

Development of Railway and Railway Stations in Korea

Yekeyeong, Shin

*Ph.D., Architect, Assistant Professor, Department Architectural Engineering, Namseoul University,
331-707, Seonghwan-eup, Seobuk-gu, Cheonan, Chungcheongnam-do, Korea
Tel.: +82-10-3710-6809; fax: +82-41-580-2929
E-mail address: shinyekeyeong@gmail.com*

Abstract

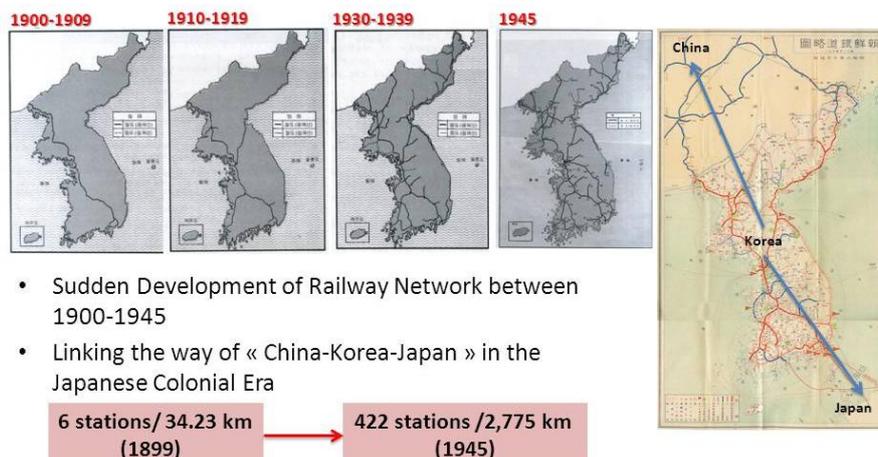
The beginning of Railway in the Korean Peninsula was Gyeong-in Line. It was connected with Incheon harbor and Seoul. Incheon harbor was opened as a first modern harbor for international trade in 1893. Therefore government of Joseon Dynasty had a plan for linking between harbor and capital of Joseon Dynasty, Seoul at that time.

- Incheon Harbor(1883) and Incheon Station(1899)
- First Railway line was constructed from Incheon to Seoul



After then there was sudden expansion railway network from 1900 to 1945. The Purpose of this Expansion was close related to link 'China-Korea-Japan'. So the stations building number was changed from 6 stations in 1899 to 422 stations in 1945.

In the Japanese Colonial era, some main stations were built well. However, most of other stations were built in really simple and only stations.



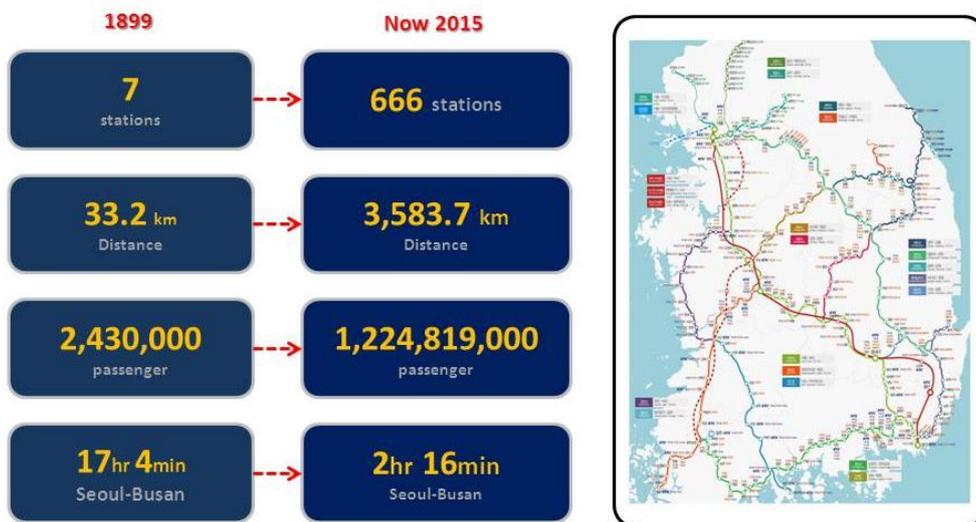
After the Korean War in 1950, the government of Korean peninsula was divided into politically North and South. Then in South Korea, for the purpose of both rehabilitation and industrialization, most of destructed railway and stations were re-constructed.

It gives rise to economic revival. But there was limitation of development railway network because of division Railroad.

According to these industrialization policies, railway network was expanded suddenly without station's facilities in South Korea.

Basis on the 1988 Seoul Olympic, some main stations was redeveloped as a symbolic gate for the foreign visitors. While this period, Big companies invest their fund for remodeling station building. Because of economic benefit, spaces of stations were changed into commercial complex. 16 private funded investment Stations were built in 1980s. The commercial functions were added in the station areas along with a Last, the stations are urban facilities recently after introduction of high speed railway service. They are constructed as a complex building, transit hub, citizen's lively community.

Now, the change of railway network in South Korea as follows.



Recently, in this Pak, Geun-Hye Government, there is a new political vision about railway network toward Eurasia. They have a plan for stations as a global starting point to cross Siberia from South Korea.

