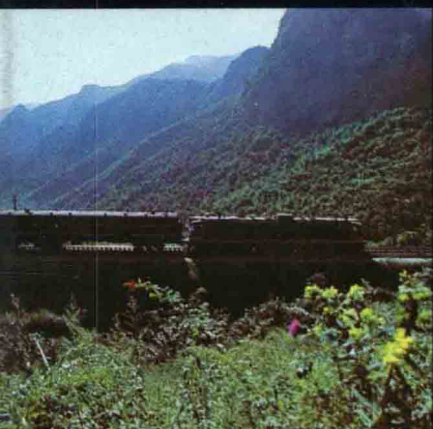


RAILWAYS IN CHINA

中国铁道



中国铁道出版社

中國鐵道



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前 言

我们希望通过《中国铁道》画册，向广大读者介绍中国铁道事业发展的概貌。并从中欣赏一些铁路沿线的绮丽风光。这里展现在读者面前的一幅幅图片，就是年轻的中华人民共和国开国三十年来铁道建设成就的缩影。

中国开始修筑铁路，比世界上第一条铁路晚了五十多年。从一八七六年到一九四九年，在这漫长的七十多年间，修筑的铁路只有二万一千公里，平均每年不到三百公里。而且都集中在东北地区和沿海各省，分布极不合理。当一九四九年中国大陆解放时，铁路已是千疮百孔，支离破碎，能勉强通车的仅有一万一千公里。

中华人民共和国诞生以后，铁路建设象雨后春笋，迅猛发展。到一九七八年，通车里程已跃增到五万公里，三十年来平均每年修筑一千多公里新铁路。长江、黄河的汹涌湍流，兴安岭的森林、沼泽，腾格里的浩瀚沙海，“蜀道之难难于上青天”的秦岭山峦，天山、祁连山的皑皑雪峰，柴达木盆地的戈壁、盐湖，都不能阻挡铁路的跨越扩展。现在，各省、市、自治区的首府，除拉萨外，都有铁路与北京相通。许多少数民族地区也通了火车。铁路运输网已在全国基本形成。它承担着全国总运量的百分之七十左右，对发展国民经济起着重要作用。

为了更好地为社会主义现代化服务，铁路将继续向祖国的四面八方延伸。请听！筑路机的轰鸣声，正在巍峨的昆仑山麓回荡。滔滔雅鲁藏布江畔，也频传勘测尖兵挺进的雄壮号角。不久的将来，铁路修建大军将向“世界屋脊”进军，西藏自治区的首府——高原城市拉萨，将通过铁路和北京联接起来。

《中国铁道》画册系按地区编排。共包括华北地区、东北地区、华东地区、中南地区、西南地区、西北地区、铁路职工生活等七个部分。台湾省的资料暂付阙如。

FOREWORD

It is hoped that this album will give the readers a brief survey of the development of China's railway transportation, some pictures of the beautiful scenery along the lines, and the achievements the young People's Republic of China made in railway construction in the past thirty years.

Compared with the first railway built in the world, China was half a century late in building hers. During the 73 years from 1876 when she started constructing it to 1949 when the People's Republic was founded, only 21,000 kilometres of railway were constructed in China, averaging less than 300 kilometres built per year and these were irrationally distributed as concentrating mainly in the northeastern part and the coastal provinces of the country. By 1949 when the mainland was liberated, most of these roads were in such bad repairs that only 11,000 kilometres of them were barely serviceable.

Since 1949 railway construction has developed quickly. By the end of 1978, more than 50,000 kilometres was opened to traffic, averaging more than 1,000 kilometres built annually in the past thirty years. Neither the torrential Changjiang and Huanghe nor the forests of the Khingan range, the boundless Tengri sand dunes nor the stupendous and snow-swathed Qinling, Qilian and Tianshan mountains, the Gobi desert nor the salt lake of the Tsaidam Basin, could stop the extending of the railways. Now with the exception of Lhasa, capital of the Tibet Autonomous Region, the capitals of the other provinces and autonomous regions and municipalities on the mainland are connected with Beijing by rails. Many of the former remote minority nationality areas are now easily accessible by train. A railway transport network undertaking about 70 per cent of the freight transportation of the country is formed, playing a vital part in the development of the country's national economy.

More railway lines will be constructed all over China to serve better the country's socialist modernization. Now the booming of road building machinery echoes throughout the perilous peaks of the Kunlun Mountains, while engineers are surveying by the racing Yaluzangbu River in Tibet. Before long, our railway builders will advance to the "roof of the world," to link by rails the plateau city of Lhasa with the national capital Beijing.

This album, edited and designed according to geographical regions, consists of photographs of the north, the northeast, the east, the central south, the southwest and the northwest China, as well as the life of the Chinese railway workers. Material about the Taiwan Province is not, however, included in the present edition.



目 录

北京站	1	青岛列车段先进车队	36
节日的夜晚	2	在餐车上	37
铁道部办公大楼	3	微波通信车	38
丰台西站编组场	4	济南黄河大桥	39
北京站调度室	5	济南枢纽扩建	40
出乘之前	5	在胜利油田	41
长城脚下	6~7	泰安站	42
詹天佑铜像	8	泰山中天门	43
青龙桥站	8	车暖茶香	44
长城红叶	9	上海外滩	45
整装	10	无锡泥人	46
永定河拱桥	11	远眺虎丘山	47
京原线上	12	南京长江大桥	48
娘子关瀑布	13	桥头堡	49
太原站	14	南京站	50
晋祠	15	玄武湖	51
云岗石窟	15	杭州站	52
长春客车厂	16	双层客车	52
北京地下铁道	17	钱塘江畔	53
防雷试验	18	福州车站	54
哈尔滨铁路局电子所	19	南昌“八一”公园	55
山海关桥梁厂	20	厦门集美海堤	56
“天下第一关”	21	鼓浪屿	57
二连站	22	郑州二七纪念塔	58
油龙	23	郑州站	59
密林深处	24	郑州编组站	59
翠岭飞虹	25	丹河桥	60
承德站	26	鸡公山疗养院	61
承德离宫烟雨楼	27	武汉长江大桥	62
大连机车车辆厂	28	武昌东湖	63
数控机床	29	香飘千里	64~65
载波通信	30	长沙站	66
沈阳铁路信号厂	31	爱晚亭	67
白山黑水之间	32~33	教学	68
并驾齐驱	34	侯振挺教授	68
林海伐木	34	韶山站	69
银装素裹	35	山水相映	70

桂林站·····	71	铁路尖兵进拉萨·····	114
桂林站候车室·····	71	雪山选线·····	115
巨龙飞舞·····	72	西安站·····	116
火车开来了·····	73	大雁塔·····	117
南宁车站·····	74	华山·····	118
蕉林丛中·····	75	孟塬站·····	119
湛江港·····	76	嘉峪关·····	120
广州·····	77	新疆牧场·····	121
广州站候车室·····	78	来自克拉玛依的油龙·····	122
广深客车·····	79	穿越火焰山·····	123
海南铁路·····	80	哈密站·····	124
海南风光·····	81	葡萄外运·····	125
宝成电气化铁路·····	82	沙漠铁路·····	126
天险变坦途·····	83	哈尔尕哈特桥·····	127
风驰电掣·····	84	冬德萨拉桥·····	128~129
深山峡谷·····	85	驰过青海湖·····	130
重庆站·····	86	铁路技工学校·····	131
白沙沱长江大桥·····	87	职工住宅·····	132
遵义站·····	88	放学了·····	133
凯里站·····	89	幸福的晚年·····	134
贵阳站·····	90	乘务员公寓·····	135
送行·····	91	职工俱乐部·····	136
激光勘测·····	92	业余篮球队·····	137
成昆线上·····	93	中国铁路文工团演出·····	138
大田菁大桥·····	94	舞蹈·····	139
一线天桥·····	95	京剧·····	140
陕南春早·····	96~97	美术爱好者·····	141
昆明站·····	98	盆景·····	142
云南石林·····	99	赏花·····	142
模范司机·····	100	假日·····	143
亲如一家·····	101	儿童铁路·····	144
洱海钻探·····	102	小车长·····	145
大理三塔寺·····	103	青岛疗养院·····	146
飞渡·····	104	高压氧仓·····	147
襄渝线上·····	105	中西医结合·····	148
嘉陵江桥·····	106	上海铁路医院·····	149
小旅客·····	107	冰灯·····	150
西南交通大学·····	108	长大我也开火车·····	151
峨眉云海·····	109	昆明铁路幼儿园·····	152
枝柳铁路·····	110	游泳池里的新手·····	153
少数民族旅客·····	111	天真活泼·····	154~155
融水大桥·····	111	高歌猛进·····	156~157
立交桥·····	112~113		

CONTENTS

The Beijing Station	1	A microwave communication car . . .	38
A festival night	2	The Huanghe River Bridge at Jinan	39
The office building of the Ministry of Railways	3	Extending the Jinan Station	40
Night scene of the marshal yard of Fengtai Western Station	4	The Shengli Oilfield	41
The dispatch office of the Beijing Station	5	The Taian Station	42
Before the train starts	5	The Zhongtian (Central Celestial) Gate, Mount Tai	43
At the foot of the Great wall	6-7	Attendants of a train getting ready for the coming journey	44
The bronze statue of Zhan Tianyou	8	The Shanghai Bund	45
The Qinglongqiao Station	8	Painted clay figurines of Wuxi	46
The russet leaves of autumn	9	The Tiger Hill from a distance	47
Getting ready for the coming journey	10	The Changjiang River Bridge at Nanjing	48
The arched bridge across the Yungding River	11	By the bridge tower	49
On the Beijing-Yuanping line	12	The Nanjing Station	50
The Niangziguan Waterfall	13	The Xuanwu Lake	51
The Taiyuan Station	14	The Hangzhou Station	52
The Jin Temple	15	A double-deck passenger car	52
The Yungang Grottoes	15	By the Qiantang River	53
The railway cars plant of Changchun	16	The Fuzhou Station	54
The Beijing subway	17	The "August First" Park, Nanchang	55
Lightning prevention experiment	18	The Jimei Embankment, Xiamen, Fujian	56
The electronics institute, the Railway Administration of Harbin	19	The Gulang Islet	57
The bridge girders plant, Shanhai-guan	20	The "February Seventh" Monument, Zhengzhou	58
"The first pass of China"	21	The Zhengzhou Station	59
The Erlian Station	22	The marshal yard of the Zhengzhou Station	59
Oil tank cars	23	The Danhe River Bridge	60
In the dense forest	24	The Jigong (Rooster) health resort	61
A flying rainbow across the verdant hills	25	The Changjiang River Bridge at Wuhan, Hupei	62
The Chengde Station	26	The East Lake, Wuchang	63
The Misty Rain Tower of the Mountain Resort, Chengde	27	Fragrant rapeseed	64-65
The rolling stock plant of Dalian	28	The Changsha Station	66
A numerical control lathe	29	The Aiwan (Enjoyable Evening) Pavilion	67
A carrier system	30	Teaching through an electronic computer	68
The railway signalling equipment factory of Shenyang	31	Professor Hou Zhenting	68
A train speeding by the Changbai Mountains and the Heishui River	32-33	The Shaoshan Station	69
Racing on side by side	34	Limpid waters and lucent hills	70
In the forest of the northeast	34	The Guilin Station	71
Winter in the forest of northeast China	35	A waiting room at the Guilin Station	71
An advanced train crew of the Qingdao train crew district	36	A train flying amongst verdant hills	72
In the dining car	37	"Look, here comes the train!"	73
		The Nanning Station	74

The plantain groves	75	The Xi'an Station	116
The Zhanjiang Harbour	76	The Dayan (Wild Goose) Pagoda . . .	117
Guangzhou	77	Mount Hua	118
A waiting room at the Guangzhou Station	78	The Mengyuan Station	119
The Guangzhou-Shenzhen passenger train	79	The Jiayuguan Pass Tower	120
The railway line on Hainan Island . .	80	The pastureland of Xinjiang	121
The Hainan Island is dense with tropical forests	81	Oil tank cars from the Karamay Oilfield	122
The Baoji-Chengdu electric railway . .	82	A train snakes through the parched and barren Flaming Mountains . . .	123
A natural barrier becomes a thoroughfare	83	The Hami Station	124
A train speeding up the Qinling Mountains	84	Shipping of Turpan grape	125
Through the mountains and across the deep crayons	85	A train traversing the desert of Xinjiang	126
The Zhongqing Station	86	The Haertohat Bridge	127
The Changjiang River Bridge at Baishatuo	87	The Dongdesala Bridge	128-129
The Zunyi Station	88	A train speeding past the Qinghai Lake	130
The Kaili Station	89	A Railway Workers' Training School .	131
The Guiyang Station	90	Housing for railway workers and office employees	132
"A happy journey!"	91	After school	133
Surveying by laser system	92	Retired railway workers and office employees	134
On the Chengdu-Kunming line	93	In a train crew dormitory	135
The Datianjing Viaduct	94	Railway workers' River Club	136
The "Slim Strip of Sky" Bridge	95	An amateur basket-ball team	137
Spring comes early to south Shaanxi .	96-97	Acrobats of the Cultural Troupe of the Chinese Railway workers . . .	138
The Kunming Station	98	A dancing by the troupe	139
The rock forest of Yunnan	99	Beijing Opera	140
A model locomotive driver	100	Amateur artists	141
Helpful and considerate train attendants	101	A miniature landscape pot	142
Prospecting by the Erhai Lake	102	A flower show	142
The Santa (Three-Pagoda) Temple of Dali	103	A holiday	143
A train flying across a deep crayon . .	104	Children's railway	144
On the Xiangfan-Zhongqing line	105	A budding head of a train crew . . .	145
The Jialing River Bridge at Zhongqing	106	A sanatorium of Qingdao	146
A baby passenger	107	A high-pressure oxygen store	147
The Southwest Tiaotong University	108	Curing patients by combining the Western and the traditional Chinese medicine	148
The sea of fluid clouds over the Emei Mountains	109	The Railway Workers' Hospital, Shanghai	149
The Zhicheng-Liuzhou line	110	An ice lantern show	150
Passengers of minority nationalities .	111	"I'll be a locomotive driver when I grow up."	151
The Yongshui River Bridge	111	Kunming Railway Administration's kindergarten	152
A flyover	112-113	Railway workers' swimming pool . . .	153
Railway builders coming to Lhasa . . .	114	Children of a kindergarten	154-155
Selecting a railway site in the snow-draped mountains	115	The minority nationalities' areas are accessible by train	156-157



首都的门户
——北京车站

Gate to the national capital — the Beijing Railway Station.



节日的夜晚
A festival night.



铁道部办公大楼

The office building of the Ministry of Railways.

丰台西站编组场夜景

Night scene of the marshal yard of Fengtai Western Station.





北京站调度室

The dispatch office of the Beijing Station.



出乘之前

Before the train starts.

铁路穿越气势雄
伟的万里长城

A train wends its
way alongside the
Great Wall.



