

京九铁路

JING JIU RAILWAY

中华人民共和国铁道部

MINISTRY OF RAILWAYS, THE PEOPLE'S REPUBLIC OF CHINA

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前言

20世纪90年代，是中国铁路大发展的辉煌年代。

神州展宏图，铁路创大业。一条条新铺的铁路凝重地镶嵌在可爱祖国的版图上，一个个伟大的壮举永远地镌刻在中华民族的史册里。

有一条长长的新建铁路，纵贯华夏南北，绵延九个省市，雄踞于京沪、京广两大铁路干线之间。工程建设气贯长虹，任务重，工期紧，质量要求高。历经四载奋战，它已宛若巨龙腾飞，唤起千山花吐艳，惊动万岭日生辉，这就是世人瞩目的京九铁路。

京九铁路，反映了中国几代人的愿望，和拍着共和国的时代脉搏。它经历了漫长的筹划，到90年代横空出世。它向世人作证：只有改革开放、只有社会主义制度，才有这条在中国铁路史上规模最大、投资最多、一次性建成线路最长的钢铁巨龙问世。

那畅游于苍山碧水间闪闪发光的两条钢轨，那飞架黄河、长江上的特大桥梁，那洞穿重峦叠嶂的座座隧道，那绿茵如织的段段路基，那巧夺天工的幢幢站房，还有那最新技术的通信信号，都是建设者用心血铸就，用双手托起。其间倾注了多少人的汗水，演绎过多少感人肺腑、催人泪下的故事。

在九江大桥，留下了江泽民总书记视察的身影。

在铺轨基地，回荡着李鹏总理宣布全线铺通的声音。

在长长的两千多公里的京九沿线，走过来乔石、李瑞环、朱镕基、胡锦涛、丁关根、吴邦国、邹家华、尉健行和老一辈的万里、吕正操……

还有，各民主党派中央、各级党政领导、全国人大代表、全国政协委员、海内外知名人士，乃至众多的布衣百姓，关注京九，心系京九。

在中国、在世界，有哪一条铁路像京九这样，牵动着如此众多人的心，融合着如此众多人的爱。京九铁路的建成通车，有力地印证着一个历史命题：社会主义制度能够集中力量办大事。

会战四年，巨龙腾飞。京九铁路是广大建设者智慧与心血的融合，理想与甘苦的浇铸，意志与大自然抗争的结晶。

请走进我们的画册：

与我们一同去领略去感受，京九铁路——世纪工程的英姿；

与我们一同去欣赏去品味，京九铁路——致富之路的无穷魅力；

与我们一同去认识去赞美，京九铁路——路地共建的历史杰作；

与我们一同去了解去讴歌，新时期最可爱的人——筑路大军的风采。

让我们记住，并昭示后人，京九铁路——新时代的丰碑！

PREFACE

The 1990s finds China in a glorious era of great railway development.

Ambitious plans are made in the Divine Land and great undertakings taken by the Chinese Railways. One after another new railways have been impressively completed on the territory of the beloved motherland, and magnificent feats are written into the Chinese history.

There is a long railway, which is recently built in China, running from north to south, winding through nine provinces and municipalities between two railway main lines: Beijing-Shanghai and Beijing-Guangzhou railway lines. The mission of constructing this railway is extremely tough, requiring a super tight schedule and top quality. After four years of arduous work, it is completed in flying colors. This is Jing Jiu Railway, the focus of world attention.

Jing Jiu Railway has been the dream of several generations in China and goes in pace with the development of the Chinese history. It had taken a long time to prepare the plan before it was built in the 90s, demonstrating to the people of the world that but for the socialist system we would not be able to complete such a railway, one of the largest scale, consuming the most capital, measuring the longest in length and yet accomplished at a stretch in the Chinese railway history.

The glittering rails snaking between green mountains and clear waters, the rainbow like bridges flying over the Yellow River and Yangtze River, the unique tunnels piercing through deep mountains, the rail formation sandwiched by green formation sides, the unique station buildings and the up-to-date signaling and communication systems, are all contrived and upraised by railway builders with their heart and soul. How many people's sweat has been dropped and how many moving stories about the glorious deeds originated from them!

Left at the Jiujiang Yangtze River bridge is the silhouette of Jiang Zemin, General Secretary of CCCPC, making an inspection tour.

Echoing at the track-laying site is the sound of Premier Li Peng, announcing the completion of the track-laying of the whole line.

The two thousand kilometers Jing Jiu Railway has also been visited by Qiao Shi, Li Ruihuan, Zhu Rongji, Hu Jintao, Ding Guan'gen, Wu Bangguo, Zou Jiahua, Wei Jianxing and leaders of the old generation: Wan Li, Lu Zhengcao, etc.

Also concerned about Jing Jiu Railway are leaders of the central committee of the democratic parties, senior party and government officials at various levels, deputies to the National People's Congress, members of the Chinese National Political Consultative Conference, figures of all walks of life from both home and abroad, as well as the people at large.

Is there any railway in China or any country in the world that enjoys a bottom-of-heart feeling and is loved by so many people as Jing Jiu Railway? The completion of the railway and its opening to traffic have proved a historic proposition: the socialist system can amass its resources to accomplish a great undertaking.

After four years of amassed battle, the gigantic dragon is taking off. Jing Jiu Railway is the combination of wisdom, soul and blood, the casting of high ideals and hard work, and the result of the contest between will and nature.

Let us open the pictorial,

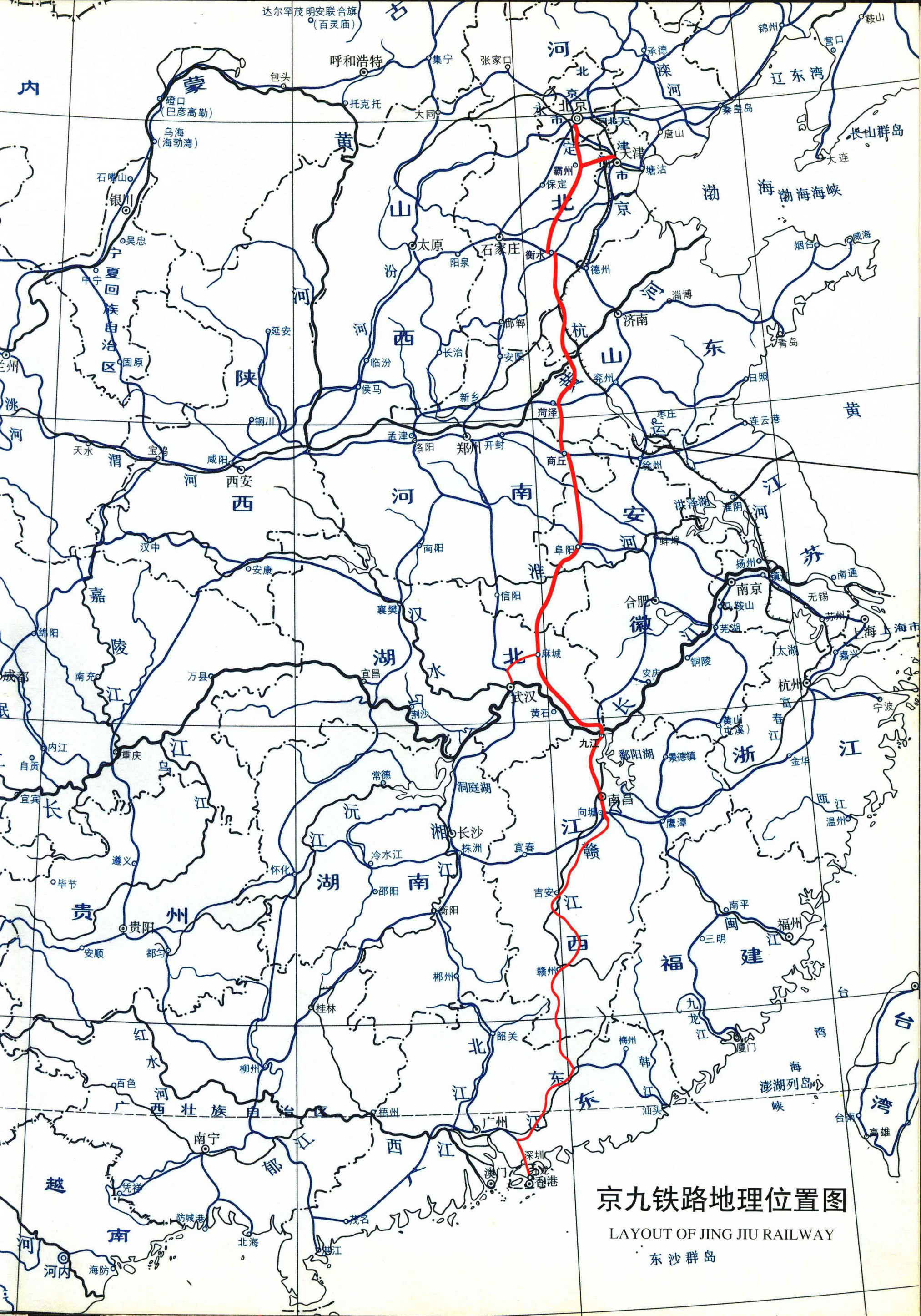
to appreciate and feel the heroic bearing of Jing Jiu Railway, a project of the century;

to understand and admire the infinite charm of Jing Jiu Railway, a road leading to prosperity;

to recognize and eulogize Jing Jiu Railway, a historic masterpiece completed by the Ministry of Railways with full support of the local governments;

to comprehend and sing of the elegant demeanor of the railway builders, the most lovely people of the epoch; and

to remember and educate our posterity with Jing Jiu Railway, a monumental work of the new era.



京九铁路地理位置图

LAYOUT OF JING JIU RAILWAY

东沙群岛

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重大决策 亲切关怀

京九铁路从酝酿到决策，凝聚了几代人的智慧。

20世纪初，孙中山先生就在《建国方略》中设想：在九江建设长江大桥，使它成为“中国南北铁路之一中心”。

新中国成立后，党中央三代领导集体为修建这条铁路倾注了大量心血。1958年，根据毛泽东主席的指示，共和国第一任铁道部长滕代远提出了一个具有战略意义的构想，从北京至九江修建一条南北大干线，即人称的“小京九”。1966年，周恩来总理召见当时的铁道部长吕正操，又提出修建南北大通道问题。经过多方论证，1973年九江长江大桥率先开工。

然而，道路并不平坦。风风雨雨，曲曲折折。历史在选择一个辉煌日子的到来。

1992年，邓小平同志视察南方发表重要谈话和党的十四大召开，使我国改革开放和社会主义现代化建设进入了一个新的发展阶段。国民经济的持续快速发展，铁路运输需求的日益增长，使本来就很不适应的铁路运输更加全面紧张，成为制约国民经济上新台阶的“瓶颈”，再加上香港回归日趋临近，各方面纷纷呼唤：尽快修建新的南北铁路大干线。

人们在思考，方案在优化，一个从北京到深圳连接香港九龙的“大京九”方案脱颖而出。

1993年春，李鹏总理在全国八届人大一次会议上郑重地宣布：“今后五年内，重点建设京九等一批重大干线”。国务院要求京九铁路“三年铺通，一年配套”。

这是党中央、国务院审时度势、高瞻远瞩的重大战略决策！符合国情，顺乎民意；功在当代，福及千秋！

铁道部迅速调整“八五”铁路建设计划，作出了“强攻京九、兰新，速战侯月、宝中，再取华东、西南，配套完善大秦”的总体部署。京九铁路被列为铁路重点工程之首。

以邹家华副总理为组长的国务院京九铁路建设领导小组在京成立。

作为全线建设总指挥部的铁道部京九铁路建设办公室开始运转。

沿线省市各级铁路建设机构迅速运作。

筑路大军紧急云集，沿线人民鼎力相助。一场气势恢宏的京九铁路建设大会战拉开了帷幕。

MAJOR DECISION & CORDIAL ATTENTION

Jing Jiu Railway has been an embodiment of the wisdom of several generations of the Chinese people since the inception to the decision.

At the beginning of the twentieth century, Dr. Sun Yat-sen, envisaged in his "On National Development" to build a bridge over the Yangtze River at Jiujiang and make it "one of the junctions in the north-south railways in China".

Since the founding of the People's Republic of China, leaders of three generations of the Chinese Communist Party have made great efforts in realizing this railway project. In 1958, Teng Daiyuan, the first Railway Minister of China, initiated a grand strategic plan in light of the instruction of Chairman Mao Zedong, to build a north-south rail corridor linking Beijing and Jiujiang in Jiangxi Province, a project nicknamed "little Jing Jiu". In 1966, late Premier Zhou Enlai again raised the issue of constructing this north-south corridor during his meeting with then Railway Minister Lu Zhengcao. Following in-depth discussions and verifications, construction of the Jiujiang Yangtze River bridge got started first in 1973.

However, the road was not smooth. Through turbulent years, the history was selecting a sunny day.

1992 saw comrade Deng Xiaoping comment on the policy of reform and opening to the outside world during his meeting with the local authorities in his inspection tour to southern China and on the occasion of the CCP fourteenth plenary. China's reform and opening to the outside world and socialist modernization got into a new stage. The continuously fast growing economic and ever increasing rail traffic in China further worsened the situation for the railway sector, which became a "bottleneck" hindering economic further development in China. Moreover, Hong Kong's return to China was approaching. As a result, the call to build a new north-south railway corridor in the soonest time was reiterated in different quarters.

People were considering the scheme and the plan was under optimization. The scheme of "Grand Jing Jiu" linking Beijing and Kowloon in Hong Kong via Shenzhen was brought forward eventually.

In the spring of 1993, Premier Li Peng solemnly announced at the first plenary session of the Eighth National People's Congress that "a number of railway main line projects will be focused in the next 5 years, such as Jing Jiu Railway". The State Council requested that "track-laying be completed within three years and the associated work within one year".

This was a strategic decision by the Central Committee of the Communist Party of China and the State Council after pondering the current and sizing up the situation, one in line with the national reality and in the best interests of the people, a project merited today and blessing the future generation.

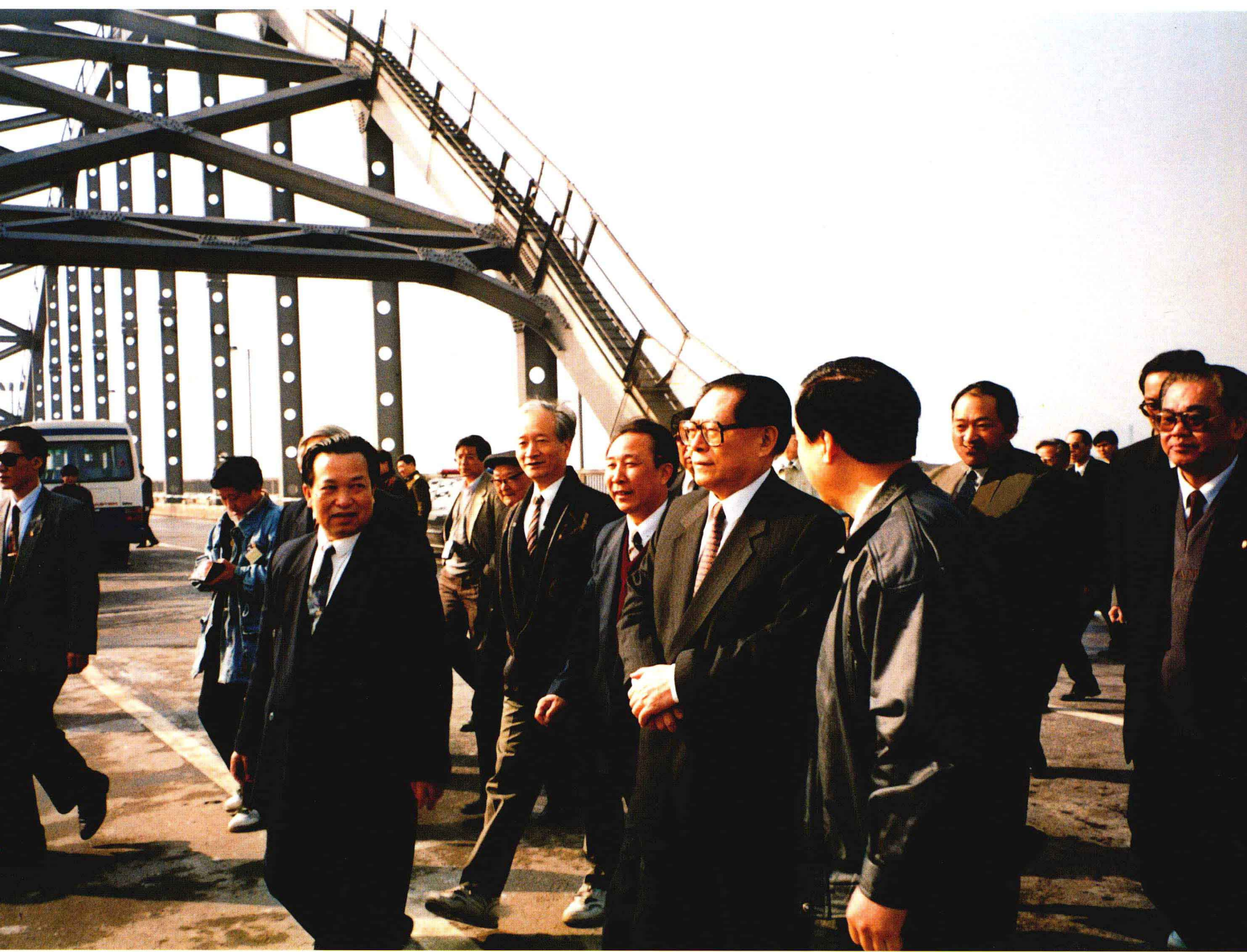
The Ministry of Railways consequently adjusted its schedules in the Eighth Five-Year Plan, with priorities given to "storming Jing Jiu and the Lanzhou-Urumqi double-tracking, quick finishing the Houma-Yueshan and Baoji-Zhongwei railways, and then, taking the projects in the East China and the Southwest of China as well as completing the Datong-Qinhuangdao coal line". Jing Jiu Railway was rated as a top priority of all key railway projects.

A leading group headed by Zou Jiahua, Vice Premier was formed in Beijing and functioning under the State Council for the construction of Jing Jiu Railway.

The MOR Jing Jiu Railway Construction Authority was officially established as the Hq. of construction of the whole line.

Railway construction organization of each province or city along the line was prompted into action.

Professional construction troops were urgently amassed with local people assisting in kind and painful efforts. There started the prelude of massive point battle for the construction of Jing Jiu Railway.



1995年3月，中共中央总书记、国家主席、中央军委主席江泽民视察九江长江大桥
In March 1995, Jiang Zemin, Secretary-general of the Central Committee of the Communist Party of China (CCCPC), President of the State and Chairman of the Central Military Commission, inspects the Jiujiang Yangtze River Bridge



1996年9月，中共中央总书记、国家主席、中央军委主席江泽民在中共中央政治局候补委员、书记处书记温家宝等同志的陪同下视察京九铁路沿线

In September 1996, Jiang Zemin, Secretary-general of the CCCPC, President of the State and Chairman of the Central Military Commission, makes an inspection tour along Jing Jiu Railway, accompanied by Wen Jiabao, alternative member of the Political Bureau (Polibureau) and member of the Secretariat of the CCCPC and other comrades

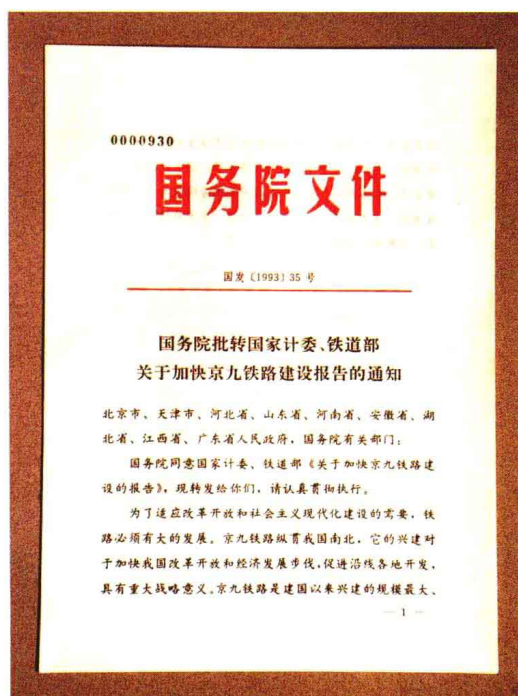


1995年11月16日，中共中央政治局常委、国务院总理李鹏在京九铁路铺通庆典上作重要讲话
On November 16, 1995, Premier Li Peng, standing member of the Polibureau of the CCCPC, delivers an important speech at the ceremony for the completion of track-laying of Jing Jiu Railway



1993年3月，国务院总理李鹏在全国人大八届一次会议上郑重宣布“八五”期间建成京九铁路

In March 1993, Chinese Premier Li Peng solemnly announces at the first plenary of the Eighth National People's Congress that Jing Jiu Railway would be built during the period of the Eighth Five-Year Plan for National Economic and Social Development



国务院国发〔1993〕35号文要求京九铁路确保“三年铺通，一年配套，边配套、边分流”总目标的实现

In note (1993) 35 of the State Council, it is required that the general target of Jing Jiu Railway be that "three years for track-laying, one year for completion of associated projects and tapping the traffic flow at the same time"



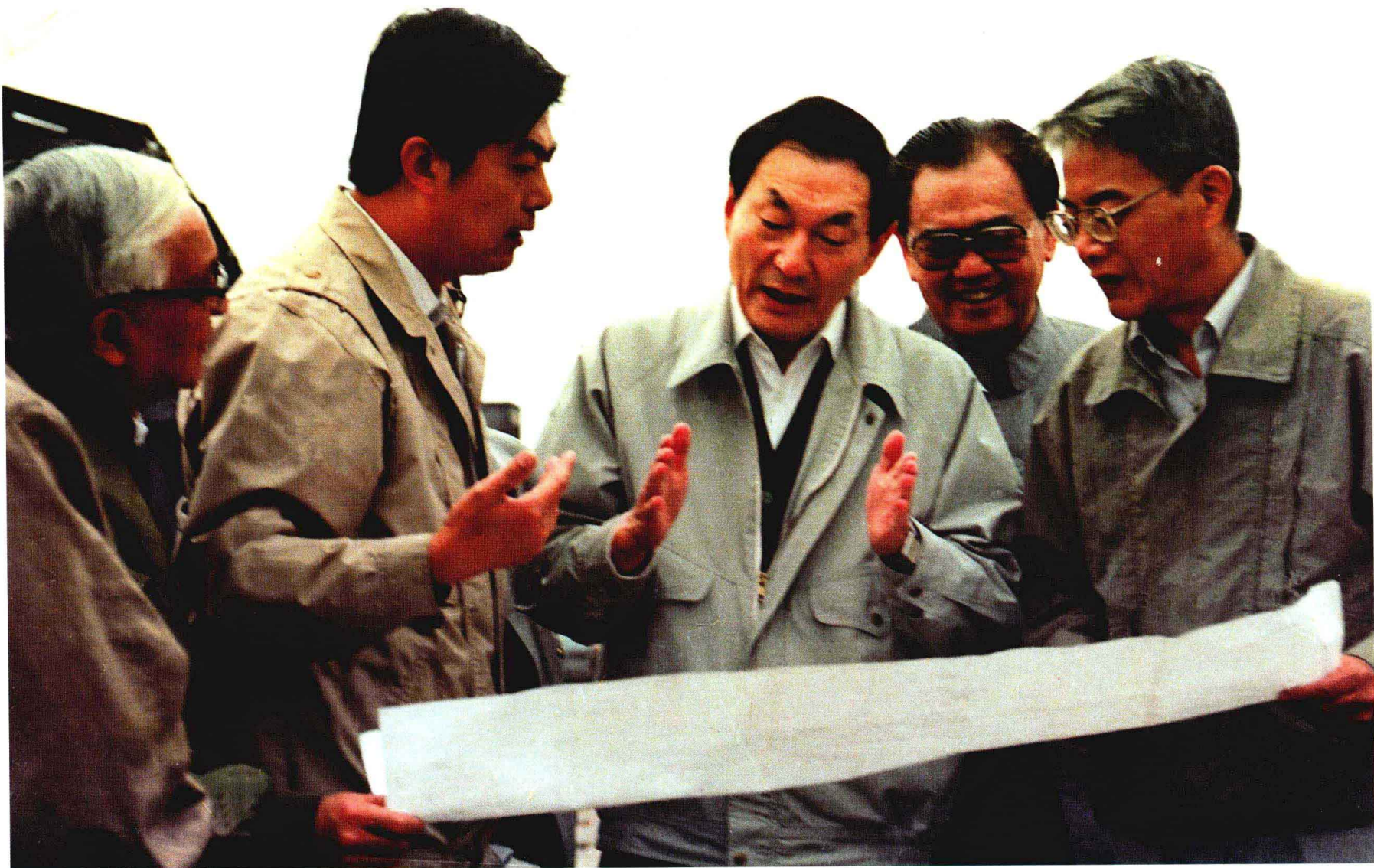
1994年8月11日，中共中央政治局常委、全国人大常委会委员长乔石在京九铁路建设工地挥毫题词

On August 11, 1994, Qiao Shi, standing member of the Polibureau of the CCCPC and Chairman of the Standing Committee of the Chinese National People's Congress (CCNPC), inscribing for the railway workers at the construction site of Jing Jiu Railway



1995年10月，中共中央政治局常委、全国政协主席李瑞环视察北京西站

In October 1995, Li Ruihuan, standing member of the Polibureau of the CCCPC and Chairman of the Chinese National Political Consultative Conference (CNPCC), inspects the Beijing West Station



1991年10月，中共中央政治局常委、国务院副总理朱镕基在京九铁路九江长江大桥工地指导工作

In October 1991, Zhu Rongji, Vice-Premier of the State Council and standing member of the Politbureau of the CCCPC, gives instruction at the construction site of the Jiujiang Yangtze River Bridge on Jing Jiu Railway



1993年4月，中共中央政治局常委、书记处书记胡锦涛到京九铁路吉安赣江大桥工地慰问铁路工人

In April 1993, Hu Jintao, standing member of the politbureau of the CCCPC and member of the Secretariat, comes to salute the railway workers at the construction site of the Ji'an Gan River Bridge on Jing Jiu Railway



1996年2月23日，中共中央政治局委员、书记处书记、中宣部部长丁关根在北京西站视察
On February 23, 1996, Ding Guan'gen, member of the Polibureau and member of the Secretariat and head of Central Propaganda Department of the CCCPC, inspects the Beijing West Station



1995年5月，中共中央政治局委员、书记处书记、国务院副总理吴邦国与铁道部领导在一起研究加快京九铁路建设的问题

In May 1995, Wu Bangguo, member of the Polibureau and member of the Secretariat of the CCCPC and Vice-Premier of the State Council, discusses the issues on speeding-up the construction of Jing Jiu Railway with the leaders of the Ministry of Railways



1996年9月1日，中共中央政治局委员、国务院副总理、国务院京九铁路建设领导小组组长邹家华为京九铁路105次首发列车授牌

On September 1, 1996, Zou Jiahua, member of the Politbureau of the CCCPC, Vice-Premier of the State Council and the head of Jing Jiu Railway Construction Authorities of the State Council, awards the train plate to the first Train No.105 upon inauguration of passenger services on Jing Jiu Railway



中共中央政治局委员、书记处书记、北京市市委书记尉健行与铁道部、北京市领导检查北京西站工程

Wei Jianxing, member of the Politbureau of the CCCPC, member of Secretariat and Secretary of Beijing Municipal Party Committee, and the leading members from the Ministry of Railways and the Beijing Municipal Government inspect the project of the Beijing West Station