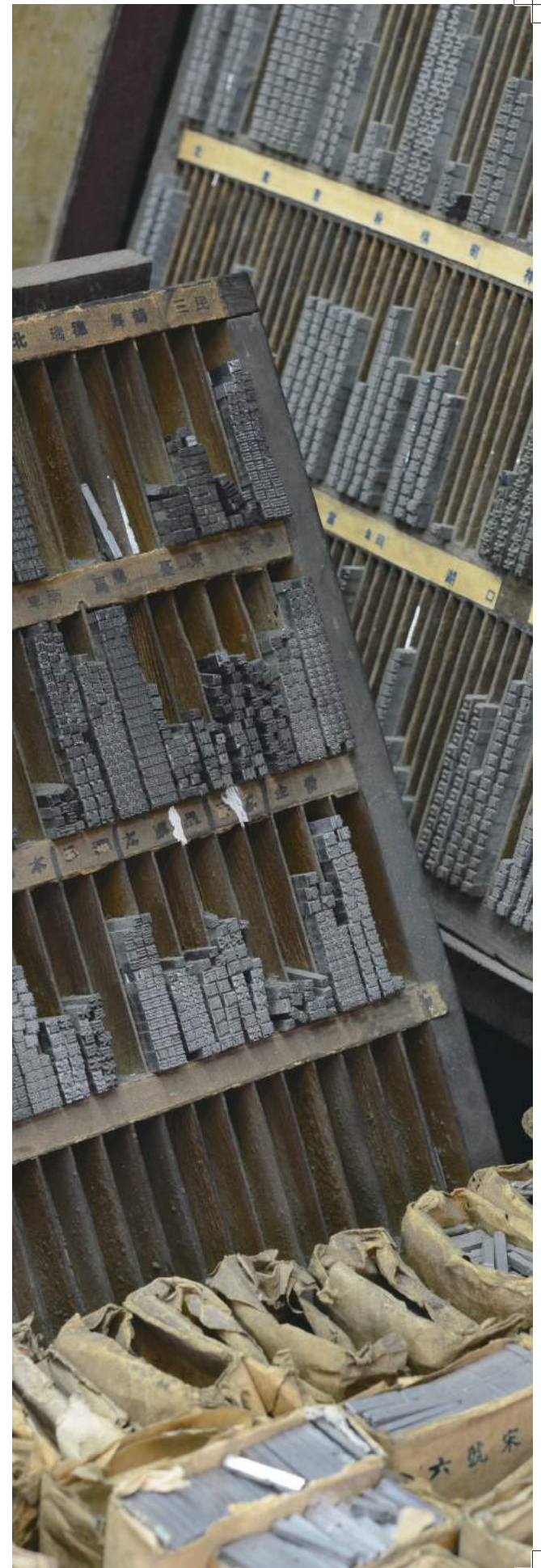


TRA 鐵道生活文化專輯 3

# 鑄票文創工場

臺灣鐵路車票故事之旅

Crafting Train Tickets: A Cultural History of Taiwan Railways



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Foreword by the Director-General, Taiwan Railways Administration

# 一張車票、一份承諾、一個故事 One ticket, One commitment, One story

文：周永暉 Chou, Yung-Hui

慈濟上人證嚴法師在出家前為期求法，把身上所有的積蓄買了一張台鐵火車票，隨緣到達鹿野車站，展開了傳奇大愛的一生。這個故事是我在參與鹿野車站整建工程才知道，這讓我想起當年擔任列車長期間，聽了許多搭著北上火車，赤手空拳到台北打拚的成功故事。因而深深感受到「車票」就宛如一種幸福的承諾，參與了改變旅客的人生。

Before Tzu Chi Master Cheng Yen became a Buddhist nun, she longed to practice Buddhism in the east, and therefore she spent all her money to buy a railway ticket and arrived at Luye Station. This began a legendary journey spreading love. I came across this story when I participated in the renovation of Luye Station. Besides this story, during my time as a train conductor, I have heard of many stories about people with limited amount of money took the train from Central or South Taiwan to Taipei to pursue their big city dreams. A train ticket backed by the commitment of our railway services has the power change lives.

這張幸福的車票，來自於印製全路各站、車營業所需的「票務中心」。台鐵面對轉型，重新審視位於中壢車站的「票務中心」，看到每位同仁善用一台台的機具製造出一張張的車票，且如數家珍，十分感動。從行政組織脈絡中，了解到早期隸屬於總務處印刷廠及會計處檢查課印票所，後為求事權統一及效率，遂於民國 73 年 12 月 17 日將二單位合併而成立於行政處，再於 89 年改隸運務處，未來預計成為夢工場的車票文創單位。

台鐵局於 105 年 6 月 28 日完成環島全線 227 座車站電子票證多卡通建置，此一歷史性指標是自民國 80 年起進行票務改革，實施票證電腦化後，再跨出一大步。然而，如何在業務轉型中，讓車票印製的活版印刷技術予以動態保存與技術傳承，就有賴大家透過一張張的車票，活化出鐵道文創的一篇篇故事，這個志業的許諾正是本書出刊的最大目的。

The Ticket Affairs Center is in charge of printing all card tickets and other train tickets, documentations and forms required for all train stations and railway business. During the re-organization, I came to the Ticket Affairs Center located in the south end of Zhongli Station Platform 1. I was very touched by the staff's diligent work and the well-printed tickets. From the history of administrative organization, I learned that the early Printing Plant of the Department of General Affairs and the Ticket Printing Center of the Office of Inspection, Department of Accounting, were combined under the Department of General Affairs on December 17th, 1984. And it was further moved to the Department of Transportation on November 1st, 2000.

Taiwan Railways Administration (TRA) completed the installation of integrated farecards readers in 227 stations around the whole island. This is a significant milestone and also a big step forward since the automatic ticketing revolution from 1991. Our next mission is the mobile preservation of the printing technologies and machinery. We look forward to stories that come out of every train ticket crafted in the cultural and creative industry of our railways. The main goal of this book is to show our commitment.

# 名片式車票話說從頭

## The Origin of the Edmondson Railway Ticket

### 臺灣鐵道車票簡史

A Brief History of Taiwan Railway Tickets

文：謝明勳 Hsieh, Ming-Hsun

劉銘傳在清光緒年間所建的臺灣鐵路基隆線，從臺北端開始施工，隨著工程進度分段通車。光緒 14 年（1888）秋，自大稻埕築至錫口（今松山）一帶，7 月 18 日便在機器局的主持下試行火車，根據 8 月 2 日的《申報》記載，「大稻埕至錫口一帶，車路已經告竣，由機器局總辦丁培軒觀察擇於 7 月 18 日將火車試行。……連日府城內外，扶老攜幼前往觀看者仍人山人海，無不嘖嘖稱奇。」商務局隨即訂立「臺灣鐵路章程」，自 11 月 16 日起，大稻埕至錫口首先通車營業，由德國進口的騰雲號、御風號蒸汽機車牽引客、貨車各一輛，每日往來四次，這是臺灣鐵路的開業日。

1889 年春，路線繼續延長至水轉腳（或水返腳，今汐止）。若以原來臺北至錫口票價按比例計算，票價將會大幅提高，恐影響旅客搭乘意願，於是商務局自 4 月 15 日起調整票價。以三等車為例，新的票價從臺北至錫口，或從錫口到水轉腳，都是銀 5 分，也就是把開業初期所定的票價減半，每站間約 10 里收銀 5 分（合制錢 50 文）。1893 年全線通車到新竹東門外，因為築造鐵路耗費過多（新竹以南路段也因此停工），將來還得負擔養護經費，所以從 6 月 1 日起，再次調整票價，一律加倍核收。從這兩次票價調整的過程，我們發現商務局並不是根據費率計算公式，而是憑感覺來決定，一下子打五折，又一下子加倍。

The Taiwan Railway Keelung Line was built by Liu Ming Chuan during the regency of Qing Emperor GuangXu. Starting from Taipei terminus, portions of railway were open for transportation as construction proceeded. On July 18th, GuangXu Year 14 (1888 autumn), the Machinery Bureau performed a test run from Dadaocheng to Xikou (now Songshan). “Shen News” reported on August 2nd, “ *The railway from Dadaocheng to Xikou is finished. The director of Machinery Bureau, Ding Pei Xuan, has commissioned a test run on July 18th....For many days, people swarmed to the city to see the train ride and were all very stunned by it.*” Right after this event, the Taiwan Railway Business Bureau constituted the “Article of the Taiwan Railway”. Starting from November 16th, the railway from Dadaocheng to Xikou was open for business and ran by steam locomotives called TENGYUN and YUFONG imported from Germany (Hohenzollern). There were 4 roundtrips per day. This was the first day for the Taiwan Railways.

In the spring of 1889, the railway was extended to Shui Zhuan Jiao (now Xizhi). On April 15th, the ticket price was adjusted by Business Bureau in consideration of adding the Xikou-to-Shui Zhuan Jiao section to the Dadaocheng-to-Xikou section. For example, for third-class coach, the fare was 5 fen\* Silver coins (the Qing currency equivalent to 50 wen) which was half of the former price, from Dadaocheng to Xikou or from Xikou to Shui Zhuan Jiao, and each section had a distance of approximately 10 Li (1 Li=576 m). In 1893, the railway was extended to the border of Dongmen in Hsinchu. Due to the expense of building and repairing the railway, the construction from the South of Hsinchu was suspended and the fare was then doubled on June 1st in order to cover costs. The price change in 1889 and 1893 gave people the impression that the Business Bureau changed the price on a whim instead of calculating it with fare formulae.

\*1 yuan=10 jiao=100 fen=1,000 wen



各種充作火車票使用的龍馬郵票

Many types of dragon-horse stamps used as train tickets.

比較當時臺灣島上的其他交通工具，新登場的火車速度快，價錢相對便宜，成為北臺灣最受歡迎的旅行工具。以舊式的輿轎為例，從臺北到錫口需洋 4、5 角，到水轉腳，則需洋 7、8 角；但火車票還不到此價的一半，而且「迅速非常，隨發隨至」、「行疾如風馳電激，不逾時達矣」，所以吸引很多人坐火車來回遊樂，短短 5 節左右的火車常常客滿為患。

臺灣鐵路的創建，也是自強運動政策的一部份，因此必須和當時新創的輪船、郵政、電報線等「新政」放在一起觀察。1888 年臺灣郵政局設立後，委託英國倫敦 Bradbury Wilkinson & Co. 印製一批龍馬圖案的郵票，品質相當精美，圖幅長 32 mm，寬 30 mm，以無水印白洋紙雕刻版印製，惟因遭受反對而未實際採用，其後使此票移作火車票用。最後制定的郵政資費，每驛站間約 25 哩，收費 20 文（2 分），一直到 1895 年割讓為止。

像這樣費心從海外進口郵票，卻從未當作郵票用，反而拿來充作火車票使用的例子，是全世界鐵道史上非常珍貴的特例。另有一說推測龍馬郵票也可能曾經作為輪船的船票呢。從這裡，我們觀察到劉銘傳在臺灣推行的許多新式措施，初期產生許多水土不服的生澀，而必須在當時的社會文化脈絡下調整，轉換成適合本土的方式，這樣的過程是臺灣於十九世紀末邁向現代化的有趣經驗。

1890 年開始改用以由上海 Mercury Co. 印製的制式車票，這批車票是臺灣鐵路使用國際標準尺寸名片式車票（card ticket）的最早紀錄！臺灣總督府鐵道部於明治年間編印的《臺灣鐵道史》也列有此一車票的格式。車票為直式，正面列有票號、起訖站名、乘車日期；反面則印有英文的起訖站名和票價，可見火車是相當時髦的新式交通工具，而且也有洋人搭乘。所有的車票都是三等票，如果搭乘一等車則買兩張三等票。半價票則是在全票中間縱斷，以一半交付使用。開車時間為上午 7 點半及下午 4 點，火車票房配合開車時刻，售票時間從上午 6 點至下午 4 點。仿照歐洲鐵路習慣，票房司事只賣票，車站不剪票，而是由查票司事在車上剪票。

## 8 鑄票文創工場

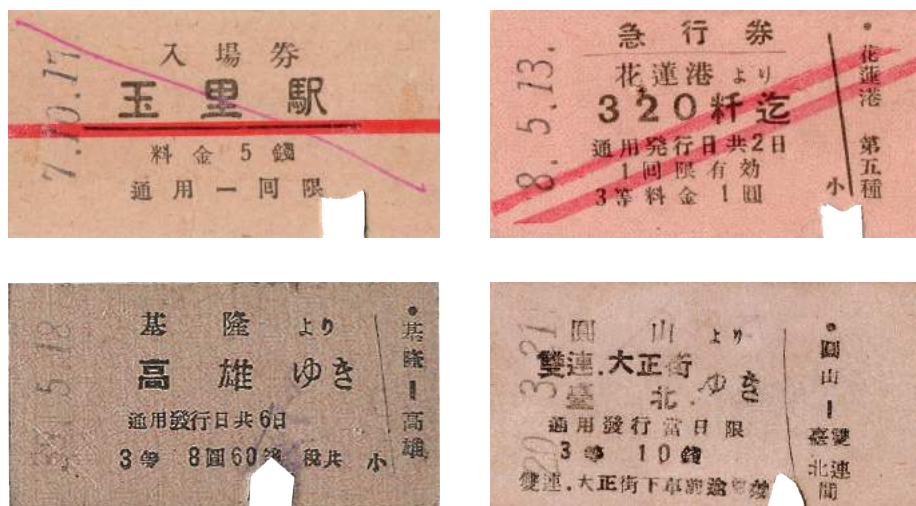


Compared to other vehicles, the new train became the most popular method due to its speed and relatively cheap price. Using the old-fashion litter, a wheel-less hand-carried vehicle, as an example for comparison, it cost 4-5 jiao from Taipei to Xikou, 7-8 jiao to Shui Zhuan Jiao; however, the train fare was less than the half of the litter price and was significantly faster and more on-time (a metaphorical “bolt” to people at that time). As a result, the 5-car trains were always packed with people traveling in round trips.

The construction of Taiwan Railways was also part of the Self-Strengthening Movement. Therefore, this progress was observed together with other newly emerging policies on ships, postal services, and telegraphs. After the inauguration of the Taiwan Postal Service in 1888, they commissioned Bradbury Wilkinson & Co. in London to print a batch of engraved postage stamps with dragons and horses on white unwatermarked papers. They were fine and delicate with a length of 32 mm and a width of 30 mm. Unfortunately, these were not used as stamps due to objections, and they were instead used as train tickets. The final formulated postage is 20 wen (=2 fen) per 20 miles (the average distance between relay postal stations) until the year 1895 when Taiwan was ceded to Japan.

This repurposing of stamps as train tickets was a peculiar case in the world history of railways. There was a speculation that the stamps might've once also been used as ferry tickets. Here we see that the policies of Liu Ming Chuan stumbled at first but later evolved into those that integrated into the local society and culture. This was a noteworthy waypoint on Taiwan's path to modernization at the end of the 19th century.

Starting from 1890, the ticket printing of fare tickets was commissioned by Mercury Co. in Shanghai. This is the first record of using the international standard format of card tickets for the Taiwan Railways. In “History of Taiwan Railways” published by the Railways Administration of the Governor-General of Taiwan during the Meiji era, this type of train tickets was also listed. The format of this ticket was vertical with ticket number, station names, and date in the front and English version on the back. Therefore, this new transportation was quite modern with many foreigners also taking them. All the tickets were for third-class fare. For first-class, one had to purchase 3 third-class tickets. For half-price, one tore the tickets in half and used one half as fare. The train service hour was from 7:30 am to 4:00 pm and ticket sales were from 6:00 am to 4:00 pm. Consistent with the practice in Europe, the tickets were checked and clipped by inspectors on the train.



各種日本時代的名片式車票（張志文提供）

Various card tickets of Taiwan Railways during Japanese rule. Photo provided by Chang, Chih-Wen.

## 奠基百年的車票形式

日本領臺初期，鐵道是由陸軍臨時臺灣鐵道隊統一轄管，軍事色彩非常濃厚，運輸以軍事優先，原先的客運業務暫時中止。一直到 1896 年 7 月 5 日才開放在無礙官廳及軍事輸送前提下，得依「鐵道規則」辦理一般人民客貨運業務；同時訂定基隆新竹間旅客乘車料（也就是旅客票價）及貨物搭載料。這時候臺灣鐵道才恢復一般民眾搭乘運送的業務，並且實施日本接收後的第一次票價表。

1897 年 11 月日本鐵道作業局對乘車券的大幅改正措施，可說是奠定往後百年間日本和臺灣鐵道乘車券的基本形式！除了改印一、二、三等外，首度開始出現「小兒斷線」，票號也改為印在背面的兩端，票面標明「通用期限」，而背面的注意事項改為英文的區間、等級、票價。兩年後，1899 年 11 月 8 日臺灣總督府設立「鐵道部」管轄全臺鐵道，制訂鐵道營業法和運輸規程，正式辦理一般營業。承續大清國時代火車分為一等和三等的習慣，鐵道部將列車分為「上等」和「並等」兩級；直到 1906 年 4 月才和日本內地一樣，正式實施客車一、二、三等三級制，並且開行臺北臺南間直通列車，票價計算方式則因路線延長而將過去按里程單價乘以距離的收費制度，改依遠距離遞減法計算。

# The Format of Train Tickets That Stands for One Century

In the early days of Japanese rule in Taiwan, the temporary Taiwan Railway army troop was in charge of the railway. Priority for train use was given to the army; therefore, public transportation was put on hold. It was finally reopened for public use on July 5th, 1896, under the condition that it did not interfere with army business according to “Railway Regulations”. At this time, also the first time after Taiwan was ceded to Japan, the transportation fare for people and cargo was formulated and the trip was between Keelung and Hsinchu.

In November 1897, The Imperial Japanese Government Railways changed the format of fare tickets, and this set the framework for railway tickets in Japan and Taiwan for the next 100 years. Besides printing first-, second-, and third-class tickets, there was also first time detachable children portion on the tickets. A serial number for each ticket was also printed on the back, the date valid was stamped in the front, and the text on the back was changed to include English translations of the sections, the class and the fare. After two years on November 8th, 1899, the Governor-General of Taiwan inaugurated “Railways Administration” to manage Taiwan Railways. The bureau formulated Railways Business Law and Transportation Regulations, and then officially started public business. Whereas the Qing railway trains were divided into first and third class, the Railways Administration classified their rail system as upper and equal class. It was not until April 1906 that Taiwan used the same classification as Japan to divide the coaches into first, second and third class. To calculate the new fare based on the expanded route, a discount system of reducing fare per unit distance was implemented.

除了官營的臺灣縱貫鐵道，1910年前後在中南部迅速出現製糖鐵道營業線，以及嘉義的阿里山林業鐵道，這些「私設鐵道」多與官鐵幹線連接，也辦理「連帶運輸」，買一張票可以跨線聯運。最早的連帶運輸是1912年開辦，近海郵船和大阪商船株式會社基隆航路續接日本內地的鐵道省線，1921年6月接著與臺北鐵道（新店線）連帶運輸，至於與臺中輕鐵、帝國製糖會社線、大日本製糖會社線連帶運輸業務則從1931年開辦。連帶運輸的全盛期，可以在臺鐵車站購買各鐵道線、自動車線、海上航路、甚至航空運輸直達日本內地、朝鮮、滿洲等地的聯運車票。

隨著縱貫鐵道全通後，1911年起開始行駛基隆至打狗間夜行列車，並發售「寢臺券」，和普通乘車券一同使用。1912年開始基隆打狗間晝間直通列車運轉，並且加掛一等食堂車。1914年4月，再將基隆打狗間晝間的直通列車提高速度、減少停車站，改稱為「急行列車」，訂定「急行料金」，開始發售「急行列車券」。並且將一般乘車料金調降，改採距離比例法計算。

1915～1920年間鐵道部也開始推出各種祭典、競艇等場合的特別往復割引乘車券，以折扣優惠吸引民眾搭乘火車前往參詣或觀覽。從這種特別乘車券可以看出臺灣神社祭典、圓山稻荷例祭、大稻埕城隍廟祭典、打貓大士爺祭典、嘉義城隍爺祭典、北港朝天宮祭典、基隆競艇等都是民間熱門的慶典活動。

1930年代是臺鐵發展成熟階段，不論路線延長與改良，或新式車輛引進，都已初具現代化鐵道水準，事實上和日本內地的官營鐵道在技術層面與營業制度相當。隨著經濟成長和人口增加，臺鐵於1930年引進新式的汽油車，開始行駛於基隆板橋間，之後延長到桃園。沒有蒸汽火車煤煙的困擾，加減速性能優越，到終點後折返調度也很方便。1931年起臺中彰化間、大甲彰化間和臺南屏東間也開始運轉，甚至東部的花蓮港臺東間也晝夜各一班汽油車當作急行列車。由於頗受旅客好評，儼然成為臺鐵的新生代寵兒。

Besides the government-run Trunk Line, the private sugar railways rapidly emerged in South-Central Taiwan around 1910 along with the Alishan Forestry Railway in Chiayi. These private railways mostly connected to the government-owned railways and passengers could use one combined transportation ticket for continuous rides. The earliest combined transportation was opened in 1912. It connected shipping ports, the Osaka Shosen Kaisha (ship company) Keelung Line and Japan inland railways. Later, it connected to the Taipei Railway (Xindian Line) in June 1921, and to the Taichung Light Rail, Imperial Sugar Corporation Railway and Grant Japan Sugar Corporation Railway in 1931. During the peak time of combined transportation, passengers could buy a combined transportation ticket in any train station for railways, automobiles, sea lanes, or even air transportation directly to Japan, Korea, Manchuria, and beyond.

Alongside the opening of the Trunk Line, the overnight train between Keelung and Takao (now Kaohsiung) began in 1911, where “sleeper car fare” could be purchased together with the regular rides. In 1912, the daytime service from Keelung to Takao started to operate, and a first class dining car was coupled. In April 1914, the speed of the daytime service from Keelung to Takao was further increased and stopped in fewer stations. Those trains were designated “Kyuko” (Express in Japanese) with special rates. Also, they lowered the regular fare scaling for distance.

From 1915-1920, the Railways Administration started to promote roundtrip tickets at a discount for religious festivals and boat racing to attract people to use the railway. The extraordinary sale of special rate tickets revealed the popularity of Taiwan temple festivals and local celebration events such as Maruyama Inari Okami annual festival, Dadaocheng Chenghuang (tutelary deity) Temple festival, Tamio Da Shi Ye (Guanyin Bodhisattva or Dharmapala) religious festival, Chiayi Chenghuang Temple festival, Beigang Chaotian Temple festival and Keelung boat racing.

In the 1930s, the development of the Taiwan Railways had reached its peak. It was mature and modern in expanse, and improvements to the route as well as the import of new trains had made it quite comparable to the railway system in Japan. Due to the growth of the economy and population, the Railways Administration imported new gasoline railcars. The new trains started to operate between Keelung and Banqiao, and later extended to Taoyuan. Without emitting smoke like steam trains, the new trains ran faster and had better speed control, and they were easy to turn back at the terminal stations. In 1931, these new trains started to operate between Taichung and Changhua, Dajia and Changhua, and Tainan and Pingtung. There was even an express train for day and night between Karenko (now Hualien) and Taitung, respectively. The new trains were so popular that they soon became the signature service of Taiwan Railways.



各種結合觀光的優惠去回票  
Discount rail tickets for touristic travel.

鐵道部為了推展本島觀光事業，並整合觀光資源，積極以鐵道為中心企劃觀光業務。首先是 1934 年在臺北市內菊元商行內設置「臺北驛派出鐵道案内所」，除辦理觀光旅行解說，並委託販賣乘車券。接著在臺南林百貨店也設置「臺南驛派出鐵道案内所」、在高雄市吉井百貨店設置「高雄驛派出鐵道案内所」、在花蓮港黑金町設置「花蓮港驛派出鐵道案内所」，建構完整的旅行業務網路。此外，1936 年臺南鐵道旅館在臺南驛樓上開幕，1937 年開始發售島內遊覽券供觀光客使用，制定遊覽團體旅客的優待辦法，還在鐵道部內設置臺灣旅行俱樂部。

可惜好景不常。就在一片欣欣向榮之際，日本軍閥發動七七事變，開始進行全國總動員。不但開始隨火車票附徵相關稅金，還實施汽油管制，導致許多汽油車班次停駛。到了 1944 年，整個臺灣的工業經濟已幾近停頓，電力供應只剩七分之一，煤炭生產更是減少七成以上，許多鐵路列車因煤炭短缺紛紛停開，林邊枋寮間 11.5 公里長的鐵軌被拆下來，插在南部海岸防止美軍登陸。隨著火車站和列車成為美軍攻擊的目標，1945 年 4 月之後，甚至火車不敢在白天開出來，連新北投支線和基隆八堵間的宜蘭線鐵軌，也被拆去當軍需物資。

The Railways Administration actively marketed tourism in combination with rail travel. In 1934, they first set up the Taipei Railway Information Center inside of the Kikumoto Department Store. The center not only provided tour guides but also sold rail passes. There was then a complete tourism network that encompassed the “Tainan Railway Information Center” in Tainan’s Hayashi Department Store, “Takao Railway Information Center” in Yoshii Department Store and “Karenko Railway Information Center” in Kuroganecho, Karenko. Besides this, Tainan Railway Hotel was opened on the upper floor of the Tainan Station in 1936. In 1937, the Railways Administration started to sell island-touring tickets for tourists and had special rates for groups, and also set up a Taiwan Travel Club inside the Railways Administration.

However, the good fortune didn't last. Not long after the Imperial Japanese Army started the Lugou Bridge Incident (aka. the July 7th Incident), the whole country was mobilized for war. Not only was a tax imposed on the train fare, the supply of gas was also under mass control that caused many gasoline railcars to stop operation. In 1944, the whole industrial economy of Taiwan was nearly in recession. The supply of electricity was down to one seventh; the production of coal was reduced more than 70% and caused many trains to stop operation as well. The 11.5 km-long rail between Linbian and Fangliao of Pingtung Line was torn down and inserted on the South coast to prevent US army from boarding. As the train stations and rail became the target of US attacks, after April 1945, the trains stopped running during the day, and the Xinbeitou Line and Yilan Line between Keelung and Badu were torn and used for the war effort.



過渡時期沿用日文底紋的車票

Tickets with Japanese background pattern from the transition period.

## 二戰後的過渡期

1945年8月15日戰爭結束，在國民政府前來接收之前，臺鐵仍暫由鐵道部管理，車票形式、各等票價仍繼續沿用原來的制度，年號也還是「昭和二十年」。一直到10月25日國民政府派員來臺接收後，所有的制度終於有了重大轉變。

政權移轉後，因為還來不及印製新的車票，只好以舊的日本車票繼續代用。這樣的過渡時期大約到民國37年（1948）4月間，才因全面開始使用白色紙卡印上藍色底紋（三等）、及白色底紋（二等）的新式車票，而結束日文車票在臺灣長達半世紀的生命。不過資材更匱乏的森林和糖廠鐵路，卻一直沿用到1950年代售完為止，意外成了日治時期舊式車票「活化石」最後活躍的舞臺。

事實上，因為政權更替而衍生的變化當然不僅止於年代和名字。新成立的臺灣省行政長官公署臺灣鐵路管理委員會，從中國運來整套印票機器、字模、和紙板等資材到臺北。除了尺寸、厚度一樣是國際標準規格，中國國有鐵路的車票格式是直式的，從上到下依序印有鐵路局名稱、起站、到站、等級、票價、剪斷線等字樣，正反面都沒有底紋，而且各等級車票的顏色也和原來日本的規定完全不同，背面則印有站帳代號和一些使用規定。所謂站帳格式則是依據民國10年交通部公佈實施的「車站帳目則例」而來。



## Transition After World War II

After the war ended on August 15th 1945, even though Japan lost the war, Taiwan Railways were still temporarily operated by the Railways Administration and followed all the same Japanese systems of railways management, even the use of the Japanese year Showa 20 calendar. These systems were finally overhauled after the Nationalist Government from China took over Taiwan on October 25th.

After the regime change, the old Japanese tickets were still being used due to the lack of time to print new ones. The transition continued until April of 1948, Minguo 37 in the Taiwan calendar, the new tickets printed with a blue background pattern for third-class and with a white background pattern for second-class were finally released for use. This ended the 50 years of using Japanese tickets in Taiwan. However, due to limited resources, the forestry railways and sugar railways kept using the old tickets until they were sold out. This interlude serendipitously gave the old train tickets from Japan regency a final chance to shine.

As a matter of fact, there was more than era and name changed due to the change of regency. The new inaugurated Taiwan Provincial Administrative Executive Office-Taiwan Railways Administration Commission imported the whole set of printing machines, type matrix and cardboards to Taipei. Only the sizes and thickness followed the international specifications. The rail tickets of the China National Railway were printed vertically with the name of the department, departure and arrival stations, class, price and cutting line from top to bottom. There were no background patterns in the front or back. The colors of all tickets were also different from the Japanese ones, and the station account number and users instructions were printed in the back. The format of the station account was from “Station Account Details” published by the Ministry of Transportation and Communications in Minguo 10 (1921).



以針孔式軋日機軋印的日期（張志文提供）

Date in dotted font stamped by dating machines imported from China.  
Photo provided by Chang, Chih-Wen.

戰後第一批臺鐵車票就是依照這種格式，印製在上海進口洋紙板上的「大陸風」車票，連背面的票號字型也都是標準的大陸風格，發售時改以中國進口的針孔式軋日機打印日期。當時的接收官員普遍有戰勝國的東西一定比敗戰國好的優越感，極盡所能地把原來和日本政府有關的制度、設備丟棄。但是據票務中心的退休老師傅表示，由大陸搬來的印票機器，開動時搖晃非常大，不久即紛紛故障，成了破銅爛鐵，只好把本來已經丟棄不用的機器搬出來應急，結果這套戰前的老機器又服役了幾十年才報廢。

可以從當時的車票看出印製品質真的很差，和日本時代簡直不可同日而語。當時針孔式軋日機也是從中國運來，數字損壞後無法修理，以至於出現了許多民國「\_9」年的車票。另一方面，從上海運來的洋紙板於1948年春用罄，只好改以本地生產的紙板權充，也不管顏色是否合於規定，只要是厚紙板就可以，於是各種不同顏色的車票充斥，加上沒有底紋，而且印製品質低劣，似乎大家都可隨意印製車票。



「國府版」的注音底紋車票

Train tickets from the “Nationalist Government” period.

The first batch of Taiwan Railways tickets followed a distinct Chinese format including ticket fonts and was printed with cardboards imported from Shanghai. The sale date was printed with dating machines imported from China. The post-war officers generally had the impression that the victorious county must have superior techniques and equipment; therefore, they tried hard to replace the old Japanese systems with the new ones. However, according to the retired professional technicians in the Ticket Affairs Center, the printing machines from China trembled vigorously when started up, and broke easily. They had to then take the old Japanese machines out of retirement and were able to run them for many decades before they were scrapped.

It was easy to tell the printed tickets were of compromised quality and were not comparable to those of the Japanese ruling era. However, since the broken dating machines could not be repaired, many tickets were printed with defective text, “Minguo \_9”. The cardboards from Shanghai ran out in spring of 1948; therefore, the locally manufactured cardboards were used regardless of the incorrect format, whether the colors matched, poor quality, and lack of background patterns. It seemed as though anyone could print this type of ticket!



1950年前後刷紅線的快車車票

Various Kuai-che (Express) tickets from c. 1950 with red line in the center.

果然很快就發生多起偽造車票的案件，不過更糟的是，曾有站員抓到乘客使用偽造車票，經過一番爭執鑑定後，才證實那其實是如假包換的真票！這樣的烏龍事件在戰後初期不斷發生，到後來實在是撐不下去了，只好再回過頭來找出總督府時期使用的日式底紋印製車票。不過堂堂中華民國怎可用日本平假名底紋來印製車票呢？1948年，大家所熟知的臺鐵路改組成立，翌年底重新趕製「國府版」的注音符號底紋應急，只是這版車票品質仍遜於原來的日式底紋，常常出現字跡不清、拼版不齊和側留白邊等瑕疵，只使用到1955年間就廢止了。

二戰後臺鐵把「急行」列車改稱做「快車」，新印的快車票雖然改為直式，底紋顏色也依照中華民國國有鐵路的規定，但仍可從票面上加印那條方便和普通車票區別的紅色縱線，看出它和原來急行券的親屬關係；不同的是，戰前的急行券是依乘車距離區段劃上一、二、三條橫線或斜對角線，但是戰後初期的快車票不論距離遠近，都只有印一條紅線，孩童票則印一條斜對角線以資區別。

和舊制的片道乘車券（普通單程票）加上急行料金券合併使用相同的是，戰後初期搭乘快車也是買一張普通車票再外加一張「快車加價票」。後來到1946年7月才訂出獨立的快車費率，並另外印製不必和普通車票併用的快車票，結束長達三十餘年的急行料金制。

Not surprisingly, many cases of using fake tickets emerged. Worse still was a report of a passenger who was caught using a fake ticket that was later identified as a real one. To prevent this chaos from happening repeatedly, the old cardboards with distinctive background patterns printed and used in the Governor-General Office era were used again. In 1948, Taiwan Railways Administration Commission was reformed to Taiwan Railways Administration (TRA). Soon after it was founded, TRA printed the new “Nationalist Government” version of the train tickets with Mandarin phonetic symbols (aka. Zhuyin) as the background patterns in 1949. However, the quality of these new tickets still didn’t compare with the quality of Japanese ones (especially the background patterns). The use of new tickets was then put to an end in 1955 due to blurry printing, misaligned type head, and defects such as white borders.

After WWII, Taiwan Railways Administration Commission changed the Japanese word for “Express”, Kyuko, to the Mandarin, Kuai-che. Even though the new tickets were printed vertically and the background patterns followed the national specifications, the red vertical line of new express tickets, differentiated them from regular fare tickets, revealed their origin from Japanese express tickets. The main difference is the pre-war Japanese express tickets were printed with 1-3 horizontal or diagonal red lines according to the distance, and the post-war new express tickets always had only one red line regardless of distance, and only one red diagonal line for children.

One prominent feature that had stayed with the new ticketing system from the beginning of the post-war era was that one had to buy a basic fare ticket with an add-on value ticket for express trains. In July 1946, an independent express fare was finally formulated and had its own fare tickets. This ended the application of the Japanese express fare system that had lasted more than 30 years.



「特快對號」的木造圓頭車廂（謝明勳提供）

The streamlined rounded head car. Photo provided by Hsieh, Ming-Hsun.

## 列車平等化

1949年臺鐵訂定「對號客票發售辦法」，並選出基隆至高雄間(1)、(2)次快車，改稱為「對號快車」，這是臺灣交通史上首次辦理對號入座，也是第一次出現「特快車」。可能是當時的接收人員覺得臺鐵只有普通車和快車兩級，想把中國的「特別快車」也移植到臺灣來，因此新製的木造特快對號車，雖然是以零碎材料克難拼造而成，還是特別花心思把車廂設計成當時大陸國家最拉風的圓頭流線形。

特快對號車登場初期，由於只是將原有的列車編組編訂座號，行車時間及車輛等級上並沒有改變，因此並沒有自己的車票，票價也和快車票一樣，只是在車票背面加蓋「對號車/車名\_\_座號\_\_」戳印，並開辦預售對號票業務。當時的預售制度和現在很不一樣，每一個停靠站預售時段都不同，例如起點的高雄站是前一日下午2~5時及當日開車前二小時起預售。會有這樣奇特的做法，在於當時各站間有調撥座位的制度，必須配合開車時間以電話聯繫作業，加上又是首次辦理預售對號車票，難免生疏容易出錯。



## Equality In Rail Travel

In 1949, TRA drew up the “Reserved Seats Ticketing Method” and selected the first and second Express trains between Keelung and Kaohsiung and changed the name to “Reserved Seating Limited Express”. This was the first time in the history of Taiwan Railways to have reserved seats and limited express trains. It is speculated that the post-war officers wanted to add variety into a fleet that at this point only had regular or express trains. New limited express trains were built with wood and other limited materials and the last car was designed with a streamlined rounded head that was the most popular style in Europe and America.

Initially, there were no real changes to the travel time and class of new express trains except the numbering of cars and seats, which were now assigned. Therefore, passengers of the new express trains had no special tickets: the fare was the same as regular express except that the back of the tickets was stamped with the train type and reserved seat number. At the same time, the reserved seats presales became available. The presale system at that time was very different. The presale hour for each stop was random. For example, to depart from Kaohsiung, the presale hour was one day before from 2-5 pm or 2 hours before departure. The reason for the randomness was mainly because departure times for the trains were being coordinated by telephone, and this placed stress on the emergent presale system.



平等號快車使用的車票  
Tickets for Ping Teng Express.

1951年4月10日起，臺鐵再將第(1)次下行特快對號車稱做「成功號」，第(2)次上行特快對號車稱做「銘傳號」。同時也把首次以全列二等美援客車編成的經海線(3)、(4)次快車稱做「平等號」，宜蘭線的汽油快車稱做「克難號」。這些名字都是專指某一班火車，並沒有區分列車等級的意味。。

為了配合火車的新名號，在特快對號車票背面分別印有成功號（南下票）和銘傳號（北上票）的座號格子，平等號快車則另定比二等快車還便宜的0.18元費率，新印「平等號快車」車票。至於宜蘭線的克難號則特別在正面把車種印為「克難號汽油車票」，以與一般的汽油車票區分。

平等號的登場揭開了逐步「平等化」，全面廢止過去長達六十六年的客車等級制的序幕。所謂平等化就是將原來每列車掛有各等客車的編組方式，改成一列車只編掛同一等級的客車。根據莫衡局長的說法，「我們遵照憲法精神並根據業務統計，廢除客車等級，創我國鐵路之先例，實行平等號。並將平等號客座改用軟墊以增旅途舒適增進大眾福祉。」



Starting from April 10th, 1951, the southbound Reserved Seating Limited Express train was called Cheng Kung Limited Express 1, and the northbound was called Ming Chuan Limited Express 2. At this time, the two second-class trains with coaches funded by the United States were used as Coastal Line and called the Ping Teng Express 3 and 4, and the Yilan Line Gasoline Express was called the Ko Nan Express. These names were designated to the trains without indicating its class.

To match the names of the new trains, “Cheng Kung Limited Express 1 (southbound)” or “Ming Chuan Limited Express 2 (northbound)” was printed on the back of the tickets along with the seat numbers. The Ping Teng Express 3 and 4 had a reduction of NTD .18/km in fare compared with other second class Express fares, and the new “Ping Teng Express” tickets were printed for use. For the Yilan Line Ko Nan Express, the train type was printed in the front of the tickets in order to differentiate it from those of regular gasoline railcar trains.

The appearance of the Ping Teng Express ushered in equality in the TRA and put an end to the 66 years of car classifications. To be more specific, there were no more first-, second-, or third class but now a unity class of a train. According to Mo Heng, the Director-General of TRA, “We abide the Constitution along with business statistics that the coach class system needs to be abolished and the Ping Teng Express will be the first example in Taiwan Railways for equality. We will also improve the seats by adding soft padding to increase comfort and serve people better.”

## 臺鐵車票的繽紛年代

1951年開始將一對快車改為平等號美援客車編組後，1952年8月再將原來掛二等臥車的(5)、(6)次山線夜快車改以皮面彈簧軟墊客車編成，10月增發彰化臺北間以軟墊客車編成的平等號快車。為了逐步完成平等化的目標，1953年全鋼體平等客車6輛出廠，5月先將頭等、二等、三等臥車，分別改稱為單層、雙層、三層臥舖車。12月1日全面取消客車等級，普通列車以原三等客車編成，快車以原二等客車（平等客車）編組，特快對號車則以平等車和客廳車編組。

客車等級廢止後，臺鐵票價結構也有了重大改變，新訂票價改以每公里普通列車0.129元、快車0.18元、特快對號車0.24元等三種獨立費率計算。各級列車新的費率大致是以原來的三等費率微幅調整，比原來的二等還要便宜許多，這對搭乘快車的旅客比較有利，加上試辦快車票預售制度，也使得快車漸漸成為一般中長程旅客的優先選擇。



成功號、特快對號與克難號汽油車票

Tickets for Cheng Kung Limited Express, Reserved Seating Limited Express and Ko Nan Express.

## The Colorful Era of TRA's Card Tickets

After designating two Ping Teng Express trains in 1951, the original Mountain Line second-class overnight Express 5 and 6 with sleeper cars were upgraded to include leather sleeping surface and soft padding in August 1952. In October of the same year, there were more Ping Teng Express trains added to the Changhua-to-Taipei section. To reach the goal of "Equality in Rail Travel", six Ping Teng cars made of steel were manufactured, and the first-, second-, third-class sleeper cars were renamed as one-level, double-level, and triple-level sleeper cars in May. On December 1st, the coach class was taken out of the system. Instead of using various classes in a train, a Regular train was formed by third-class cars, an Express train was formed by second-class cars (such as Ping Teng), and the Reserved Seating Limited Express was formed by Ping Teng cars and parlor cars.

After abandoning the car classification system, there was a huge overhaul in TRA's ticket pricing. The new ticket pricing calculations were based on NTD .129/km for Regular trains, NTD .18/km for Express trains, and NTD .24/km for Limited Express trains. All the new fares were mild adjustments based on the original third-class fare and were much cheaper than the second-class fare. This policy benefited people who took Express, and the new tickets presale system made Express train a priority choice among passengers who traveled medium to long distances.



列車平等化初期的各種車票

From left to right: Tickets for Gasoline Railcar, Diesel Railcar, Diesel Railcar (roundtrip), Regular and Express.

原來依照等級區分的車票，也隨著這次的大變革而全部變色。重新印製的車票分成藍底黑字的「普通列車」、綠底黑字的「快車」、黃底綠字的「特快對號」、黃底紅字的「汽油車票」、紅底黑字的「客廳」等數種，其中汽油車票是延續原來的顏色，客廳車票則是延續原來頭等車票的顏色，可說是廢除等級制後唯一殘存的「等級」活化石。

汽油車在 1954 年開始換裝柴油引擎，1957 年正名為柴油車，並且把黃底紅字的「汽油車票」也改成「柴油車票」，以符實際。1960 年 5 月起，特快對號與柴油特快合併成為「對號特快」，車票顏色沿用特快對號的黃底綠字。隨著後來各種新車種的登場，臺鐵也陸續設計出不同顏色組合的火車票，從此臺鐵車票進入了一個色彩繽紛的時代。

由於戰後支持臺灣基礎建設發展的美援，將於 1960 年代結束，為了實證美援停止後籌措基金的能力，1962 年 5 月到 1963 年 6 月間所有車票票價加征 30%「國防臨時特別捐」，共征繳新臺幣 1 億 9,517 萬元。然而這種巧立名目的苛捐雜稅，不只讓民眾吃足苦頭，連帶也使得臺鐵客運量及進款均大幅縮水。實施之初，是在車票背面加蓋戳記，後來在車票加印「本票價包括國防臨時特捐百分之卅」，與「打回大陸解救同胞」的標語相映成趣，忠實反映當時社會的軍事文化背景。

The colors of the train tickets also underwent a huge revolution. The new tickets were printed with blue background pattern and black text for Regular trains, green background and black text for Express trains, yellow background and green text for Reserved Seating Limited Express trains, yellow background and red text for Gasoline Railcar trains, and red background and black text for parlor cars. Among those, the Gasoline Railcar tickets continued in the same color scheme as before, and the parlor car tickets remained the same color scheme that the first class trains had used.

After the gasoline railcars were installed with diesel engines in 1954, they were referred as diesel trains later in 1957, and the text "Gasoline" was also changed to "Diesel". In order to simplify the train types, from May 1950, Reserved Seating Limited Express and Diesel Limited Express were merged into "Tui Hao Kuai Express", which meant reserved seating express train. Following the appearance of new trains, TRA subsequently designed train tickets in various color combinations and officially entered a new "colorful" era.

The United States post-war fund supporting Taiwan development ended in 1960. To prove its capability to raise enough funds on its own, the government imposed a 30% increase in train fares as a "temporary donation for national defense" between May 1962, and June 1963. In total, 195.17 million New Taiwan Dollars were raised. However, this policy made people suffer and also lowered the ridership and earning. The text in the back of tickets said "30% of this ticket fare goes to a temporary national defense donation." Interestingly, this text resonated with a popular slogan at that time, "Fight mainland China! Rescue our fellow countrymen!"; reflecting the military attitude of the 1960s.



1961 年登場的觀光號  
Kuan Kuang Limited Express.

## 臺鐵優等列車登場

1956 年柴油特快車創下北高間 5 個半小時的新記錄後，臺鐵開始了另一段以特快車為號召的黃金二十年。除了花心思提昇速度外，平等化之後也致力於改善客車的乘坐品質。到了 1960 年代初期，臺灣工業從進口替代內銷型向加工出口外銷型轉化，經濟上取得飛躍的發展，加上美國將臺灣當作越戰的後勤基地，在這裡設立 R&R (Rest & Relaxation) 中心，單單 1965 ~ 1966 年內就有兩萬多名美軍來臺度假，為臺灣賺進了可觀的外匯。在這樣的一個歷史和經濟環境下，提供了冷氣特快車登場的舞臺，也把臺鐵客車服務水準帶進了另一個較舒適的階段。

1960 年代開始有電影院、理髮廳出現冷氣，公路局也引進金龍號冷氣巴士。臺鐵則向日本採購 25 輛 SP32750 型優等客車（含 3 輛餐車），這批裝有坐臥兩用椅的客車，是為了提昇乘坐品質、發展島內觀光而推出，因此特別設計冷暖氣設備，定名為觀光號，1961 年起取代原來的北高間坐臥兩用車和臺北臺中間對號快車。

同時，阿里山森林鐵路也配合發展觀光政策，推出中興特快柴油車，相當於臺鐵的觀光號。從觀光號和中興號開始，大家習慣把火車的等級以名號來區分，這樣的習慣也適用在公路局的金馬號和金龍號客車。

## The Emergence of TRA Luxury Trains

In 1956, the Diesel Limited Express trains set a new record of 5.5 hours between Taipei and Kaohsiung and this set off the 20-year golden era of the limited express. Besides trying to improve the speed, TRA also tried to improve travel quality for passengers after the “Equality in Rail Travel” effort. In the beginning of the 1960s, Taiwan’s industry transformed from import to export and experienced a huge leap in economic growth. In addition, the United States used Taiwan as a logistics base for the Vietnam War and set up a Rest & Relaxation Center. Between 1965-1966, there were more than 20,000 US soldiers taking vacations in Taiwan bringing with them significant amounts of foreign currency. Due to the growth of the economy, the trains were further upgraded to include air-conditioning, again elevating Taiwan rail travel.

In the 1960s, the theatres and barber shops started to have air conditioners, and the Directorate General of Highways imported air-conditioned buses. TRA subsequently purchased 25 luxury cars including 3 dining cars (Type SP32750) from Japan. These cars were equipped with reclining chairs and air conditioners to provide better service and travel quality. Therefore, the trains were called Kuan Kuang (Tourism) Limited Express. And those trains replaced the original Reclining Seating trains between Taipei and Kaohsiung and the Tui Hao Kuai Express trains between Taipei and Taichung.

Concurrently, the Alishan Forestry Railway implemented tourism development policy and promoted Chung Hsing Limited Express, which was the equivalent of TRA Kuan Kuang Limited Express. The class-based naming system of trains was also applied to name the Golden Horse and Golden Dragon buses by the Directorate General of Highways.



各種「優等列車」的車票

Various tickets for luxury trains including Kuan Kuang, Kuang Hua and Chu Kuang Express.

1966年臺鐵從日本引進DR2700型不銹鋼輕量化柴油客車。這批因銀亮耀眼的車身而被稱作「白鐵仔車」的光華號特快車，特別選在蔣總統華誕10月31日開始行駛，並以4小時45分的運行時間，刷新十年前由柴油飛快車保持的北高間最快記錄，成為1960年代臺灣陸地最快的交通工具。

光華號雖然是最快的客車，但由於車體輕量化的考量，只好捨棄裝設冷氣，使得光華號的票價不得不低於速度比它慢的觀光號。雖然光華號沒有冷氣，而且座位也比較狹窄，但是畢竟旅客還是比較喜歡這種便宜又快捷的新車，而且臺北高雄間的長途旅客還隨票附贈鐵路飯盒，使得光華號成為最受歡迎的列車，在南北高速公路通車前常常一票難求，也經常發生座位重號的情形，還特別在1971年試辦光華號客票附釘座號券的權宜措施。

為了取代逐漸老朽的觀光號，臺鐵再引進新一代的優等冷氣客車。這型新車配備典雅的絨布坐臥兩用椅，座位寬敞，走道鋪設地毯，座位上方還有服務按鈴，玻璃窗也首次設計為大型密閉大窗，1970年2月推出當時真是令人驚艷。除了白色配淺藍色線條的高雅外表和典雅清爽的內裝，吸引社會大眾的目光，另一個讓大家感覺莒光號很貴族的因素是，它的票價比起觀光號和光華號，真是「高級」一大截。事實上莒光號使用的淺紅色底紋車票，就是以前最高級的頭等車和客廳車票一樣的顏色。



In 1966, TRA imported lightweight stainless steel diesel railcars (Type DR2700) from Japan. Due to the shiny body, these railcars were called Kuang Hua Limited Express and given a nickname in Taiwanese, “Bei Ti Ah,” which meant “white steel car”. These trains started to serve on the birthday (Oct 31st) of President Chiang and only took 4 hours and 45 min to go from Taipei to Kaohsiung. This broke the record previously held by the Diesel Limited Express trains 10 years prior and the new trains became the fastest vehicle in Taiwan in the 1960s.

Even though Kuang Hua Limited Express was the fastest train, the installation of air conditioners was not an option if it was to be kept lightweight. Therefore, its ticket fare was less than the relatively slow Kuan Kuang Limited Express trains. Even though Kuang Hua Limited Express had no air conditioning and the seats were relatively narrow, passengers still flocked to these cheaper but faster new trains. Moreover, free mealboxes were provided for passengers who traveled between Taipei and Kaohsiung. These features made Kuang Hua Limited Express the most popular trains, with frequent incidences of being sold out or having duplicated sales of the same reserved seats. Therefore, a corrective strategy was devised that the passenger would receive a normal ticket stapled with another seating number slip when purchasing Kuang Hua Limited Express tickets.

To replace the old Kuan Kuang Limited Express trains, TRA imported another new luxurious air-conditioned passenger cars with velvet reclining seats. The features included wide seats, carpeted aisles, service bells above the seats and, for the first time, tightly sealed, expansive glass windows. The new trains were called Chu Kuang Express, a big hit when they came out in February 1970. The white background with blue stripes from the outside with the decent and clean interior captivated one’s attention and made this type of train a celebrity. Not surprisingly, the fare for the Chu Kuang Express was 40-50% higher than the Kuan Kuang or Kuang Hua Limited Express. The Chu Kuang Express tickets were printed in light red background patterns, which had been the very color for the first class and parlor car tickets.



1978 年開始行駛的 EMU100 型電聯車（攝影：古庭維）  
EMU100, imported from UK in 1978.

## 西線電氣化時代來臨

配合「十大建設」西部幹線電氣化的完成，臺鐵從英國引進的五輛一組 EMU100 型自強特快電聯車也迫不及待地於 1978 年與臺灣民眾見面。旅客被她美麗的外觀和豪華的內裝所吸引，高達 120 km/h 的速度則是前所未見的水準，臺鐵更是希望藉著這張王牌，能夠讓高速公路通車後，旅客大量流失的鐵路扳回一城。就這樣，集三千寵愛於一身的自強號連車票也獨樹一格。不同於一般的直式車票，她首次使用戰後即已消失的橫排格式，淺橙色底紋配上紅字和藍色中空字，優雅的配色散發出來的氣質和豪華的特快車品質真是相得益彰，可說是臺鐵車票中少見的用心設計。

鐵路電氣化之後，西部幹線列車生態也跟著產生了很大的變化。首先是四個小時可以跑完臺北高雄全程的自強號出現後，沒有冷氣的光華號自然失去原來扮演的長途特快車角色，原班次陸續被自強號取代，結束在西線奔跑 13 年的光榮歲月，降級為北部區間和宜蘭線柴油特快車，適用對號特快車票。



以橫排格式印刷的自強號車票

The Tze Chiang Limited Express ticket printed in horizontal format.

## The Electrification of Trunk Line

To cope with the completed electrification of Trunk Line in Ten Major Construction Projects, TRA soon imported the EMU100 (EMU: Electric Multiple Unit) formed with 5 cars, the so-called Tze Chiang Limited Express, from UK in 1978. The passengers were attracted by its beautiful appearance and luxurious interior decoration, plus the high speed up to 120 km/h that had never been seen before. TRA hoped to use this train to bring back customers that had been massively lost to the new freeway transportations. Different from other vertical train tickets, the tickets used for Tze Chiang Limited Express were horizontal (same as pre-war time) with red text, blue hollow-cutting text and light orange background pattern. The rare, delicate train tickets designed by TRA matched perfectly with the luxurious Tze Chiang Limited Express trains.

After the electrification, the Trunk Line trains also underwent a huge change. The change affected the role of Kuang Hua Limited Express when Tze Chiang Limited Express can easily go from Taipei to Kaohsiung in 4 hours. Therefore, the Tze Chiang Limited Express trains gradually replaced the Kuang Hua Limited Express trains in Trunk Line. The DR2700 trains were then only used in the north part of Taiwan as Regular trains and in Yilan Line as Diesel Tui Hao Kuai Express.



車身有雙白線的冷氣附掛對號車廂  
The air-conditioned reserved seating cars with two white stripes on the body.

隨著鐵路電氣化完成而退場的另一個車種是觀光號，這種 1960 年代初期登場的臺鐵初代冷氣坐臥兩用客車，在莒光號、自強號陸續問世後，漸漸失去昔日丰采，終於在 1978 年 4 月 25 日以車輛老朽的理由全數淘汰走入歷史。

當光華號、觀光號相繼從西線消失之後，臺鐵亟思在莒光號（每公里 1.1 元）和對號特快（每公里 0.7 元）這兩級列車之間插入新的車種，於是在 1980 年 7 月 16 日推出每公里 0.9 元的冷氣對號車。本來的構想，是把這種冷氣對號車和莒光號掛在一起，讓不想花太多錢坐莒光號，但又不能忍受對號快車速度的乘客有新的選擇。第 1-5 車是外觀兩條白線的冷氣對號車，第 6-10 車則是一條白線的莒光號，新印的冷氣對號車票，是以紅色的莒光車票，在中央加印一條 2 mm 寬的紅色縱線，「莒光特快」下面加註「附掛對號」小字。這樣一來，列車長查票時只要分辨票面那一條紅線就可看出來乘客是不是坐錯車廂了。然而，卻仍有不少乘客買附掛對號車票出現在莒光號之中，造成許多糾紛，讓乘務人員困擾不已，於是翌年 12 月取消這種「莒興號」編組方式，改以全列車單一車種「復興號」，車票也改版為「復興特快」。

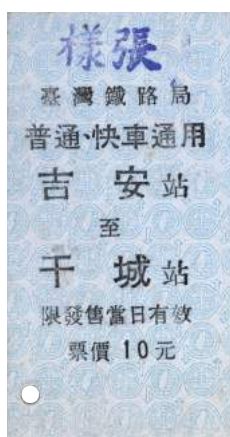
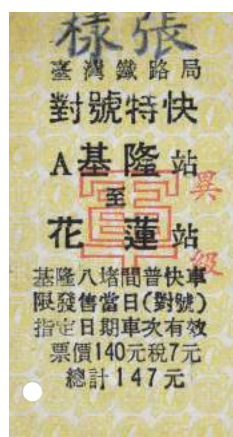
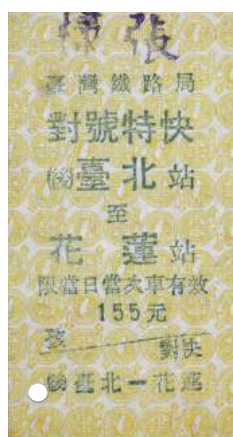


從莒光特快附掛對號演進而成的復興號車票

Fu Hsing tickets derived from “Chu Kuang, coupled reserved seating cars” tickets.

Another train type that retired was Kuan Kuang Limited Express. After the arrival of Chu Kuang Express and Tze Chiang Limited Express trains, the 1960s’ decrepit Kuan Kuang Limited Express trains were all retired on April 25th, 1978.

After the retirement of both Kuang Hua and Kuan Kuang Limited Express trains, TRA looked to add another train type to the existing Chu Kuang (NTD 1.1/km) and Tui Hao Kuai (NTD .7/km) trains. TRA then presented the new air-conditioned reserved seating cars (NTD .9/km) on July 16th, 1980. The original plan was to couple these new cars to Chu Kuang Express trains to form a new type of combined trains for people who wanted to save some money and couldn't stand the speed of Tui Hao Kuai. The train would be formed with 5 (Car 1-5) air-conditioned reserved seating cars with two white stripes on the body and 5 (Car 6-10) Chu Kuang Express cars with one white stripe on the body. The new tickets for this new service would be similar to those used for Chu Kuang Express, but a 2 mm wide red vertical line in the center and subtitled with small text saying “coupled reserved seating cars” are added. With the new tickets, the inspector was able to figure out people who rode in the wrong car. However, there were still many passengers who paid for reserved seating cars but ended up sitting in the Chu Kuang cars. To avoid this confusion, this type of combination trains was cancelled a year after in December. New trains called “Fu Hsing Semi-Express” formed by cars in unity were then appeared and the new Fu Hsing Semi-Express tickets were printed for use.



對號特快、普快車與指定式加價票

From left to right: Tickets for two types of Tui Hao Kuai Express, Regular/Express interchangeable and two multiple stops add-on value tickets for Fu Hsing and Tze Chiang.

「推出莒興號列車以提供價廉舒適的新產品」、「實施跳蛙式停站畫一車種速度」是董萍接任局長後所提出的一連串措施。在運價改革方面，彈性運用折扣率、簡化團體種類，軍人定期票自二折提高為五折、小學生定期票自○.四折提高為三折、學生定期票自二五折提高為三折等。在簡化車種部分，將平快車和普通車票價合併，1981年新印「普通、快車通用」車票，票價和顏色沿用原來的普通列車車票，綠色的快車票也自此走入歷史。1983年再廢止夜行對號特快車附掛臥車，各式臥舖票也一併消失。

為了進一步減少車票種類和存量，1984年新印一種「指定式加價票」，是自強號、莒光號和復興號唯一的指定票形式。1986年4月全國實施5%營業稅新制，臺鐵也廢止實施近百年的「剪斷線」制度，指定票、成人孩童兩用票陸續消失，新印的車票上則加註稅值。1988年再因簡化車種廢止對號特快車票，原對號快客車編為快車，而白鐵仔柴特快則再降級為柴快，均適用普快通用車票。自此確定無空調客車一律以普快票價計收，而特快車都是空調客車編成的分級原則。

After Dong Ping took over the minister position of TRA, several new policies were released such as “New combined Chu Kuang-Fu Hsing trains for cheap and cozy rides” or “Skip-stop in order to unify the travel time of all limited express trains”. In the reformation of pricing, there were flexible discount rates, simplified group varieties, discount raised from 20% off to 50% off for soldiers monthly passes, from 0.4% off to 30 % off for elementary students monthly passes, and from 25% off to 30% off for other students monthly passes. In simplifying train varieties, the same ticket fare was used for Express and Regular trains. In 1981, the new “Regular/Express interchangeable” tickets were used for both Regular and Express trains, and copied the same fare and color scheme used for Regular trains. The green Express tickets were then declined into history. In 1983, the overnight Tui Hao Kuai Express trains with sleepers were all terminated along with the corresponding train tickets.

To further reduce the ticket varieties and its stock, there was a new “multiple stops add-on value ticket” published in 1984 for Tze Chiang Limited Express, Chu Kuang Express and Fu Hsing Semi-Express only. In April 1986, the new 5% business tax was imposed nationally including new train tickets. The TRA cancelled the nearly 100 years of “clip-off ticket” system, and the multiple stops fare tickets and adult-children dual tickets were also disappearing. In 1988, the Tui Hao Kuai Express trains (including diesel-powered ones) were downgraded to Express and Diesel Express trains, and the Tui Hao Kuai tickets were cancelled permanently. Both types of trains then used the same Regular/Express interchangeable ticket. Starting from this point, all trains without air conditioners using Regular/Express interchangeable tickets were classified as Regular trains, and all trains formed by air-conditioned cars were classified as Limited Express trains.



穿過清水斷崖的北迴鐵路（攝影：古庭維）

The North-Link Line that goes through tunnels in Ching Shui Cliff.

## 環島鐵路完成與支線大衰退

1979年2月8日北迴鐵路南段（和平＝花蓮新站）39.6公里先行通車，由於是工程期間的臨時營業，依據鐵路法訂定比較高的「特定票價」，每公里0.47元，全程票價19元，高於西線的0.29元；起碼票價2.5元也比西線的1.5元高出不少。為了區別起見，北迴線專用的補助補價票特別註明是北迴線，另外名片式車票也在局銜臺灣鐵路局下方加印（北迴線）等小字，是這個時期北迴線車票的特色。

1980年北迴線把東西部連接起來之後，很快成為最有人氣的「黃金路線」，每逢假日一票難求，平常日的客座利用率也常常超過100，逢年過節就可以看到東部民眾大排長龍搶票返鄉，或大人小孩一起擠火車等窘狀的報導。於是配合東線鐵路拓寬時程，1982年以DR2800型柴聯車開行東部幹線自強號，而環島鐵路網就只剩下南迴鐵路這個最後環節了。





1980年北迴線通車初期所印製「崇德至南聖湖」的車票  
“Chongde to South Shenghu” ticket printed in 1980.

## The Completion of Round Island Rail and The Decline of Branch Lines

On February 8th, 1979, the 39.6 km stretch of the south part of North-Link Line (Heping Station to Hualien New Station) was open for use. Due to its temporary operation during construction, the increased rate was imposed to the fare according to Railway Law, which was NTD .47/km and higher than the Trunk Line fare NTD .29 /km. The minimum fare was NTD 2.5 that was also higher than the minimum fare NTD 1.5 of Trunk Line. To be distinct from other tickets, the tickets (including card tickets) with this special rate had the text “North-Link Line” printed on them, and for card tickets, this text was printed small underneath “TRA”.

In 1980, the North-Link Line connected the east and west of Taiwan and soon became the most popular route. This line was so popular that the seats were often sold out in the weekends, and sometimes even in the weekdays. There was often news reporting people in the east formed long lines to purchase tickets to go home and the trains were often very crowded. In 1982, to cope with the completion of gauge widening of Eastern Line, the DR2800 diesel trains were deployed as Eastern Line Tze Chiang Limited Express. The final unfinished part of the Round Island Rail was then only the South-Link Line.

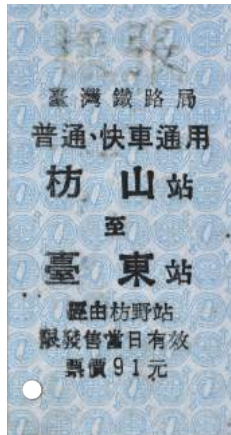


穿越山岳地帶的南迴鐵路（攝影：古庭維）  
The South-Link Line that goes through mountainous terrain.

其中最困難的中央隧道，從 1984 年挖到 1991 年才完成。為了提早服務臺東民眾，1985 年卑南到知本這一段先行通車，屬於工程期間的臨時營運，所以另訂特定票價。這種奇特的車票一直使用到 1990 年初，才改由車長填發一般的補價票，交給乘客當作車票使用。1991 年中央隧道貫通後，以「招待民眾試乘」的名義，印製免費的試乘證供民眾登記領取，翌年 1 月 2 日開始「臨時營業」，到 10 月 5 日又正式開業，創下臺灣鐵路許多首見的特例。

就在環島鐵路網一一建構完成的時候，曾經擔負地方產業及運輸重任的支線鐵路卻面臨檢討裁撤的命運。

1970 年代之後，隨著公路客運和自用小客車的發達，許多鐵路支線旅客人數大量流失，長期入不敷出之下，臺鐵開始計劃裁減支線。首先是配合臺北捷運工程，1988 年停駛淡水線，1989 年再停駛深澳線客運，1990 年配合臺北捷運施工拆除中和線，1991 年再停駛東港線和東勢線。東港線停駛當日人潮湧入，鎮安站所有車票售完後，還從林邊站借調車票來發售。東勢線停駛時也是人潮洶湧，豐原站還特別發售加印停駛紀念字樣的名片式車票。



印上「經由」站是南迴線車票的特色

The text saying “via a certain station” is a feature of South-Link Line tickets.

The most difficult part of the South-Link Line construction was the Central Tunnel, and the dig started in 1984 and not finished until 1991. In 1985, to serve Taitung people ahead of time, the rail between Beinan and Jhiben was open for traffic. A special rate was then set for this temporary operation during construction. This type of special train tickets was used until early 1990, and then it was replaced by another type of excess train fare tickets distributed by the inspector. In 1991, the Central Tunnel was open for use and TRA provided free rides and another special type of tickets for passengers. On January 2nd, 1992, the South-Link Line was open for temporary business and then officially open on October 5th. These were all unique cases in Taiwan Railways history.

However, just when the Round Island Rail was about to be completed, the branch lines that had been playing major roles in local industries and transportation were facing the fate of being eliminated.

After the 1970s, TRA branch lines lost massive customers to the buses and home-own automobiles. In consideration of losing revenue, TRA started to close the branch lines. First, to cope with the construction of Taipei Metro (as called MRT), the Tamsui Line was terminated in 1988, the Shenao Line was terminated in 1989, the Zonghe Line was torn down in 1990 and the Donggang Line and Dongshi Line were further terminated in 1991. On the day of ending the Donggang Line, the crowd poured into the stations. After the tickets were sold out in Zhenan Station, more were borrowed from the Linbian Station for sale. This also happened in Dongshi Line, and the Fengyuan Station even published memorial card tickets for sale.



1990 年引進的 EMU400 型通勤電車（攝影：古庭維）  
Commuter EMU400 imported in 1990.

## 復興 \ 電車與區間車

1990 年臺鐵引進有空調設備的 EMU400 型通勤電車，首先在通勤人口最多的北部區間營運，1995 年再引進 EMU500 型通勤電車後，中部和南部區間也相繼將沒有冷氣的普通車改為通勤電車。

雖然通勤電車的性和自強號電聯車相當，但考慮作為各站停車的通勤運用，因此以復興號的票價來定價。通勤電車開行初期，對於這種不像莒光號、復興號有「名字」的新車種如何稱呼，曾出現短暫混亂的時期，有的車站用「通勤電聯車」、有的是「通勤電車」、「電車」、「復興號電聯車」等等，自動售票機車票則有「通聯」、「通勤電車」兩種。一直到 1996 年 7 月才統一稱作「電車」，並且從 1997 年 10 月開始把原有的復興號車票改印為「復興 \ 電車」，以便名實相符。

1998 年 5 月，所有普通列車從西部幹線絕跡，取而代之的是密集發車的通勤電車，大部分只有普通車停靠的小站，把藍色的普通車票及普快通用車票繳回，全面換成翠綠色的復興 \ 電車票。

## Fu Hsing/Electric Multiple Unit (EMU) Trains and Local Trains

In 1990, TRA imported the air-conditioned commuter EMU400 trains and first operated in North Taiwan where most people commuted locally. In 1995, TRA imported commuter EMU500 trains that replaced the regular trains without air conditioners in Central and South Taiwan.

Even though the operation performance between the commuter EMU and EMU Tze Chiang trains are similar, considering the commuter EMU stopped at every station, its ticket fare then copied the Fu Hsing fare. At the beginning, the naming/stamping of this new commuter EMU train was a big chaos at various stations and later the name was unified as EMU in July 1996. In October 1997, all the Fu Hsing tickets were re-printed as “Fu Hsing/EMU” tickets.

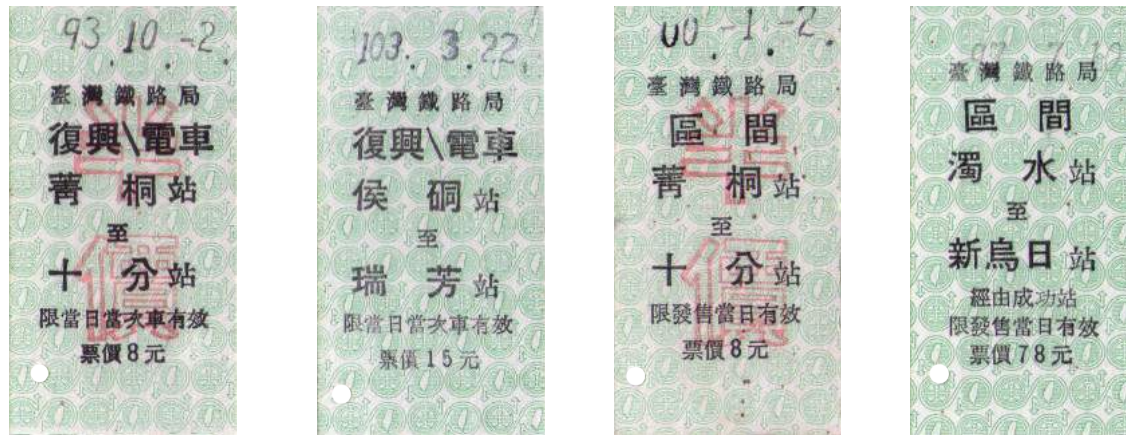
In May 1998, the frequent commuter EMU trains replaced all the Regular trains in Trunk Line. Small train stations that only ran Regular trains then used the green Fu Hsing/EMU tickets in substitution for all the blue Regular train tickets.



1998 年引進的 DRC1000 型冷氣柴油客車（攝影：古庭維）  
DR1000 air-conditioned diesel railcars, imported in 1998.

這波「普通車票大減絕」的旋風也吹到三條支線。1998 年臺鐵引進和 DR3100 型自強號性能相當的 DR1000 型冷氣柴油客車，於集集線和平溪線行駛，以替換舊型的柴油客車。為了考慮支線沿線居民搭乘的負擔，只收復興等級的票價，稱為「冷氣柴客」。原本是普快車票最後舞臺的支線，全面變成「復興\電車」車票的天下，於是新印的支線車票，出現行駛「電車」的超現實（因為支線均未電氣化）。

以「復興\電車」作為非電氣化路線柴油客車的名稱，仍在支線造成困擾。而且，雖然復興號票價與電車、冷氣柴客相同，但復興號並非每站皆停，也容易使旅客產生混淆，這樣的情況維持了九年。一直到 2006 年 11 月，為了迎戰即將於 2007 年 1 月通車的高鐵，臺鐵配合積極轉型，減少北高長途莒光號、復興號，強化中短程區間市場，加開區間電車開始，將電車、冷氣柴客及屏東線各站停車的復興號，統一名稱為「區間車」，車票上的車種也改印為「區間」。

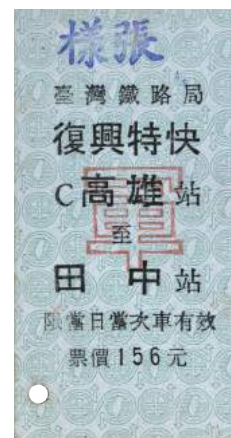
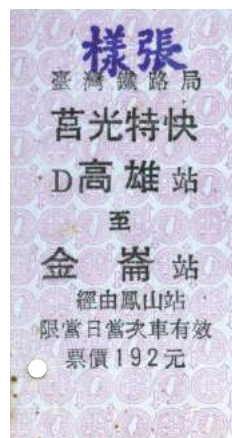
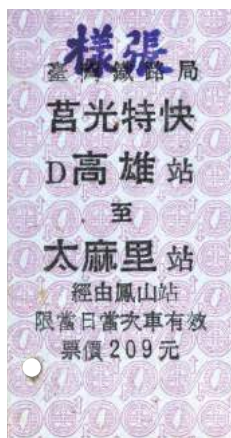
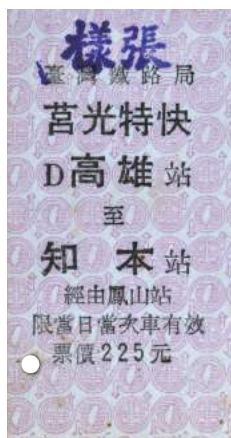
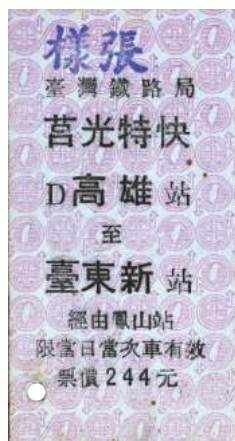


復興\電車與區間車票（古庭維提供）

From left to right: Tickets for two “Fu Hsing/EMU” and two “Local”. Photo provided by Ku, Ting-Wei.

The so-called “Big extinction of Regular train tickets” trend also stretched to the three branch lines. In 1998, DR1000 air-conditioned diesel railcars was imported. The new trains were to replace the old diesel railcars that operated in Jiji Line and Pingxi Line as Regular trains. To ease the burden of the residents along branch lines, the “air-conditioned diesel trains” only charged the Fu Hsing fare. The new printed branch line tickets ended the era of Regular train tickets and joined the era of “Fu Hsing/EMU” tickets. This created a surreal phenomenon of operating EMU trains in the non-electrified branch lines. However, calling these branch lines tickets as “Fu Hsing/EMU” tickets did confuse the passengers especially Fu Hsing trains didn't stop at every station on the way. This confusion lingered for 9 years.

In November 2006, to cope with the new High Speed Rail (HSR) coming in January 2007, TRA aggressively renovated its railway network. It reduced the operation of Chu Kuang Express and Fu Hsing Semi-Express between Taipei and Kaohsiung and emphasized the market of medium- and short-distance local trains. Firstly, the extra local EMU trains operation was added. Secondly, all the EMU, air-conditioned diesel railcars and Fu Hsing Semi-Express trains along Pingtung Line (stopped at every station) were renamed as “Local”, and so did the train type on the tickets.



眾多高雄站車票中的 10 種

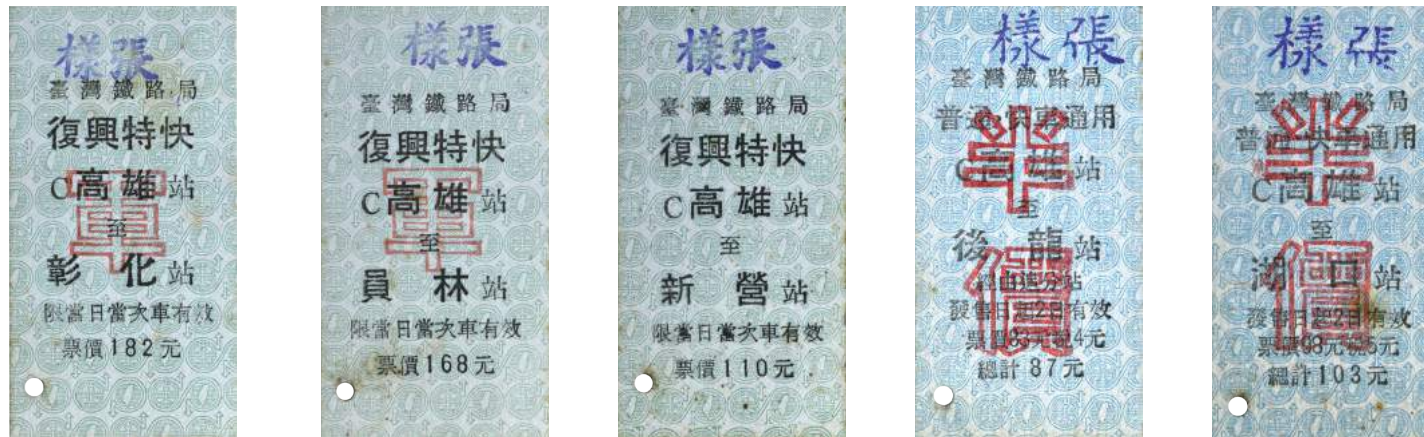
10 types of tickets among all available in Kaohsiung Station.

## 電腦售票登場

我們不妨想像一下 1970 年代的火車站票房的景況，它的票櫃中要存放從這個車站出發，到數十個甚至一百多個車站的車票，一樣區間的票還得分成普通列車、快車、對號特快、軍職對號、觀光特快、光華特快、莒光特快這幾種，就算是同一區間同車種的票，也還分全票、半票、軍票、去回票、七折、二五折等區別，有時候為了銜接糖鐵、林鐵和支線，還要準備到阿里山或北港的聯運票，或是到十分、竹東等站的異級票。用簡單的排列組合概念，大概就可以想像這整套作業系統龐雜的程度了。

根據記錄，1969 年當時對號客票每日供應 2 萬 1 千張，到 1972 年時已經增加到 4 萬 6 千張了。最繁忙的臺北車站，為了應付龐大的旅客量，總合各種車票的安全存量總數甚至達到 200 萬張！因而首次提出裝設「電腦售票機」的建議，以減少車票庫存並節省人力。1971 年第一臺自動售票機在臺北站啟用，只發售 30 公里以內的普通車票，不過這台機器並沒有帶來預期的神奇效果，沒幾年就宣告停用。





## The Appearance of Automatic Ticketing

Picture the scene of 1970's ticket storage in a train station: In the ticket cabinet, there would be tickets stored for several tens to more than 100 arrival stations. Even tickets for the same interval would be divided into Regular, Express, Soldiers' Reserved, Kuan Kuang Limited Express, Kuang Hua Limited Express, Chu Kuang Limited Express, etc. Each type of ticket was further divided into full, half, army, roundtrip, 30% off or 25% off. Sometimes, there were tickets for combined transportation connecting sugar railways and forestry railways, such as Alishan and Beigang, respectively, or multiclass tickets to branch lines such as Shifen or Zhudong. Given these myriad options, it's not hard to imagine how complicated the whole ticketing system was.

According to the records, the daily sale of reserved seating tickets was 21,000 in 1969, and the sale climbed to 46,000 tickets in 1972. Taking the busiest Taipei Station as an example, the safety stock (including all reserved and non-reserved tickets) in 1970 was nearly 2 million tickets! The suggestion of installing automatic ticketing machines was mentioned for the first time, and, in 1971, the first automatic ticketing machine started to operate in Taipei Station and only sold Regular train tickets for rides within 30 km. However, this machine did not dramatically improve the ticketing system as expected and was cancelled after few years. Nonetheless, this experience did demonstrate to TRA the convenience of using computers to automatically assign reserved seats tickets.



今日的臺北車站票房（攝影：古庭維）  
Ticket office of Taipei Station in 2016.

不過臺鐵當時已經有利用電腦處理對號車票訂位的認識，主要是隨著客運量的急遽增加，傳統的作業系統顯然面臨崩潰危機。雖然嚴格管制，還是經常有重號車票的出現，或者明明售票員說沒座位了，車上卻還有一些空位的怪現象。這樣的景況一直要到 1980 年代後期，在電腦連線作業系統的引進之後，才有所改善。

臺鐵早於 1970 年就已經成立電子計算機中心，租用美商資料管制電腦公司 CDC 3300 型電子計算機，記憶容量有 16KWord，另外還擁有 UNIVAC 1701 型驗卡機，是當時省府唯一有電腦的單位。初期主要是料帳及機務管理，不過它最重要的任務還是從事對號車票訂座應用電子計算機線上即時作業之研究，春節尖峰期間也實地觀察蒐集有關資料。

The traditional ticketing system apparently couldn't handle the rapid increase in passengers and was failing. Even though the system was under strict control, errors abounded: There were duplicated reserved tickets and seats were still available for a sold-out train. These issues were finally improved after the online ticketing network came into operation in the late 1980s.

TRA actually established a computer center before 1970 and was the only department of Taiwan Provincial Government that had a computer. TRA rented a CDC 3300 computer from the US Control Data Corporation, which was equipped with a 16KWord memory and a UNIVAC 1701 ticket reader. Initially, this computer was used to manage revenues and machinery, but its most important task was to study the online ticketing mechanism and collected data from the peak time in Lunar New Year holidays.

最早的電腦售票，1984年6月15日在臺北站率先實施，接著鄰近的松山站於1986年7月16日、板橋站於1987年2月17日、萬華站於1988年9月19日紛紛改成電腦售票。不過這時期的電腦售票因為賣的都是臺北附近開始的座位，充其量只能說是把過去單一車站的人工劃位轉移給電腦去執行，車站也不用儲存那麼多種不同的車票，節省傳統作業的時間和流程，還沒有真正發揮全臺連線集中配位的強大功能。

真正的「典範革命」，應該是1993年11月第三代電腦售票系統於43個車站上線啟用。由於這次的連線站擴充到高雄、臺南、嘉義、臺中、新竹、桃園、中壢、宜蘭、花蓮、臺東等大站，終於把全線主要車站連結起來，任何一個連線車站都可以賣出其他區間的對號車票，使臺鐵營業及客座調度更為靈活。新格式的車票把第一代和第二代和名片式硬票相同尺寸的電腦票，改成較大的尺寸，票面可以容納更多的內容，而不會顯得擁擠。

1997年間網際網路（internet）在臺灣的興起與普及，也促使鐵路訂票取票流程出現重大改革。民眾可以利用電腦連上臺鐵的網站，完成訂票作業，並稍後到車站取票。

不過這樣的流程，使得訂票民眾必須於乘車前要多跑一趟車站取票，也還未能達到真正的便民效果。1998年8月於臺北、基隆地區郵局開辦，並於9月擴展到全臺各地連線郵局，訂票後可直接在郵局取得車票。這項由郵局代售的車票，是利用印有臺鐵藍色底紋的大張空白車票，在郵局的印表機套印乘車日期、車種、起訖站名等資料後，再加蓋郵戳交給民眾。

2000年開始在臺北、松山、板橋等站設置自動取票機，旅客可以直接刷卡付款取得預訂的對號車票。2011年12月起開放中華郵政、統一超商、全家便利商店、萊爾富超商、OK 超商等將近1萬個服務據點，提供取票服務。2012年8月起更可以利用4大超商店內的多功能事務機，直接訂票取票。

爲了進一步推動驗票系統自動化，2002年4月基隆站首先啟用自動驗票系統，接著2004年7月提升自動驗票系統功能，雙溪至嘉義間58站自動售票機改裝為背磁出票裝置，發售背磁乘車票，旅客可經由自動驗票閘門進出車站。2007年3月，嘉義、新營、臺南、岡山、高雄站啟用自動驗票系統，同時停止發售通用定期票及各級列車回数票。

The first automatic ticketing system was operated in Taipei Station on June 15th, 1984, followed by Songshan Station on July 16th, 1986, Banqiao Station on February 17th, 1987, and Wanhua Station on September 19th, 1988. However, the automatic ticketing system only sold tickets for destinations near Taipei. It reduced some of the strain on traditional ticketing but was not powerful enough to connect the whole ticketing network.

A significant revolution happened in November 1993 when the third generation of automatic ticketing system connected 43 TRA stations. The new network finally connected some major stations in Kaohsiung, Tainan, Chiayi, Taichung, Hsinchu, Taoyuan, Zhongli, Yilan, Hualien and Taitung and more. The reserved tickets for any section could be sold in any train station in the network. The new tickets were modified from the first- and second-generation of automatic ticketing system, which had printed tickets of the same size as the old card tickets. The new tickets came in larger sizes so that they could be loaded with more information without becoming crowded.

In 1997, the internet started to prevail in Taiwan, and this led to an important revolution in tickets purchasing. Customers could now use their home computers to make reservations through the TRA website and could later claim the physical tickets in the stations.

For all its promise, this method required the customer to make an extra trip to the station to retrieve the tickets and was considered inconvenient. Starting in Taipei and Keelung in August of 1998 and extending throughout the island in September of that year, customers could claim their tickets in local post offices after making a reservation online. The tickets were printed with a post office printing machine using blank tickets with the TRA blue background pattern. The tickets displayed the date, train type, departure and arrival stations information printed. Finally, a postmark was stamped before handing them to customers.

Starting in 2000, ticket vending machines were installed in Taipei, Songshan, Banqiao as well as other stations. Customers could pay for the tickets at the vending machine directly and receive the reserved tickets right away. Starting in December of 2011, in addition to post offices, customers could pay for and pick up tickets in 4 major convenient stores—nearly 10,000 pick-up stations. Starting in August 2012, passengers can now even reserve and pick up tickets using the multi-functional business machines in the 4 major convenient stores.

To further automate the ticket validation process, Keelung Station spearheaded the use of the automatic ticket gates in April 2002. In July 2004, the ticket vending machines in 58 train stations between Shuangxi and Chiayi were reformed to print tickets with a magnetic back. Customers could then use the new tickets to enter or leave the station through automatic gates. In March 2007, the Chiayi, Xinying, Tainan, Gangshan and Kaohsiung stations started to use the automatic ticket gates and stopped selling monthly or multi-ride passes.



臺鐵已在全線車站啟用電子票證驗票機（攝影：古庭維）  
Integrated Farecards Readers are available in all TRA stations.

## 電子票證席捲而來

非接觸式的電子票證是新一代的運輸票證趨勢，臺北捷運公司首先使用悠遊卡於臺北都會區捷運和公車系統，臺鐵則於 2008 年 6 月在臺北樹林間試辦悠遊卡電子票證乘車。8 月再推廣至基隆中壢間 19 站。2010 年配合交通部多卡通政策，12 月啟用基隆至中壢間各站「多卡通自動閘門」，除了可判讀臺鐵發售的各類車票外，並同時容納多家電子票證驗票機制，且旅客出入的速度可以高達每分鐘 60 人次，達到一卡通用多功能快速通關之目標。

由於電子票證乘車享有區間車九折優惠，推出以來大受歡迎，2011 年 6 月底再由原來的新竹至瑞芳間延長至福隆，南部區段增加保安、大橋、永康、新市、南科、及沙崙支線共 9 站，便利持卡旅客往返沙崙支線至南科園區間轉乘高鐵；2013 年 9 月多卡通電子票證設備建置完工，北部區段含福隆＝基隆＝苗栗（含平溪線及內灣線、六家線），南部區段含林內＝屏東（含沙崙線），均可使用電子票證，不過此時尚未能跨區乘車，根據統計，每日約有 30 萬人使用電子票證乘車，平均搭乘距離為 23.7 公里。2016 年 6 月 28 日，臺鐵局完成全線車站裝設多卡通驗票機。

## The Emergence of Electronic Tickets

Electronic tickets set a new trend in ticketing. Taipei Rapid Transit Corporation started to implement the use of "Easy Card" e-tickets in the Taipei MRT and bus systems. TRA then carried out a trial of the new system between Taipei-to-Shulin section in June 2008. In August, 19 stops between Keelung and Zhongli were added to the trial. In 2010, to cope with the new "Integrated Farecards" policy by the MOTC, "Integrated Farecards Gates" were installed in all stations between Keelung and Zhongli. These gates could read all TRA tickets and e-tickets from other systems. The flow of the customers could reach 60 passengers per min.

The e-ticket was popular since its introduction due to a unified fare of 10% discount on the Local train fare. At the end of June 2011, the applicable stops between Hsinchu and Ruifang were further extended to Fulong in Taipei's south end, and nine branch line stops including Bao'an, Daqiao, Yongkang, Xinshi, Nanko and Shalun, were added. Importantly, now passengers who used the Easy Card could use the Shalun Branch Line to commute to the HSR station. In September 2013, the "Integrated Farecards" system was installed nationally. In northern Taiwan, the stops in this system were extended from Fulong to Keelung to Miaoli, and the Pingxi, Neiwan, and Liujia lines. In southern Taiwan, the stops in the system were from Linnei to Pingtung, including the Salun Line. Unfortunately, the e-ticket would still not allow cross-district trips. According to the statistics, there were about 300,000 e-ticketed passengers per day and the average travel distance is 23.7 km. On June 28th 2016, TRA finally completed the installation of Integrated Farecards Readers at every station.



保安車站（攝影：古庭維）  
Bao'an Station

## 名片式車票的新時代

1990年代幾條地方支線停止營業前夕，吸引許多懷舊人潮搶搭最後一班列車，排隊搶購最後一天的庫存車票，1991年8月東勢線營業最後一天，特別發售背面加印停駛紀念字樣的硬票，一樣造成搶購。1993年7月保安站站房保存竣工典禮時，發售的「祝闔府永保安康」紀念車票是另一個例子，民眾大排長龍搶購，不到中午就全數售罄，也讓臺鐵看到將火車票變成文化商品的可能。

2000年6月，電視密集播出一支汽車廣告，鏡頭拍攝的場景是在古色古香的保安車站，一群要到永康站的女學生，買票後卻趕不上火車，正好有人讓她們搭便車到永康站，為了感謝這位好心的人，於是將原先買的「保安到永康」硬票送給他，希望「祝君闔府永保安康」。此一廣告播出後，由於影片讓人感覺溫馨，加上考季將至，於是吸引許多民眾專程「開車」到保安車站「指名」買「保安到永康」的車票作紀念。愈來愈多的民眾湧至保安站，甚至轉進永康站掃貨，贈送朋友或學生給予祝福，使得保安到永康的車票一再加印，短短四個月間熱賣二十餘萬枚，堪稱另一項臺灣奇蹟。



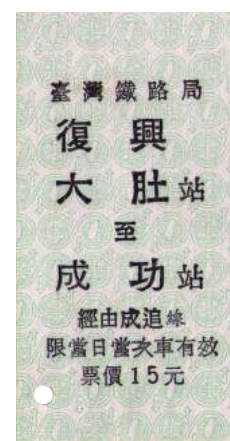


## The New Era of Card Tickets

In the 1990s, in the final days before the closure of several local branch lines, throngs of nostalgic passengers swarmed into the stations to take the last rides and formed long lines to buy tickets. In the last day of the Dongshi Line in August 1991, commemorative card tickets printed with a special announcement for the retirement for the train in the back were published, and the sales were extraordinary: all the tickets were sold out before noon on the opening day of the sale. In July 1993, the Bao'an station published commemorative tickets that read "Chu Ho Fu Yong Bao An Kang" which means "Bless Your Whole Family with Safety and Health". These extraordinary sales illustrated to TRA the commercial benefit of train tickets.

In June 2000, there was a car TV commercial about a group of female students rushing to the Bao'an Station. They met a stranger offering them a ride to the station so they didn't miss it. To thank this nice person, they gave him the "Bao'an to Yongkang" card ticket as a gift. After this commercial aired, viewers were very touched and many of them drove to Bao'an Station to buy the "Bao'an to Yongkang" card ticket as a souvenir. Also, it happened to be the peak time of College Entrance Exams, people liked to buy these card tickets and give them to friends and students as a good luck charm. In 4 months, there were more than 200,000 tickets sold and this created another Taiwan miracle.

\*Yong=forever, Bao=bless, An=safe, Kang=health



幾款著名的「吉祥車票」（王祿融提供）

Various tickets with station names that coincidentally have auspicious meanings in Mandarin.

Photo provided by Wang, Lu-Jung.

在臺鐵企業化的新思維之下，高雄站和臺南站推出「臺南高雄間鐵路 100 週年紀念月臺票」，二萬張紀念月臺票不到中午就被搶一空，當時黃德治局長說「為什麼不多印一些來賣呢？」。12 月間永保安康的車票愈炒愈熱，彷彿真的有神奇的魔力一般，永康跟保安站每日竟然可以賣出數千枚車票，站前經常出現排隊的長龍，吸引不少腦筋動得快的小販在站前販賣票套、中國結、代客護貝。有一次黃局長將民間販賣的 99 元永保安康車票禮盒拿給葉部長看，部長說「這種可以賺錢的東西為什麼不自己賺呢？」

於是臺鐵再順勢推出紀念二十世紀跨越二十一世紀的永保安康紀念車票，加印「公元 2000 年尾日紀念」及「公元 2001 年首日紀念」紅字，印量各十萬枚。結果車站從前一天晚上就有人開始排隊，六萬枚現場發售的紀念版車票，兩天都是中午不到就被搶購一空，賺進 180 萬元。外面的黃牛票更離譜，原價 15 元的車票叫價 200 ~ 500 元，如果連號的話索價更高。

在這波搶買即將消失的舊式名片式車票的熱潮下，臺鐵也注意到如「成功=追分」、「大肚=成功」、「成功=歸來」、「吉安=壽豐」等帶有吉祥祝福意義的站名組合，陸續推出相關車票商品。這些「吉祥車票」，與配合各車站百週年慶，以及新路線啟用通車而特別印製的名片式車票，意外成了售票電腦化之後，近十幾年臺鐵票務中心最主要的車票印製業務。

TRA then published two sets of "Bao'an to Yongkang" (aka. Yong Bao An Kang) commemorative tickets to celebrate the ushering in of the 21st century. Each set of the 10,000 tickets were printed with extra red text that either read "commemorate the last day of year 2000" or "commemorate the first day of year 2001". People started to line up the night before the sale and the 60,000 tickets for sale on site per day were all quickly sold out before noon. This phenomenon continued for two days and brought in the revenue of 1.8 millions NTD. Scalped tickets were raised from original NTD 15 to NTD 200-500, and can go even higher for sets of tickets with consecutive serial numbers.

Along with this popular trend of collecting rare card tickets that can be used as good luck charms, TRA also published similar products or accessories in other stations such as "Chenggong to Zhuifen" ("Get good grades"), "Dadu to Chenggong" ("Success to get pregnant"), "Chenggong to Guilai" ("Return home with a successful career") or "Ji'an to Shoufeng" ("Good luck, safety, long life and prosperity"). Now that the ticketing systems are all automated, printing these good luck charm tickets, centennial tickets for celebration, and special card tickets for newly opened lines are the major printing services provided by the TRA Ticket Affairs Center for more than a decade.

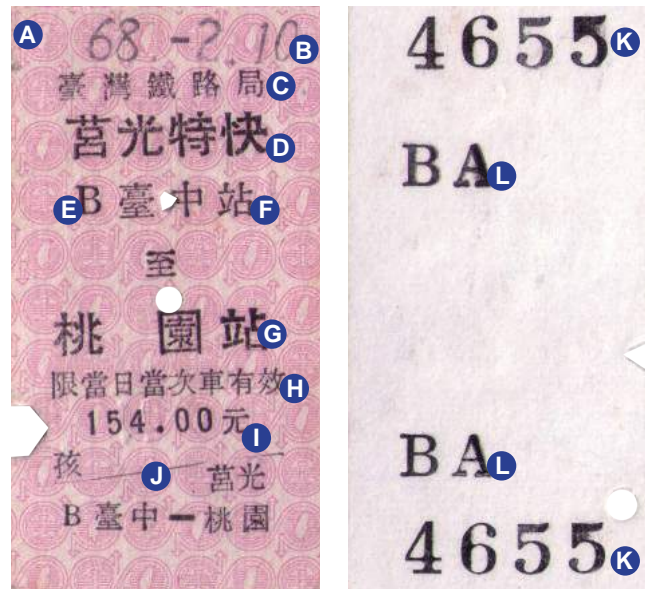
# 名片式車票誕生傳奇

## The Legendary Invention of the Card Ticket

文／攝影：古庭維 Ku, Ting-Wei

俗稱「硬票」的名片式車票，是英國人艾德門森（Thomas Edmondson, 1792-1851）研製，在 1840 年代開始被英國的曼里鐵道（Manchester & Leeds Railway）採用，之後逐漸風行至全球各地。這種車票的特徵，除了 30 x 57 mm 的標準尺寸之外，最關鍵的是在票背印上連續的流水號，並存放在專用的木櫃中待售，在電腦不普及的年代，這樣的設計對結帳作業有很大的幫助。

臺鐵的名片式車票上，具備有底紋、營運單位、車種、起迄站、附加說明及票價，背面則有流水號，車票製作時打上穿線孔便於捆紮。客運繁忙的車站，會有不同窗口及票櫃，因此在起站前加上代碼以區分車票「組別」；印在背面的流水號從 0000 至 9999 共一萬張，之後加上「字頭」，從 A、B、C、D、AA、AB……至 DD 為止，共 20 萬張才結束循環。由於使用之歷史悠久，票面格式歷經許多微調，例如底紋或字體大小，或因應營運需求，而將「剪斷線」（將車票沿線剪斷作為半票）取消等等，但印刷風格自二戰後未曾變化。



- |                   |                        |                           |                             |
|-------------------|------------------------|---------------------------|-----------------------------|
| A 底紋 background   | D 車種 train type        | G 迄站 arrival station      | J 剪斷線 cutting line          |
| B 日期 stamped date | E 組別 ticketing code    | H 附加說明 extra instructions | K 流水號 serial number         |
| C 營運單位 operator   | F 起站 departure station | I 票價 fare                 | L 字頭 unique alphabetic code |

The card ticket, invented by a British man, Thomas Edmondson (1792-1851), was first adopted in the 1840s by Manchester & Leeds Railway in UK, and then prevailed widely all over the world. Besides its specification as 30 mm x 57 mm, this kind of tickets features the serial numbers printed in the back and are stored in a special cabinet before sales. This ticketing system made it easy and convenient for the staffs to do the daily balance with limited availability of computers.

TRA's card tickets were printed with the background pattern, operator's name, train type, departure station, arrival station, additional instructions and fare in the front, and serial numbers in the back. In order to bundle up the tickets, a hole was punched by the printing machine. In some busy stations, there were multiple ticketing windows. To differentiate groups of tickets sold by a different window, there would be a letter added before the departure station on the ticket to serve as a ticketing code, such as "A-Taichung". In the back of the issued tickets, a distinct set of alphabetic code along with a serial number was printed. That is, a unique code consisted of one or two alphabets (such as A, or AB) would be assigned to a batch of tickets with a serial number ranging from 0000 to 9999. The alphabetic code followed an order of A, B, C, D, AA, AB, ... and DD. Along with serial numbers, the numbering of tickets ranged from 0000 to DD9999, and there were 210,000 tickets in total for a counting cycle. The printed style of TRA's card tickets had not been changed since the end of WWII except some modifications on the background pattern and the font size. And the cutting line for breaking a fare ticket in half price was cancelled in 1986.



底紋活版印刷機  
Typography press for printing cardboards.



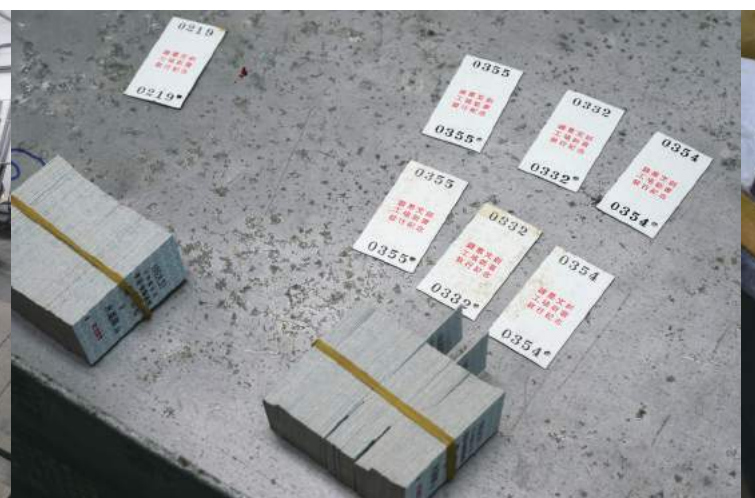
車票裁切機（長條）  
Cardboard cutting machine. (for strips)



車票裁切機（最後尺寸）  
Cardboard cutting machine. (for final size)



日本國友鐵工所製的硬票印製機  
Ticket printing machine made by Kunitomo Co. in Japan.



票面污損也會在校對時淘汰  
Tickets with smear or dirt are eliminated after proofreading.

位在中壢站南側的票務中心，是臺灣極少數的現役活版印刷廠，非常珍貴。除了負責硬票的印製，過去也製作各式軟票，臺鐵各種營業用單據目前也在此生產。在接到來自各站請領車票的申請後，票務中心便會進行審查，並依照同款車票在前一次印製時留下的樣張，確認票價及流水號，之後由師傅排版及印刷，完成後經過清點校對，最後進行捆紮、裝箱及鉛封，即可送往申請車站。目前由於人力有限，車票的底紋紙版已經委外製作。



票務中心共有三間的鉛字房  
Type depositary in the Ticket Affairs Center.



庫存的车票底板  
Cardboards in stock.



印刷油墨，目前只買得到黑、紅兩色  
The ink for typography. Now only black and red are available.



清洗油墨必須使用有機溶劑  
Organic solvent for cleaning.



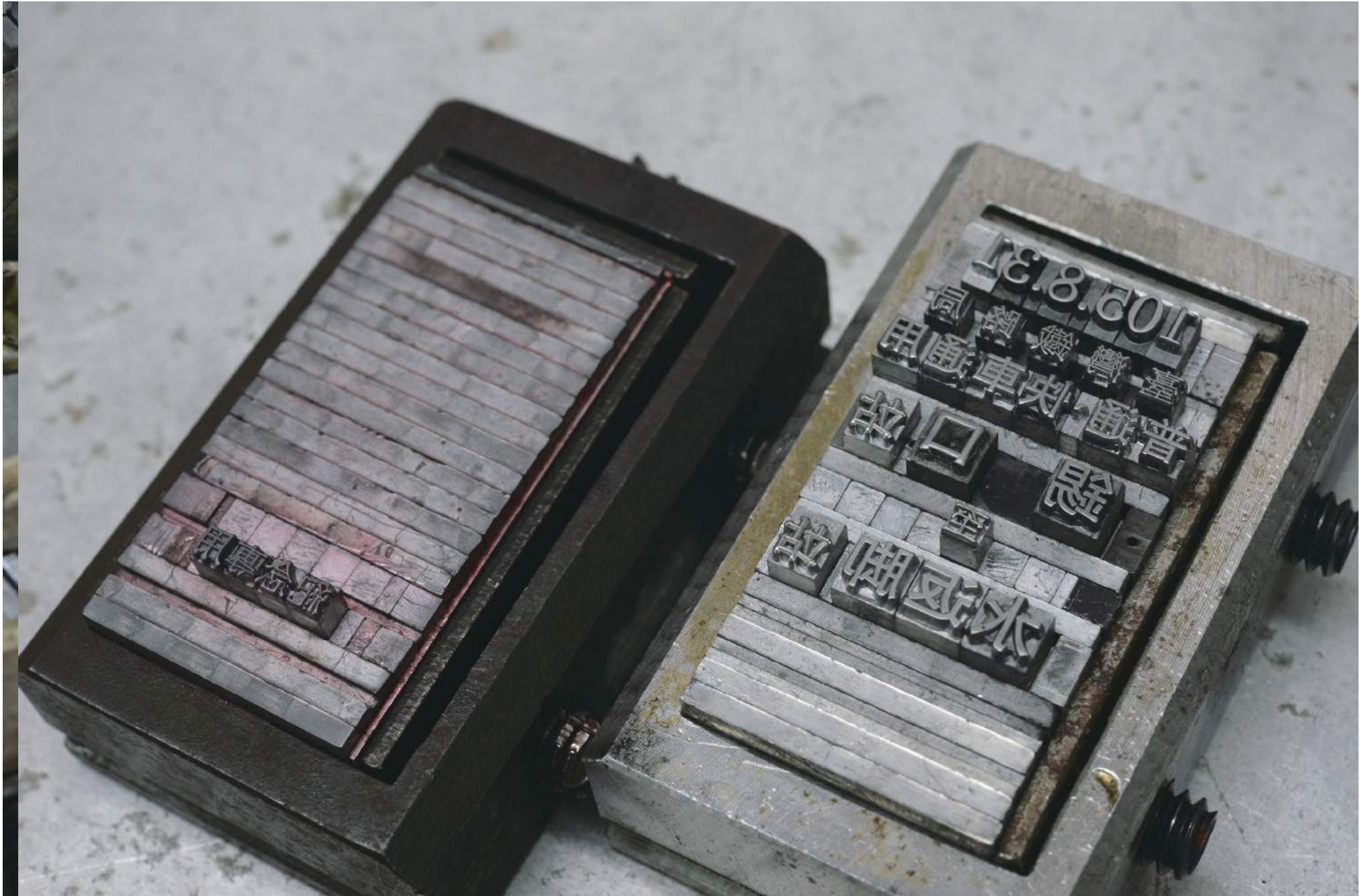
用於印製單據的活版印刷機  
Typography press used for printing forms and documents.

Located in the south of Zhongli Station, the Ticket Affairs Center is actually a rare and precious typography printing mill in operation. Besides printing card tickets, the center also printed various types of tickets, forms and documents. After receiving an order for new tickets from train stations, the center proceeded to pull out the station records and confirm the fare and serial numbers from the sample kept from the last printing. The ticket makers then typeset the format and printed the new batch of tickets. Before being sent to the station, these tickets were proofread, bundled up, packed into an aluminum box and sealed by lead. Due to a lack of makers, the background printing is now outsourced.

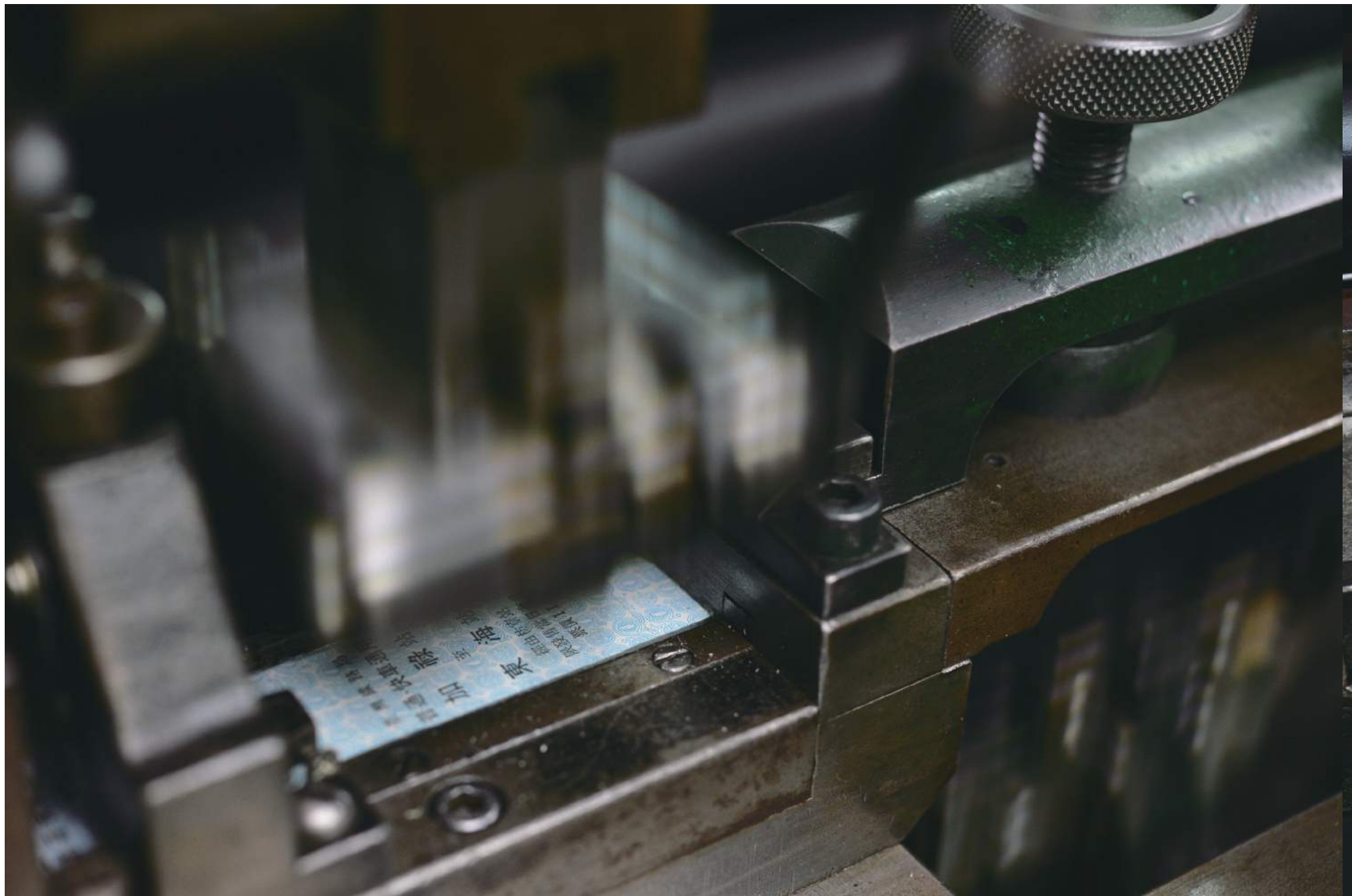


用於排版材料，包含鉛字與空鉛  
Types and blanks for typesetting.

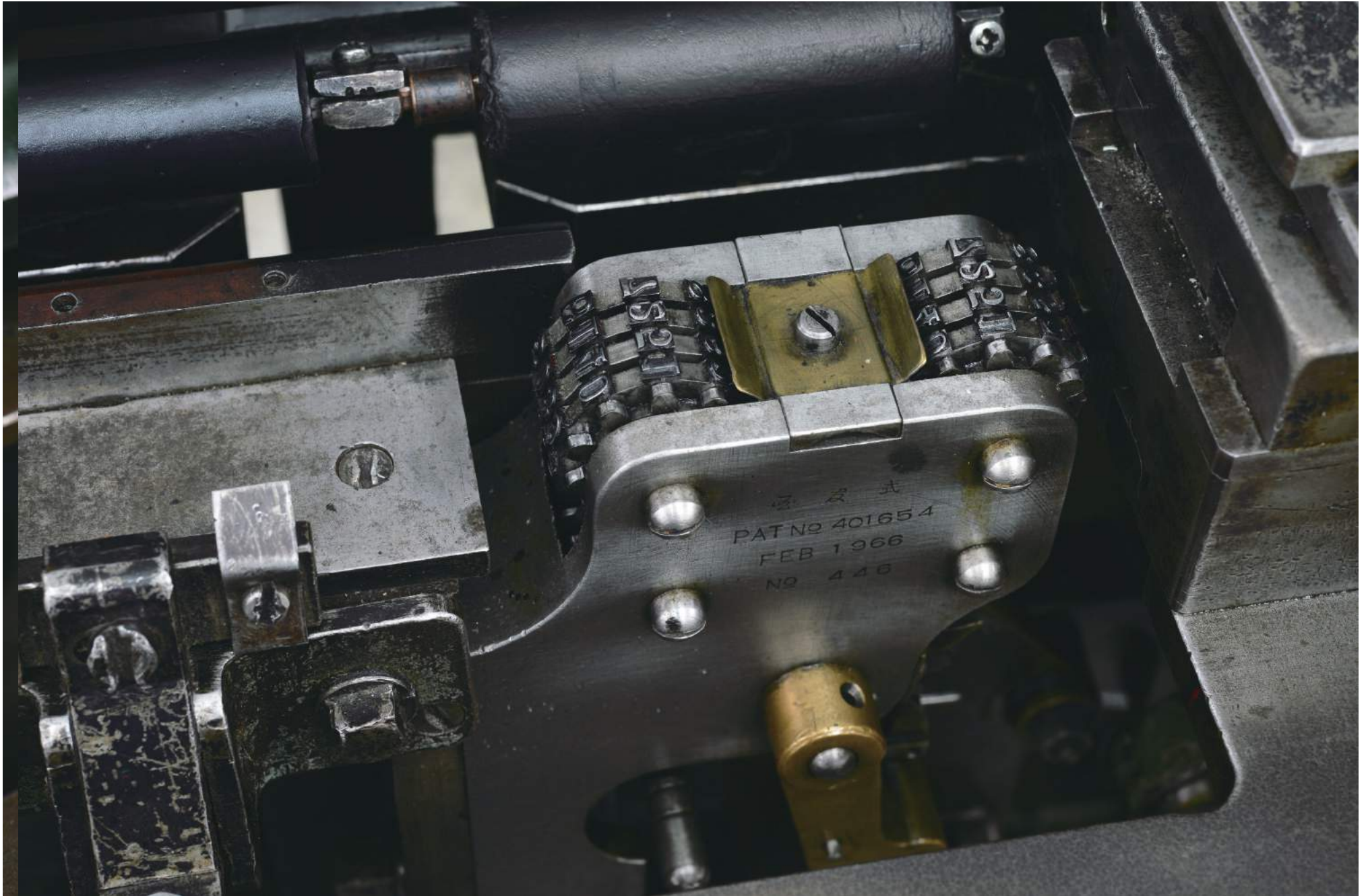




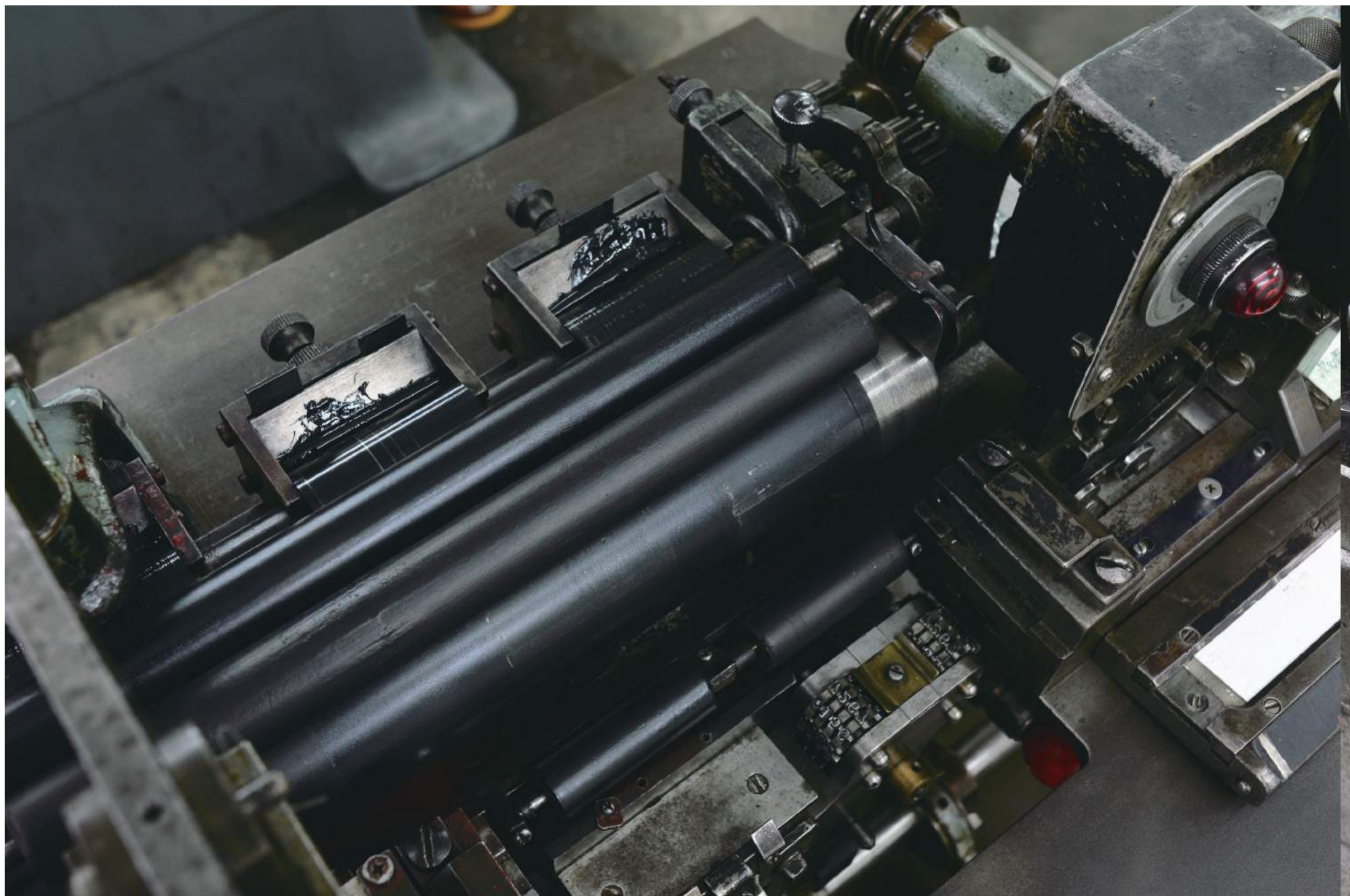
由於只能單色印刷，若要加上紅字，就得用另一個活版多套印一次  
One letterpress for single color printing.



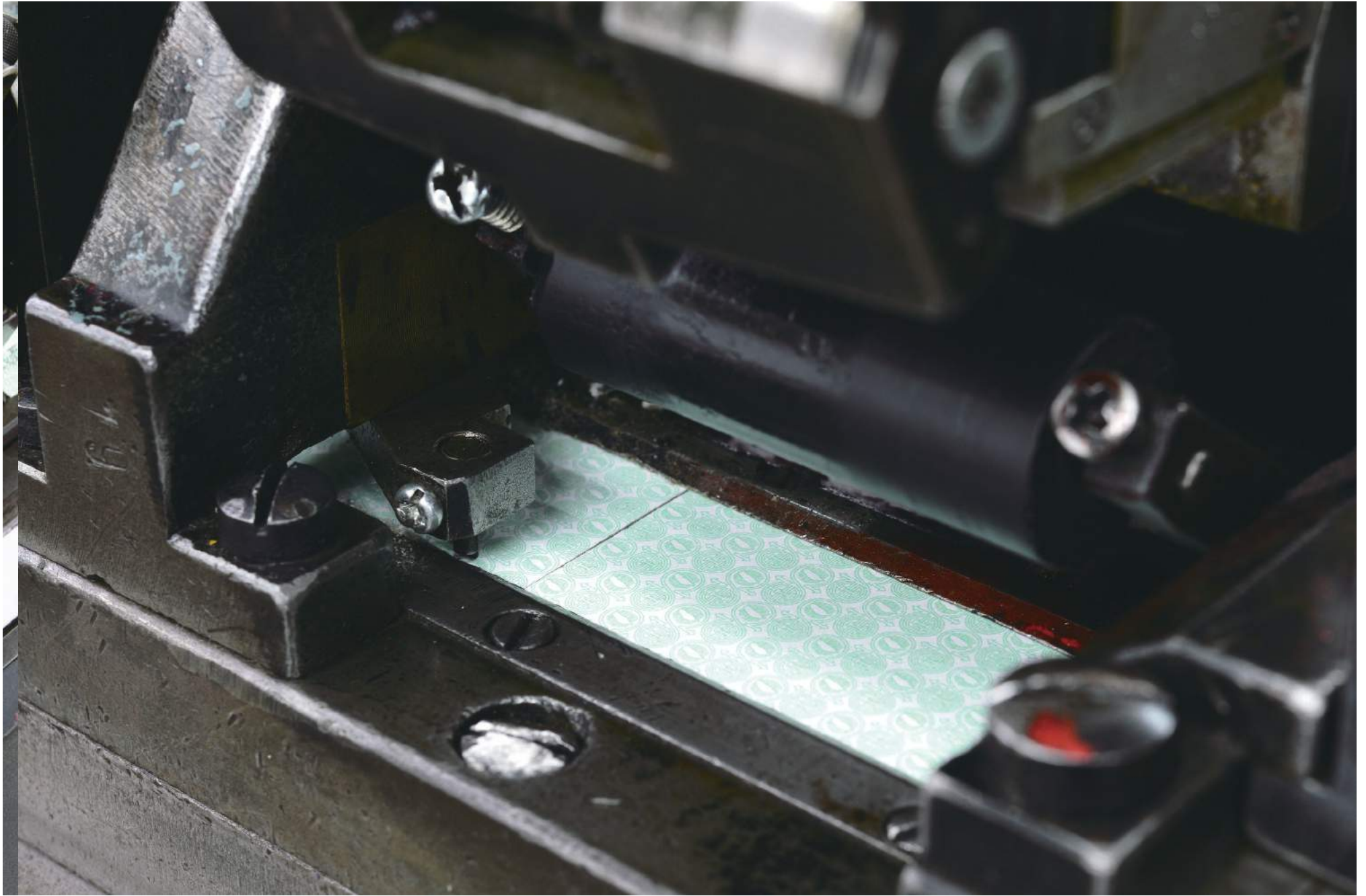
車票印製速度非常迅速，最快可在半小時印好一萬張  
The high speed printing machine can print 10,000 tickets in 30 min.



印製機內印刷流水號的構造  
The inner structure of the printing machine that prints serial numbers.



油墨存於墨槽中，墨輥讓油墨均勻分布  
The ink fountains and rollers.



印製機內將車票打孔的構造  
The inner structure of the printing machine that punches holes.



裝箱完成後進行鉛封  
The lead-sealed box loaded with tickets.



每批車票完成印製後，會將印樣留存下來  
The saved samples after each printing are carefully stored.



產業結構凋零與人力不足，都是名片式車票技術傳承的難題  
The decline of the typography industry and a lack of human sources  
are major issues in preserving the ticket printing techniques.

## 最後的鑄票師傅

票務中心共有十台名片式車票印製機，其中八台印製單程票（一台已另外收藏）、兩台印製去回票，由於去回票尺寸較長，機器的體型也大很多。在電腦售票尚未普及的年代，票務中心每天的印製量高達四、五十萬張，不但每台機器要火力全開，從早到晚不斷工作，而且裁切、檢字、排版、印刷等印製流程，都有專人負責處理。運送車票的鋁箱，當時是中壢車站第一月台上最常见的待運貨品。

在 2016 年的今天，臺鐵不但已全面電腦售票，還能在超商取票，甚至全線車站都已裝設電子票證的驗票機。大溪、加祿、集集、車埕等四站，並未裝設售票電腦，只發售硬票，成為鐵道迷朝聖的目標，也是遊客的驚喜。如今票務中心只剩兩位印票師傅和一位領班，每個印製流程都要精通熟練。除了人力不足，活版印刷在國內已完全沒落，全臺灣只剩一家日星鑄字行，活版油墨也只買得到黑、紅兩色，這些都是接下來轉型或技術保存的難題。



## The Last Ticket Makers

There are 10 ticket-printing machines in the Ticket Affairs Center. Eight of them were used to print one-way ticket while the other two were specific for round-trip tickets due to their big volume. Before the era of automatic ticketing, the center printed almost 500,000 tickets per day. Not only all machines kept printing day and night, but also the specialized workers in every one step of ticket printing including cutting cardboards, picking type, typesetting and printing. The aluminum boxes used to ship tickets were once the most common cargos seen on Platform 1 at Zhongli Station.

Today, almost all TRA stations have used automatic ticketing, and customers can even purchase tickets in convenience stores. Daxi, Jialu, Jiji and Checheng are the only 4 stations that haven't installed ticketing computers yet and are quite popular among railway fans. However, there are only two ticket makers and a foreman in the Ticket Affairs Center nowadays. They have to master in every step of ticket printing. Aside from this issue, there is only one type foundry, Ri-Xing, still exists, and only black and red ink are available. The decline of the typography industry makes it difficult to preserve or transform these ancient techniques to the next generation.

# 名片式車票故事之旅

## Railway Journeys with Card Tickets

文／攝影：古庭維 Ku, Ting-Wei

來自中壢票務中心的車票，一批批被送到車站之後，站員就要分類存放在庫存的櫃子中，當票櫃裡的車票用完時，再將一捆一百張的車票拆開，放進票櫃的格子裡待售。售票時，站員根據旅客的需求，從票櫃中找到符合使用的車票，並利用軋日機印上日期，若是對號列車，還需要從座位表圈出座號並寫在票背；接下來，這張車票就要開始自己的旅程了！名片式車票厚度適中，活版印刷的凹凸質感讓許多人愛不釋手，成為旅行途中最佳的紀念品。

名片式車票不僅仰賴大量人力印製，販售後還要藉由人工進行清點。每天結帳時，站員必須記錄票櫃中，每款車票當日最終的流水號，以盤點車票的銷售數量。由於臺鐵局票務系統已經電腦化，完全沒有售票電腦的加祿站，結帳後就要經由屏東站的協助登入系統中。此外，即將用罄的車票，也要經由站員向票務中心申請，經審核後才會印製。目前名片式車票銷售成績最好的車站，是由集集鎮公所代售車票的集集站。

\* 本章所列「實票」圖樣由王祿融、古庭維、張志文提供。



軋印日期後，旅途就開始了！  
Once the date is stamped, the journey begins!

After the newly printed tickets were sent to the departure station, staffs would store all tickets in stock by categories, and untie a bundle of 100 tickets for reloading when needed. When selling tickets, the staff would find the correct one in the cabinet in accordance with the passenger's request. Also, in the case of reserved seat trains, the staff had to select a seat from a seating chart and filled in these information on the back of the ticket. Finally, the ticket began its own journey after being stamped by a dating machine. With a subtle texture of typography, card tickets could be the best travel souvenir.

The manufacture of Edmondson tickets (aka. card tickets) not only required much labor but also needed manual daily post-sale inventory. The staff did the daily balance according to the last serial numbers on all kinds of tickets. Since TRA had launched the automatic ticketing, a few stations not included in the system, for example Jialu Station, would have to register the balance via Pingtung Station. Besides, the staff had the responsibility to apply for the new tickets printing, which would be verified by the Ticket Affairs Center. To this day, the Jiji Station, which is administered by Jiji Township Administration, holds the best record for card ticket sales among all stations.

\* Used tickets listed in this chapter are provided by Wang, Lu-Jung, Ku, Ting-Wei, and Chang, Chih-Wen.



由於需要的車票種類較少，加祿站的票櫃有許多空格  
There are many empty compartments in the ticket cabinet of Jialu Station due to a low demand.



一捆一百張的庫存車票  
Ticket stock, 100 tickets/bundle.



著名的「加祿東海」只是加祿站眾多款車票之一  
The famous "Jialu to Donghai" ("Good luck in getting promoted") ticket is just one of various tickets in Jialu Station.



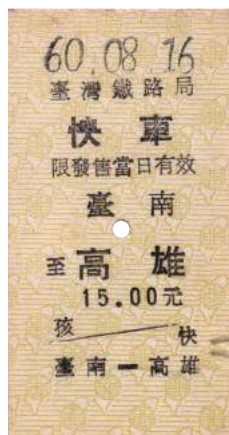
每天都要填寫一次的發售登記表  
Daily transaction log of card tickets.

## 畫龍點睛！軋日機

文：王 祿融 Wang, Lu-Jung

名片式客票的出現，讓發售車票更加便捷，票面上各種乘車資訊諸如車種、起訖站及票價，均在印製時多已備妥，只有日期、車次和座號等資訊無法事先印上。售票時，在票面上加註日期的動作，是與旅客完成契約的重要過程。自艾德門森式車票發展之初，能快速印上日期並防止弊端的「軋日機」（dating machine）即一同被發明。這種機器透過精巧的連動機械，能將無法擦拭塗改的油墨，經由可調整數字的字模軋印在車票上。

臺灣鐵路從日本時代即引進與日本內地相同，由菅沼整一發明並持有專利之軋日機，稱為「菅沼式乘車券日附器」。國府遷台後，受仿效歐陸體系之中國鐵路之影響，曾引進針孔式軋日機，然該套設備妥善率不佳，在 1950 年代末期已不復見於臺灣鐵路客票。此時的臺鐵又再度啟用菅沼式軋日機，由於故障率低，除了民間旅行社代售點以外，皆使用此設備。



兩種不同的軋日機及其日期字型，左為菅沼牌，右為天虎牌  
Two brand names of dating machines and its fonts. Left: Suganuma. Right: Tenko.

## The Finishing Touch: Dating Machine

The appearance of card tickets had made ticketing more efficient. Basic information such as train type, departure station, arrival station and fare were printed on the tickets in advance. The travel date would only be stamped on the ticket right before the ticket was sold. Stamping the date on a ticket symbolizes sealing a deal with the passenger. The dating machine was invented almost simultaneously as the Edmondson's railway ticket was invented. It was a sophisticated apparatus and printed date with adjustable number types and unerasable ink.

In 1930s, dating machines invented by Suganuma Seiichi, also called “Suganuma Ticket Dating Machine”, were imported from Japan. After the Nationalist Government moved to Taiwan, another type of “dotted font” dating machine was purchased from the Chinese National Railway. However, due to the low reliability, it was discarded in the end of 1950s. At that time, except for some commissioned travel agencies, every TRA ticket office went back to use the Suganuma dating machines again.



天虎牌軋日機的內部構造  
The inner structure of the Tenko Dating Machine.

時至 1955 年，菅沼氏持有的專利到期，在日本出現「天虎工業」製造的軋日機，外型較為方正，活字模的轉換亦更為便捷，很快地在日本的國鐵與私鐵廣為流行，臺鐵亦於此時引進，並逐步汰換菅沼式軋日機。從 1970 年初期至 2000 年，全線發售名片式客票的車站，皆採用此款軋日機。

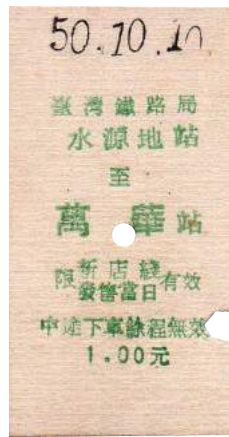
在日本，受到鐵道售票業務逐漸改為電腦化之影響，天虎工業最終於 1993 年停止軋日機的生產；而在臺鐵局部分車站仍常態發售名片式客票的最終幾年，則是經常可見將不同軋日機內部零件互換拼裝以繼續使用。到了 2011 年（民國 100 年），由於民國年份進到三位數，但軋日機原始設計之年份為二位數，將無法繼續使用，原定軋日機將就此走入歷史，所幸在永康站與熱心志工的合力下，將軋日機年份數字改造為三位數，使得這套精巧的機械得以繼續使用，繼續賦予名片式車票更多生命力。



天虎牌軋日機的日期字盤  
The number types of the Tenko dating machine.

After the patent held by Suganuma was expired in 1955, the Tenko Industry started to manufacture new dating machines. The new machines were more upright and square in shape and more accessible in changing number types, and soon became very popular among Japanese National Railway and other private railways. During this time, TRA also imported the Tenko dating machines and gradually eliminated the Suganuma ones. The card tickets between the early 1970s and year 2000 were all printed by the Tenko dating machines.

In Japan, affected by the prevalence of the automatic ticketing, the Tenko Industry finally ended the manufacture of dating machine in 1993. During the transitional period when the automatic ticketing system was replacing the traditional ticketing in TRA, the dating machines assembled by parts from various machines were commonly used. In 2011, Minguo 100 in Taiwan calendar, dating machines with the original design in printing only 2 digits could no longer be suitable for printing 3 digits. Fortunately, with the effort of the Yongkang Station staff and the volunteers, many dating machines were remodeled to print 3 digits and continued to print more card tickets.



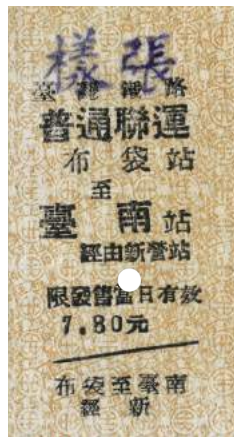
## 被遺忘的新店線

新店線在 1921 年開業，由萬華至新店 10.4 公里，是日本時代極少數與臺鐵相同軌距的私營路線。戰後在 1949 年，新店線由臺鐵買收，不過只營運到 1965 年就停駛。許多臺北人早已遺忘，現今的汀州路其實就是拆除新店線鐵軌後所闢建，而捷運新店線許多站名，其實與當年臺鐵新店線的車站完全相同。

## The Forgotten Xindian Line

Beginning in 1921, the Xindian Line was a 10.4 km private railway extending from Wanhua to Xindian. It was one of the very few private lines during Japanese rule that used the same track gauge as the one Taiwan Railways used. This railway merged into the TRA in 1949, but was abandoned in 1965. Tingzhou Rd. in Taipei City was built after demolishing the tracks that comprised the Xindian Line. Today, the names of many stations on the Taipei Metro's Xindian Line were inherited from those of the abandoned TRA stations.





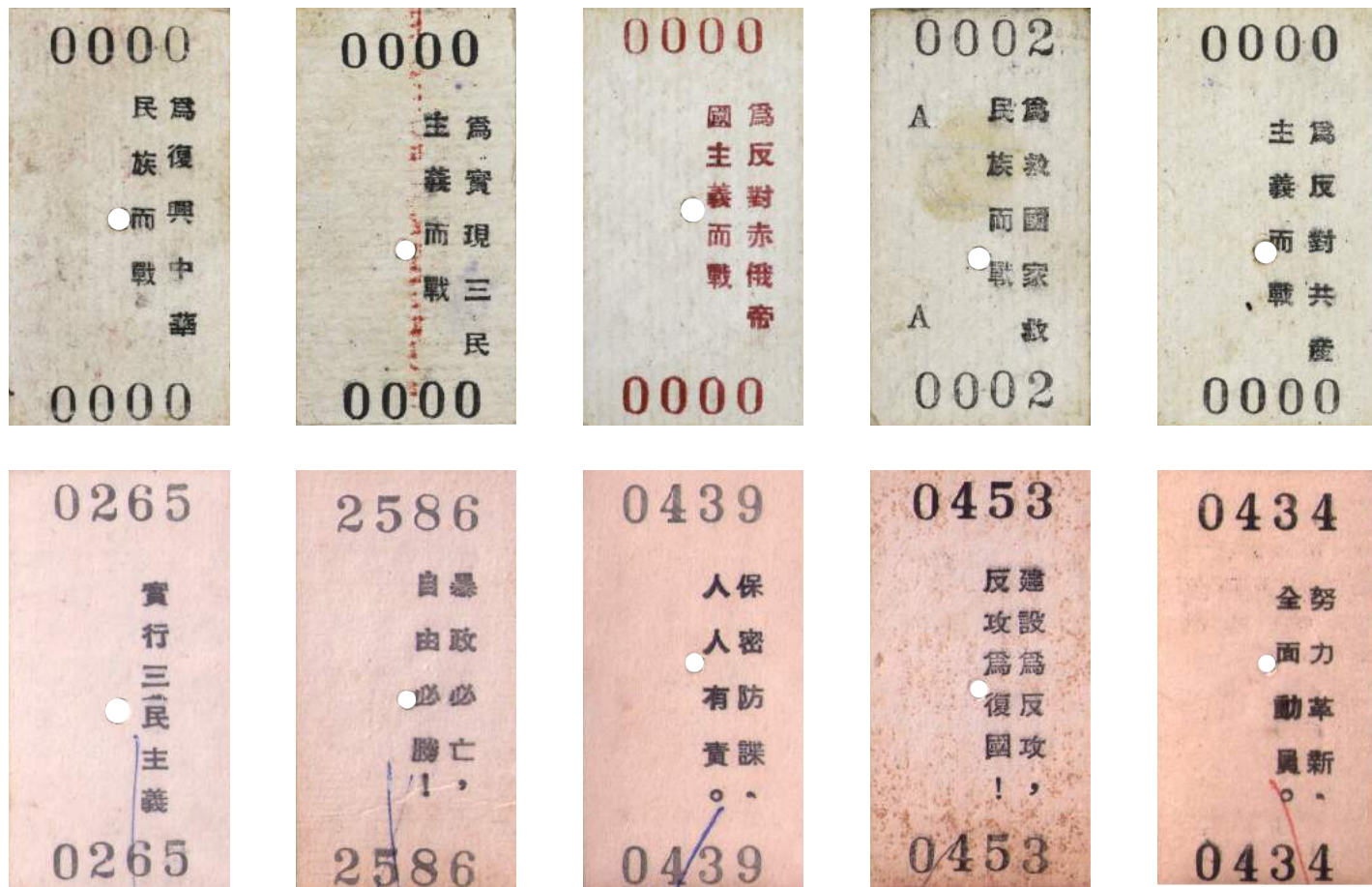
## 聯運車票

臺鐵與其他鐵道或公路客運的轉乘聯運，是從日本時代就有的服務。二戰後依然維持許多糖廠鐵道營業線，以及阿里山鐵道的聯運票。北迴線通車以前，則有臺鐵與蘇花公路金馬號的聯運票。最後一款名片式聯運票，是中興新村往臺北，其中中興新村至臺中是搭乘臺汽客運，一直販售到九二一大地震中興新村站倒塌為止。

## Combined Transportation Tickets

Starting in the era of Japanese rule, combined transportation services between TRA and other railways or buses were continued even after WWII. Before the North-Link Line was completed, there was a combined ticket for TRA train and Chin Ma (Golden Horse) Bus operating on Su Hua Highway. The last type of combined ticket was “Zhongxing Village to Taipei via Taichung”. The Zhongxing Village Bus Terminal was destroyed in the 9/21 Earthquake of 1999. This ended the sale of combined tickets.

## 車票故事



## 反應時局的標語

在臺鐵的硬票上，直到今天，普快車票的背面都還會印上「乘車秩序，先下後上」的宣導。事實上，從 1950 到 1970 年代之間，政府就曾利用車票標語作為宣傳工具，寫上各種反共救國、保密防諜的標語，完全反應當時威權及軍事的氛圍。

## Slogans on Tickets

To this day, there are slogans printed on the back of TRA card tickets saying “Please get on the train in an orderly fashion, and let passengers get off before boarding.” In fact, train tickets had been used as promotional tools for slogans between the 1950s and 1970s. The tickets were often printed with slogans about anti-communism, saving the country, containing national secrets, and anti-spying. These reflected Authoritarianism and the military-oriented attitudes at that time.

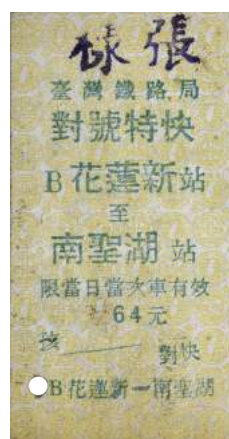
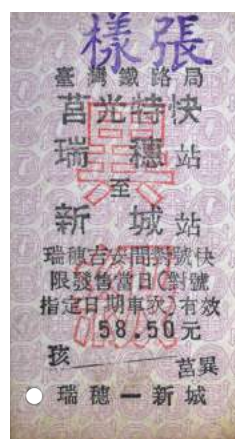
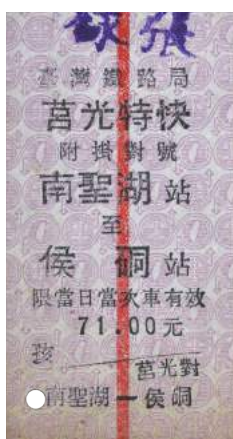
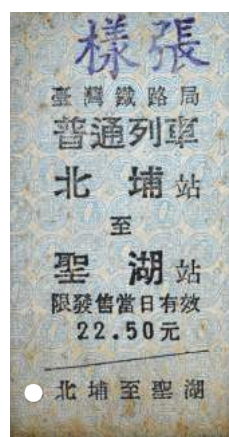
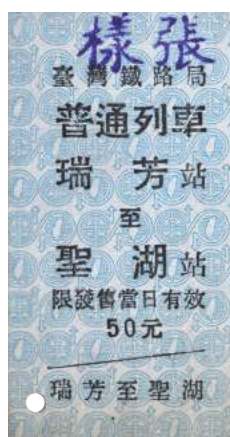
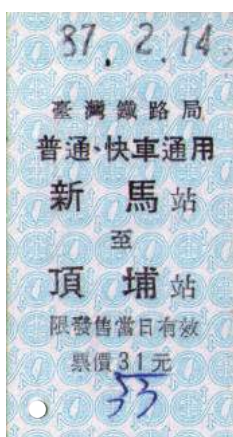


## 旅行社代售車票

在網路訂票便利，還能在超商取票的今天，已經很難想像早年的運作方式。為了方便旅客購票，臺鐵曾開放各地旅行社代售車票，並配有對號列車的座位。旅行社代售的車票上，在起站前加註旅行社代號，背面則加註某某旅行社代售。

## Train Tickets Commissioned by Travel Agencies

With the convenience of online ordering and ticket pick-up in convenience stores nowadays, it might be difficult to imagine the operation of ticket sales in the old days. In the past, TRA let the travel agencies commission ticket sales with reserved seats. The code of the travel agency was added in front of the departure station. The commission of a travel agency was noted on the back of the ticket.

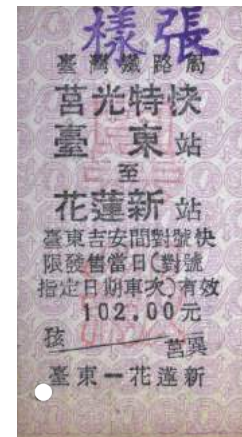
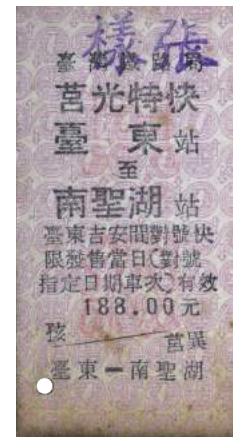
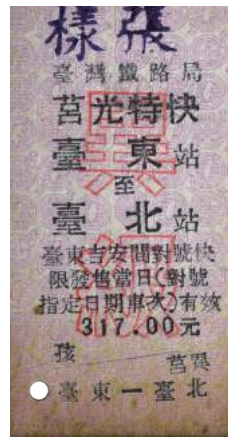
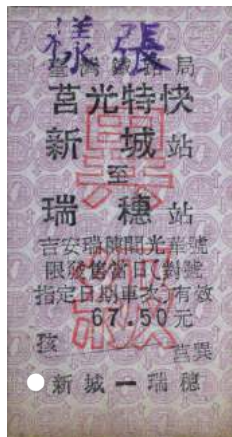
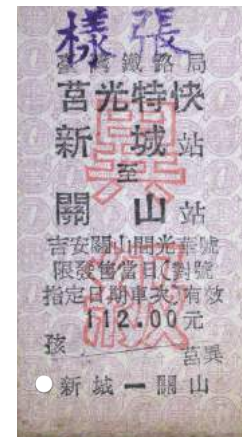
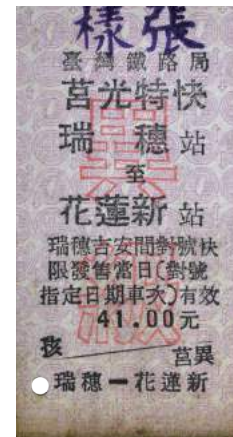
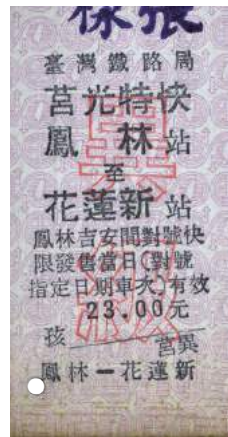
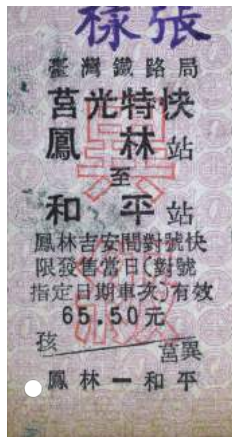


## 新馬與新城

宜蘭線新馬站的站名由來，取自附近新城與馬賽兩個地名，宜蘭線南段在 1920 年通車時，車站名稱是新城驛。然而到了 1970 年代，因為北迴線計畫也有新城站，所以就將宜蘭的新城與南新城兩站，分別改名為聖湖與南聖湖。北迴線通車後沒多久，1982 年南聖湖再改名為蘇澳新，聖湖則在翌年改名為新馬。站名轉變的歷程，在車票上可以忠實呈現。

## Xinma Station and Xincheng Station

The origin of the name of Xinma Station in Yilan Line derived from Xincheng and Basay. In 1920, when the south end of Yilan Line was open for traffic, the train station was called Xincheng Station. In the 1970s, there was also a Xincheng Station in the North-Link Line project. Therefore, the Xincheng Station and South Xincheng Station in Yilan were renamed to Shenghu and South Shenghu, respectively. After the North-Link Line was open for traffic, the South Shenghu was renamed again as Su'aoxin Station in 1982, and Shenghu was renamed as Xinma. The transformation of station names is faithfully preserved in train tickets.

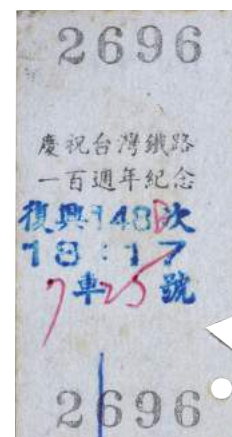
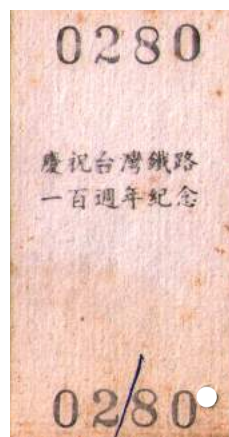
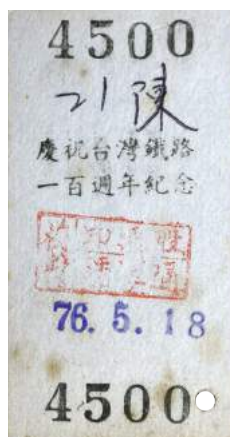
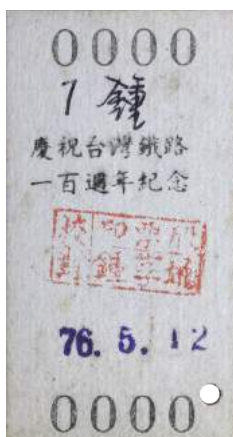
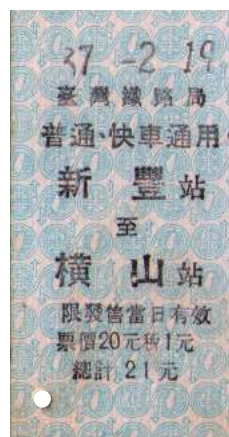
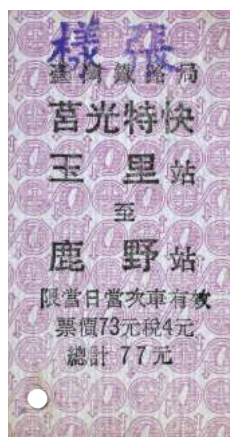


## 喧騰一時的吉安

在北迴鐵路通車，而東線鐵路完成拓寬前的過渡時期，從1980年2月2日起至1982年6月26日這段期間，由於1,067 mm 軌距路線已通至吉安站，為了方便旅客接駁，發售多款在吉安站轉乘的異級票。一時間南來北往的旅客，都要在吉安站下車，轉換不同軌距的列車。這樣的榮景，當然就在東拓全面通車後消失了。

## The Once Prosperous Ji'an Station

During the transition between the opening of the North-Link Line and the completion of the gauge widening of the Eastern Line (from February 2nd, 1980, to June 26th, 1982), the Ji'an Station had already been connected by the critical 1,067 mm track gauge route. To aid the passengers to transfer at Ji'an Station, various multiclass tickets were sold. Passengers who traveled north or south had to transfer at Ji'an for trains that ran on different track gauge. However, the popularity of Ji'an Station ended after the Eastern Line was completed.



## 慶祝台灣鐵路一百週年紀念

臺鐵局將 1887 年視為創始年，因此到了 1987 年是為一百週年。當時雖然並未特別發行紀念車票，但是在名片式車票背面，均加印兩行「慶祝台灣鐵路一百週年紀念」的楷體字，而當時數量仍不多的電腦票，則是在票面的臺灣鐵路局下方，加印一行「百週年紀念」。這種紀念票，是在硬票上加印紀念標語的始祖。

## Celebration of the Centenary of Taiwan Railways

For TRA, the year 1887 was significant as this is the birth year for Taiwan Railways; therefore, the centenary anniversary was in 1987. Even though there was no special commemorative ticket released, there were two extra lines in Kai fonts that said "Celebration of the Centenary of Taiwan Railways" on the back of card tickets at the time. For a few tickets printed with a computer, one line that said "Celebration of the Centenary" was printed underneath the TRA header. This was a harbinger of card tickets with commemorative slogans.

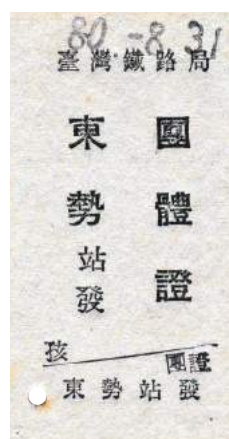
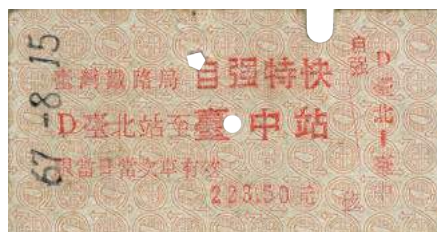
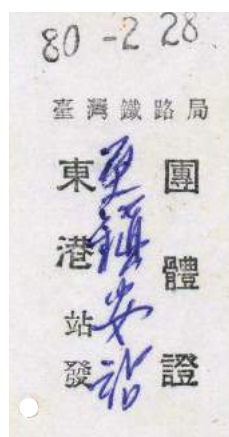


## 神祕的窗口代號

在旅客較多的車站，如果只準備一組車票，會來不及消化購票的人潮，因此要準備更多套的車票，透過不同窗口來販售。車票上，在起站前加印的英文字母，就是「組別」。例如臺北站，就擁有多達「I」組。有些組別代表了特定的窗口，例如「G 花蓮」來自花蓮後站，「C 樹林」來自樹林後站，而 K 組票則出現在少數幾站的補票窗口。

## The Mysterious Codes for Ticketing Windows

For stations that had crowded customers, multiple sets of train tickets were required to be sold in various windows. On the tickets, there would be a "ticketing code" added before the departure station. In Taipei Station, the busiest one in Taiwan Railways, the ticket numeration can go all the way to group "I". For some stations, the ticketing codes represented a specific ticketing window. "G-Hualien" meant the window in the Hualien Rear Station, and "C-Shulin" meant it was from Shulin Rear Station. "K" tickets usually were from excess fare ticketing windows in few stations.



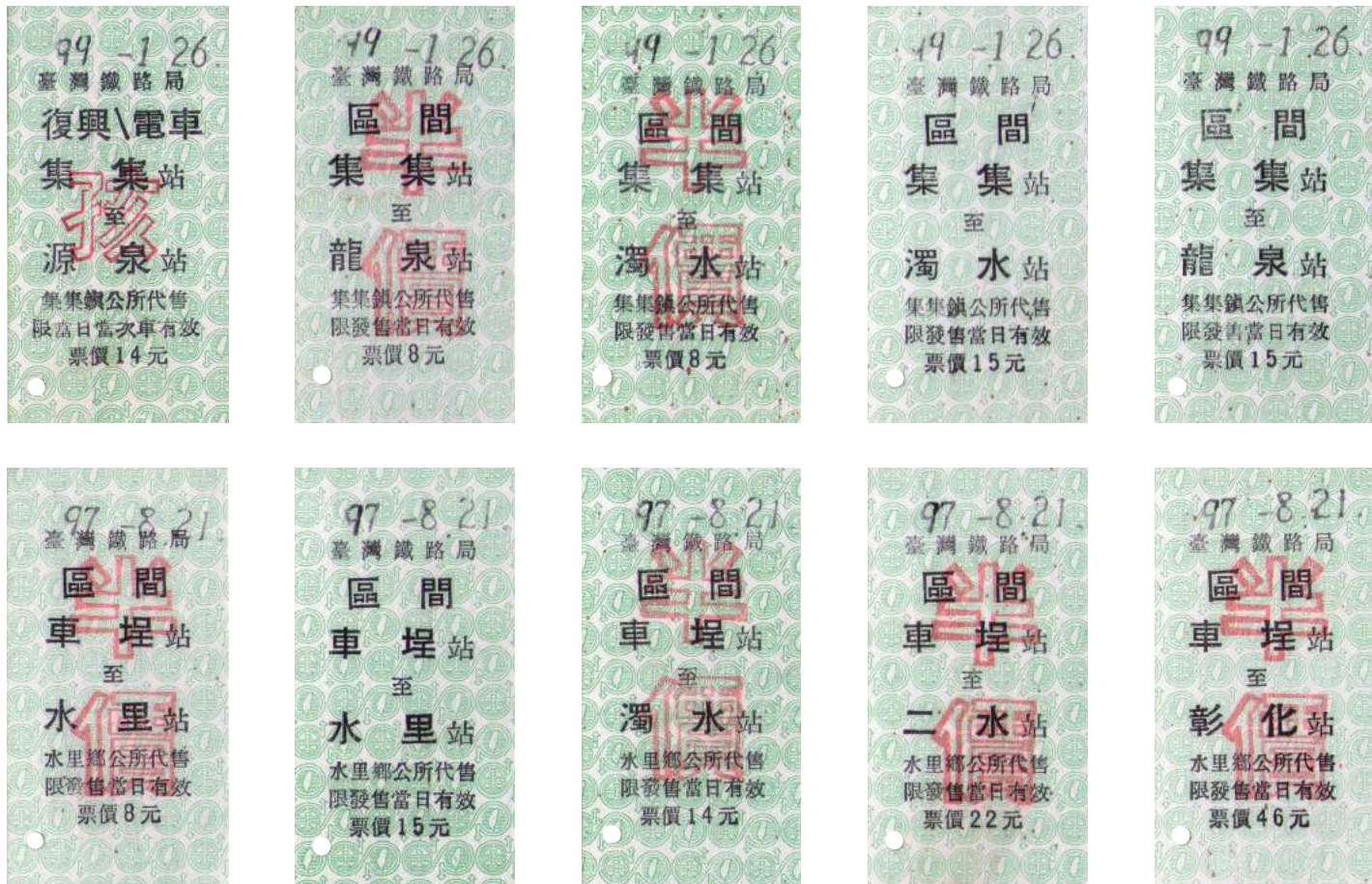
## 首航與末日紀念

一條路線的通車，或新型車輛上路，總是值得慶祝；同樣地，路線廢止或車輛停用，也值得紀念。近年的臺鐵局展現多元化經營，往往配合新路線通車印製紀念車票，而早年較不重視此類營運上的紀念日，因此舉凡自強號首航（1978年8月15日），或淡水線、東港線、東勢線的最終營業日（1988年7月15日、1991年2月28日及8月31日），僅能由車票日期憑弔。

## The Commemoration of The First and Last Train Ride

It is always worth celebrating the opening of a new rail line or a new type of train, and the same goes for retirement. In modern times, TRA is expanding its business angle and publishing commemorative tickets for new lines or new trains. In the past, those special events were not so highly valued. Therefore, only the date stamped could be the memories of the first ride of the Tze Chiang Limited Express (Aug. 15th, 1978) and the last ride of the Tamsui Line (July 15th, 1988), Donggang Line (Feb. 28th, 1991) or Dongshi Line (Aug. 31st, 1991).



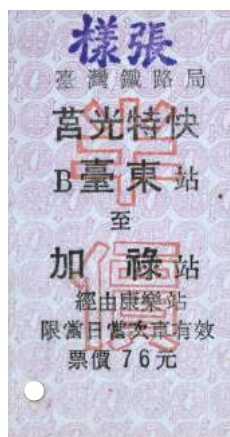
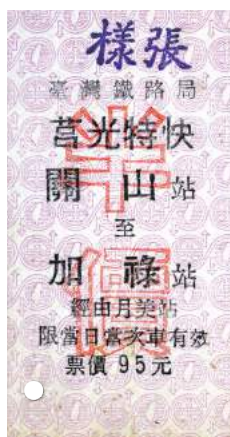
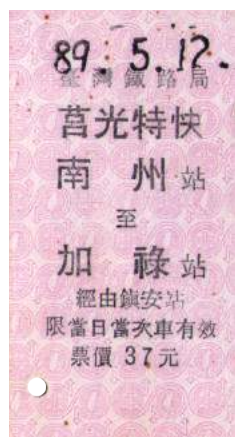
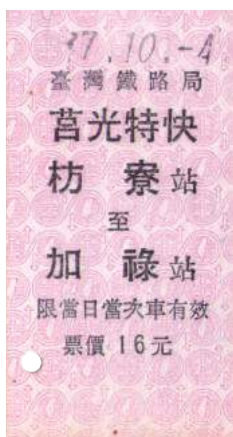


## 鎮公所賣車票

鐵道旅遊人氣居高不下的集集線，曾因營運不佳而面臨停駛，當時集集線已經只剩水里站有派員售票。後來在地方團體聲援，加上電視廣告推波助瀾下，集集線終於起死回生。為了方便旅客購票，1996年8月起，由集集鎮公所派員至集集站售票，票面均加註「集集鎮公所代售」。多年後的2008年5月，車埕站也由水里鄉公所派員恢復售票。這兩站也是目前最常請領車票的車站。

## Ticket Sales Commissioned By Townships

The now popular Jiji Line once had poor business and faced closure. At that time, people could only buy tickets in Shuili Station for Jiji Line. Later on, with the endorsement of local groups and TV commercials, Jiji Line came back to business. Starting from August 1996, the Jiji Township sent staff to Jiji Station to manage ticket sales. All the tickets sold were noted "Commissioned by Jiji Township". After many years, starting in May 2008, ticket sales at Checheng Station was commissioned by the Shuili Township. These two stations also request ticket printing the most.



## 不如預期的南迴線

1980年起工的南迴線，歷經千辛萬難，終於在1992年底全線正式營運。這也象徵臺灣鐵路發展一百餘年，完成了環島幹線的興築。或許是象徵意義帶來過大期待，有的計畫站在通車前遭到取消，例如富山站。更有許多車站在通車後被降等或裁撤，例如內獅、香蘭、三和、多良。當時印製的名片式車票，無疑是這段歷程最直接的見證。

## South-Link Line: The Line That Didn't Meet Expectations

The construction of South-Link Line started in 1980 and finally finished in 1992 after numerous difficulties. The completion of this line symbolized the completion of the round-island line after more than 100 years of Taiwan Railways development. However, some stations in this line got cancelled before this line was opened for traffic, such as Fushan Station. Several others were downgraded or closed after the line was open for traffic, such as Neishi, Xianglan, Sanhe, and Duoliang stations. The card tickets printed in this period were the most direct evidence of this history.



## 超罕見的瑕疵票

所謂「百密必有一疏」，即使名片式車票製作過程，是經過重重關卡，不斷檢核與校對，一發現瑕疵就得銷毀重印；但如同中央印製廠也會偶然印出瑕疵鈔票一般，完全以人工和機械運作的票務中心，也很難完全避免瑕疵品流出。也跟變體鈔票一樣，由於實在太罕見，成為收藏者蒐羅的目標。

## The Rare Defective Tickets

The production of card tickets was tightly monitored with repeated inspections, and defective ones were immediately destroyed and remade. However, just as the Central Printing Plant would occasionally print defective bills, so too did the Ticket Affairs Center occasionally print defective card tickets. This is likely because ticket printing totally relies on manual operation of machines, making it hard to avoid the leak of defective tickets to the market. Just like defective bills, defective card tickets are very rare and are a prize for collectors.

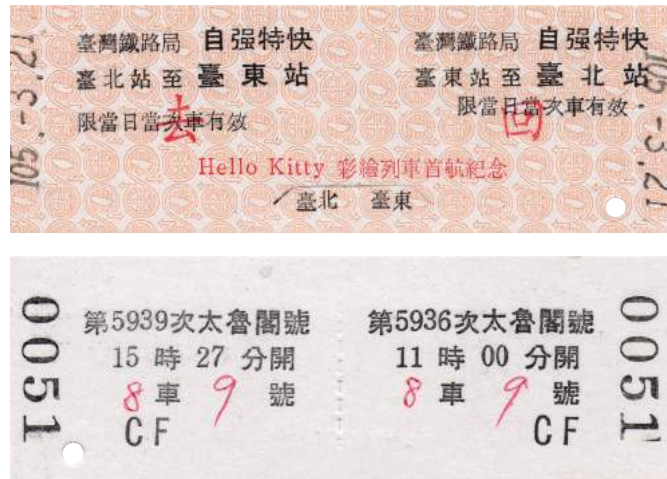
# 邁向鑄票文創之路

## The New Cultural Role of Ticket Crafting

文：簡 信立 Chien, Hsin-Li

臺鐵局自 1991 年起，陸續在全線各車站裝設電腦售票終端機、自動售票機、車上及車站用補票機，使得旅客購買名片式車票的機會逐年降低。目前票務中心僅存印製支線部分車站所需，以及配合特殊節日、活動或專開列車等量身訂作的紀念性名片式車票。當年輝煌時期，近百名技術人員操作所有機台，整日咯吱作響全都投入生產線，當時尖峰印製量，單是名片式車票每日最高量需印供 50 萬張，所投入之人力、物力成本可謂工程浩大。對照今日電腦售票及電子票證的普及，因票務系統的變革，以致印票總量急劇減縮，屬人工票證的名片式車票業務需求量已今非昔比。

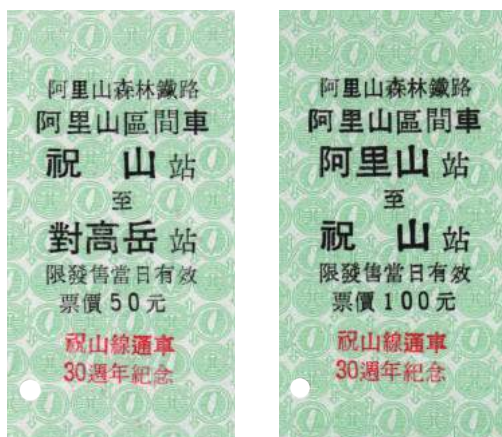
我在 2015 年 8 月 13 日接任票務中心主任，當日即在幹部的陪同下了解目前設備及作業情形，赫然發現臺鐵竟留存如此珍貴之寶藏。很多機器都是目前國內、甚至國外已絕跡，或已經停止運作僅供展示用的機種，更由機器銘版上的「昭和 45 年」（1966 年），可知它們已年過半百。更令人驚訝的是，這些寶貝依然在票務中心正常運作中！仔細觀之，無論是設備、技術或印製的成品，在在顯示這是具有悠久歷史的偉大知識庫。當下心中就有一股莫名的感動：總算見識到全國公部門唯一尚在運作的印刷廠，而且是遵循古法、古老設備與無形珍貴的活版印刷術。同時我也認為，這些有形及無形的文化資產，絕對可以做為票務中心未來發展的一條活路，更可以成為公部門除主業以外，創造附業開發成功的典範。



搭配 Hello Kitty 列車首航印製的紀念票（王祿融提供）  
 The commemorative tickets for celebrating the first operation of a Hello Kitty Train.  
 Photo provided by Wang, Lu-Jung.

Starting in 1991, TRA started to install automatic ticketing vending machines in all stations, and excess fare readers for both onboard and station customers. This made the sale of card tickets decline significantly. Now, the Ticket Affairs Center only prints ticket for branch line stations or publishes card tickets for special holidays or events and commemorative tickets for special train rides. In its prime time, there were nearly 100 operators for the tickets manufacturing line and the daily request of card tickets could reach 500,000 tickets. However, this scene no longer exists.

After I took over the directorship of the Ticket Affairs Center on August 13th, 2015, I right away went on to check the current equipment and manufacturing line. I was amazed by the treasures kept by the TRA. Most machines are no longer used and are only for exhibition and, thus, cannot be found elsewhere in Taiwan or abroad. There are even machines engraved with the words “Showa 45” (1966) which indicates they are over 50 years, and are still operational at the Ticket Affairs Center. I was touched by this precious collection of ancient wisdom documenting the history of printing equipment, technologies and products. These cultural assets can help the TRA and the Ticket Affaires Center to create a successful sideline business.



祝山線 30 週年紀念票  
The commemorative tickets for celebrating 30th Anniversary of Zhushan Line.



臺北車站 · 大阪站締結紀念車票  
The commemorative tickets for celebrating the sister agreement between Taipei Station and Osaka Station.

文化創意即是「在既有存在的文化中，加入每個國家、族群、個人等創意，賦予文化新的風貌與價值」（摘自網路維基百科定義）。早期臺鐵的名片式車票，向來就有很多愛好者收藏，但都僅限於少數人。真正開始打出名號的，是在 1993 年 7 月 15 日保安車站完成整修時，首次推出的「永保安康」紀念車票，當時引起轟動，造成大賣。嗣後再加碼推出以其他車站站名結合的吉祥語紀念車票，也都獲得民眾的青睞，銷售成績一樣亮眼。餐旅服務總所看好這個市場，順勢開發名片式車票的周邊商品，在款式變化、適度包裝及強力宣傳下，再度創造另一波長紅的業績。由此看來，票務中心在印製車票及印品方面已無業務上之迫切需要，但未來卻可以參考國內文化創意產業發展成功的案例，繼續將這些珍貴的文化資產傳承下去。



台鐵植物風情紀念車票

The commemorative platform passes for 10 stations that have plant names embedded in station names.

The term “Cultural and Creative Industry” embraces the concept of “adding national, tribal or personal creativity to add new styles and values to pre-existing cultures.” The early TRA card tickets used to have limited a number of collectors, but rose in popularity when the Bao’an Station finished its renovation and released “Yong Bao An Kang” commemorative tickets for the first time on July 15th, 1993. Some stations then followed and released their commemorative tickets with blessing words that integrated the names of the station. Due to the overall success of commemorative tickets, the Catering Service Department of TRA also promoted various accessories of card tickets for sale and again created outstanding revenue. Up to this point, the Ticket Affairs Center has no urgent need to embark on new business ventures, but will still look into more successful cases in Taiwan’s Cultural and Creative Industry. We hope to pass down these precious cultural assets to future generations.

臺鐵局周局長永暉對於票務中心未來的發展方向非常關心，除親自主持組織調整會議外，也特地抽空巡視票務中心業務，並與員工親切懇談，更指示局內相關單位協助票務中心朝著文創方向邁進，同時針對設備、技術及成品，以動態保存的方式對外推廣。有了局長的提示，票務中心的同仁都有一定的認知，也願意為保存這一批文物與技術貢獻一己之力。

所謂工欲善其事必先利其器，現階段我們會將功能不佳的機器、設備進行維修，使之保持最佳狀態，員工之間技術的相互交流與傳承，讓長官們知道票務中心已準備好迎接全新的挑戰，並規劃向國內成功的文創機關或團體取經，同時也打算與其他公部門合作，以提升文創水準及附加價值，使臺鐵局票務中心的文創產業在設備的動態保存與技術傳承的永續發展中，走入民眾內心，並且擔負起文化與歷史傳承的角色，繼續在歷史的舞台中發光發熱

The Director-General of TRA, Yong-Hui Chou, is very attentive to the future of the Ticket Affairs Center. Not only did he host the organization meetings, but he also made time to visit the center and talk to the employees. Director-General Chou also directed a team to move toward adopting Cultural and Creative Industry and promoted mobile preservation methods for ancient cultural assets. With the leadership of Director-General Chou, staff in Ticket Affairs Center came to a consensus about conservation of these ancient assets.

At the current stage, we are trying to repair machines and equipment to maintain their optimal status. We also encourage the exchange of experience among employees. Together, this demonstrates to the officials that Ticket Affairs Center is ready for new challenges and would be humbled to learn from other cultural and creative industries. We are also looking to collaborate with other governmental departments to further raise the extent of our cultural creativity and extend these developments to the public. The TRA will take the responsibility to pass down important cultural values in history and continue to shine.





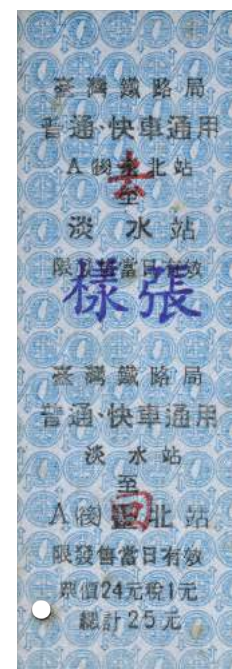
臺鐵局特別邀請設計大師林盤聳教授及亞洲大學游明龍教授，設計「百福＝福隆」的車票封套，在2016年的農曆春節期間祝福旅客。紅色的紀念車票，贈送給2016年2月4日搭乘新購普悠瑪號首航的旅客；綠色的「復興」車票則是2月22日的元宵節紀念票。百福＝福隆，不論橫向或縱向排列，皆為百福及福隆，顯現中文字在車票上的創意趣味，也將是鑄票文創工場努力的方向。

TRA specially invited the design giant Professor Pan-Soong Lin, and Professor Ming-Lung Yu from Asian University to design a new decorative sleeve for commemorative “Baifu to Fulong” (“Loaded with blessings”) tickets. Red tickets were given to passengers who took the first ride on the new Puyuma Express trains on February 4th, 2016, at the time of the Lunar New Year celebration. The green “Fu Hsing” tickets were then used for the Lantern Festival on February 22nd. The arrangement of Baifu and Fulong on the tickets makes it either Baifu or Fulong when read vertically or horizontally. This demonstrates the unique creativity the Chinese characters can achieve on train tickets and it is a vision of the cultural and creativity industry in train ticket crafting.

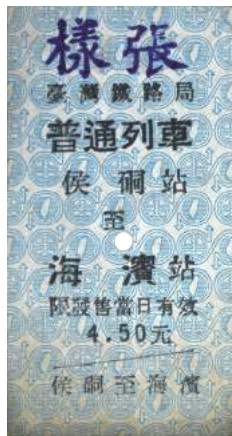
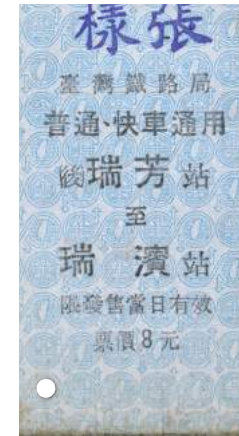
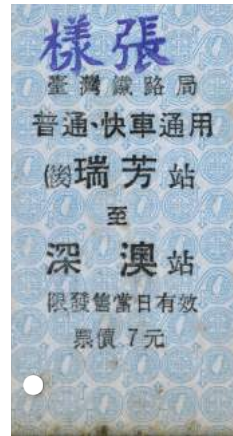
# 附錄一：票務中心珍藏樣張

Appendix I: Precious Samples Preserved by the Ticket Affairs Center

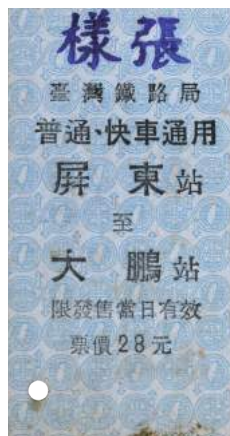
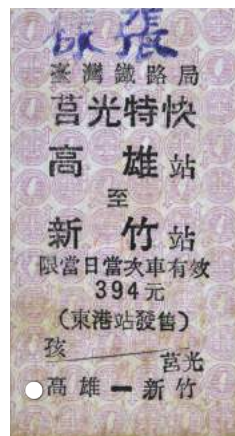
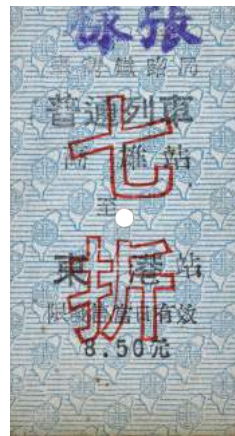
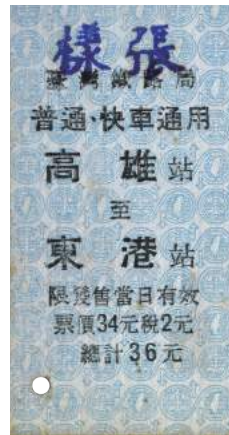
## 淡水線 Tamsui Line (1901-1988)



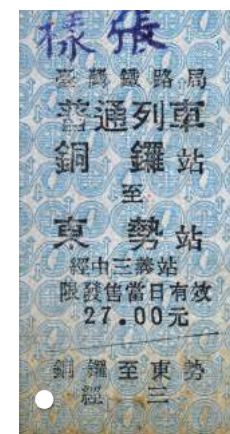
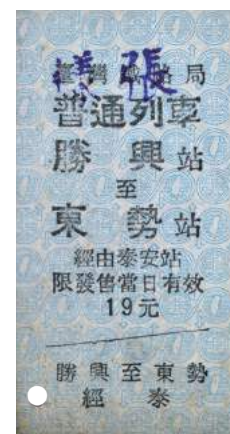
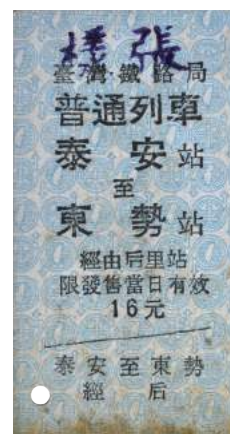
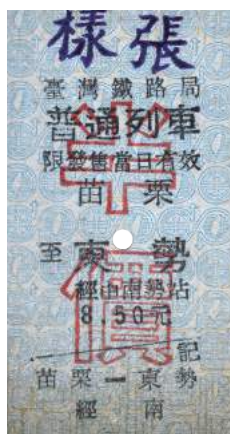
# 深澳線 Shen'ao Line (1967-1989)



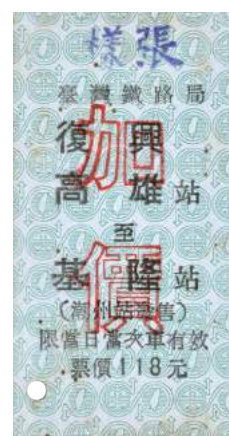
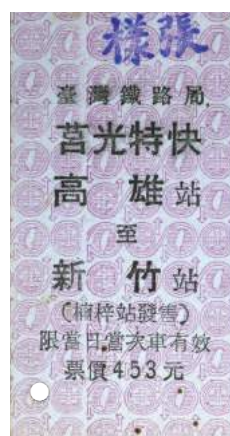
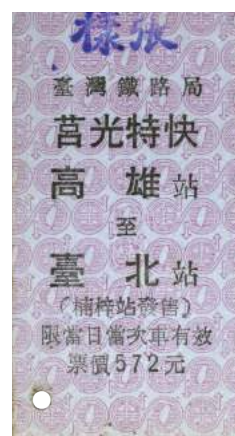
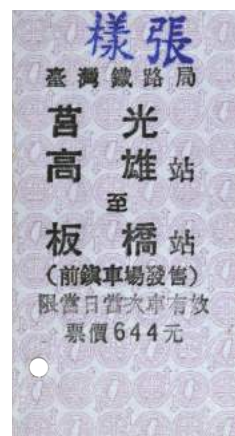
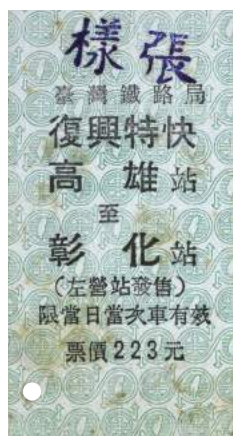
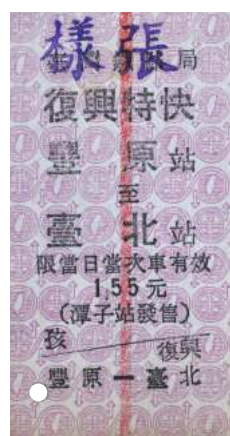
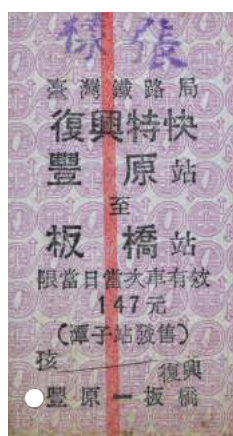
# 東港線 Donggang Line (1940-1991)



# 東勢線 Dongshi Line (1959-1991)



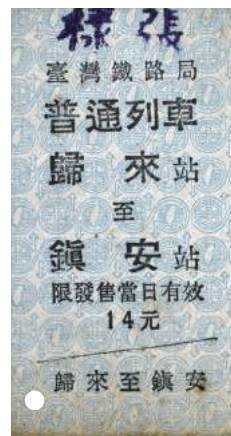
## 代售車票 Tickets Sold by Commissioned Stations



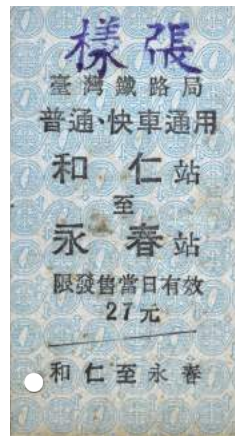
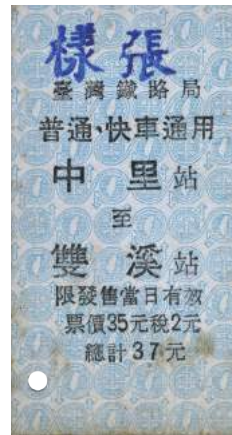
## 西部幹線 Western Trunk Line



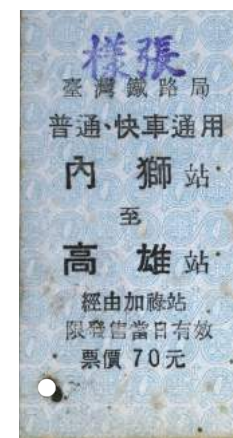
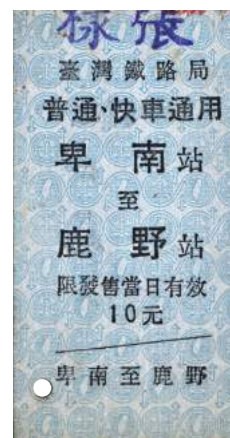
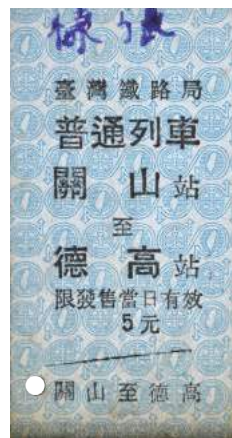
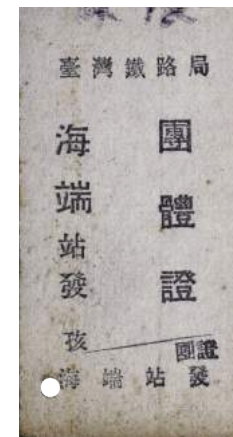
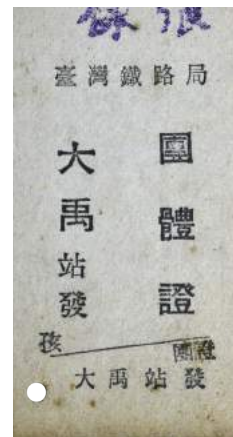
站段	元	期
成功	29.00	1
銅鑼	59.00	1
南勢	61.00	1
苗栗	65.00	1
士林	128.00	2
北投	132.00	2
淡水	137.00	2
經由成淡		
(石榴) B		



東部幹線及南迴線 Eastern Line and South-Link Line

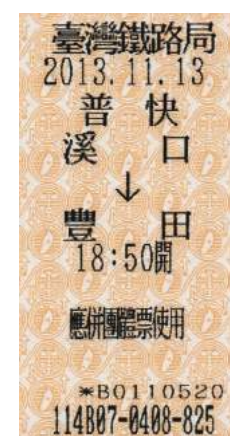
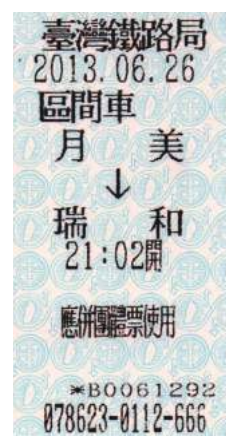
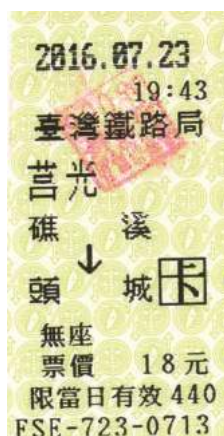
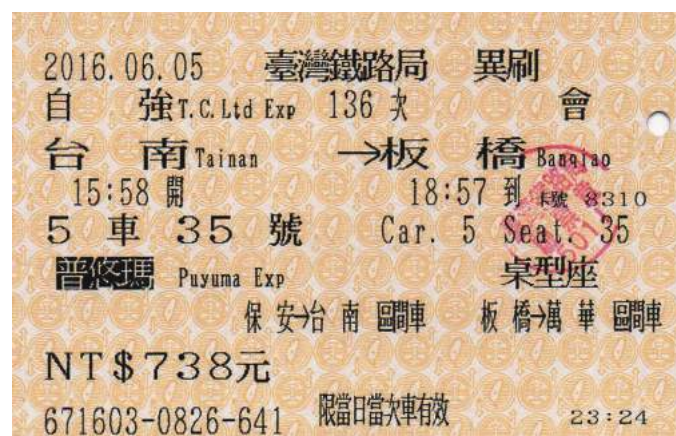






## 附錄二：現行電腦售票之車票

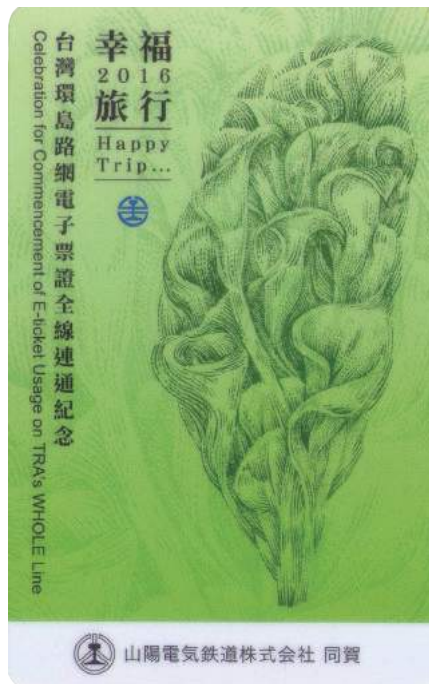
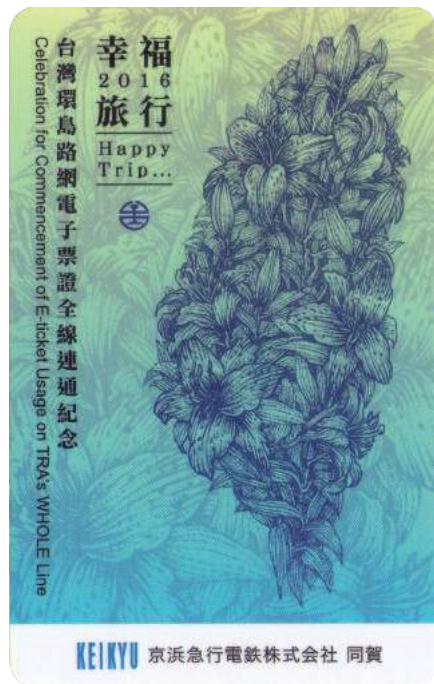
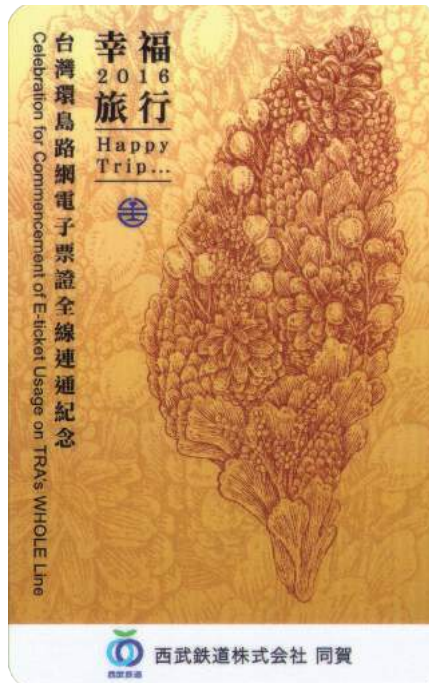
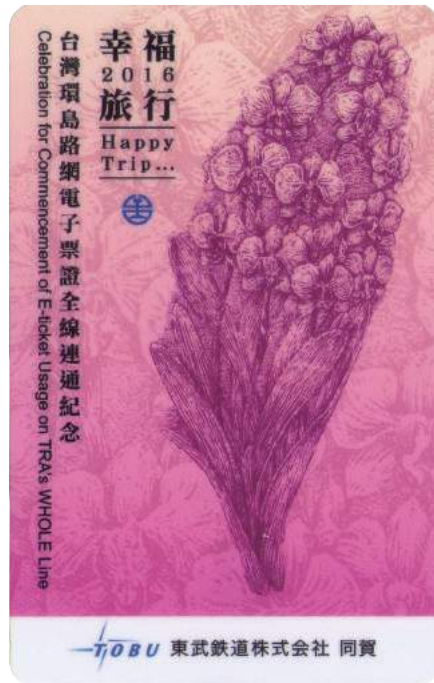
Appendix II: Tickets Sold by Automatic Ticketing



(王祿融提供) Photo provided by Wang, Lu-Jung.

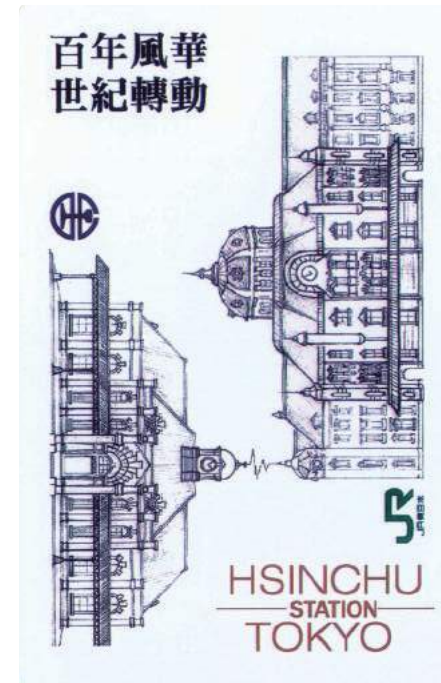
# 附錄三：電子票證紀念票卡

## Appendix III: The Commemorative e-Tickets



台灣環島路網電子票證全線連通紀念（林磐聳設計）

Celebrating the commencement of e-ticket usage on TRA's whole line.  
(designed by Prof. Pan Soong Lin)



新竹車站與東京車站締結姊妹站紀念票卡  
Celebrating the sister-station agreement  
of Hsinchu and Tokyo.

幾十年來，臺鐵所有名片式車票，都是經由這條小路，到中壢站的月臺上，然後前往全路各站，準備隨著旅客繼續下一段旅程。

For many decades, all of the TRA's card tickets started their journeys from this trail in the end of the platform 1 at Zhongli Station.

108 鑄票文創工場





TRA 鐵道生活文化專輯 3

# 鑄票文創工場 臺灣鐵路車票故事之旅

Crafting Train Tickets: A Cultural History of Taiwan Railways

發行人：周永暉

總編輯：鹿潔身、鐘清達

副總編輯：朱來順

執行編輯：杜微

主編：張錦松

副主編：簡信立

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