



















LDR2204柴油客車
LDR2200 Diesel RailCar

LDR2200型柴油客車，為早期臺東線762毫米軌距時所使用的車輛，於民國45年時為發展花東地區交通運輸管理所需，由臺北機廠(現富岡機廠)仿照日本國鐵80系電車車型打造車身，並運至花蓮機廠裝配柴油引擎，該型車輛共打造4輛(LDR2201~LDR2204)，最高時速可達每小時70公里，成為當時花蓮-臺東間的運輸主力車型之一，因外觀塗裝為下黃上白，因此被當地人稱作「黃皮仔車。」

The LDR2200 Diesel Railcar was used on the Taitung Line when it had a 762mm track gauge. It was developed in 1956 to meet the transportation needs of the Hualien-Taitung area. The car body was modeled after the Japanese National Railways' 80 series electric trains, built by the Taipei Railway Workshop (now the Fugang Vehicle Depot). The diesel engines were then installed at the Hualien Railway Workshop. A total of four cars were produced (LDR2201 to LDR2204), with a maximum speed of 70 km/h. The LDR2200 became one of the main transportation models between Hualien and Taitung at the time. Due to its color scheme, with yellow on the bottom and white on top, it was commonly referred to by locals as the "yellow-skin car."

LTPS1102木造客臥車
LTPS1100 Wooden Passenger and Sleeper Car

LTPS1100型木造客臥車，為早期臺東線762毫米軌距時所使用的車輛，該型車輛原先為LTPS1100型臥鋪車，全車設有16個床位，因當時臺東線開行的夜行列車座席供不應求，因此臺鐵局花蓮管理處於民國51年由花蓮辦事處修理廠辦理3輛臥鋪車改裝作業，將一半的床位改為座位，成為一輛設有20個座位，8個床位的車廂，並重新命名為LTPS1100型客臥車，使該型車輛在提升空位的情形下，仍保留原先的臥鋪服務。

The LTPS1100 wooden passenger and sleeper car was used on the Taitung Line when it had a 762mm gauge track. Originally, this type of car was the LTPS1100 sleeper car, which had 16 sleeper berths. Due to the high demand for seats on the night trains operating on the Taitung Line at the time, the Hualien Division of Taiwan Railways Administration decided in 1962 to modify three of these sleeper cars. The modification was carried out at the Hualien Workshop, where half of the sleeper berths were converted into seats. As a result, the cars were transformed into passenger-sleeper cars with 20 seats and 8 sleeper berths. They were then renamed the LTPS1100 passenger-sleeper cars, allowing the cars to offer more seating while still maintaining the original sleeper services.



