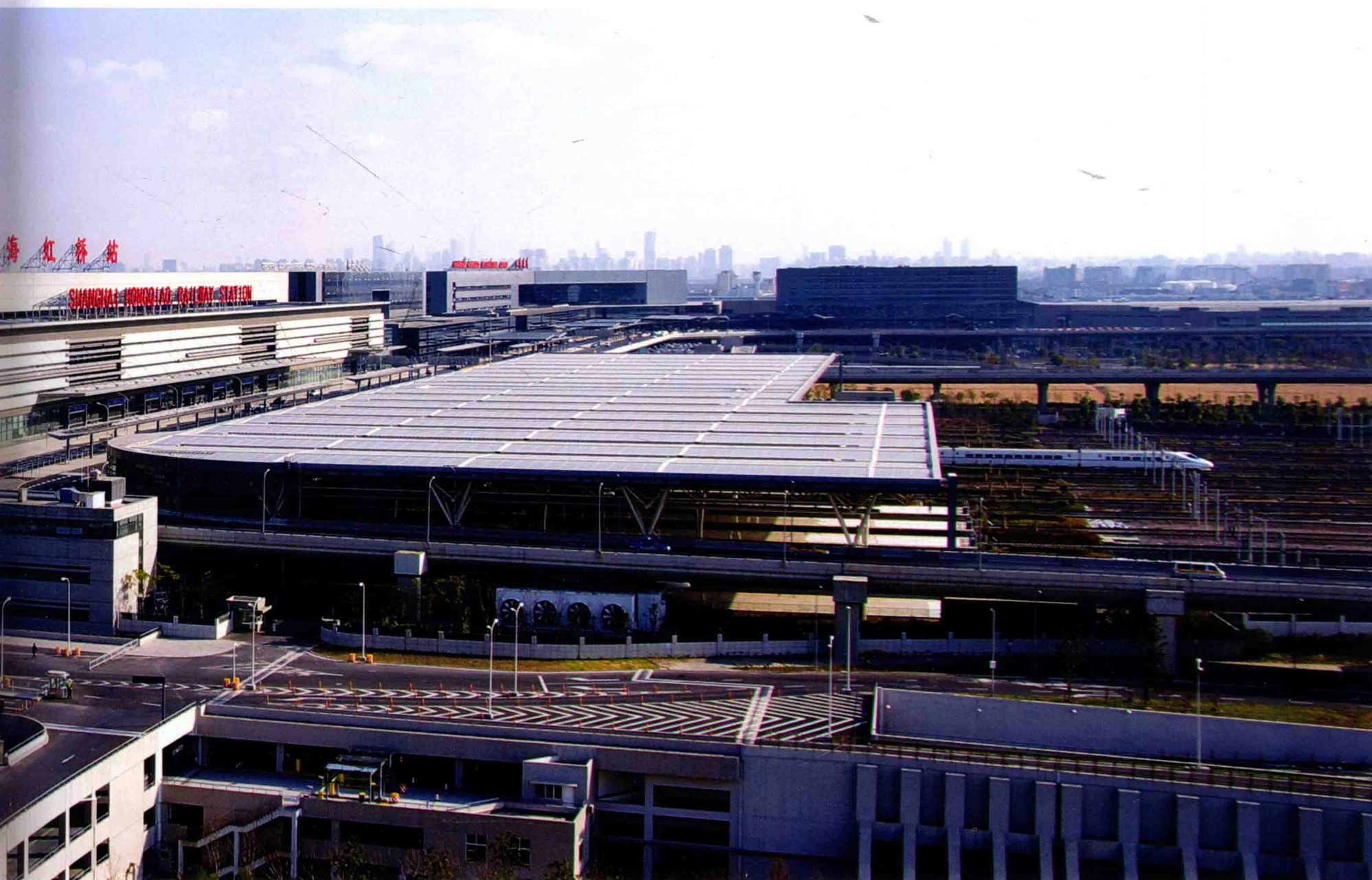
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上海虹桥站简介

京沪高速铁路上海虹桥站是虹桥综合交通枢纽最为主要的组成部分，是京沪高速铁路的终点站，也是沪宁高速铁路、沪杭高速铁路的始发站。虹桥站规模 24 万平方米，无柱雨棚 7.6 万平方米，共 16 座站台、30 条到发线，站房按照远期 2030 年办理旅客列车到发 335 对，年发送旅客 7838 万人次的客运能力设计建造。

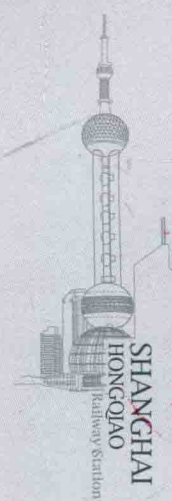
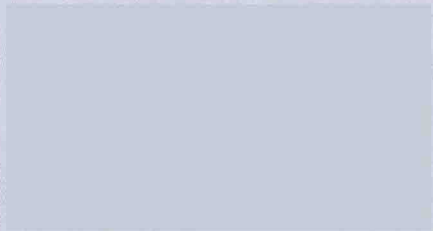
虹桥站造型设计的概念来自于对快速列车行驶中的印象，力图对上海这样一个走在快速中国发展前沿的海纳百川的城市形象进行体现。建筑整体由两个简洁的、具有雕塑感的几何体块穿插咬合而成，其端部相向倾斜错位，形成动感，体现交通建筑的动态特征。建筑造型以平直、方正、厚重为设计原则，与枢纽其他建筑融为一体。虹桥站是节能环保的“绿色车站”，是目前世界上最大的单体太阳能光伏发电工程的铁路客站，同时也采用了地源热泵、光导照明等多项绿色环保技术，因此虹桥站是高层次的建筑品质和先进的绿色技术的代表。



INTRODUCTION TO SHANGHAI HONGQIAO RAILWAY STATION

Shanghai Hongqiao Station of Beijing–Shanghai High-speed Railway is the essential part of the integrated transport hub of Hongqiao, the terminal station of Beijing–Shanghai High-speed Railway, the origin station of Shanghai–Nanjing High-speed Railway and Shanghai–Hangzhou High-speed Railway as well. Hongqiao Station covers 240 thousand square meters, platform awning without columns covers 76 thousand square meters, there are 16 platforms in total involving 30 arrival and departure tracks; the station building is designed and constructed for 335 pairs of arrival and departure trains with 78.38 million person–time annual passenger capacities in 2030.

The design concept of Hongqiao Station is originated from the impression of trains driving at high speed striving for presenting the image of Shanghai City, which is leading in rapid development of China. The building is composed of several geometric blocks alternatively engaging each other, its end inclines and dislocates in opposite direction to give us a dynamic impression and present dynamic characteristics of transportation buildings. The building is designed in the principle of straightness, squareness and messiness integrating with other buildings of the hub. Hongqiao Station is an energy-saving and environment-friendly “Green Station”, it is now the greatest railway station of mono photovoltaic power generation project, it also applies several green and environmental protection technologies including ground source heat pump and photoconductive lighting; therefore, Hongqiao Station presents the high-level building quality and advanced green technology.



上海虹桥站

中国铁路新客站
系列画册之二



A mega transport hub
standing in the East

海纳百川 东方气度誉天下

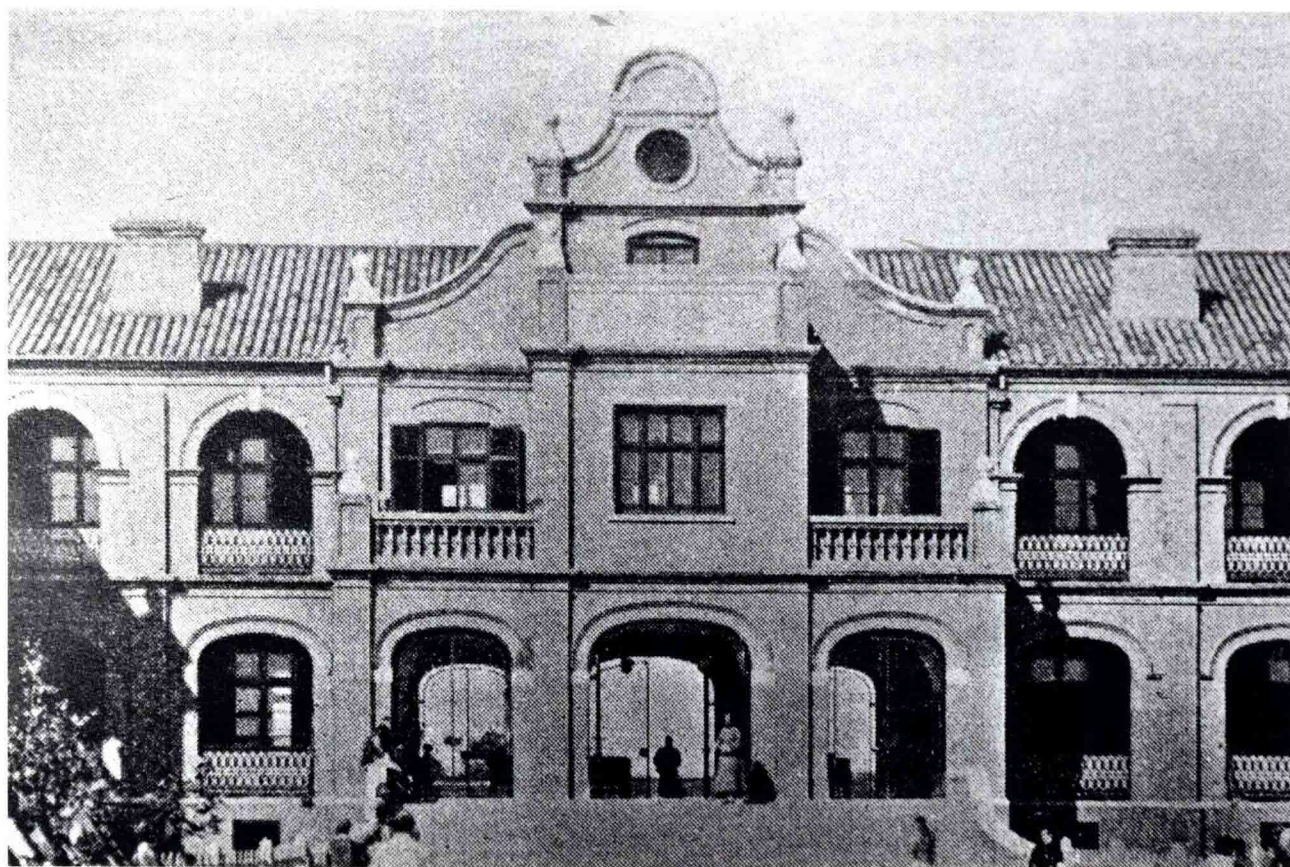


上海南站

上海南火车站，站址在今瞿溪路、车站路之间，1906年修筑沪嘉铁路，1909年建成，同年建造沪杭车站。这是第一条中国自建的铁路，其规模较大，设施也最完备。当时因上海南北有两个火车站，为避免误称，故把沪杭线车站称为上海南火车站（简称南站），1937年南站被炸毁。新上海南站位于徐汇区西南部，距徐家汇约5公里。

Shanghai Nan Railway Station

Former Shanghai South Railway Station was located between present Quxi Road and Chezhan Road. Shanghai-Jiaxing Railway was constructed from 1906 and completed in 1909. It is the first railway fully constructed by China with relatively large scale and a complete set of facilities. Since there were two railway stations in Shanghai at that time, the station of Shanghai-Hangzhou Railway in Shanghai was called Shanghai South Railway Station so as to distinguish the two stations. In 1937, the station was destroyed by Japanese aggressor's bomb attack. New Shanghai South Railway Station lies in the southwest of Xuhui District and is about 5km away from Xujiahui urban sub-center.





上海站

上海火车站在上海市闸北区秣陵路，1916年12月，沪宁、沪杭铁路接轨，沪宁铁路上海站成为两路总站，改名上海北站。抗日战争胜利后又进行了修复。1950年8月，经铁道部批准，上海北站正式更名为上海站，随后核定为特等站，办理客运和零担货运。从20世纪50年代到80年代，上海站进行不断的改造和扩建，1987年底新客站启用。

Shanghai Railway Station

Shanghai Railway Station lies in Moling Road, Zhabei District. After the rail connection between Shanghai-Nanjing and Shanghai-Hangzhou Railway was completed in December 1916, the station on Shanghai-Nanjing Railway was used as the terminal of both lines and its name was changed to Shanghai North Railway Station. The station was rehabilitated after China won the victory in the Anti-Japanese War. In August 1950, Shanghai North Railway Station was changed to Shanghai Railway Station after the approval of the Ministry of Railways. Later, it was rated as a top grade station for handling passenger transport and consignments in less than carload. From 1950s to 1980s, the station was reconstructed and expanded several times. By the end of 1987, new passenger station was put into service.