

中国铁路新客站

系列画册之四

武汉站

WUHAN  
RAILWAY STATION

图书在版编目 (C I P) 数据

中国铁路新客站系列画册. 4, 武汉站 : 汉英对照 /  
郑健编著. — 北京 : 人民交通出版社, 2013. 9  
ISBN 978-7-114-10890-7

I. ①中… II. ①郑… III. ①铁路车站—客运站—武  
汉市—画册 IV. ①U291.6-64

中国版本图书馆CIP数据核字(2013)第217985号

书 名: 中国铁路新客站系列画册之四 武汉站  
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责任编辑: 吴有铭 丁 遥  
出版发行: 人民交通出版社  
地 址: (100011)北京市朝阳区安定门外外馆斜街3号  
网 址: <http://www.ccpress.com.cn>  
销售电话: (010)59757973  
总 经 销: 人民交通出版社发行部  
经 销: 各地新华书店  
印 刷: 北京雅昌彩色印刷有限公司  
开 本: 635×965 1/12  
印 张: 9  
字 数: 93千  
版 次: 2013年9月 第1版  
印 次: 2013年9月 第1次印刷  
书 号: ISBN 978-7-114-10890-7  
定 价: 180.00元  
(有印刷、装订质量问题的图书由本社负责调换)

Return of the  
Yellow Crane

江城武汉



千年鹤归

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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MEMORABILIA 106

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MEMORABILIA

WUHAN  
Railway Station



武  
汉  
站

中国铁路新客站系列画册之四

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铁道部工程设计鉴定中心  
中铁第四勘察设计院集团有限公司

## Manufacture

Engineering Design Appraisal Center of the Ministry of Railways  
China Railway Siyuan Survey and Design Group Co.,Ltd.

## 制作单位

北京派格太合泛在文化传媒有限公司

## Production

Pegasus & Taihe Entertainment International

## 翻 译

传神联合（北京）信息技术有限公司

## Translator

Transn (Beijing) Information Technology Co.,Ltd.





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WUHAN  
Railway Station



鶴翩翩其归来兮  
舞灵翅而动九州

Travel with the Yellow Crane





素有“九省通衢”之美誉的武汉，“承东启西、接南转北”，自古就是我国中部的重要商品集散地。随着中部崛起，武汉城市圈的构建，原有的武昌、汉口两大火车站已经不能全面满足武汉交通体系建设的需要。2006年9月29日，武汉站暨城市综合配套工程正式开工，2009年12月26日，一座全新的带有现代高技派建筑风格的大型综合客运交通枢纽铁路车站在武汉市青山地区落成，武汉站随武广高铁通车而正式启用。

Since the ancient time, Wuhan has been serving as a transport hub and also a trading hub in central China. As the rising of central China, Wuhan has been keeping swelling, as a result of which, Wuchang Railway Station and Hankou Railway Station cannot keep pace with the rapid development of Wuhan's transport system anymore. On September 29, 2006, Wuhan Railway Station and Wuhan Urban Comprehensive Auxiliary Project kicked off. Some three years later on December 26, 2009, Wuhan Railway Station, a high-tech large-scale comprehensive passenger transport hub erected up at Qingshan District, Wuhan. It started to serve the public as the open of Wuhan-Guangzhou Express Railway.



武昌火车站位于武汉市武昌区中山路的东南端、京广铁路与武九铁路的交汇处。武昌站始建于1916年，2005年车站及站前广场进行了彻底的改造扩建，于2008年初完工。新的武昌车站是一座具有典型楚文化建筑风格的火车站，建筑中轴对称，用轻盈、高耸、伸展的屋顶和上下叠台的造型，表达楚人“天人合一”的理念及其崇尚的和谐之美、空灵之美、恢弘之美。

Wuchang Railway Station stands near the southeast end of Zhongshan Road in Wuchang District as the intersection of Beijing-Guangzhou Railway and Wuhan-Jiujiang Railway. Originally built in 1916, the station, including the square in front of it was rebuilt during 2005 to early 2008. The rebuilt station is charged with traditional Chu architectural culture: the whole building grows symmetrically from the axis with two layers of roofs towering above the ground and extending airily. Reflecting the philosophy of "Harmony between Man and Nature", the building is a piece of art fully explaining the beauty of harmony, of free and of magnificence.

汉口火车站前身为芦汉铁路大智门火车站，原址位于武汉市京汉大道，建于1903年，新中国成立后改名为汉口火车站，现为全国重点文物保护单位。1991年，新汉口站迁至现址武汉市江汉区金家墩，站房为实体与玻璃幕墙为主的现代式建筑风格。2008年初，车站迎来大规模的扩建改造，2010年完工。建筑风格回归老汉口站（大智门车站）的欧式新古典主义，与武汉站、武昌站的迥异风格显示了武汉多元包容的城市文化。

Hankou Railway Station grew out of Dazhimen Railway Station of Luhan Railway. Originally built in 1903 at Jinghan Avenue, the old station was renamed as Hankou Railway Station after 1949. Now, it is a key cultural relic site under state protection. In 1991, Hankou Railway Station was moved to Jinjiadun, Jiangnan District. The new Hankou Station is of modern architectural style with a combination of the solid structure and glass curtain wall. From 2008 to 2010, the station was expanded greatly. Picking up the European neo-classical architectural style of the old Dazhimen Station, Hankou Station, together with Wuhan Station and Wuchang Station, presents totally different architectural styles, showing the diversified and inclusive culture of Wuhan.

