

白鐵仔的榮光風華

光華號 50 週年紀要 Fiftieth Anniversary of Guang-Hua Express



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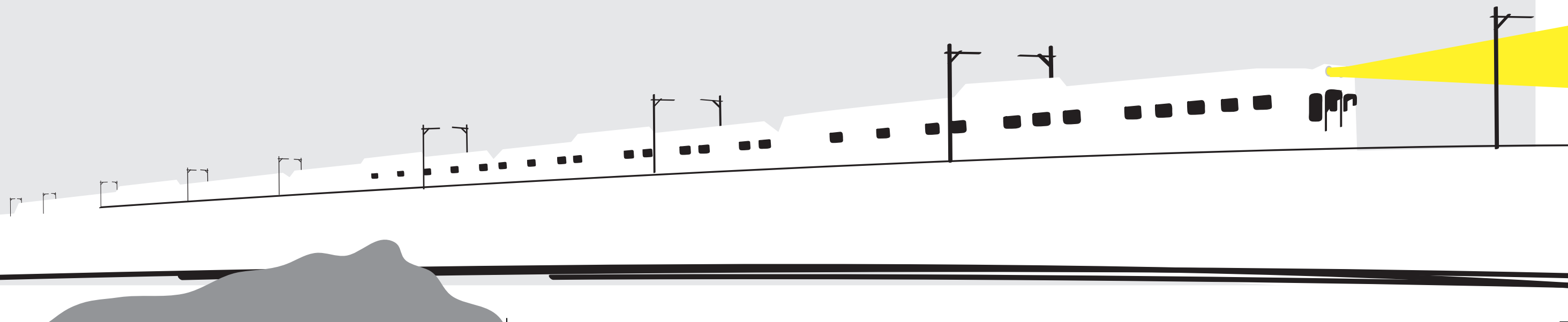
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序

Foreword

光華號於民國 55 年 10 月 31 日首度行駛於臺北至高雄間，至今已有 50 週年，特於 105 年 10 月份辦理光華 50 紀念系列活動，除了開行紀念專開列車外，並製作當年版本紀念車票、復刻版便當盒、專屬頭巾，也包括本紀念專刊的發行。

光華號在鐵路電氣化前，為當時陸地上最快的交通工具及高規格的车上服務，也是臺灣鐵路史上重要的里程碑。本書除了介紹光華號重要的歷史及設備特色外並採訪了光華號首航列車長、司機員、隨車機務人員與光華號小姐等，分享過去經驗及回憶，讓讀者能體驗當時光華號精彩風光、臺鐵人與旅客行程上互動的點點滴滴回憶花絮。

臺灣鐵路管理局的多元化發展，已不只是單純的交通運輸，而是人民倚重的生活產業。除了維持安全、準確、服務、創新的核心價值外，也將致力於鐵道文化資產的保存。藉由此刊的出版，也感謝當時付出的臺鐵人。

鹿潔身

臺灣鐵路管理局 局長 鹿潔身

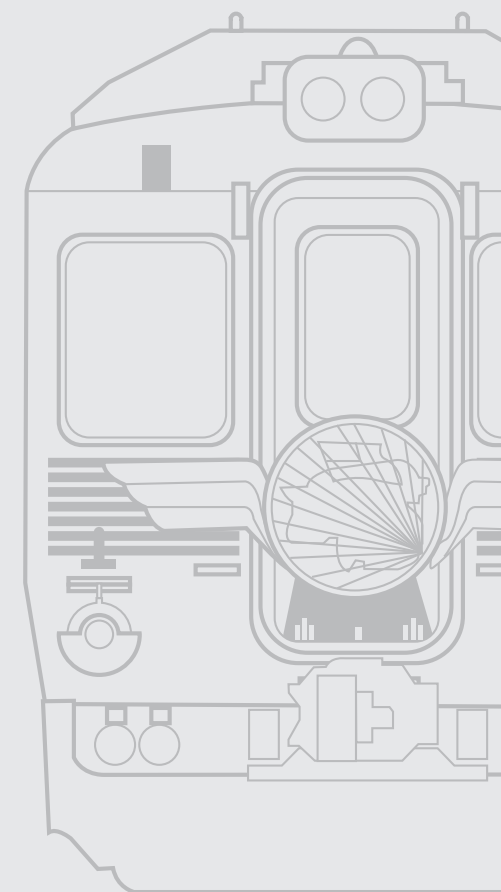
It has been 50 years since Guang-Hua Express's initial launch on October 31, 1966. On the 50th anniversary, apart from launching the commemorative special train, TRA released commemorative ticket, retro lunchbox, exclusive headscarf, and this commemorative special issue.

Before railway electrification, Guang-Hua Express's train was the fastest mode of transportation on land providing high-standard services, which was an important milestone in Taiwan railway history. In this issue, in addition to Guang-Hua Express's history and features, train conductors, railroad engineers, and Guang-Hua Ladies were introduced as well.

TRA always aims to provide diversified services, aspiring to offer more than a mode of transportation and become irreplaceable in people's lives. In addition to upholding the core values of safety, accuracy, service, and innovation, TRA devotes to preserving cultural assets. Through publishing this special issue, TRA would also like to express gratitude to all TRA employees.

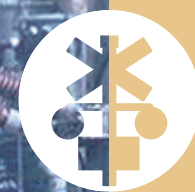
C. S. Lu

Taiwan Railways Administration Director-General Chieh-Shen Lu



臺灣鐵路至今已有百年歷史，鐵道網已環遍整座臺灣本島，為人們帶來無可取代的便利。起初鐵路是為了鞏固國防發展政治經濟，而隨著時代變遷也發展了更多元的用途，讓鐵道文化不斷的向前邁進，為臺灣創造更豐富的交通，而其無法取代的文化價值更成為臺灣最珍貴的部分。

It has been a hundred years since the first railway was built in Taiwan. Nowadays, railways have already surrounded the whole island, providing irreplaceable convenience to people. In the beginning, railways were used to consolidate national defense, develop politics and economy. As generations passed, railways extended its services to various aspects, continuously pushing railroad culture forward. The railways help create convenient lifestyle and their irreplaceable cultural value has become the most precious part of Taiwan.

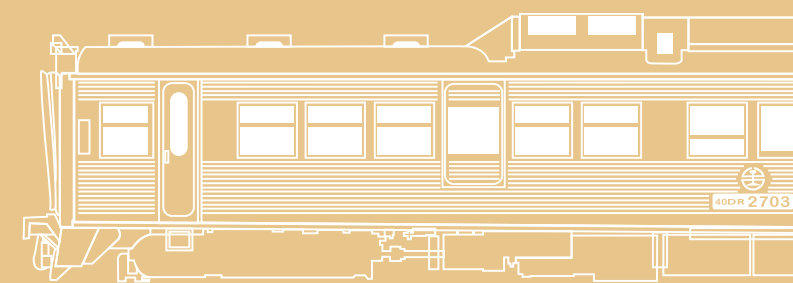


歷史軌跡

Traveling through Time

橫亘古今的臺鐵動力車

The Evolution of TRA Power Car



鐵道動力的開端

The Beginning of Railroad power

騰雲御風的蒸汽機車

Steam Locomotives

西元 1887 年，光緒時期的臺灣省巡撫劉銘傳開始在北部地區興建鐵路，西元 1888 年時向德國引進騰雲號及御風號，蒸汽機車首度出現於臺灣這片土地。直到清末時期北部鐵路已擁有騰雲號、御風號及掣電號、超塵號、攝景號等車輛。日據時期，除由日本引進 4 輛曾行駛於日本之舊蒸汽機車，陸續也向英美等國家購進 BK10 ~ CK80 等飽和式蒸汽機車。西元 1908 年西部縱貫線完工通車，為克服山線陡坡，蒸汽機車朝大型化發展。

In 1887, Liu Mingchuan, Taiwan's first provincial governor during the reign of Guangxu Emperor, began building the rail line in the west of Taiwan. In the next year, Liu introduced steam locomotives—Teng Yun and Yu Feng, or Cloud Rider and Wind Rider—to the country for the very first time. In the late Qing Dynasty (1887-1894), the Western Main Line already had up to five steam locomotives: Teng Yun, Yu Feng, Che Dian, Chao Chen and She Jing. During Japanese Colonial period (1895-1944), besides the four old steam locomotives imported from Japan, saturated steam locomotives ranging from BK10 to CK80 were also imported to Taiwan from the United States and the United Kingdom. In 1908, the Western Line was completed. In order to overcome the steep slopes in the Mountain Line, large-scale steam locomotives were necessary.



蒸汽機車騰雲號 (賴德湘提供)
Steam locomotive Teng Yun (Credit: De-Hsiang Lai)

光復初期 (西元 1945 年後)，日本留下大量蒸汽機車，但部份車輛因空襲或缺料而動彈不得，加上營運等因素，陸續再購買如 CT270、DT650 等最新穎的蒸汽機車加入營運行列。直到西元 1960 年柴電機車登場蒸汽機車才逐漸退居，並於 1979 年鐵路電氣化後功成身退。

When the Japanese colonial government retreated from Taiwan in 1945, many steam locomotives were left behind. However, some of the trains were unable to run due to air raids, lack of materials and operating issue. Therefore, the latest trains at the time, such as CT 270 and DT650, were purchased. In 1960, diesel rail car gradually took over the stage. It is not until 1979, the year that the railroad system was electrified, that the steam locomotives were retired.

飛快的動力改變

The Rapid Change in Power

明星般的柴油客車

Star-like Diesel Railcars



飛快車的後輩 DR2510 型柴油客車 (楊永蔚提供)
Fei-kwai-che's successor—diesel railcar DR2510 (Credit: Yung-Wei Yang)

西元 1953 年，為了提高客運服務水準，臺鐵機務處將日本人留下棄置不用的汽油軌道車修復並改裝成柴油客車，並在西元 1956 年至 1957 年間，先後自日本引進兩批動力車 (8 輛及 10 輛) 及 4 輛拖車參與西幹線營運。首批於西元 1956 年進口的 8 輛柴油客車是由臺北機廠組裝，試車速度十分令人滿意，因此以響亮的「飛快車」名號上路，成為當時臺北至高雄路段的明星列車，後來連同其後進口的柴油客車也投入飛快車的行列。

In 1953, in order to improve service standards, Taiwan Railways Administration (TRA) repaired the gasoline railcars that

were abandoned by the Japanese and modified them into diesel railcars. Also, during 1956 and 1957, TRA introduced two batches of power cars (eight cars and ten cars) and four trailers to Taiwan. The first batch of eight diesel railcars was assembled by the staff in Taipei Railway Workshop. The results were satisfying. The diesel railcars were named "Fei-kwai-che," or flying cars, because they were very fast. These cars were all the rage and their tickets were easily sold out. As a result, the second batch of ten diesel railcars also became members of "Fei-kwai-che."

西元 1958、1959 年間臺鐵聘請法國、美國的鐵路專家研究幹線動力現代化的可行性，依其結論均認為電氣化最有利，但因當時巨額資金籌措困難、電力供應缺乏與從業人員技術轉移困難等因素，決定先採用不需特別增設設施，又可廣泛使用於各地區的柴油化動力。

During 1958 and 1959, TRA employed railroad experts from France and America to examine the feasibility of the modernization of power system. The experts concluded that railway electrification system would be the best solution. Unfortunately, the large amount of capital, the deficiency in electricity and the required new training courses for the technicians left TRA's hands tied. TRA then decided not to establish additional facilities and to continue using diesel railcars.



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與時俱進的鐵道

Connecting the World

實用可靠的柴電機車

The Practical and Reliable Diesel-Electric Locomotives

西元 1960 年，蒸汽機車因無零件可購買、且製造成本過高，讓維修難度增加，因此向世界銀行貸款引進由美國 GM 通用汽車（General Motors）的子公司—鐵路機車製造商 GM-EMD（Electro-Motive Diesel）所製造的 R20 型柴油電氣機車。柴電機車（Diesel Electric Locomotive）是柴油引擎帶動主發電機發電，依靠動力控制設備牽引馬達產生動能。柴電機車型號可以分為以英文字母 R 開頭（Road Engine）系統，作為主要幹線行駛機車。以 S 開頭（Switcher）系統，作為支線行駛及調車用途。兩款系統差別在於 R 系列油箱的容量大於 S 系列，二者的馬力也有些許差距。

In 1960, steam locomotives ran out of components, which led to the rise in the production cost. Therefore, TRA asked The World Bank for a loan and then purchased diesel electric locomotive R20 from Electro-Motive Diesel (EMD), a subsidiary of General Motors (GM). In a diesel-electric locomotive, the diesel engine drove the main generator to provide power to the traction motors that drive the locomotive. These diesel-electric locomotives were categorized into two groups: R (the road engine) and S (the switcher). The trains in group R were used on the main rail line, while the trains in group S were used on the branch line or for dispatch. The difference between the two groups lay in the size of

their fuel tanks: the trains in group R had bigger fuel tanks than those in group S, which thus affects their horsepower.



藍色塗裝柴電機車 R40（李晁鳴 提供）

Diesel-electric Locomotive R40 with blue color decoration (Credit: Chao-Ming Li)

優質的服務品質

World-Class Service

首列冷氣空調客車

The First Air-Conditioned Passenger Train

西元 1961 年 6 月 18 日起，臺灣鐵路管理局為提升服務品質，最高級的鐵路客車「觀光號」對號特快車誕生了，配置上

除了牽引動力車採用美國 GM 的柴電機車外，其車廂為日本進口的二等客車 35SP32750 及餐車 35DC32750。觀光號行駛於臺北—高雄、臺北—彰化、臺北—臺中區間，兼具坐臥兩用的寬大座椅為最大特色，並在西元 1963 年夏季車內加裝空氣調節設備，成為臺灣鐵路史上第一列配置冷氣車廂的車種。當年觀光號為客用列車最高級的代名詞，除了掛有設備齊全的餐車供應中西餐點外，更有為旅客竭誠服務的觀光號小姐，也成為當時最具代表性的特色。

On June 18, 1961, the first-class fast train with assigned seats—“Guan-Guang Express”—was launched. TRA uses GM's diesel-electric locomotive as its traction motor, combining it together with the second-class car 35SP32750 and the dining car 35DC32750 imported from Japan. “Guan-Guang Express” supported three lines: Taipei-Kaohsiung, Taipei-Changhua and Taipei-Taichung. The bigger seats that can be converted into beds were the train's biggest feature. In the summer of 1963, the train was equipped with air-conditioning system, making it the first air-conditioned train in Taiwan railway history. The well-equipped dining car that served both Chinese and western meals and the “Guan-Guang Express lady,” or female train crew, were also the representative features that made “Guan-Guang Express” the most high-end passenger train at the time.



觀光號特快車（取自《臺灣鐵路百週年紀念》書籍）

Guan-Guang Express (Credit: 《臺灣鐵路百週年紀念》)

鐵道史上的里程碑

The New Milestone in the Railway History

白鐵奔馳新紀錄

White Iron: Faster than Ever Before

西元 1966 年，臺鐵再向日本引進比當時飛快車速度更快的 DR2700 柴油客車，並以「光華號」之名行駛於西部幹線，時速高達 110 公里，讓臺北到高雄的時間縮短至 4 小時 40 分鐘，創下當時西部幹線最快列車紀錄，也成為當時臺灣陸地上速度最快的交通工具。

It was not until 1966 that the TRA imported diesel railcar DR2700 from Japan to run the West Line and named it "Guang-Hua Express." The train was faster than Fei-kwai-che, running 110 kilometers per hour and shortening the Taipei-Kaohsiung traveling time to four hours and forty minutes. It was not only the fastest train in the Western Main Line but also the fastest land transportation in Taiwan.



光華號首航 (臺鐵提供)

The first appearance of Guang-Hua Express (Credit: TRA)



1996 年 6 月 8 日光華 30 山海遊 (賴德湘提供)

Guang-Hua Express on June 8, 1966 (Credit: De-Hsiang Lai)

光華號於 1966 年 10 月 31 日先總統 蔣公生日當天首航，車頭上掛有一巨大的「壽」字牌。其不銹鋼車體與當時多數為黑色的蒸汽火車形成強烈對比，也因而獲得「白鐵仔」的稱號。臺鐵從特快車、觀光號到光華號，不只是速度上一代代的突破，也建立了前所未有的精緻服務，服務員為乘客提供免費餐點、茶水、書報、毛巾、代傳電報、電話、信件等服務。也在當時推出了充滿回憶的鐵路便當，成為臺灣鐵道史上重要的里程碑。

Guang-Hua Express made its first appearance to the public on October 31, 1966, which was also Chiang Kai-Shek's birthday. On the head of the train, hanged a gigantic plate with the word "shou," or longevity, celebrating his birthday. In a sharp contrast to the black steam locomotives, Guang-Hua Express' stainless steel body was silver white and earned it the name, "peh-thih-á," or white iron in Taiwanese. From the fast train to the Guan-Guang Express, and then from the Guan-Guang Express to the Guang-Hua Express, the trains in Taiwan not only improved tremendously in speed but also in the aspect of customer service: the train crew provided the passengers with free meal, drinks, books, newspapers and towels; and the famous TRA bento was also released then. This period was an important milestone in Taiwan railway history.

百花齊放的環島鐵道

Flourishing Island-wide Railways

鐵路電氣化時代

The Era of Railway Electrification

西元 1978 年鐵路電氣化完成，同年 8 月 15 日自英國引進的電聯車自強號 (EMU100 型) 開始營運，1979 年 6 月底西部幹線電氣化全線竣工，自強號特快車以時速 120 公里急駛，1979 年 7 月 15 日列車改點，經由海線之 <1005> 次臺北 11:00 開，於 14:56 抵高雄僅耗時 3 小時 56 分，創下空前紀錄，再度展開新階段。之後陸續在西元 1982 年購入日本東急柴聯車 (簡稱 DMU)，也是第一代自強號柴聯車。自強號為現在臺鐵最高級的對號客車，停靠站少、隔音佳、行駛平穩，最為民眾喜愛的車種之一。

In 1970s, the railway was electrified. On August 15, 1978, Electric Multiple Unit 100 (EMU 100) was imported from the United Kingdom and introduced to Taiwan as Tze-Chiang Limited Express. The train runs 120 kilometers per hour, shortening the Taipei-Kaohsiung traveling time to 3 hours and 56 minutes. It was another beginning of a new phase. In 1982, Diesel Multiple Unit (DMU) was purchased from Japan and introduced to Taiwan as the first Tze-Chiang DMU. Today, Tze-Chiang Limited Express is TRA's first-class train that is characterized by its least train stops, best soundproof facilities and steadiness. It is one of the most popular trains in Taiwan.

西元 1990 年由南非製造的 EMU400 型通勤電聯車誕生，除了加大站位空間，也將座椅安排為兩側並排方式。其後陸續



普悠瑪 (楊永蔚提供)

Puyuma Express (Credit: Yung-Wei Yang)

購入推拉式自強號機車 (E1000 型)、柴油型冷氣車 (DR1000 型)、通勤電聯車 EMU500、600、700、800 型、縮短臺北—花蓮行車時間的太魯閣自強號 (TEMU1000 型)，及西元 2013 年 2 月 6 日加入營運行列的普悠瑪自強號列車 (TEMU2000 型)。而普悠瑪為現今臺灣最新車種，臺北—屏東行駛時間不到 4 小時，臺北—花蓮為 2 小時，臺北—臺東為 3 小時 30 分，成為民眾南來北往的新選擇。

In 1990, EMU 400 was created. Manufactured in the South Africa, EMU 400 placed two side-by-side seats on the two sides of the train, creating larger space for people to stand. Then, TRA introduced the following trains to Taiwan: Tze-Chiang electric locomotive (E1000), air-conditioned diesel railcar (DR1000), EMU500 · 600 · 700 · 800, Taroko EMU (TEMU1000) that shortened the Taipei-Hualien traveling time, Puyuma Tze-Chiang Limited Express (TEMU2000) that joined the TRA on February 6, 2013. As Taiwan's latest train, Puyuma Express shortens the Taipei-Pingtung traveling time to less than 4 hours, Taipei-Hualien traveling time to 2 hours and Taipei-Taitung to 3 hours 30 minutes and becomes the new option for people traveling between northern and southern Taiwan.



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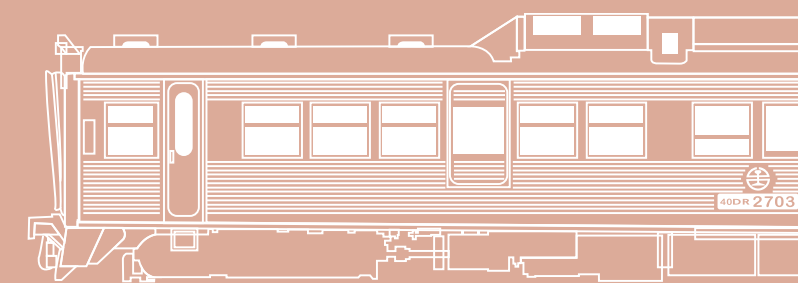


白鐵身影

The Silver White Warrior

無與倫比的經典光華號

The Incomparable Guang-Hua Express



「白鐵武士」光華號特快車，是 DR2700 型不銹鋼輕量化柴油客車，西元 1966 年開始行駛於西部縱貫線，並以 4 小時 40 分的運行時間，創下臺北—高雄最快速行車紀錄，刷新 10 年前柴油飛快車保持紀錄，成為當時臺灣陸路最快的交通工具。

Guang-Hua Express, or the “Silver White Warrior,” is a DR2700 diesel multiple unit with a stainless steel body. In 1966, it traversed the Western Line in mere four hours and forty minutes, breaking the previous record that was established by Fei-kwai-che ten years ago. Guang-Hua Express became the fastest mode of transportation on land before the railway electrification came into the picture.



將汽油車整修之後而產生的克難號 (臺鐵提供)

Gasoline locomotives has been renovated "Ko-Nan Express"(Credit: TRA)

千里之行，始於足下

A Journey of a Thousand Miles Begins with a Single Step

DR2700 型光華號列車背景

A Brief History of Guang-Hua Express DR2700

臺灣鐵道史經歷不同時代，也為臺灣土地上的人們帶來精彩的生活故事。西元 1915 年臺灣的柴油客車尚不普遍、技術也尚未純熟，直到日據時期，各方投入研發才趨於完善。而蒸汽機車相較於汽油客車，體積大且耗費動力，於是在成本考量下，於西元 1915 年 8 月 17 日開行汽油客車，行駛於臺北—北投—新北投區間；西元 1930 年 11 月 15 日開行於基隆—臺北—板橋區間；西元 1931 年 8 月 1 日開行臺中—彰化、臺南—高雄區間；西元 1932 年 11 月 1 日后里—二水；西元 1935 年 10 月 1 日基隆—桃園—中壢；同年 12 月 6 日開行臺南—斗六區間。

西元 1945 年臺灣光復，日本留下 19 輛汽油客車由當時臺鐵接手，其中 1 輛無法修復，其餘 18 輛陸續將引擎拆除換成日本製廠的日野牌 (日野工業股份有限公司 Hino Industry Co., Ltd.) 的柴油引擎，開行於臺北—蘇澳區間與臺北—北投—新北投區間，列車名稱為「克難號」，每公里票價為臺幣 0.34 元，而改裝的柴油客車比起蒸汽火車在臺北蘇澳間節省將近 1 小時，因此受到民眾歡迎。但汽油客車改裝的柴油客車因使用率高、改裝及保養困難，所以讓車子未老先衰，於是在西元 1956 年，引進柴油客車 8 輛，又於 1957 年引進 10 輛動力車及 4 輛無動力拖車加入營運，開行臺北—高雄只要 5 小時 30 分，刷新當時南北交通紀錄，成為名聞遐邇的「飛快車」。

後來也引進新一代的柴油客車，但維修技術與故障狀況不甚樂觀，加上臺鐵聘請的法國顧問建議動力系統應當開始電氣化，但考量到當時臺灣電力無法負荷鐵路需求及電氣化所需財政籌措困難等因素，因此不朝電氣化發展。而後美國顧問建議鐵路動力系統應朝柴電化發展，因此臺鐵決議引進不需特別增設設施又可廣泛使用的柴油客車，間接產生之後的光華號。

As generations passed, Taiwan railway continually creates wonderful memories for the people in Taiwan along this journey. Back in the Japanese colonial period, diesel railcars were not popular, so "gasoline railcars" were used to traverse the Beitou section.

In 1945, Taiwan Railways Administration (TRA) repaired the gasoline railcars that were abandoned by the Japanese and modified them into diesel railcars. These modified diesel railcars shortened an hour in Taipei- Su'ao commute time and became popular among the locals. However, some of the trains were overused also hard maintenance. In 1956, TRA modified more than ten gasoline railcars into diesel railcars (DR2100-DR2400), the first generation of "Fei-wai-che." In 1957, the famous second generation of "Fei-kwai-che" (DR2500 and DR2600) were imported. In the next year, it only took five hours and thirty minutes for Fei-kwai-che to traverse between Taipei and Kaohsiung, beating the previous record. However, TRA employed railroad experts from France and America to examine the feasibility of the modernization of power system. The experts concluded that railway electrification system would be the best solution. Unfortunately, the large amount of capital, the deficiency in electricity and the required new training courses for the technicians left TRA's hands tied. TRA then decided into diesel railcars, indirectly Guang- Hua Express into Taiwan.



當年的光華號 (連枝賢提供)

Guang-Hua Express (Credit: Zhi-Xian Lian)

中西融合的巧緻

Combining the East and the West

光華號身世之謎

The Mystery behind Guang-Hua Express

光華號由日本東急車輛製造株式會社 (Tokyu Car Corporation) 製造，結合流線型不銹鋼外觀與柴油引擎的動力，其動力車臺鐵正式編號自 DR2700 開始，共 25 輛；無動力拖車正式編號自 DR2750 開始，共 6 輛。光華號與美國巴德公司 (Budd Company) 在西元 1949 年製造的 RDC-1 十分相似，其實臺鐵引進的這批車是經過美國 Budd 公司授權由東急車輛設計製造，因此基礎架構為美國 Budd RDC (Rail Diesel Car)，並採用美國 Cummins 製造之引擎。而日本東急將 Budd 軌距 1435mm 的 RDC 縮小成 1067mm，所以臺鐵的光華號與美國 RDC 外型相比小一號，且車頭造型與客室又依日本柴油客車的尺寸製作，一種中西融合的臺灣版本 RDC 可說相當特別。

Manufactured by Tokyu Car Corporation in Japan, Guang-Hua Express has a streamlined stainless steel body and a diesel engine. Its power car is officially numbered from DR2700, a total of 25.



車體後端下方的東急銘版 (陳朝強提供)

The Tokyu plate underneath the back of the train (Credit: Chao-Qiang Chen)

型號 Type	DR2700	DR2750
最高時速 Maximum operational speed	110 公里 / 時 110 km / hr	110 公里 / 時 110 km / hr
馬力 Horsepower	335HP 335HP	---
座位 Seats	60 位 60 seats	64 位 64 seats
引擎型式 Engine model	(原) (Original) NHHRTO-6-B1 (現) (Today) NT855-R4	---
轉向架 Bogie	TS-122 5.9t TS-122 5.9t	TS-122 5.0t TS-122 5.0t
製造廠 Manufacturer	東急車輛 Japan Tokyu Car Corporation	東急車輛 Japan Tokyu Car Corporation
製造年份 Built date	民國 55 年 1966	民國 55 年 1966
原有輛數 Original amount	25 輛 25 cars	6 輛 6 cars
長、寬、高 Length, Width, Height	長 Length 20,274 mm 寬 Width 2,885 mm 高 Height 3,975 mm	長 Length 20,274 mm 寬 Width 2,885 mm 高 Height 3,975 mm
用途 Usage	光華號 (今日柴快) Guang-Hua Express (diesel express today)	光華號 (今日全數報廢) Guang-Hua Express (all scrapped today)
備註 Note	動力駕駛車 Power cars	無動力拖車 Unpowered trailers



光華號行駛臺北—松山間 (臺鐵提供)

Guang-Hua Express traversing between Taipei and Song Shan (Credit: TRA)



前端已塗上警示色的黃色光華號 (賴德湘提供)

Guang-Hua Express' front was painted yellow for caution (Credit: De-Xiang Lai)

隨機運用的安全設計

Security Design that Adapts to Different Situations

何謂 RDC ?

What is RDC?

巴德鐵路柴油客車 (Budd Rail Diesel Car)，又簡稱 RDC 或是 Buddliner，是美國賓夕法尼亞州費城的巴德公司 (Budd Company) 製造的自有動力的柴油客車。RDC 的設計理念，主要應用於鄉村地區的低運量路線，如鄉村地區及短編組應用於通勤路線列車，每節車都有動力，並有兩具系統獨立的引擎，即使是單節運轉在荒郊野外時如遇有一具引擎故障，也能靠剩下的一具引擎安全地行駛返回目的地，而不需等待救援車輛抵達。RDC 可以單節跑又可以隨機運用機動聯掛的設計，相較以柴油動力機車作為牽引客車也較為經濟，相當受到各國鐵路公司歡迎，於是在西元 1949 年至 1956 年間，一共製造 398 輛，成為美國鐵道事業的一顆明星。

The Budd Rail Diesel Car, RDC, or Buddliner, is a diesel rail car manufactured by the Budd Company in Philadelphia, Pennsylvania, United States. RDC was mainly designed for routes in rural areas with low traffic and short-haul commuter service. The cars could be used singularly and they have two engines that were independent from each other. Therefore, if one of the engines broke down in the middle of nowhere, instead of waiting for rescue, the other engine could bring the train back to its destination safely. As a trailer, this self-contained design made RDC a more economical choice than diesel rail cars.

巧奪天工的銀色快車

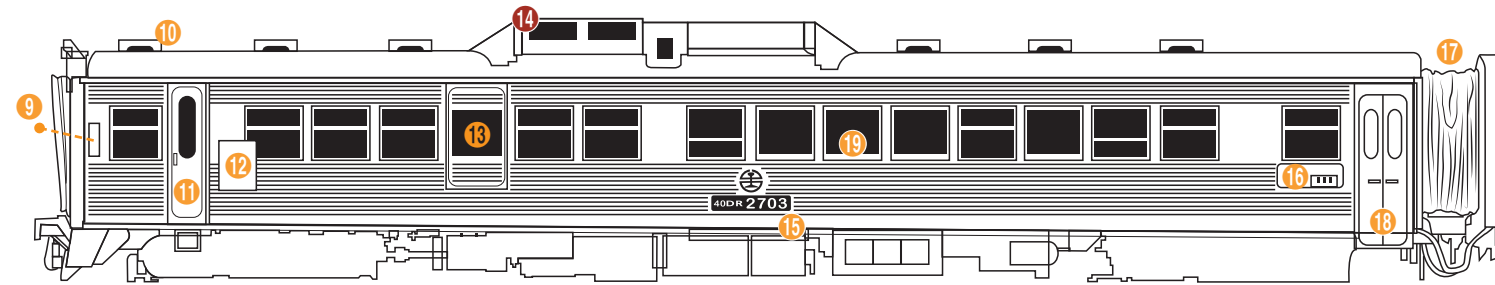
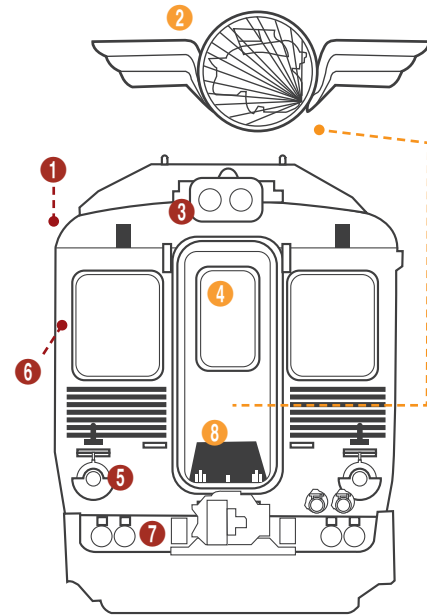
The Beautifully Designed Silver Express

解構閃耀白鐵仔

Deconstructing the Glamorous Peh-thih-á

光華號車體以不銹鋼打造，側板也因輕量化多以不銹鋼浪板設計，奔馳之際形成最引人注目的閃耀銀色，與當時黑色的蒸汽火車成強烈對比，因而獲得「白鐵仔」的稱號，在所有的舊式柴油客車逐一淘汰時刻，DR2700 型永遠是民眾記憶永恆的光華號及最教人永難忘懷的柴油對號快車。

Built with a stainless steel body and stainless steel corrugated sheets, the silver Guang-Hua Express caught everyone's attention anywhere it traveled. Its silver body was a sharp contrast to the black steam locomotives and gave it the name "Peh-thih-á," or white iron in Taiwanese. While old diesel rail cars gradually phase out, DR2700 will always be "Guang-Hua Express," the most unforgettable "diesel express" in people's memory.



- 1 內藏式雨水排水管
Built-in rainfall drain
- 2 車頭銘版
Train plaque
- 3 頭燈
Headlight
- 4 貫通門
Rear opening door
- 5 尾燈
Tail light
- 6 車頭
Train head
- 7 氣壓管線
Air pressure pipe line
- 8 渡板
Bridge plate
- 9 駕駛用小窗 (通風小窗)
Ventilation window
- 10 換氣口
Ventilation hole
- 11 駕駛小門
Conductor's door
- 12 路牌受墊
Tablet instrument
- 13 逃生門
Emergency exit door
- 14 發動機散熱器
Generator radiator
- 15 車號 & 臺鐵 LOGO
Train number plaque and TRA logo plaque
- 16 方向指示牌 (先行板)
Transit marking plate
- 17 車間通道
Aisle
- 18 旅客上下車門
Train door for passenger
- 19 可上下開閉的玻璃窗
Vertical sliding pull up glass window

2 車頭銘版 Train plaque

掛置於車頭前端金屬製銘牌。
Metal plaque hanging in front of the locomotive.



4 貫通門 Rear opening door

連接車廂之間的出入口，天氣炎熱的時候車長會將貫通門打開作為通風用。
Rear opening door connects the passageway between cars.



8 渡板 Bridge plate

光華號的渡板是採用折疊式的，位於貫通門下方。
Located under the rear opening, the bridge plate on Guang-Hua Express could be folded.



9 通風小窗 Ventilation window

位於駕駛座旁專門給車長使用的通風小窗。
Ventilation window was located next to the conductor's seat.



10 換氣孔 Ventilation hole

車頂上的換氣孔利用白努利定律將車內空氣抽出車外。
* 白努利定律：描述流體沿著一條穩定、非粘滯、不可壓縮的流線移動行為。



Ventilation holes on the top of the train extract air out by adopting Bernoulli's principle.

11 駕駛小門 Conductor's door

光華號的駕駛小門與其他車款不同的是只擁有固定式的玻璃窗戶。
Different from other trains, the conductor's door on Guang-Hua Express only had a fixed glass window.

12 路牌受墊 Tablet instrument

早期列車過站時車長必須取得車站的路牌，通過列車需在高速下「奪牌」，慣性作用下往往使路牌敲到火車車身，不但發出巨大聲響，也可能打壞車身，因此在駕駛座後方的車身外加上了一塊防護墊。
Preventing the loud noise and protecting the train from being damaged during the "ring toss."



13 逃生門 Emergency exit door

因為結構空間的關係，逃生門的窗戶僅能開啟一小部分。
Due to the small space on the train, the window on the emergency exit door could not be fully opened.



15 車號 & 臺鐵 LOGO

Train number plaque and TRA logo plaque
車身中間會有臺鐵 LOGO 及車廂車號的銘版。
Train number plaque and TRA logo plaque on the exterior of the train.



16 方向指示牌 (先行板) Transit marking plate

早期的先行板有毛筆字、噴漆還有麥克筆手寫，而後多為電腦字體。
In the past, transit marking plates were written in Chinese calligraphy, spray-painted, or handwritten with markers. Nowadays, transit marking plates are mostly created with computer fonts.



17 車間通道 Aisle

車間通道由風擋連接。風擋是鐵路客運列車的車廂之間連接件，其作用是形成密封的內部通道。
Ailes were connected by windshields, which helped create closed internal passageway.

經久不褪的草綠色

The Classic Grass Green

一睹光華號內部驚奇

A Glimpse of the Spectacular Interior Design of Guang-Hua Express

光華號在銀色外表的襯托下內裝設計更顯經典，座椅採用草綠色塑膠布旋轉椅，呈現出一大片的草綠色系，另外迎面而來的車體內部有座名為「月洞門」之拱門，是用來隱藏散熱管線與排氣管，令許多人印象深刻。光華號的行李架與當時觀光號客車相同採用不銹鋼製，並設有書報插袋供服務員進行遞送報紙時使用；車內天花板上設有播音器；盥洗室則設置在上下車門附近，為氣動循環式並採用座式便器；車窗下方設有茶杯托；天花板上則設有 360° 旋轉電扇，並在車窗之間設有風扇開關，諸多細心、體貼的設計在當時可是高級列車的水準。

The silver exterior brought out Guang-Hua Express' interior design. The plastic grass green swivel chairs created a wide meadow on the train; while the “Yue-dong-men,” or moon door, was an impressive invention designed to conceal the heat pipes and exhaust pipes. The train's luggage rack was the same as Guan-Guang Express'—they were all stainless steel. Magazine racks were also equipped on the train for the train crew to place newspaper. The speakers and oscillating fans were on the ceiling, while the fans' switches were installed between the windows. Beneath the window, passengers could find cup holders to put their drinks. Near the train doors, passengers could find washrooms with pneumatic circulation system and sitting toilets. These thoughtful and considerate designs were living up to the standards of the most high-end train back in the day.

1 360° 旋轉電扇 Oscillating fan

沒有空調設備的光華號車上附有 360° 旋轉電扇，車窗之間設有風扇開關。

Lacking air conditioning system, Guang-Hua Express relied on traditional oscillating fans.



2 窗戶 Window

上提式窗戶，附有塑膠遮陽簾。

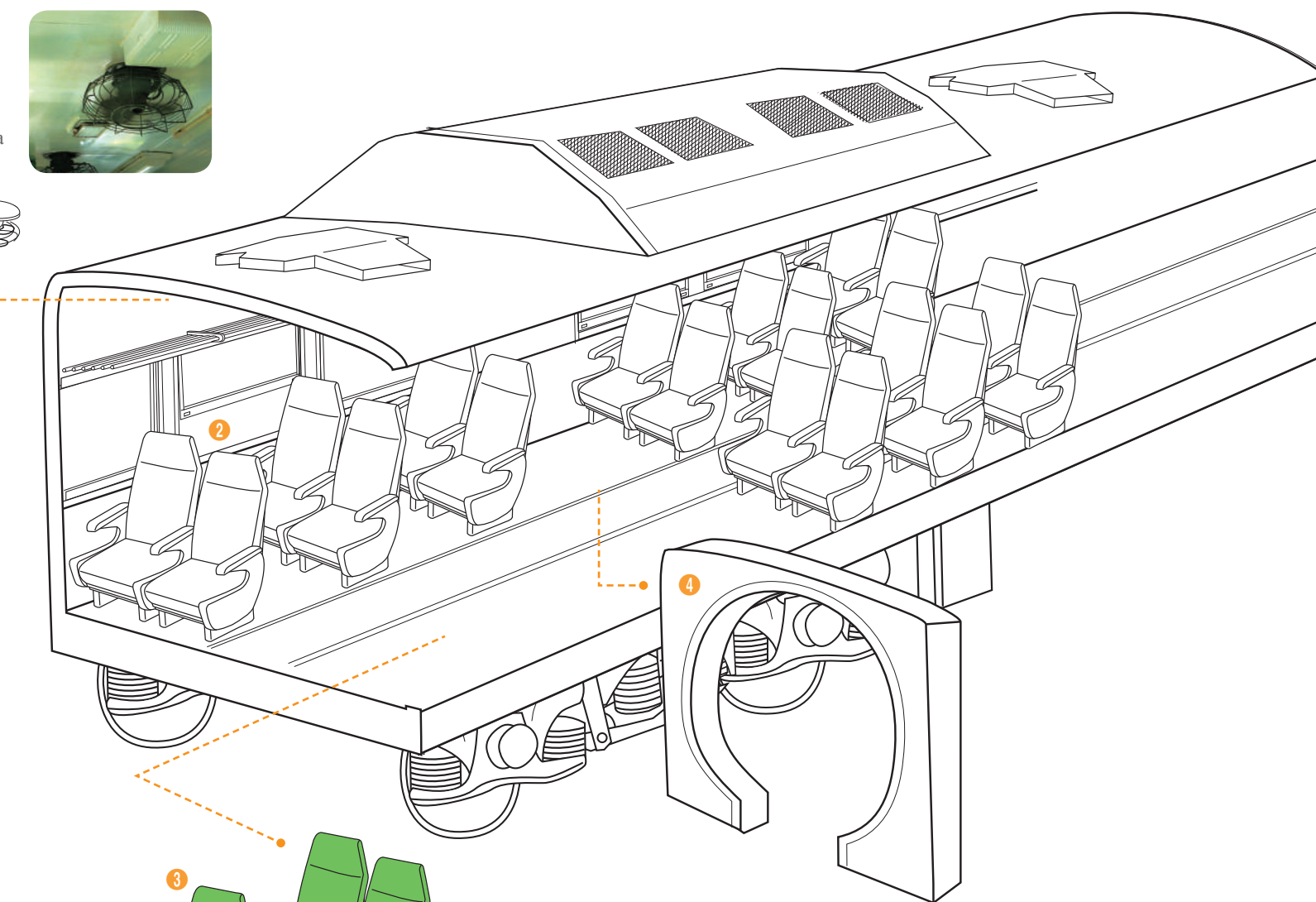
Vertical sliding pull up window with plastic sunshades.



3 座椅 Seat

經典的草綠色塑膠皮椅，椅背不可調整角度但可以旋轉。

Classic grass green leather swivel chairs.



4 月洞門 Yue-dong-men

光華號是第一批在車體內部擁有一道月彎型拱門的柴油客車，是用來隱藏散熱管線與排氣管，拱門上還鑲以金屬飾板裝飾，因有「月洞門」之美譽。

Guang-Hua Express was the first batch of diesel railcars that had an arched door on the train.



洗手間 Washroom

位於上下車門旁，面對前端的右側。

Washrooms were located next to train doors, on the right side of the train.



天王座 Tien-wang-wei

光華號在內部配置上，因考量到作為特快列車使用，僅於單端設置手折上下車門，另一端則設置駕駛室。因此駕駛室並未明顯區隔，所以產生駕駛室旁右側視野最佳的「天王座」。

Located next to the steering room, Tien-wang-wei was the passenger seat with the best view.

歷久彌堅，再創風華

Standing the Test of Time, Recreating Glory

退休的光華號

The Retired Guang-Hua Express

服務近半世紀的光華號，行駛過整個環島鐵路路線與內灣線等，但隨著花東鐵路電氣化通車，光華號不再執行定期列車的任務，並退出常態運用。而光華號也陸續因車齡老舊及缺料難以維修的狀況，只剩下 15 位老壯士以文化資產保存，臺鐵決定挑選其中 8 輛光華號作為動態保存，不定期為旅客服務。而其他光華號則作為展示車輛、靜態保存與教學用途。雖然現今已無法再在鐵道上看見，那個令人永難忘懷的銀色身影，但也期待有天「白鐵武士」能再次登場，為觀光與喜愛鐵道文化的朋友再盡一份心力，一同創造出更多精彩迷人的鐵道故事。

Over half a century, Guang-Hua Express traversed the whole island. However, after the East Coast Mainline was electrified, Guang-Hua Express no longer operates as a regular train. Moreover, the train was too old and its components were hard to find, making it difficult for technicians to repair. Today, there are only 15 “veterans” withstanding time. After serious discussion, TRA decided to operate 8 of the 15 trains for passenger service from time to time, while the other trains are being presented and used for educational purposes. Although the unforgettable silver figure cannot be seen on the railroad regularly anymore, people still look forward to the day that the “Silver White Warrior” returns to the stage to create more fascinating stories with railroad fans and tourists.

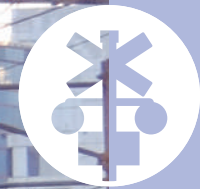


2014 年 7 月 15 日光華號畢業巡禮於玉里站（許育銓提供）
Guang-Hua Express graduation ceremony in Yuli station. (Credit: Yu-Quan Hsu)

目前光華號使用及保存狀況

Guang-Hua Express' Current Condition

現況 Current Condition	車號 Train Number
動態保存（8 輛） Dynamic preservation (8 cars)	DR2703、DR2706、DR2707、DR2714、DR2718、DR2722、DR2723 及 DR2725。 DR2703, DR2706, DR2707, DR2714, DR2718, DR2722, DR2723 and DR2725.
改造為電力維修車（2 輛） modified into electric maintenance cars (2 cars)	DR2719 及 DR2712 於 93 年改造為電力維修車，tk 車號分別為 CMB29 及 CMB30。 DR2719 and DR2712 were modified into electric maintenance cars in 2004, whose tk numbers are CMB29 and CMB30 respectively.
將贈與國立大甲高工（1 輛） sent to National Dajia Industrial Senior High School for educational purposes (1 car)	DR2720 DR2720
撥借鳳林鎮公所（慢城主題公園）展示（3 輛） Loaned to Fonglin District Affairs Office for exhibition(3 cars)	DR2717、2721、2724。 DR2717, 2721, and 2724
報廢動力車（8 輛） 無動力車（5 輛） Power cars (8 cars) Unpowered trailers (5 cars)	DR2701 (96 年 10 月)、2702、2704 (93 年 6 月)、2705、2709 (101 年 9 月)、2708、2713 (91 年 8 月)、2710(99 年 8 月) 奉准報廢。 DR2751、2753、2754、2755、2756 於 91 年奉准報廢。 DR2701 (Oct. 2007), 2702, 2704 (June 2004), 2705, 2709 (Sept. 2012), 2708, 2713 (Aug. 2002), 2710 (Aug. 2000) were scrapped. DR2751, 2753, 2754, 2755, and 2756 were scrapped in 2002.
靜態保存於臺東機務分段（3 輛） Static display in Taitung (3 cars)	DR2711、DR2715、DR2716 DR2711, DR2715, and DR2716
未來將展示於臺東鐵道文化園區（1 輛） Exhibiting in Taitung Railway Art Village (1 car)	DR2752。 DR2752



光華情緣

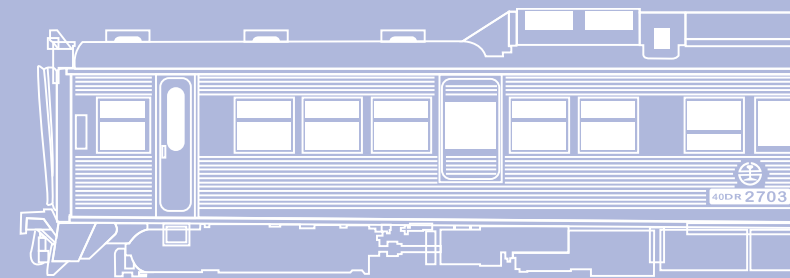
Memories on the Train

永垂青史的光華事蹟

The Exceptional Performance of Guang-Hua Express

DR2700 型柴油客車光華號除了在臺灣鐵道史上擁有無可抹滅的地位，在歷史上也創下許多事蹟，像是全民公開徵選的命名活動、伴隨先總統 蔣公 80 大壽的華麗首航等，另外車上提供的精緻服務，對當時習慣傳統營運模式的旅客，至今依舊是難以忘懷的記憶！

DR2700 diesel railcar "Guang-Hua Express" has an irreplaceable significance in the railroad history. It was named by the public and it made its first run on Chiang Kai-Shek's eightieth birthday. Moreover, for the passengers that were used to the traditional service, the attentive service on Guang-Hua Express still remains unforgettable today.

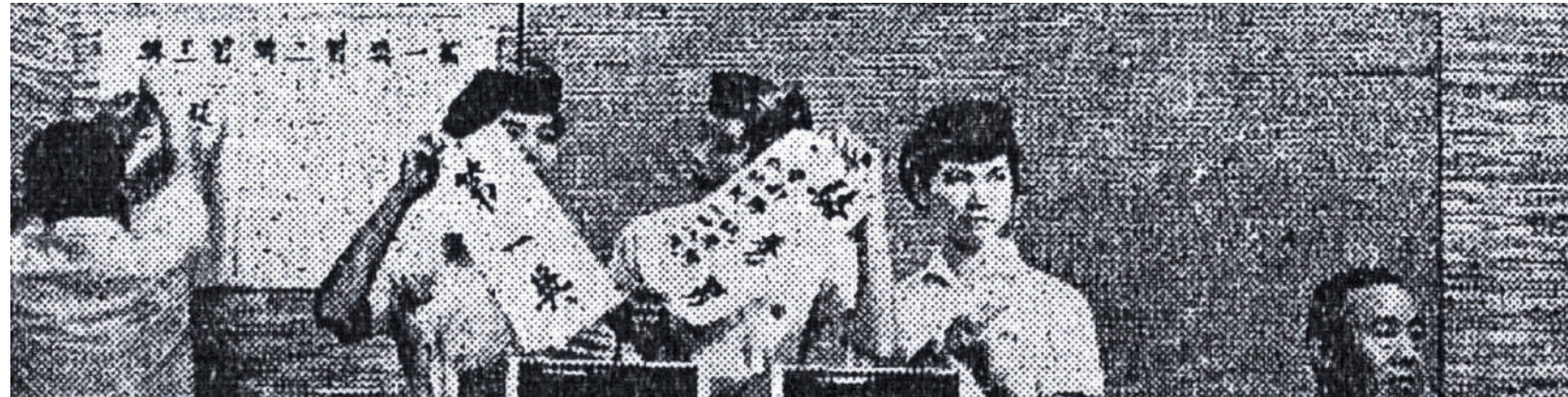


光華號命名史

The Naming of Guang-Hua Express

全民公開徵選活動

The Public Vote on the name of DR2700



快車小姐進行抽獎 (臺鐵提供)
Guang-Hua Lady drawing the lottery (Credit: TRA)

西元 1966 年，臺鐵引進最新型柴油客車（含 DR2700 型動力車 25 輛及 DR2750 型無動力拖車 6 輛），為使這批嶄新且豪華的車輛一個響亮的名號，遂向民眾公開徵求命名，命名活動徵件時間從 1966 年 3 月 1 日至 3 月 15 日截止，來函總數共 1,915 件，其中來自外島金門、澎湖者也為數不少。經過第一輪內部篩選後，從 872 個不同的名稱中，先行圈選出 30 個。在循環淘汰制的方式下，選定 10 個名稱。最後由當時臺鐵林則彬局長選定「光華號」作為列車名號，並於 1966 年 8 月 10 日電視節目中揭曉。

另外，在節目當天特別安排 3 位快車服務小姐當場抽獎，

第一獎得獎人駱秀男獎金 1,000 元，第二獎得獎人趙惟籐獎金 600 元，第三獎得獎人張連煌獎金 300 元。另贈送參與命名應徵的民眾光華號臺北—高雄往返車票各 1 張。此項命名活動在當時造成一股全民運動的熱潮，最後更透過電視直播方式來紀念光華號的誕生，也藉此與民眾互動，為光華號留下最值得回憶的歷史紀錄。

In 1966, TRA introduced the latest diesel railcars—25 DR2700 and 6 DR2750—and launched a public vote to name the train. Out of 1,915 votes, TRA Director-General Ze-Bin Lin chose the name “Guang-Hua” and revealed the result on a TV program on August 10, 1966.



光華情緣
Memories on the Train

榮耀時刻
Glorious Days

首航歡慶萬壽無疆

The Joyous Launch

蔣公八秩華誕的熱鬧典禮

The Celebration of Chiang Kai-Shek's Eightieth Birthday

DR2700 型柴油客車光華號在經過試車與整備之後，選定 1966 年 10 月 31 日首航，為先總統 蔣公 80 華誕獻上祝賀。直達車票價臺北—高雄 158 元，臺北—臺中 71 元。

當日臺北開往高雄的光華號首航直達車，在爆竹聲及熱烈的掌聲中出發，同時開啟光華號深具歷史意義的旅程。光華號祝壽列車布置上除了本身標誌外，車前頂端特別裝置金字的「萬壽無疆」及正中「壽」字，並在每節車廂內鏡框二處，分別懸掛先總統 蔣公彩色玉照，以淺紅卡紙燙金字「萬壽無疆」及「恭祝 總統八秩華誕」布置，且所有乘務人員均佩戴精印光華號標誌服務證，以表祝壽，當天也特別訂製「光華號祝壽紀念章」一款，贈送給搭乘首航班次的乘客們。

DR2700 “Guang-Hua Express” made its first run on October 31, 1966, celebrating Chiang Kai-Shek's eightieth birthday on the same day. The word “shou,” or longevity, was carved in gold and placed on the center of the head of the train. Also, each carriage was decorated with two photographs of Chiang Kai-Shek and cards that had the phrase, “wan shou wu jiang,” or longevity, printed in gold on it. Moreover, “Guang-Hua Express Birthday Souvenir Stamps” were sent as free gifts to the passengers of the first launch.



光華號首航 (小川謙二提供)
The first appearance of Guang-Hua Express (Credit: Ogawa Kenji)

驍勇善戰的精神

The Fierce Warrior

光華號的路線履歷

Guang-Hua Express' Timeline

- 1966年10月31日 開始行駛於臺北－高雄間
October 31, 1966: Service began between Taipei station and Kaohsiung station.
- 1970年8月1日 開始開行基隆－屏東間
August 1, 1970: Service began between Keelung station and Pingtung station.
- 1979年7月15日 以對號快車名稱行駛於臺北－蘇澳區間
July 15, 1979: Regular train service began between Taipei station and Su'ao station.
- 1980年2月1日 開行臺北－花蓮間直達柴油對號特快
February 1, 1980: Direct regular train service began between Taipei station and Hualien station.
- 1991年3月18日 以柴油快車名稱開行於后里－斗六間
March 18, 1991: Service began between Houli station and Douliu station.
- 1996年 開始轉往南迴線及臺東線繼續服役
1996: Service began on the South Link Line and Taitung Line.
- 2014年7月15日 開行末班普通車，車次：4677次（玉里 17:20 → 花蓮 19:27）
July 15, 2014: Last run from Yuli station at 17:20 to Hualien station at 19:27. The train number was 4677.



光華號路線歷程參考
The routes of Guang-Hua Express

鐵道上的誠摯相逢

Sincere Welcome on the Train

才貌雙全的光華小姐

Guang-Hua Lady: Possessing Talent and Beauty

第一線接觸乘客並提供親切專業服務的「光華號小姐」，可說一點都不輸給現在的空中小姐，不僅身高、視力、學歷、氣質等各方面都有相當的標準，在旅程中發放茶水、便當、書報及販賣商品等服務專業也毫不馬虎。在當時旅客們紛紛要求合照留念或追求者更不在少數，也常會有固定搭乘某些班次而熟識的客人，請光華號小姐吃東西表達愛意。

在當時沒有手機的年代，想要進一步了解對方只能靠一封一封的手寫信傳達。無論是預先知道還是偷偷打聽，也常有追求者在車子到站時出現接車的場面，給光華號小姐意外驚喜。而隨著時光流逝與變遷，光華號小姐也成為大家記憶中的畫面，那剪裁合身的制服、輕盈的體態、美麗大方的氣質與容貌，穿梭在走道上為大家親切服務的情影，絕對是乘客心中最美的回憶及情景。

“Guang-Hua Ladies” were sincere and professional. Just as flight attendants nowadays, Guang-Hua Ladies were evaluated by their height, eyesight, and posture. On the train, they would serve drinks, bentos, newspapers and magazines, and they would sell merchandises as well. Many passengers would ask to take pictures with them, while some regular passengers would even send gifts to them. Guang-Hua Ladies' attentive services impressed passengers and became a crucial part of their travel memory.



鐵路局宣傳刊物的服務人員（臺鐵提供）
Train crew who promoted publications on the train (Credit: TRA)



執勤時專業的身影（臺鐵提供）
Professional and Beautiful Guang-Hua Lady (Credit: TRA)

我們的光華記憶

Our Memories of Guang-Hua



光華號行駛於新竹—彰化間（賴德湘提供）
Guang-Hua Express traversing between Hsinchu and Changhua (Credit: De-Xiang Lai)

首屈一指的選擇

The Number One Choice

當年光華號的速度與服務備受乘客喜愛，造成一票難求的狀況，開行初期為確保服務品質不售站票，後因應市場需求，採限量發售站票，就算買不到座位只能站著也要搭乘。對當時南來北往通勤的上班族而言，光華號可是最佳選擇，不僅節省通勤時間，且座位車票附有排骨便當，及站位車票附有西點，讓趕時間乘客能在車上飽餐一頓。雖然不像現在的列車都備有空調設備，但坐在光華號上把車窗拉起來，一邊看著窗外風景，一邊感受清風吹拂更是絕佳享受。

Back in the day, Guang-Hua Express was popular for its fast speed and sincere service. It became the best option for commuters who go to work by train. Commuters could even save time for lunch or dinner by treating themselves the tea and bento offered on the train.



行駛花東線的光華號（賴德湘提供）
Guang-Hua Express on the Hua-tung Line (Credit: De-Xiang Lai)

花東專屬學生車

Huatung School Bus

當光華號以普通車身分行駛於花東線時，也成為學生通勤的交通工具，不僅班次配合學生的上、下課時間，非上、下課時間幾乎沒有班次；若碰到學生不用上課的寒、暑假還會再減班次。當時的學生們會調皮的在車子椅背上塗鴉，也成為「學生車」的專屬特色。另外國、高中的學生搭車時一起唱歌、聊天、嬉鬧的聲音，也讓光華號充滿著青春氣息。

For the local people in Hualien and Taitung, Guang-Hua Express was also their “school bus” because the train schedule was a perfect match to students' school hours. The graffiti drawn on the seats by the students even became one of the key features of the train.

專屬的獨特旅程

Exclusive and Unique: Charter Train

撫今追昔的鐵道樂

Nostalgic Railroad Trip

一直以來臺鐵為喜愛光華號的旅客與團體，提供包車服務，除了可以回味當年搭乘的樂趣，也能讓未搭乘過光華號的朋友有別開生面的體驗。而包車的計算方式也非常貼心，光華號以普通車種的價錢計算，每公里 1.06 元乘以滿座位數（1 節車廂 60 個座位），等於每 1 節車廂跑 1 公里只要臺幣 63.6 元。若沒有加收其他費用，臺北到花蓮 193 公里，換算下來 1 個座位只要臺幣 205 元。

在允許的情況下，包車的時間及停靠站都可以自由安排，



鐵道文化協會 20 週年包車活動（臺鐵提供）
Railway Culture Society celebrating 20th anniversary on the charter train (Credit: TRA)

多數是單點出發與停靠，如果在能配合正常班次行駛狀況下，規劃多站的行程也是沒有問題。而包車用途不限，還可以協助配合提供播放音樂營造氣氛，讓旅程多一分風味。

Guang-Hua Express offered charter train service for not only passengers who would like to experience a retro travel experience but also those who have never taken Guang-Hua Express. Generally, passengers could arrange the time and stops according to their wishes.



2015 年 5 月 2 日結婚包車活動（臺鐵提供）
Wedding Charter train on May 2, 2015 (Credit: TRA)



黃色與銀色塗料端面的光華號 (許育銓提供)
Guang-Hua Express with yellow and silver coating (Credit: Yu-Quan Hsu)



1

2

1 最後一班車發車前的準備 (許育銓提供)
Preparing for the last run (Credit: Yu-Quan Hsu)

3

4

2 為亮晶晶的白鐵洗淨整裝 (許育銓提供)
Cleaning up the train (Credit: Yu-Quan Hsu)

3 當年光華號小姐合影 (許育銓提供)
Guang-Hua Ladies (Credit: Yu-Quan Hsu)

4 展現車上沖茶技術 (許育銓提供)
Making tea on the train (Credit: Yu-Quan Hsu)

榮耀的畢業旅程

After Graduation

光華號的榮退與巡禮

The retired Guang-Hua Express

2014年7月15日，光華號最後的正班車—4677次普快車從玉里開往花蓮，結束後就正式功成身退。為此臺鐵特地懸掛光華號復刻銘版，並挑選兩端為銀色塗裝的車輛重現當年風采。除此之外，原本4677次普快車特別從平常2輛加到6輛，讓許久不見的大編組「白鐵武士」再度出場。而當天一切準備就緒的光華號，從臺東機務分段出發迴送至玉里時，因民眾熱烈迴響，臨時加掛至8輛，雖然只調到黃色塗料端面的光華號，但已讓特地參與畢業巡禮的民眾驚喜萬分。

On July 15, 2014, Guang-Hua Express, train number 4677, made its last run from Yuli to Hualien. TRA made a retro engraved plate for this special occasion and placed it on the silver coated train. TRA also recreated the amazing tea-making service on the train, serving fresh hot tea for the passengers.

光華號的畢業巡禮於當日下午17時20分出發，車上充滿依依不捨的氣氛，臺鐵也重現當年的沖茶美技，在車上熟練地翻轉水杯為大家服務。晚間19時27分抵達花蓮後舉行「白鐵武士的畢業巡禮」，特別邀請3位已退休駕駛員：連枝賢、劉坤秀、盧達雄先生以及17位光華號小姐到場接受表揚，一同見證光華號的榮退儀式。

At the graduation ceremony of the “Silver White Warrior,”



懸掛復刻銘版的光華號 (許育銓提供)
Guang-Hua Express with a retro engraved plate (Credit: Yu-Quan Hsu)

three retired railroad engineers— Zhi-Xian Lien, Kun-Xiu Liu, and Da-Xiong Lu—along with seventeen “Guang-Hua Ladies” were invited to be praised and to witness the retired train.

光華號最後一趟行駛後，預計隔日清晨5點將車子迴送臺東，加上稍早抵達花蓮的2輛與臨時加掛的2輛，意外變成編組10輛的光華號。當天得知情報的鐵道迷們準備追車，卻因沿路停靠時間縮短且有些過站不停，導致想要捕捉光華號當年風采的鐵道迷，只能眼睜睜看著車尾往前奔馳。因此讓許久沒盡情奔馳的光華號，抵達時間提早30分鐘，重現當時特快車的威風。雖然光華號因鐵路電氣化已完成階段性任務，不再定期行駛，卻永遠在臺灣鐵道史上占有一席之地，也讓默默貢獻近50年的白鐵武士化為美好時光留存大家心中。

Although Guang-Hua Express no longer runs regularly, the “Silver White Warrior” would always remain a significant train in Taiwan railroad history and in the minds of Taiwan people.



白鐵武士的畢業巡禮 (楊永蔚提供)
The Silver White Warrior's graduation ceremony (Credit: Yung-Wei Yang)

期待重新出發—擔綱郵輪式列車

New Beginning: Cruise-Style Train

「郵輪式列車」比照海上郵輪的營運方式突破以往到站即開的模式，旅客可下車欣賞附近風光後再登車，前往下個目的地。2015年也現身鐵路節「山海線郵輪式柴油客車專列-DR2700專列」帶著大家一日遊；同年12月25日舉辦「冬季限定*銀色聖誕*光華閃電」活動開行郵輪式列車。光華號畢業後已不跑正班車，化身郵輪式列車繼續在鐵道上奔馳為旅客服務。

Operated like cruise ships, “cruise-style” trains would stop at scenic spots and leave plenty of time for passengers to take in all the view. Although Guang-Hua Express no longer runs regularly after its graduation, it continues to provide service as a “cruise-style train.”



光華情緣
Memories on the Train

榮耀時刻
Glorious Days

每個傳奇背後都有一群充滿溫暖力量的人們，而光華號列車在這些乘務員心中，早已超越單純的歷史意義。希望透過分享這些時間累積的珍貴經驗與回憶，能让更多人體驗當時的風光與精神。

Behind every legend, there are powerful people supporting behind it. In their minds, Guang-Hua Express has already exceeded its historical meaning. Hopefully, through the sharing of their experiences and memories, more and more people can understand the glorious days of Guang-Hua Express.

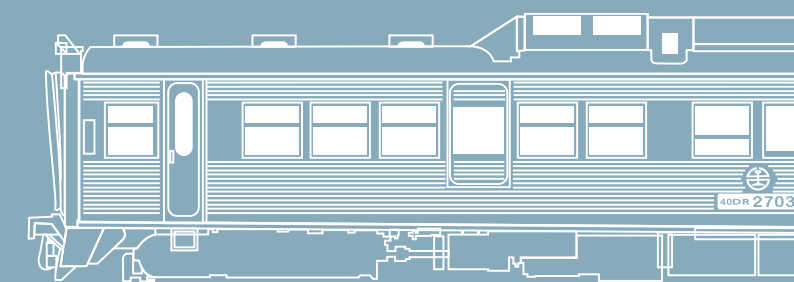


榮耀時刻

Glorious Days

乘務員的難忘歲月

Train Crew Telling Their Stories



光華首航列車長

The Man behind the Wheel

鐵路相伴人生

Life on the Railroad

臺鐵前局長—陳德沛，為光華號首航列車長，在臺灣鐵路管理局服務近 40 年的時光。一提到光華號，陳前局長脫口而出說是「真正的飛快車」，因為臺北到高雄僅需 4 小時 40 分，但受到歡迎的原因不光是速度快，還有以對號列車來說不算昂貴的票價，且短程提供茶點、長程提供便當的服務，對通勤族或旅客來說，光華號是最好的選擇。而當時因旅客多難免特殊事件也多，旅客站在擁擠車廂裡，難免火氣比較大，不過若有抱怨只要跟乘客說明情況就沒事了。陳前局長認為無論任何職位，最重要的是應對及態度，而光華號的列車長特別是由當時各車班遴選出經驗豐富的 5、6 位候選人，接受運務處副處長的口試，內容包含旅客服務、行車規章、處理事情與應對方式等。

De-Pei Chen, former TRA Director-General, was the man behind the wheel on Guang-Hua Express' first launch. Chen has served TRA for over forty years. When Guang-Hua Express was brought up, Chen immediately said that it was “the real Fei-kwai-che” because of its speed, less expensive fare and the drinks and food provided on the train. Guang-Hua Express was the best option for commuters and travelers. Chen believed that no matter what position one is in, the most important part of one's training was one's attitude and how one deals with difficult situations.

無論過去還是現在 都要抱持努力的心態 一直往前走

陳德沛先生

當時光華號雖為對號列車，但並未禁止沒有車票的旅客搭乘，不過上車就要補票，而且還要多收手續費。當年公路交通還沒現在方便，大眾往返主要依靠火車，所以並非無法嚴格執行「沒有票就不能上車」，而是如果嚴格執行反而讓旅客更加不便。這樣為旅客周全服務的心，也是鐵路上最寶貴的情感，也因陳前局長從基層做起，所以儘管經驗豐富依舊以身作則，用心帶領每個鐵路人以同理心為旅客服務，並也因此榮獲交通界奧斯卡「金路獎」之「終身成就獎」。陳前局長笑說：「當然是對鐵路有一定程度喜愛，才會相伴度過人生大部分的時光。」回憶起當時光華號行駛於海線時窗外怡人的風光，非常舒服、暢快，陳前局長說：「光華號對現在年輕一代來說是代表紀念及回憶，但無論過去還是越來越進步的現在，都要抱持努力的心態一直往前走。」

Guang-Hua Express did not forbid passengers with no tickets onboard. In the past, train was the main mode of transportation. Therefore, TRA only asked passengers without tickets to buy tickets on the train with additional fare to save the passengers' trouble. This thoughtfulness was the most precious railroad memories. Working from the bottom, Chen also served the passengers compassionately, which later earned him the “Honorary Railroad Award.” “Of course I loved the railroad, or else I wouldn't

have spent most of my lifetime with it,” said Chen, smiling. “For the younger generation, Guang-Hua Express represents memory of the past. However, no matter in the past or the present, we must strive to keep moving forward,” said Chen.



陳德沛年輕時與光華號合影（臺鐵提供）
Young De-Pei Chen and Guang-Hua Express (Credit: TRA)

白鐵列車守護者

Guardian of the Silver White Express

無限榮耀的鐵路人

Honorable Railroad Man

對鐵道充滿熱情且細心的駕駛員—連枝賢，駕駛光華號長達 10 年歲月，對連枝賢先生來說，光華號不僅是臺北到高雄的 4 小時 40 分鐘，能在當時最高級、最快的列車為民眾服務覺得非常榮幸，儘管現已退休，連枝賢聊起過往的鐵道生活依舊洋溢著幸福。當年在光華號執勤時，連枝賢每天要先到臺中機務段報到記錄運轉手冊，並在發車前 1 個小時到達車庫檢查與測試光華號是否正常運行，一切正常就可以駛進月台迎接旅客。但真正的工作才要開始，由於光華號速度快且白鐵材質易反光，加上當時平交道多，所以行駛中必須全神貫注，隨時注意鐵道號誌，反覆注視儀表是否正常，並時時刻刻確認路線上沿途有無障礙，若車輛故障或發生意外時，也要緊急處理並儘快繼續行駛。

Zhi-Xian Lian, a passionate and careful railroad engineer, had driven Guang-Hua Express for ten years. Lian was very honored to run the fastest first-class train. When he was on duty, Lian had to check in at Taichung and examine the train an hour before the scheduled time.

雖然光華號行駛於舊山線時風光明媚，但連枝賢可是又愛又恨，因山線需要爬坡（最高坡度 25‰），且光華號又是柴油車引擎，所以爬坡時會因水溫過高自動切斷動力導致停車，因

光華號， 我永遠懷念你

連枝賢先生

此值勤時一定要隨時注意突發狀況。連枝賢也將這份責任感傳達給新進人員，不僅出庫檢查詳細，也要開車謹記操作要領，但更重要的是精神飽滿、精通規章、作息正常，並保持身體健康、服裝整齊。雖然是份辛苦的工作，尤其逢年過節時，能把成千上萬的旅客送回家鄉團聚，更覺滿足與光榮。在光華號畢業巡禮那天，連枝賢專程到玉里搭乘光華號最後一趟旅程，回憶起當年最喜歡的駕駛區段：斗南—臺南間的嘉南平原，路線平坦且平交道較少，一片農田景色非常壯觀。連枝賢想對光華



連枝賢年輕時身穿制服樣貌（連枝賢提供）

Young Zhi-Xian Lian in his uniform (Credit: Zhi-Xian Lian)

號說：「這 10 年一同載著旅客的日子，雖難過不捨卻也充滿感激，我愛你，永遠懷念你」。也因為有像連枝賢這樣以本職為榮的鐵道精神，旅客才能安心搭乘，並也令人感動敬佩。

Despite the spectacular scenery, Lian had a very conflicted feeling toward driving Guang-Hua Express on the Old Mountain Line. When he tried to drive the train up the slopes, the train's diesel engine would automatically shut down and stop the train during the climb. Lian taught the new engineers that they must always be careful about unexpected incidents like this. Lian would like to say to Guang-Hua Express, "I am very thankful for working with you for ten years. It is very sad to say goodbye to you. I love you and I will always remember you."



當年與光華號合照（連枝賢提供）

Zhi-Xian Lian on Guang-Hua Express (Credit: Zhi-Xian Lian)



當年與光華號合照，右為連枝賢（連枝賢提供）

Zhi-Xian Lian, on the right, with Guang-Hua Express (Credit: Zhi-Xian Lian)

完美捕捉最強武士

Capturing the Mightiest Warrior

散發熱情的鐵道影像

Railroad Images Taken with Passion

喜愛攝影的楊永蔚，因為喜愛鐵道將近 35 年歲月貢獻給臺灣鐵路，經歷號誌工、機車助理、副駕駛、司機等職務，卻最喜歡帶著相機走遍各地，為臺灣鐵道留下一幅幅珍貴的影像。楊永蔚退休前多數時間並非駕駛光華號營運路線，而是在把光華號調度送去維修保養站，清潔檢查完成後，再開回車站預備下一趟任務，可說是幕後最佳駕駛員。而當年編制是「2 個駕駛員，1 個助理」，新人要當助理 1 年，除了發車前的檢查作業外，還要隨車學習各沿線路況、號誌等，在實際駕駛後依規定跑完公里數才能獨立駕駛。雖然現在設備與通訊進步，不管運行時間還是相互聯絡都已縮短，發生問題只需拿起手機就可立刻報告。但不管科技再怎麼進步，駕駛員就是掌握乘客安全的人，熟悉專業知識，遇到問題的判斷力及正確處理能力，都是不可缺少的特質及條件。

Yung-Wei Yang, a passionate photographer, devoted almost thirty-five years of his life to Taiwan Railway. He had been an assistant and then a railroad engineer, but he loved taking pictures of Taiwan railroads more than anything. Before Yang's retirement, his job was to drive Guang-Hua Express to maintenance depot and then drive it back to the station. He was the best railroad engineer behind the scenes. Despite technology's rapid development, passenger's safety still lies in the hands of a railroad engineer who

凡事用心去做。

楊永蔚先生

has professional knowledge and good judgment.

除了令人欽佩的專業精神外，楊永蔚對鐵道攝影的熱情，也讓人無法相信已年屆 62 歲，相機永遠都在包包最容易取得的



隨時帶著相機記錄出現在眼前的事物
Capturing every moment with his camera

位置，卻笑說自己只是愛拍照。楊永蔚最喜歡光華號行駛舊山線時，行經鐵橋、連續山洞等濃厚的在地風情，以前還為捕捉完整車輛經過瞬間等待將近 1 個小時，楊永蔚說：「凡事用心去做，就可以邁向成功」。儘管已退休，依舊為喜愛的鐵道持續記錄。而在光華號畢業典禮後隔天，楊永蔚也跟著 10 輛要保存的光華號一起前往目的地，凌晨四點出發，只要沿途停靠都一定下車拍照，為光華號留下最美麗的身影。想起當天拂曉時分，陽光照射在光華號上，閃閃發光的車體還有沿途風景。楊永蔚說光華號是「鐵甲武士」，不只形容白鐵車身，也形容像英勇作戰的武士般身經百戰，一同見證鐵道歲月。

Besides his admirable work ethics, Yang's passion toward photography makes it hard to believe that he is already sixty-two years old. He love taking pictures of Guang-Hua Express on the Old Mountain Line so much that once he waited for an hour to photograph the entire train. "You can succeed in everything as long as you do it whole-heartedly," said Yang, who still continues to capture photos on railroads after his retirement. On the next day of Guang-Hua Express' graduation ceremony, Yang followed every step the train took and captured every moment with his camera.



行駛海線的光華號 (楊永蔚提供)
Guang-Hua Express on the Coast Line (Credit: Yung-Wei Yang)



光華號畢業隔天迴送臺東 (楊永蔚提供)
Guang-Hua Express heading back to Taitung after its graduation ceremony (Credit: Yung-Wei Yang)

鐵道文化志業

Railroad Culture as Career

鐵道知識薪火相傳

Passing Down Lifelong Knowledge

從蒸汽車橫跨柴油車到現在電氣化時代，臺灣鐵道文化除了技術與知識，還有更多源遠流長的人文故事。曾擔任練習生、司爐、副駕駛、駕駛、臺灣鐵路工會理事長等職務的郭約義，現為臺灣鐵路局文化志工隊總顧問，並將鐵道文化傳承視為一生志業，定期為年輕一輩的志工隊授課。提到光華號，郭約義說：「要知道前因，才能了解光華號的誕生。」光華號的優勢之一是不銹鋼車體，因早年的車體材料為鐵，外觀用烤漆保護，時間一久會因氣候炎熱關係產生色差，且不銹鋼車體在清洗及保養上也較容易。另外光華號為柴油客車，不會像蒸汽火車運行時冒黑煙，因此打開窗戶就能享受一望無際的風景。除了列車本身外，郭約義對於乘客們也留下深刻印象，男性們西裝筆挺、女性們儀態高貴，在當時平均月收入約 500 元的年代，能夠搭乘光華號也是種身分表徵。郭約義也幽默地說，光華號小姐當時是許多人愛慕對象，但列車長及司機可是能「近水樓臺先得月」，每當列車執勤結束後，光華號小姐們就需要忙著清潔工作，而其他同事們會來幫忙，並藉此增加互動，間接促成了一段段的良緣。

郭約義認為 現今鐵路需要轉型跟觀光事業結合，打造快速的「觀光鐵道」及享受沿途風景的「鐵道觀光」。俗語說：「坐

為鐵道事業承先啟後，
為鐵道文化薪火相傳。

郭約義先生

飛機，看天空；坐輪船，看海浪；坐火車，看風景」，不管是綠油油的田，還是一望無際的海，火車行經的各種景色都非常迷人。也因喜歡鐵道的群眾日亦增加，希望藉此帶動更多年輕人愛上鐵道文化。郭約義老師以鐵路人的角度出發，期望後輩們以鐵路事業為終身事業，並以服務為目的，將安全、舒適、便捷、準確、節能減碳之鐵路運輸五大信念傳承下去。



傳承鐵道知識不遺餘力（郭約義提供）

Kuo is devoted to spreading railroad knowledge (Credit: Yue-Yi Kuo)



郭約義年輕時（郭約義提供）

Young Yue-Yi Kuo (Credit: Yue-Yi Kuo)

Yue-Yi-Kuo, former railroad engineer and former Director of TRA Labor Union, is the Head Consultant of TRA Volunteer. Kuo considers passing down railroad culture to be his lifelong career and teaches young volunteers on a regular basis. “To understand Guang-Hua Express' ‘birth,’ one must know its ‘background,’” said Kuo. He believes that railroad today needs to be transformed and combined with tourism by building “tour trains” and creating “railroad tours.” Passengers are able to take in and enjoy the scenery. Hopefully, railroad tours can attract more and more young people to fall in love with railroad culture. Kuo also hopes that young generation can “turn the railroad business into their lifelong career” and create a “safe,” “comfortable,” “convenient,” “accurate,” and “eco-friendly” service.

全能鐵路醫生

Versatile Railroad Doctor

臨危不懼的萬全準備

Always Well-Prepared

「所謂練習生就是學工，跟著老師傅從簡單的維修跟保養開始。」曾任臨時甲種普通契約工、正式技工、機車助理、司機員的盧達雄，一路從維修到駕駛，鐵道的每個環節都非常熟悉，就像是車子醫生只要看一眼就能發現問題，也因此比別人多了一種不同情感。提到光華號，盧達雄說了一件永生難忘的故事。西元 1982 年 8 月 10 日，盧達雄還是見習員跟著師傅開著白鐵對號列車於早上 6 點半從臺中發車，當時颱風剛過，雖然風雨不算強烈但感覺溪水的水位異常，而跟其他車種相比重量較輕，因此平時開過鐵橋時不應有任何異樣感覺，但當天車子行駛過橋瞬間感覺到略微下陷，在抵達大甲站後立即向副站長報告異常，封鎖大甲溪橋，當養護道班工前往時才知道大甲溪橋梁掉下去了。現在想起來全身起雞皮疙瘩，如果是其他牽引噸數更重的列車通過，恐怕就要發生重大事故了！事後也受到當時臺灣省政府交通處表揚，成為這一生最難忘的經驗。

因在見習員時碰到大甲溪橋墩傾斜事件，後來，盧達雄帶新人時一定提醒保持警覺性，發生任何異常狀況一定提出報告。而駕駛員最害怕是沒有好好休息，所以要有良好的自我管理，平安順利完成每一趟任務。盧達雄也笑說：「光華號是相當好駕駛的車，可惜沒有冷氣！」也因從維修做起，對於鐵路總是

光華號 是相當好駕駛的車

盧達雄先生

有與眾不同的觀點，看著光華號從新車跑到除役，心裡滿是懷念，盧達雄說：「最喜歡舊山線三義路段，12 節車廂中只有 9 節有動力，爬坡路段時滿檔加速前進，引擎聲不輸給飛機！」而光華號隨著路線蜿蜒，光線反射在車身像是一條龍般飛向天際，就像盧達雄在臺灣鐵路中經歷過不同角色，那些說不完的精彩故事與經驗，給予年輕一代珍貴的回憶與勉勵。

“A trainee is the same as an apprentice: learning the basic maintenance skills from the master of the trade,” said Da-



當年大甲溪橋墩傾斜新聞剪報（賴德湘提供）

Newspaper clipping of the Dajia Bridge accident (Credit: De-Xiang Lai)



受邀參加光華號畢業巡禮（盧達雄提供）

Da-Xiong Lu attending Guang-Hua Express' graduation ceremony (Credit: Da-Xiong Lu)

Xiong Lu. In the beginning, Lu worked as a contract worker, a technician, an assistant, and then, finally, a railroad engineer. From maintaining to driving a train, he knows every detail of the railroad. Lu is just like a railroad doctor who can immediately detect where the problem is. On August 10, 1982, Lu and his teacher saved Guang-Hua Express from falling off Dajia Bridge on a typhoon day. Because of this event, Lu always requests new



右為盧達雄，左為連枝賢（臺鐵提供）

Da-Xiong Lu (right) and Zhi-Xian Lian (left) (Credit: TRA)

engineers to be cautious and report every unusual activity at all times. Also, railroad engineers should always be energetic and healthy to perform every task. “Driving through Old Mountain Line was my favorite part—only nine out of twelve cars are powered so the sound of the engine is as loud as an airplane's!” said Lu. Lu's fascinating life stories and experiences are precious memories and encouragements to new generations to come.

美麗親切光華小姐

World-Class Service

無微不至的服務精神

Considerate and Sincere Guang-Hua Lady

飛機有空中小姐、巴士有遊覽車小姐、保齡球館有計分員小姐，而提到光華號就會想到美麗親切的「光華號小姐」。民國 65 年進入臺鐵餐旅服務總所的張美玲，現服務基隆火車站服務台，無論是詢問班次時間、票卡加值、行李寄放等，總是親切為旅客們解決所有疑難雜症，開朗的笑容讓人不禁想到當年光華號小姐樣貌。張美玲笑說光華號小姐可不是這麼輕鬆，當時規定學歷要高中以上、不能近視戴眼鏡、身高與儀態也要接受評估，且因戴帽子所以頭髮不能太長，在夏天沒有冷氣時制服也需整套穿著整齊。除此之外，張美玲認為身為服務員要有刻苦耐勞的特質，遇到抱怨或投訴都需要耐心處理，且一定要注意安全。當然也需要隨機應變的處理能力，當年執勤時最怕



當年笑容可掬的樣貌（張美玲提供）

Smiling Guang-Hua Lady (Credit: Mei-Ling Chang)

苦
心
是
良
藥

張美玲小姐

遇到 1 個位置有 2 個人的重號狀況，每當遇到這種情形時，會請列車長協助處理使用保留位，每班車有 4 個保留位，以防像重號或其他特殊情形發生，得以完美解決。

Mei-Ling Chang, now serving as receptionist at Keelung Station, was a former Guang-Hua Lady. Chang smiled and said that being a Guang-Hua Lady was not at all easy: the woman had to acquire a high-school degree, perfect eyesight and posture; sometimes, she even had to wear the full uniform in summer. Chang believed that attendants should be “patient and hardworking” when they deal with customer complaints, and that they must be careful at all times. She also valued the ability of coping with different situations.



美麗如昔的張美玲依然在臺鐵服務

Mei-Ling Chang is beautiful as ever and working in TRA.



當年穿著冬季制服樣貌（張美玲提供）

Mei-Ling Chang in her winter uniform (Credit: Mei-Ling Chang)

回想當年，張美玲記憶最深刻的是發餐點，每當發餐點時間，都能夠感覺到乘客期待的心情。問到年輕時的浪漫故事，張美玲帶著笑容侃侃而談，那時旅程中也會與乘客交流或遇到搭訕，比較積極的還會接車，張美玲的先生也是因此認識的。在沒有電話的年代都以寫信聯繫，那時平均 2 到 3 天就會收到 1 封，而這些信件也都保存起來，成為美好回憶。當年鐵路是路上的主要的交通工具，雖然光華號已算畢業，但在張美玲心中依舊是當年風華正茂的光華號。雖然把黃金歲月獻給了鐵路，張美玲對鐵道服務的情感卻不會因時間、地點改變，並以此鼓勵年輕一輩要喜愛工作並以此為榮，熱愛自己所選擇的工作，少一點批評，多一分努力，擁有一顆喜樂的心。

Chang was most impressed by the “Mealtime” on the train. She could always sense that passengers were very looking forward to the meal. In Chang's mind, Guang-Hua Express would never lose its beauty. Although Chang had sacrificed her golden years to the railroad, her passion for serving on the railroad would never change. In the end, Chang encourages younger generation to love and be proud of what they do.

光華號列車已是經典中的經典，而在鐵道迷心中「白鐵仔」又代表怎麼樣的卓越呢？讓我們藉著各種眼光探索更多深刻的鐵道魅力；細細品味這些臺灣囡仔獨特的鐵道故事。

Guang-Hua Express is the classic of classics. What is Peh-thih-á's significance to railroad fans? Let's explore Guang-Hua Express' charm from Taiwan railroad fans' different stories.

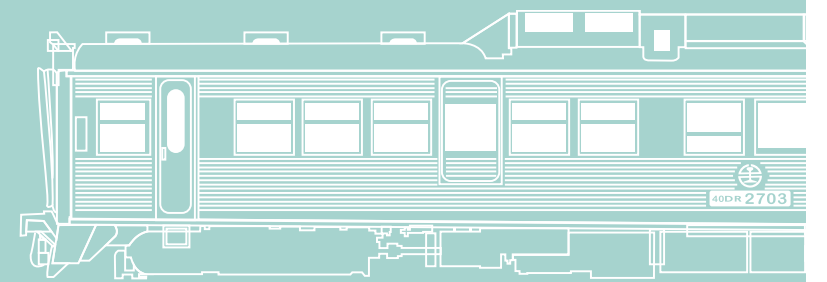


旅人心聲

From the bottom of Travelers' Hearts

鐵道迷的光華再現

Railroad Fans Remembering Guang-Hua Express



鐵道青春回憶

Teenage Memories with the Railroad

生活就是一趟旅行

Life Is a Journey

以前臺灣公路尚未如此發達，大多數人都以火車為主要交通工具，因此鐵道旅行可說是臺灣人生活的一部分。西元 1988 年出生的楊孝博，小時候就常帶著點心去車站，但不是去搭車而是看火車，邊吃邊看著那個發出聲音、各種顏色的列車與來來往往的乘客，既新鮮又好玩，也因此愛上火車。高中、大學時期的楊孝博加入鐵道社團，也開始喜歡拍攝火車、跟同好結伴旅行。2014 年進入臺鐵服務後，楊孝博以從業人員角度看鐵道文化，比起愛好者更多一份執著與浪漫。鐵道文化其實可以用包山包海來形容，楊孝博偏向喜歡旅客面，像買車票、坐火車、在車上吃便當等，雖然謙稱自己不如其他鐵道迷專業，但談話中總隱藏不住對鐵道的喜愛。

In the past, train was the main mode of transportation in Taiwan, making train trips a part of Taiwanese lifestyle. Xiao-Bo Yang, born in 1988, has always been a railroad fan. As a child, he used to bring snacks to train stations to “watch trains.” Trains with different colors and passengers from all walks of life were the reasons why he fell in love with trains. In his high school and university years, Yang joined railroad clubs, beginning taking photographs of trains and taking train trips with fellow railroad fans. In 2014, Yang joined TRA, where he began to view railroad culture from a TRA employee's point of view.

回憶之所以為回憶
是因為美好的事物總不斷消逝
於是旅行的夢想
因此永恆而美麗

楊孝博先生



大學畢業時與光華號合照（楊孝博提供）
Taking graduation pictures with chartered Guang-Hua Express (Credit: Xiao-Bo Yang)

楊孝博有機會搭乘光華號時，列車已轉戰花東線行駛，那巨大引擎聲搭配東部美麗景色，形成復古又愜意的情懷。而花東路段為單線雙向通車，常因要讓對向列車通行，停靠車站長達 20 分鐘，交會次數多達 3 次，駕駛員也會主動告知旅客停靠時間，叫大家出去外面走走、吃好吃的肉包等。楊孝博也提到最喜歡光華號最前面的「天王座」，就算搶不到也可坐最後節車廂最後排座位，用另種角度欣賞沿途風景。楊孝博說：「光華號充滿著輕鬆、愉快及青春氣息，是學生時代重要的回憶。」



光華號畢業後迴送臺東（楊孝博提供）
Guang-Hua Express returning to Taitung after its graduation (Credit: Xiao-Bo Yang)

當時光華號畢業消息出來後，為了多搭乘幾次，停駛前幾乎都要住在花東了，回憶起以前搭乘光華號欣賞美麗風景，一切煩惱都能煙消雲散，畢業典禮像跟老朋友道別，期待能再次見面。楊孝博也引用大學時期的學長吳悞之的一段話：「回憶之所以為回憶，是因為美好的事物總不斷消逝，於是旅行的夢想因此永恆而美麗。」很多事物都在消失及轉變，車子會淘汰、路線會更改，車站也隨著時代改變，希望每個人都能在鐵道旅行中享受，成為假日生活的一種憧憬。

When Yang had the chance to take Guang-Hua Express, it was running on Hua-Tung Line. The loud engine and the beautiful scenery were nostalgic and relaxing. “Guang-Hua Express was relaxed, cheerful, and young. It was an important part of my student years,” said Yang. He also quoted his friend, Yu-Zhi Wu, saying, “Memories are memories because wonderful things incessantly fade away, which makes traveling so eternal and beautiful.” Many things are disappearing or changing: trains being replaced, routes changing, and stations evolving. Hopefully, everyone can enjoy “train trips” and make it a holiday option.

一輩子鐵道專家

Devoted Railroad Expert

永不止熄的熱情

Everlasting Passion

不折不扣的鐵道專家—黃柏文，從小到大看了很多鐵道書籍，最喜歡以前老車圖鑑，或老照片與現在的差異，老式車輛對黃柏文來說有種說不出的魅力，每天都抱著鐵道研究學者洪致文和蘇昭旭先生的著作，並花不少時間在追車拍照、繪製鐵道車輛。在高中三年級那年黃柏文將彙整好的資料上傳網路，建立了當時的「EDDY 的鐵道繪圖形式站」，在 2008 年更名「Train Collection/ 列車收藏誌」，希望以更深入、廣泛、完整的方式分享鐵道知識。

Bo-Wen Huang, a railroad expert who devoted his entire life to railroad, has immersed himself in railroad books ever since he was a child. Old trains are his favorite. He spends a lot of time reading Zhi-Wen Hong's and Zhao-Xu Su's books, "catching trains" to take their pictures, and drawing trains. In his senior year of high school, Huang uploaded all of the data to his website, "EDDY's Railroad Illustration," which was renamed "Train Collection" in 2008, hoping to spread railroad knowledge in a deeper, wider, and more complete way.

回憶第一次搭乘光華號令人特別難忘，當時的拱門、內部木紋以及轟隆隆的引擎聲印象最深刻，另外還有鐵路便當裏頭的排骨更是回味無窮。當時黃柏文剛上大學，為了搭上早上第一班光華號，前一天夜宿臺東站旁的旅館，隔天清晨 4 點到車

萬壽無疆，光華號！

黃柏文先生

站，但站務人員許久未將驗票閘門打開，覺得不太對勁後直接翻牆進入月台，還好最後順利搭上從臺東發車的 554 次普通車。當時臺東線並未電氣化，經過臺東—山里間的連續隧道，那迴盪的柴油引擎聲直到今天都印象深刻。而 554 班次最有趣是抵



光華號引退後的迴送列車，彷彿回到最輝煌的時代！（黃柏文提供）

Guang-Hua Express' grand returning after its graduation (Credit: Bo-Wen Huang)

達關山站後，會拆下 2 輛車作為 551 次折回臺東站，因此在關山站都要等上 10 幾分才會開車，然而這一切也隨著臺東線電氣化與普悠瑪出現，埋藏在記憶深處，但若一開始沒有光華號的成功經驗，後來東線自強號就不會採用柴油客車，可能會變成一般的客車列車了。熱愛鐵道旅行的黃柏文，最喜歡海線的大山站和白沙屯站，那裡離台 61 快速道路很近，可以看沿線鐵路風光，且白沙屯站附近是海線鐵路最靠近海岸的地方。另外也推薦位於苗栗後龍鎮的好望角，那裏可以遠眺火車經過，黃柏文建議喜歡鐵道旅行的後輩：「鐵道旅行著手做簡單記錄，你便能逐漸地深入其中。」

Huang's first Guang-Hua trip was unforgettable. In order to take the first Guang-Hua Express in the next morning, he stayed in the hotel next to Taitung Station. When he arrived at the station at 4 o'clock in the morning, he waited so long for the staff to open the gates. Since the gate wasn't open, he decided to climb over the wall and went straight to the platform. Fortunately, he was able to catch the train. Back in the day, Taitung Line was not electrified yet. The echoing of the diesel engine in the tunnel was still powerful till today. Huang encourages young generation who loves train trips, saying, "Simple records of train trips will lead to further realization."



每日早晨在關山站總有一場拆解秀（黃柏文提供）

Dismantling cars at Guanshan Station every morning (Credit: Bo-Wen Huang)

白鐵禮車見證幸福

White Steel Limousine Witnessing Happiness

愛的鐵路歷久不衰

Eternal Railroad of Love

追火車拍照、搭火車旅行、研究火車知識可說是鐵道迷的基本配備。現為臺灣鐵路局花蓮機務段司機員的許洋豪，可是把光華號當成結婚禮車，讓鐵道迷們羨慕不已。說到與火車的因緣，許洋豪說因父親在臺灣鐵路局服務，從小耳濡目染愛上火車行進間那種力與美的結合。就讀交通大學時加入了鐵道研究會並擔任會長，為推廣鐵道文化，近幾年加入「交通大學文化鐵道營」暑期營隊活動的講師行列。而全臺灣眾多車站中，許洋豪喜歡位於已廢止之花蓮北號誌站附近的嘉新號誌站，在那能夠看到飛機飛越火車的瞬間。另外由臺東線瑞穗車站所管理的舞鶴號誌站，可以欣賞到北迴歸線標塔。透過這些分享，許洋豪希望讓知識不侷限於書本上，而是將鐵道與旅行結合，更貼近真實生活。

Photographing trains, taking train trips and studying railroad knowledge are the basics of a railroad fan. However, Yang-Hao Hsu, a TRA railroad engineer at Hualien, made “Guang-Hua Express” his “wedding limousine,” making railroad fans green with envy. Hsu was influenced by his father, who also worked at TRA, and fell in love with “the marriage of power and beauty” as the train marches on track. When he was studying at National Chiao Tung University (NCTU), Hsu joined Rail Institute and then became the head of the institute. To promote railroad culture, Hsu also became one of the lecturers at NCTU Rail Camp.

回憶永不消逝

許洋豪先生

包下光華號成為結婚禮車其實是命中注定，一開始是擔心禮車塞在國道車陣中，決定來點不一樣的婚禮，也因男女雙方家門口都有火車站，所以身為鐵道迷的許洋豪開始計劃要包火車請賓客們乘坐，起初女方以為是在開玩笑，但最後真的做到了，充滿感動與感激。而女方家在內灣線榮華火車站附近，因當時內灣線尚未電氣化，無法行駛電力火車，且開到許洋豪家的樹林站需要調頭所以不適合，於是在車輛調度時間考量下光華號就成為這趟迎娶的重要角色。當天其實發生一件小插曲，雖然知道火車偶有突發狀況造成誤點，但人生大事這一天，就是恰好遇上號誌故障，在樹林火車站外停了 20 分鐘。許洋豪笑說：「坐過這麼多班次的火車，這應該是人生中最茫茫未知、令人焦躁不安的等待。」雖然光華號現已退役，但許洋豪形容光華號為「老兵不死只是凋零」，天下無不散的筵席，雖時代已變遷，但甜蜜回憶永不消逝。

Actually, chartering “Guang-Hua Express” was destined. In the beginning, Hsu was worried about wedding limousine being stuck in traffic and decided to plan a unique wedding. Since both the bride and the groom live next to a train station, Hsu began planning chartering a train for the guests. Considering time and route, Guang-Hua Express was chosen. Contemplating Guang-Hua Express' retirement, Hsu said, “A veteran would only age but never die.”



掛上紅彩帶與結婚客製銘版的光華號（臺鐵提供）
Guang-Hua Express decorated with red ribbons and customized wedding plaque (Credit: TRA)



眾多親友與鐵道迷前來祝賀（臺鐵提供）
Family, friends, and railroad fans celebrating together (Credit: TRA)



新郎許洋豪與新娘邱子晏（臺鐵提供）
Yang-Hao Hsu and Zi-Yan Chiu as newlyweds (Credit: TRA)

隨著歲月流逝，那些布滿時間痕跡的鐵道文物雖已功成身退，但卻留下了令人難忘的故事訴說著往日的情懷，藉著這些昔日美好，讓我們能更無畏地迎向未來，創造出嶄新面貌。

As time flies by, railroad historical relics may have retired, but their stories would never fade away. These precious memories also pave the way for a brave new future.

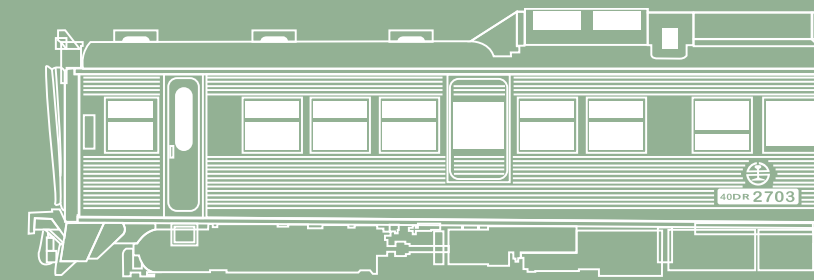


光華印象

Memories of Guang-Hua

閃耀歷史光輝的鐵道文物

Railroad Historical Relics





1



4



6



2



3



5



7

不同時期，一樣懷念

The History of Guang-Hua Express

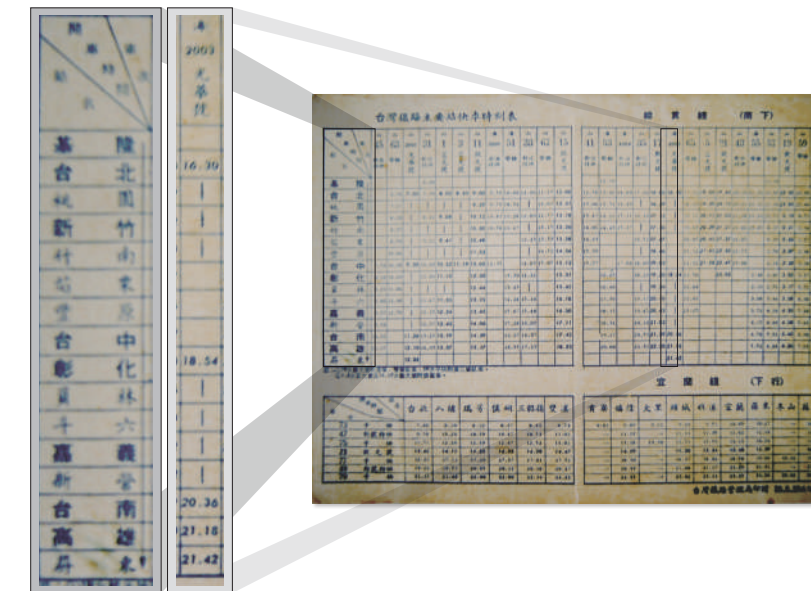
光華號各式車頭銘版

The Essence after Time Refines: 50 years

- 1 保存於臺鐵局文獻室的光華號車頭銘版（臺鐵提供）
Guang-Hua Express' train plaque, preserved in TRA Document Room (Credit: TRA)
- 2 慶祝北迴鐵路通車（臺鐵提供）
Celebrating the completion of the North-Link Line (Credit: TRA)
- 3 1996年10月31日光華號30週年紀念活動，行駛山海線（楊永蔚提供）
Guang-Hua Express' 30th anniversary on October 31, 1996 (Credit: Yung-Wei Yang)
- 4 2005年4月23日光華39半線號活動（賴德湘提供）
Guang-Hua Express' 39th anniversary at Pasa Railway Club on April 23, 2005 (Credit: De-Xiang Lai)
- 5 2006年10月7日光華號40週年紀念（楊永蔚提供）
Guang-Hua Express' 40th anniversary on October 7, 2006 (Credit: Yung-Wei Yang)
- 6 2014年7月15日開行光華號末班普通車，車頭懸掛復刻光華號銘版，進行畢業巡禮（許育銓提供）
Guang-Hua Express' last run on July 15, 2014 (Credit: Yu-Quan Hsu)
- 7 2015年11月28日鐵道文化協會20週年活動（臺鐵提供）
Guang-Hua Express at Railway Culture Society's 20th anniversary on November 28, 2015 (Credit: TRA)



光華號車票（蕭昭雄提供）
Guang-Hua Express' tickets (Credit: Zhao-Xiong Xiao)



當年有光華號行駛時間的時刻表（蕭昭雄提供）
The history of Guang-Hua Express' train timetable (Credit: Zhao-Xiong Xiao)

昔日車票及時刻表

The History of Guang-Hua Express' Train Timetable

名片式車票：

每捆車票 100 張每組 100 捆，編號第一組第一捆從 0000 開始至 0099 共一百張；第二組從 A0000-A9999 共一萬張；從 0000-A0000-B0000-...B...C...D... 以此類推，AA、AB、AC、AD、BA、BB、BC、BD、CA、CB、CC、CD、DA、DB、DC、DD 共 21 組，每組一萬張，每捆共計 21 萬張，所以每捆的第一張 0000 稱票王、DD9999 稱票后（後）。另外車票是有價證券，臺鐵的票務中心門禁森嚴，印車票換鈔票，所以絕不容許些許差錯，每捆車票穿線孔需穿線且線頭有封章；車票到站只能打開捆綁線，穿線孔不能剪掉，若少票相關人員會受到懲戒。（楊忠誠提供）



真摯的鐵道精神

The sincere spirit of Guang-Hua Express

乘務人員制服與備品

The Uniform and Equipments



1



4



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3



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10

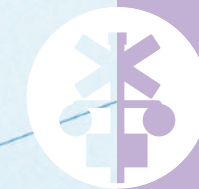


11

- 光華再現 (43 週年) 活動便當包巾與不銹鋼紀念便當盒 (臺鐵提供)
Lunchbox set of Guang-Hua Express' 43th anniversary (Credit: TRA)
- 制服用帽花 (臺鐵提供)
Insignias for uniform hats (Credit: TRA)
- 原始版本光華號便當盒 (臺鐵提供)
lunchbox (Credit: TRA)
- 服務人員在車上為旅客沖茶 (許育銓提供)
Train crew making tea for passengers on the train (Credit: Yu-Quan Hsu)
- 光華號 50 週年紀念模型 (臺鐵提供)
Train model of Guang-Hua Express' 50th anniversary (Credit: TRA)
- 光華小姐為旅客遞擦手巾 (臺鐵提供)
Guang-Hua Lady handing out hand towels (Credit: TRA)
- 手拿電氣路牌套的車長 (楊永蔚提供)
Tablet hoop of Electric tablet block system (Credit: TRA)
- 光華號 50 週年紀念鑰匙圈 (臺鐵提供)
Key Ring of Guang-Hua Express' 50th anniversary (Credit: TRA)
- 光華號 50 週年紀念徽章 (臺鐵提供)
Pin of Guang-Hua Express' 50th anniversary (Credit: TRA)
- 光華號 50 週年紀念活動，復刻不銹鋼便當盒 (臺鐵提供)
Stainless steel lunchbox of Guang-Hua Express' 43th anniversary (Credit: TRA)
- 光華號 50 週年紀念活動專屬頭巾 (臺鐵提供)
Head rest of Guang-Hua Express' 43th anniversary (Credit: TRA)

想 當年光華號日以繼夜奔馳在鐵軌上，軌跡橫跨近半個世紀。隨著時光流逝，如今依舊期待能光華再現，而那些歷史與過程，不僅造就現在的進步與成就，也永遠留存在我們心中。

Recalling the good old days of Guang-Hua Express marching on tracks days and nights for almost half a century, and anticipating to see its glory again. The history paved the way to our achievements today and remained forever in our hearts.

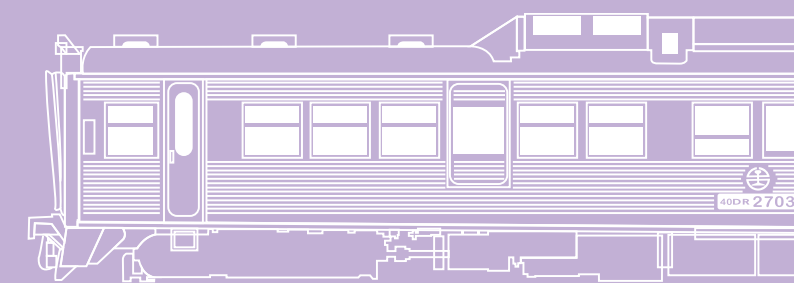


時光見證

Witnessing Time

縱橫馳騁半世紀

Marching Half a Century



大事紀

The History of Guang-Hua Express

1966 年

引進 DR2700 一動力車 (1966 年日本東急車輛製)

DR2700 Power car (Built by Tokyu, Japan, in 1966)

1966 年

引進 DR2750 一無動力拖車 (1966 年日本東急車輛製)

DR2750 Unpowered Trailer (Built by Tokyu, Japan, in 1966)

1966

1966 年 10 月 22 日

進行首次北高之間試車。

Initial test run between Taipei and Kaohsiung.

1966 年 10 月 31 日

DR2700 型以光華號之名行駛西部幹線 (開始行駛於臺北—高雄之間)。

DR2700, named "Guang-Hua," began traversing West Main Line (service began between Taipei station and Kaohsiung station).

1970 年 8 月 1 日

光華號開行基隆—屏東區間。

Service began between Keelung and Pingtung.

1976

1978 年 8 月 15 日

電化完成前因工程影響而慢行的改點紀錄：海線北高間 2003 車次需時 5 小時 8 分，2002 車次 5 小時 10 分。

Before railway electrification: Coast Line (Taipei-Kaohsiung) #2003 needed 5 hours and 8 minutes, while #2002 needed 5 hours and 10 minutes.

1980 年 2 月 1 日

開行臺北—花蓮間直達柴油對號特快。

Direct regular train service began between Taipei and Hualien.

1979 年 7 月 14 日

開行西部幹線光華號最後一班列車，翌日起改開行對號快車行駛於臺北—蘇澳區間。

Last run on West Main Line; regular train service began between Taipei and Su'ao on the next day.

1986

1991 年 3 月 18 日

開行后里—斗六間柴油快車。

Service began between Houli and Douliu.

1996

1996 年 6 月 8 日

光華 30 山海線一日遊，紀念光華號開行 30 週年「光華 30」系列活動之先聲。向臺鐵包租復舊 DR2700 型柴油動力客車兩輛。

Guang-Hua 30 Mountain/Coast Line Day Tour: celebrating the 30th anniversary of Guang-Hua Express. Two DR2700 diesel railcars were rented from TRA.

1996 年 10 月 31 日

鐵道文化協會為慶祝臺鐵光華號開行 30 週年，舉辦「光華 30」活動，以六輛動力車行駛臺北→(海線巡迴追分)→臺中→高雄。

Railway Culture Society held "Guang-Hua Thirty" to celebrate Guang-Hua Express' 30th anniversary. Six power cars traversed between Taipei - (Coast Line detour to Zhuifen) - Taichung - Kaohsiung.

2004 年

40DR2719、40DR2712 除籍。

40DR2719 and 40DR2712 stopped service.

2004 年 8 月

臺灣泰華實業將 40DR2712、40DR2719 改造為 CMB29、CMB30 電車線維修車。

Taiwan Tai-Hua Corporation transformed 40DR2712 and 40DR2719 into wire-maintenance cars, CMB29 and CMB30.

2005年4月23日

彰化半線鐵道文史工作室向臺鐵租用 DR2711、DR2709、DR2721 動力列車開行「半線光華」專列。

Changhua Paoa Railroad Cultural and History Workshop rented DR2711, DR2709, and DR2721 from TRA to run on "Paoa Guang-Hua" Line.

2010年12月份

推出「事事如意 光華東逸」郵輪式列車，行程採用 DR2700 光華號車廂

Using DR2700 cars, cruise-style train, "Guang-Hua Dongyi," was launched.

2009年10月31日

火車駕駛聯誼會舉辦「光華再現」活動。

Railroad Engineer Union held "Guang-Hua Returns."

2012年

40DR2705、40DR2709 報廢除籍，招標後為私人收藏。

40DR2705 and 40DR2709 stopped service and then turned into private collection after public tender.

2011年7月

DR2710 號動力車經臺鐵標售後，由岡廷公司以約 81 萬元得標。

TRA called for tender for DR2710. Gang-Ting Corporation won the bid at around NTD 810,000.

2015年3月22日

擔任臺大鐵道暨火車研習社 25 週年紀念專列。

Served as National Taiwan University Rail club's 25th anniversary commemorative train.

2015年5月2日

一位臺鐵員工包下光華號擔任結婚禮車，不但創除役的古董火車當禮車首例，更讓光華號隔 20 年首度再開進內灣線。

A TRA employee chartered Guang-Hua Express as a wedding limousine, allowing Guang-Hua Express to run on Neiwan Line after 20 years. It was the first time that a decommissioned train was used as a wedding limousine.

2015年6月7日

因應鐵路節活動之需要，臺鐵局加開臨時《山海線郵輪式柴油客車專列-DR2700 專列》。

Served as "Mountain/Coast Line Cruise-Style Diesel Train—DR2700" on Railway Day.

2016年10月29日

臺鐵舉辦光華 50 紀念活動，開行由臺北經高雄至臺東的光華 50 週年紀念專開列車

Guang-Hua Express' 50th anniversary event from Taipei to Kaohsiung and then to Taitung.

2006

2006年10月7日

臺灣鐵道網舉辦光華號 40 週年活動，並向臺鐵租用 3 輛動力車行駛於高雄站與嘉義站間。

Taiwan Railway Company (TRC) held "Guang-Hua Express 40th Anniversary Celebration" and rented three power cars to traverse between Kaohsiung and Chiayi.

2007年

40DR2701 報廢除籍，招標後為私人收藏。

40DR2701 stopped service and then turned into private collection after public tender.

2010年12月11日、20日、30日

配合《火車環島接力 100 年車站巡禮》活動擔任郵輪式列車。（動態行駛，區間為高雄至臺東，經由南迴線）

Served as a cruise-style train on the "All around Taiwan—Touring Relay touring 2011, or R.O.C. 100" (actively, from Kaohsiung to Taitung on South-Link Line).

2014年6月7日

慶祝鐵路節 128 週年，請出「白鐵武士」光華號重現江湖，規劃「2015 光華再現山海線巡禮 1 日遊郵輪式列車」

Celebrating 128th year anniversary of Taiwan Railway "White Steel Warrior" Guang-Hua Express was back as a cruise-style train on Mountain/Coast Line Tour.

2014年7月15日

開行以「DR2700 型白鐵武士」擔綱末班普通車，於車頭懸掛光華號銘版，進行畢業巡禮。

"DR2700 White Steel Warrior" with Guang-Hua Express plaque on its head as the last train on its graduation tour.

2015年11月28日

中華民國鐵道文化協會成立 20 週年與南方公園鐵道社團合作舉辦《銀漾白鐵·鐵協光華》專開列車，在臺鐵的協助下，特開僅存 8 輛光華號列車行駛，由臺北直奔高雄，再繼續開往臺東。

Railway Culture Society and Nan Fun Park held "Silver White Steel • Glorious RCS" to celebrate RCS's 20th anniversary. With the help from TRA, eight existing Guang-Hua Express traversed from Taipei to Kaohsiung, and then to Taitung.

2015年12月25日

配合《冬季限定 * 銀色聖誕 * 光華閃電》活動擔任郵輪式列車。

Served as a cruise-style train on the event "Winter only*Silver Christmas*Guang-Hua Lightning."

2016

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