

中国铁路新客站  
系列画册之三

广州南站

GUANGZHOU NAN  
RAILWAY STATION





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著 作 者: 郑 健  
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赵 奕 Zhao Yi

赵利民 Zhao Limin

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# PREFACE

## 序言

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4万公里以上高速铁路网，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，并衍为系列画册，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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# 百年



# 回眸 岭南国门有传说

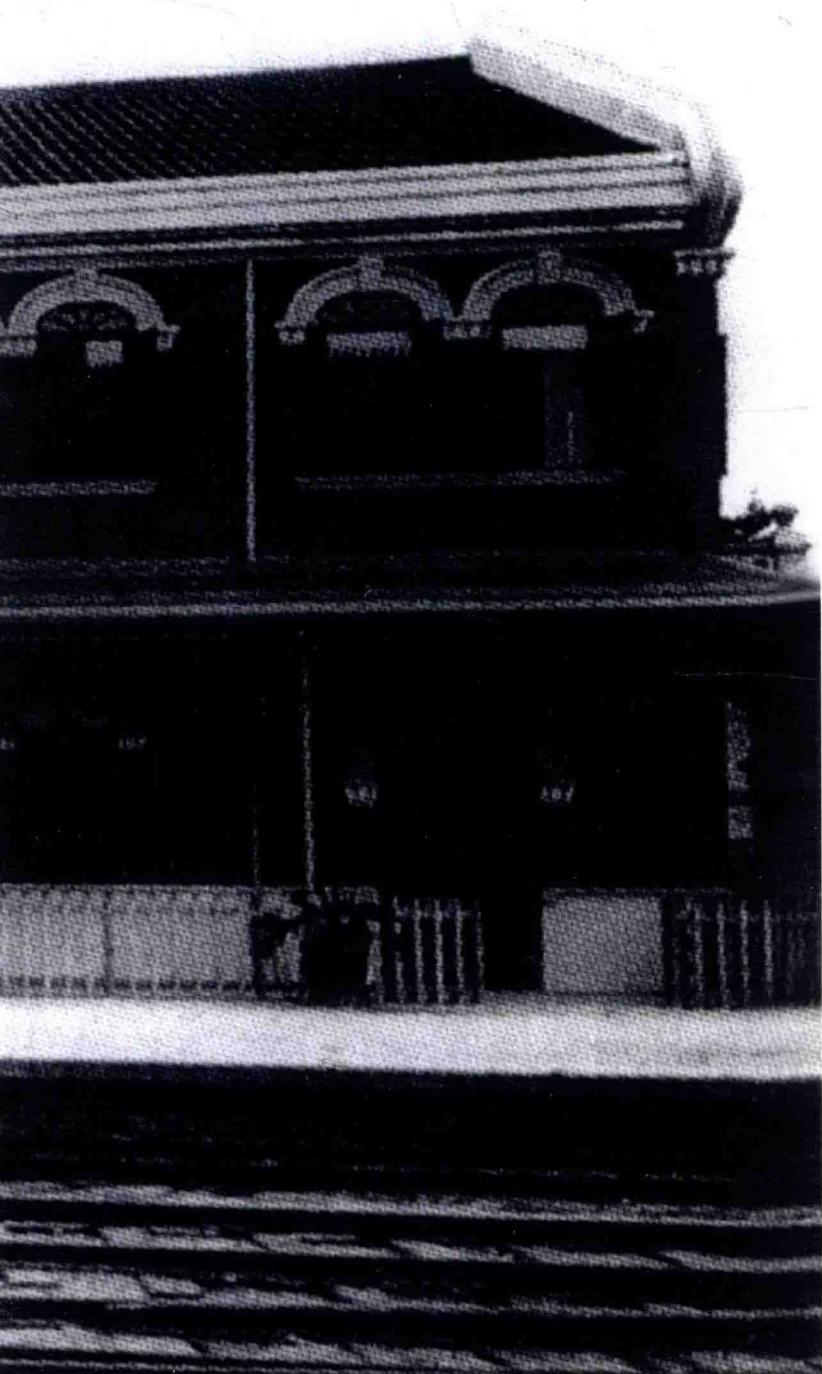
**LOOKING BACK ON THE PAST 100 YEARS, THERE GOES  
A LEGEND ABOUT THE LINGNAN GATEWAY OF CHINA**







1936 年的黄沙火车站  
Huangsha Railway Station in 1936







“十一五”期间，为适应广东省的经济发展，铁路规划建设了京广港、贵广、南广、沿海铁路干线以及珠三角区域城际铁路，加之既有的武广、广深、广汕铁路，完善了广州铁路枢纽的功能，加强了广东省内部及对外的交通，进一步提升了珠三角地区的经济活力。

During the "11th Five-Year Plan" period, to adapt to the economic development of Guangdong Province, Beijing-Guangzhou-Hong Kong, Guizhou-Guangzhou, Nanning-Guangzhou, coastal railway lines and the Pearl River Delta region intercity rails, together with the existing Wuhan-Guangzhou, Guangzhou-Shenzhen, Guangzhou-Shantou railways have improved the function of Guangzhou as the railway hub, strengthened the internal and external transportation of Guangdong Province, and further enhanced the economic vitality of the Pearl River Delta region.