

蒸汽机车的风采

Charm of the China Steam Locomotives

摄影
Photo By

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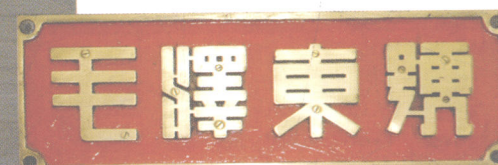
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中国著名的蒸汽机车——毛泽东号，
现停放在中国铁道博物馆，供人们瞻仰。

The greatest steam locomotive in
China—Mao Tse-tung, now exhibited
in China Railway Museum, receiving
people's respect.



前言 Introduction

蒸汽机车是19世纪工业革命的产物和象征，是人类走向现代文明的巨大推动机。中国自引入第一台蒸汽机车至今，已横跨3个世纪，走过了130多年的风风雨雨。其间还经历了组装、仿制、对仿制产品的加工及改进、自行设计制造的全过程。

The steam locomotive, as a product and a symbol of the nineteenth century Industrial Revolution, is the driving force of our modern civilization. One hundred and thirty-one years have passed since the first steam locomotive was introduced into China, stretching over three centuries, during which we first assembled locomotives with imported parts, then we made copies modeled on the foreign locomotives, had them processed and modified, and finally we designed and manufactured locomotives of our own.

中国四方机车车辆厂自1952年成功仿制成第一台蒸汽机车至1988年大同机车制造厂停止制造前进型蒸汽机车，仅短短36个春秋。但由中国铁路人设计制造的机车，却将蒸汽机车的效用发挥到了极致，将蒸汽机车的历史推到了巅峰。其中最为典型的是由大同机车制造厂制造的前进型蒸汽机车，无论是款式、结构还是性能和动力，都达到了炉火纯青的地步，堪称世界一流。

Although the steam locomotive's history in China is not long, only thirty-six years, from 1952 when the first steam locomotive was successfully reproduced by Sifang Locomotives Factory till 1988 when Datong Locomotives Factory stopped producing QJ class steam locomotives, Chinese railway workers gave them a top performance and a peak condition. A typical example is the QJ class manufactured by Datong Locomotives Factory, which can be rated a world-class in all respects such as style, structure, performance and power.

20世纪80年代，随着内燃机车和电力机车的普遍运用，蒸汽机车越来越少，标志着蒸汽机车将不可避免地要逐渐退出中国铁路的历史舞台。

In 1980s, along with the wide application of diesel and electric locomotives, the number of steam locomotives in use declined, which signaled that steam locomotives would definitely be phased out from the historical stage of Chinese railway.

在1988年以后，唐山机车制造厂生产制造了小批量的上游型蒸汽机车供工矿企业使用，甚至出口到了美国。2000年底，计有602台蒸汽机车在国铁主干线服役，大概有1700多台蒸汽机车在工矿企业和地方铁路服役。2006年底，蒸汽机车全部退出了国铁主干线，只有少量机车服役在工矿企业和地方铁路。

After 1988, only SY class steam locomotives were produced in batches in Tangshan Locomotives, providing services for industrial and mining factories, even to be exported to the United States. By the end of 2000, only 602 steam locomotives were operating on national rails, and over 1700 on local and factory rails. By the end of 2006, all steam locomotives were retired from national rails after having fulfilled their mission, leaving only a small number serving on local and factory lines.

本画册图片包括了：

This photo brochure includes:

1. 在国铁主干线服役的前进型蒸汽机车。

QJ steam locomotives operating on national railways.



前进型蒸汽机车
QJ steam locomotive



前进型蒸汽机车的厂牌

The builder's plate of the QJ class from the Datong Locomotive Factory

2. 在工矿企业服役的四种机车：建设型蒸汽机车，上游型蒸汽机车，跃进型蒸汽机车，解放型蒸汽机车。

Operating on industrial and mining factory railways; JS steam locomotive, SY steam locomotive, YJ steam locomotive, JF steam locomotive.

3. 森铁和地方的窄轨铁路运用的 C2 型蒸汽机车。

C2 steam locomotives operating on forestry narrow gauge and local railways.



C2 型蒸汽机车
C2 steam locomotive



建设型蒸汽机车
JS steam locomotive



上游型蒸汽机车
SY steam locomotive



跃进型蒸汽机车
YJ steam locomotive



解放型蒸汽机车
JF steam locomotive

今天，蒸汽机车已开始远离我们，它将作为 19 世纪工业革命的历史见证而进入博物馆。但是，它在中国大地上留下的姿态万千的身影和那吞云吐雾的特定魅力，让人不能释怀，带人去追寻那一段难忘的岁月……

Nowadays the steam locomotive is becoming a thing of the past and in the near future will only be seen in museums as historical relics of nineteenth century's Industrial Revolution, but we can never forget those good old days when they were running on the Chinese land, enchanting us with their changing shapes as well as the cloud of smoke and steam.

作为一名蒸汽机车发烧友和摄影爱好者，我对蒸汽机车有着特殊的感情。由于我接触和拍摄蒸汽机车的年头太短，只能将 1999~2007 年的摄影作品汇集册，和朋友们分享。

As a steam locomotive enthusiast and a photography fan as well, I have a special affection for steam locomotives. But since I only started to study and photograph them a few years ago, I can only share with you this brochure of pictures taken during 1999 and 2007.

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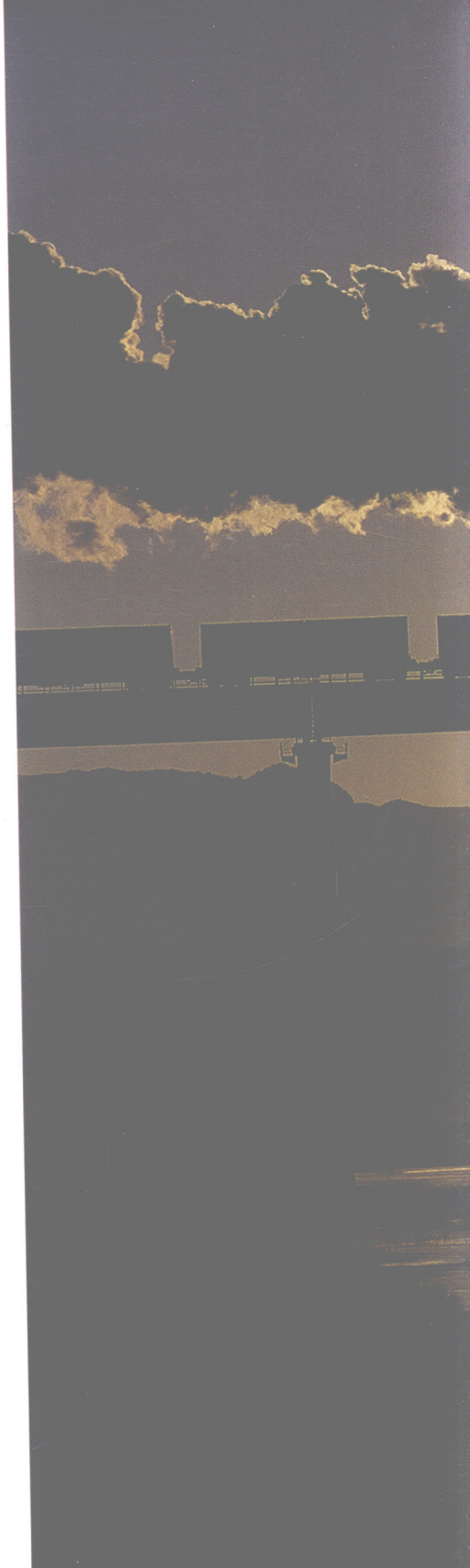
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经棚西桥又叫多伦河大桥。8时23分，当太阳的光辉映在此桥时，由前进双机牵引的列车向西驶往好鲁库。这是我历经四年苦苦等待才拍摄到的珍贵瞬间。（2004年1月8日）

The west bridge of Jingpeng is called Duolun river bridge. At 8:23, when the morning light fell on the bridge, a QJ double-headed train was heading westwards to Haoluku. This is my precious shot, taken after a long wait of four years. (January 8, 2004)

内蒙古主干线及工矿企业铁路的蒸汽机车

The steam locomotives on the Inner Mongolia main lines and the industry and the coal mining railways

自 1995 年 12 月至 2007 年 11 月，我和来自世界各地的蒸汽机车摄影爱好者们流连在这内蒙古高原，追寻蒸汽机车的足迹，尽情地享受着蒸汽机车为我们带来的欢乐和痛苦。这是只有我们这些蒸汽机车迷才有幸享受的对蒸汽机车难以割舍的那份爱！

During December 1995 and November 2007, I together with the photography enthusiasts from all over the world, stayed on Inner Mongolia Plateau and by following the trail of steam locomotives we experienced the joys and pains locomotives brought to us. This is the kind of love that only we steam locomotive fans have the honor to experience and find it hard to part with.

集通铁路

Jitong Railway

1995 年 12 月 1 日，是令人难忘的一天，也是中国铁路史上值得书写的一天：集通铁路并入中国铁路网，正式开通运行。

December 1st 1995 is an unforgettable day and should be written into Chinese railway history: Jitong Railway merged into China National Railway net is formally opened.

“呜——”，随着一声汽笛长鸣，由前进型蒸汽机车牵引的一辆大列缓缓开出集宁南站，驶向茫茫草原，奔向终点——通辽站。声声汽笛，滚滚车轮，打破了千年高原的沉寂，标志着一条新的铁路——集通铁路诞生了。集通铁路是由铁道部和内蒙古自治区政府合资修建，长 945 公里。西起集二线的贾红站，东接通霍线的哲里木站，横贯内蒙古自治区腹地，也是世界上最后一条由蒸汽机车作为牵引动力的铁路，先后有 130 台前进型机车在此服役。

“Whooooo,” with the whistle blowing, a train for Tongliao hauled by the QJ class steam locomotive pulled out of Jining south station towards the vast grassland. The tooting whistles and the rolling wheels awoke the sleeping age-old highland. This was the day when a new railway—Jitong railway was put into use, which started eastbound from Benhong on Jining—Erlanhot section to Zhelimu on Tongliao—Huolinke section, crossing the vast hinterland of Inner Mongolia, stretching as long as 945 kilometers. Jitong



▲ 包钢的渣山上，由上游机车牵引的钢渣专列正在倾倒钢渣。（1999 年 2 月）
In Baotou Steelworks, a steel scoria train hauled by SY was unloading steel scoriae. (February 1999)

railway, jointly constructed by China Railway Ministry and Inner Mongolia Autonomous Region, is the last steam-powered railway in the world. The total number of QJ steam locomotives that have been running there amount to one hundred and thirty.

集通铁路的大部分地段位于内蒙古高原、大兴安岭山脉、燕山山脉结合部，复杂的构造运动造就了丰富多样的地形地貌。在查布嘎—大板—经棚段，山地起伏群峰连绵，这里被火车迷和蒸汽机车摄影爱好者称为“前进的家园”和蒸汽机车摄影的“天堂”，每年有大批来自世界各地的铁路爱好者来此旅游和摄影。

Most part of Jitong railway is situated at the joint of Inner Mongolia Plateau, Daxinganling Mountains and Yanshan Mountains, a line with various landforms and geographical features are visible due to the complicated tectonic movement. Rolling mountains extend endlessly along the line of Chabuga — Daban — Jingpeng, which is well known as “home of QJs” and “the paradise of steam

locomotives” to railway and photography enthusiasts. Every year a large number of railway fans around the world come to visit and take pictures here.

“准备好了吗？火车来了！”随着同伴们的大声吆喝，所有的摄影爱好者都再次迅速地准备好各自的相机。刹那间变得鸦雀无声，所有的人都停止了交谈，屏住了呼吸，聚精会神地盯着蒸汽机车前进的方向。由前进型蒸汽机车双机牵引的列车已经开出了下坑子站，它那高大威猛的英姿、吞云吐雾呼啸疾进的气势，激越而温馨的排气声响……真是魅力无穷！

“Ready? The train is coming!” shouted my fellow photographers and all of us quickly double-checked our cameras and got ready. Instantly the crowd fell completely silent. We all stopped talking and hold our breath, watching closely in the direction of the steam locomotive. Double-headed by QJ, the train pulled out of Xiakengzi station. It was a real charm to see the big and powerful locomotive spinning along, sending an explosive puff of smoke upwards, with a deafening whistling and a loud yet pleasant exhaust noise.

近了，火车正在跨越四明义大桥；来了，火车开出了四明义隧道。此时除了按动相机的快门和聆听车轮撞击铁轨发出的有节奏的“隆隆”声，我们几乎忘记了一切。这世界好像在这一瞬间变的那么美妙，那么令人沉醉！“太好了！”“太棒了！”“太美妙了！”当火车驶离了我们的镜头后，所有的人都欢呼起来。我知道我们又捕捉到了一个绝妙的瞬间，这真是幸运的一天。



穿越哈达山

Running through the Hada Mountain



驶向大坝梁顶

Heading towards Dabaliang top

“The train is drawing closer! It is crossing the Simingyi bridge. The train is coming! It has passed the Simingyi Tunnel.” At that moment we forgot everything except clicking the shutter and enjoying the rhythm of “chug chug” on the railway tracks. The world suddenly became so wonderful and fascinating. “Excellent!” “Great!” “Gorgeous!” All of us exclaimed as the train sped away, because we knew that we had had an unparalleled shot — Hadashan shot. It had been a very lucky day!

1998年集通铁路自正镶白旗段开始更换内燃机车，2004年大板段开始更换内燃机车。2005年12月9日在大板站举办了蒸汽机车熄火仪式，正式宣布蒸汽机车全部退役，于12月10日全线换为内燃机车。

From 1998 Zhengxiangbaiqi section of Jitong railway began its dieselization. The same thing happened on Daban section from 2004. A ceremony was held in Daban station on December 9, 2005, officially announcing the retirement of all steam locomotives. On December 10, 2005 dieselization was completed along Jitong railway.

集通铁路之夏

Summer of Jitong Railway

内蒙古高原的夏季非常美，绿色的作物、黄色的葵花、褐色的土地、从草原深处流过的弯弯的小河、成群的牛羊，还有那漫山遍野各色的野花点缀其中。在这美丽的画面之上，由前进双机牵引的飞驰的火车与美丽的大自然构成了一幅难以想象的优美画面。

Inner Mongolia Plateau's summer is very beautiful with green crops, yellow sunflowers, brown lands, crooked streams running in the depth of grasslands, flocks of cattle and sheep and little colorful wildflowers all over the mountains. A train double-headed by QJ runs in the middle, making a picture of unimaginable beauty.

▼ 7时20分，由前进双机牵引的列车正在驶向司明义隧道。（2002年8月）

At 7:20 a train double-headed by QJ was heading for Simingyi Tunnel. (August 2002)





内蒙古高原上气候多变，盛夏平均气温在25℃左右，雨季在七八月份。一天的阴雨并没让我气馁，我的耐心终于得到了回报。18时41分，由前进双机牵引的列车在云开日出时穿越多伦河大桥驶向好鲁库。(2004年7月23日)

The weather on Inner Mongolia Plateau is always changing. Average summer temperature is around 25℃. July and August are rain seasons. But I was not frustrated with the rainy day and my patience was finally rewarded. At 18:41, when the sky cleared up, a train for Haoluku double-headed by QJ crossed Duolun River bridge. (July 23, 2004)





▲ 清晨5时50分，在宇宙地大桥边的晨曦中等来了由前进双机牵引的开往嘎拉德斯汰的列车。晨雾如纱，车声隆隆，令人震撼。(2003年7月28日)

At 5: 50 in the early morning, a QJ double-headed train for Galadesitai finally came as I waited in the first light of the day beside the Yuzhoudi bridge. It was really exciting to see the train thundering along in the thin morning mist. (July 28, 2003)

◀ 为了拍摄二地3号隧道，我又一次艰难地爬上山顶。夏末秋初，近山翠绿，远山青灰，原野墨绿金黄交织，大地披着锦绣。当我正在欣赏这大自然的美景时，忽然，伴随3号隧道中传出的隆隆声，由前进双机牵引着列车艰难地驶出3号隧道，向着东边的上店站进发。(2004年9月1日)

In order to shot tunnel No 3 of Erdi, I climbed to the mountain top with great difficulty. It was late summer and early autumn. Far away were bluish lime mountains. Near mountains were jade green. The beautiful landscape was covered with a blackish green and golden blanket. Suddenly a train double-headed by QJ made its way out of tunnel No 3 with the rumbling noise, heading east towards Shangdian station. (September 1, 2004)



◀ 前进 7048+7002 双机牵引着列车由达日其嘎开往查干哈达，在远山衬托下的机车，其冲天烟雾和恢宏气势尽显主宰世界的霸气。（2005 年 8 月 26 日）

A train with a doubleheader QJ 7048+7002 ran from Dariqiga to Chaganhada. Against the background of distant mountains, the locomotive seemed to exhibit dominance over the whole world with tremendous momentum. (August 26, 2005)

▶ 19时01分，经过近500公里的长途跋涉，我们在日落之前到达了热水，此时恰逢前进 7143+6577 牵引着列车刚刚离开嘎拉德斯汰站穿越嘎嘎大桥。驰离的火车，落日的光辉，为我带来了又一幸运之作！（2004 年 7 月 22 日）

At 19:01 I arrived at Reshui before sunset after a long journey of 500 kilometers, when QJ 7143+6577 had just hauled the train out of Galadesitai and was crossing Gala bridge station. The train was speeding away in the flashing glory of the setting sun. What a lucky shot! (July 22, 2004)





内蒙古高原是比较典型的大陆性气候，早晚温差较大，即使是盛夏，早间也能拍摄到冒着蒸汽的火车。清晨5时25分，由前进7002+7038双机车牵引的列车驶出古鲁满汗车站时，太阳还没有出来，但满天的青云和机车的蒸汽共同谱写了一首晨曲。(2005年8月28日)

Jitong railway runs on the Inner Mongolia Plateau, which has a typical continental climate, therefore there is a big difference between morning and evening temperatures, which means even in midsummer steam can be seen in the morning. At 5:25 before sunrise QJ 7002+7038 hauled the train out of Gulumanhan station. The steam rose from the locomotive to join the light clouds hanging overhead. It was a best sunrise melody. (August 28, 2005)