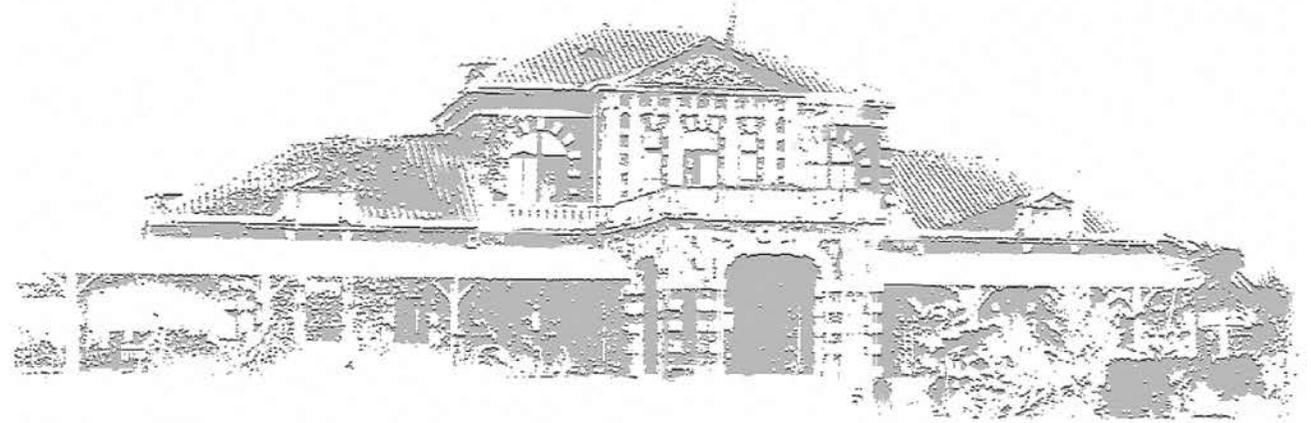


臺北  
記



*A Living Landmark*

125  
週年

125<sup>th</sup>  
1891-2016

臺北車站125年來的歲月情 ( 1891-2016 )

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The 125-Year History of Taipei Station (1891-2016)



125<sup>th</sup>

# 臺北記憶

*A Living Landmark*

臺北車站自清光緒17年（1891年）啓用，歷經歲月遞嬗，從樸實到蛻新，始終不減交通旅運中心的服務本質。

倏忽走過一又四分之一個世紀，臺北車站的前世與今生，唯「精彩」二字足以形容！

Since its founding in 1891 during the late Qing Dynasty, Taipei Station (which is also known as Taipei Railway Station or Taipei Station) has evolved from simple beginnings to undergo repeated transformations. But it has never lost its essential character as a service-oriented transportation center. Having rolled through one and a quarter centuries, Taipei Station enjoys both a past and a present that are nothing short of outstanding!



局長序

## 繼往開來 任重道遠

Taking the Torch of a Brilliant Legacy

臺北車站走過125個年頭了！超過百年歲月，對於人類壽限而言，已屬難能可貴的人瑞等級；對於一個車站建築物來說，又何嘗不是文明演進過程中，一段十分值得珍惜與回顧的歷史見證？

鐵路以龐大運能，可以說是大眾交通運輸網絡中最大的動脈，對帶動地方建設發展具有指標性的意義，而臺北是臺灣的政經中心、首善之區，自清代1891年於大稻埕闢建鐵路驛站後，隨即開啟了臺灣軌道運輸的新扉，之後因應新竹至基隆鐵路改線及淡水線啟用，1901年第二代臺北車站啟用，嗣為擴大使用空間，1941年改建完成第三代臺北車站，直至1989年臺北市區鐵路地下化工程竣工通車，第四代臺北車站再度完成變身，也創下臺灣鐵路車站地下化的第一例。

臺北車站從第一代蛻變到現今的第四代，改變的不單單只是建築之形體，還包括與時俱增的交通運輸及都市服務功能，過去臺北車站僅為提供鐵道旅客及貨物集散的一個運輸節點，隨著都市急遽發展，今日臺北車站不僅串聯高速鐵

路與大眾捷運運具，形成三鐵共構的軌道運輸樞紐，為我國「無縫轉乘」交通願景立下了成功的典範，此外，臺北車站站體本身，也匯集了商辦、購物、娛樂、文化、觀光等多元機能，並連結周邊重要交通建設，逐漸使「臺北車站特定專用區」之都市更新計畫蔚然成形，以完善的城市門戶，讓臺北一躍成為亞洲最璀璨的明星。

臺北車站是臺北市現存歷史最悠久、規模最龐大的交通量體，為持續增進及擴大發揮旅客服務效能，除於2010年至2012年進行包括人行動線、售票設施等各項改善計畫，並甫於2016年完成屋頂更新工程，以煥然一新的面容迎接八方行旅。

《臺北記驛》一書之發行，除了藉相關史料緬懷臺灣鐵路驛站演變歷程，讓各界對於臺北車站的身世有更深刻的認知，並同時披露臺灣鐵路管理局長久以來對於鐵道行旅服務的使命與堅持，而這也足以反映出臺鐵人不辭辛勞、犧牲奉獻的「臺灣水牛」精神，在這種傳統理念的驅動下，儘管未來的道路仍然遙遠，但臺北車站沒有最好，只會更好！

交通部臺灣鐵路管理局 局長

陳生山

謹識

Taipei Station has celebrated its 125th birthday! For a person, making it merely to the century mark would be regarded as an impressive achievement. For station architecture, how can such longevity be not a historical witness, worthy of cherishing and retrospective in the process of civilization evolution?

With their huge capacity, railways are regarded as the main arteries of the nation's public transportation network, and have played a leading role in stimulating local infrastructure development. While Taipei is Taiwan's economic center and political capital, the construction of the railway station in the Dadaocheng neighborhood of Taipei in 1891 marked the dawning of railway age in Taiwan. Later, with to the opening of the Keelung-Hsinchu line and the Danshui line, the second generation of Taipei Station came into service in 1901. With the need for more space, the third-generation station was completed in 1941. Finally, in 1989 railway tracks in Taipei City were placed underground and the fourth-generation station was finished. It was the first underground railway station in Taiwan.

The various transformations of Taipei Station up to its current fourth-generation building are more than merely a matter of architectural interest. They also reflect changes through history to the city's transportation structure as well as to the services offered within the building. Taipei Station used to be simply a transport node serving railway passengers and goods distribution. With the rapid development of the city, the current Taipei Station links traditional rail to high-speed rail and the city's Mass Rapid

Transit (MRT) system. It thus comprises a hub for all three rail systems and successfully facilitates seamless interchange among them. What's more, Taipei Station itself encompasses office, retail, leisure, culture and tourism functions. Finally, by providing links to important transportation infrastructure nearby, the station is helping to realize the urban renewal envisioned within the "Taipei Station Special District" plan, which aims to make the area a perfect urban gateway district. It is thus helping to bring Taipei into the ranks of Asia's leading cities.

Taipei Station is the oldest and largest transportation entity in Taipei City. To expand and increase the efficiency of services provided to travelers, from 2010-2012 it embarked on plans to improve pedestrian lines of movement and ticketing facilities. Then in 2016 its roof was renovated. The station now presents a new image to travelers, wherever they hail from. The publication of Taipei Memories not only bears witness to the evolution of railway stations in Taiwan by drawing on relevant historical documents, but also provides a means for people from all walks of life to gain a deeper knowledge of the history of Taipei Station in particular. It also highlights the determination and sense of mission demonstrated by the Taiwan Railway Administration, which reflects the Taiwanese people's so-called "water buffalo spirit"—their remarkable capacity for hard work and sacrifice. However hazy and ultimately unknowable the future, with a drive for improvement rooted in the above-mentioned traditional values, Taipei Station may never achieve perfection, but we will continue to see its improvements!

Director General, TRA, MOTC

*C. S. Lu*

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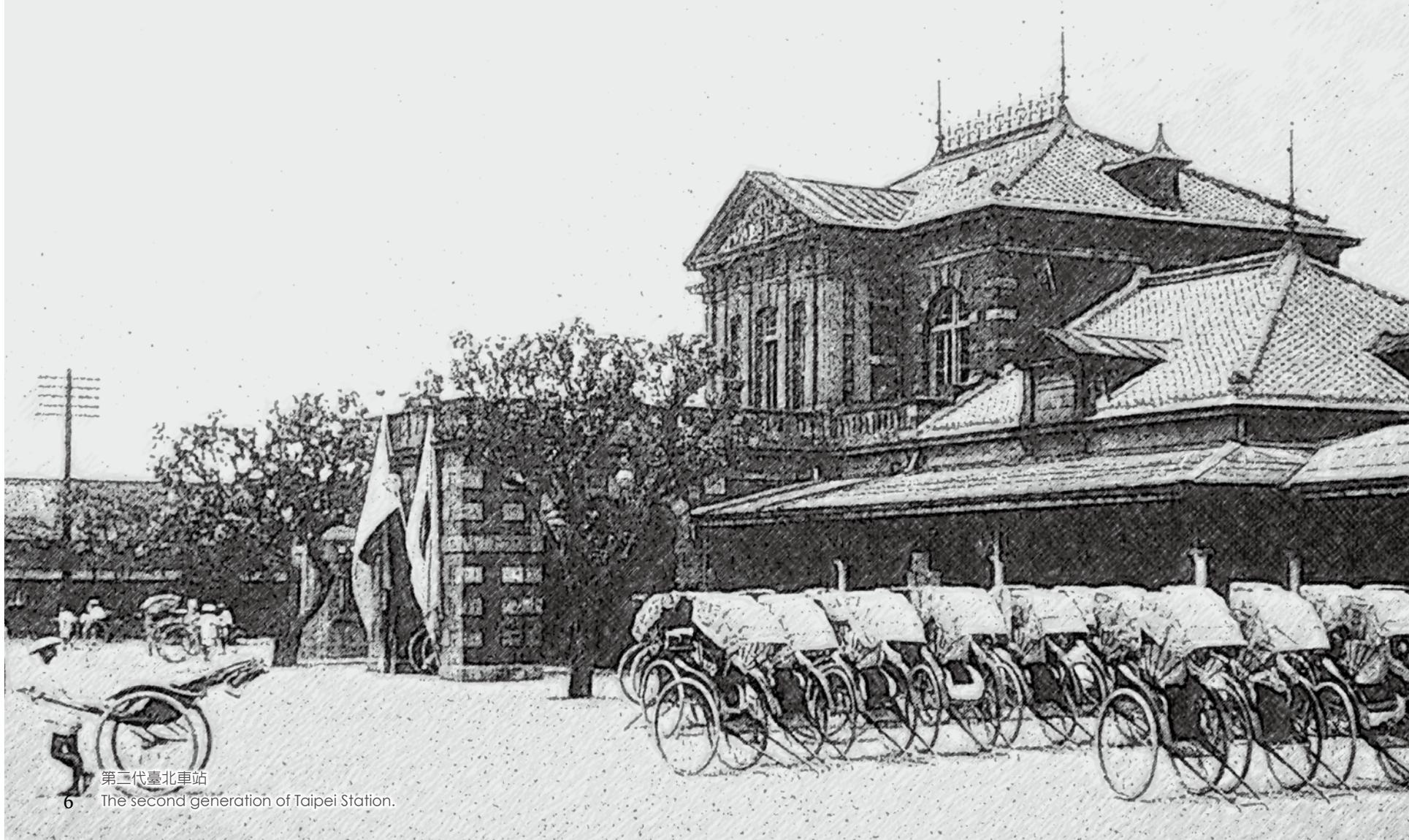
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# Light and Splendor

Taipei Station and Taiwan's Rails



第二代臺北車站

# 光影 繽紛

## 臺北車站與臺灣鐵路

18至19世紀歐洲工業革命的浪潮大興，伴隨蒸汽機的動能改良，人類文明開始邁入以機器取代人力與獸力的時代，而火車的發明，更將大眾交通運輸推向欣欣向榮的高峰。

臺灣的鐵道事業發展，肇始於清光緒13年（1887年）臺灣巡撫劉銘傳的奏議，發軔之地即為臺北城，顯見臺北車站與臺灣鐵路的長遠淵源，回顧歷史脈動，在臺北市不斷扶搖直上的進程中，臺北車站始終不曾缺席，而透過臺鐵上下同仁的共同努力，更持續擦亮著臺北車站身為首都最大門戶的熠熠光輝。

The advent of the industrial revolution in the 18<sup>th</sup> and 19<sup>th</sup> centuries brought advancements to mobility exemplified by the steam engine. Consequently, human and animal labors started to be replaced by machines. The invention of railway train heralded a golden age of public transportation.

The development of Taiwan's railways began in the 13<sup>th</sup> year of the Qing Emperor Guangxi's reign, which is 1887. Mr. Liu Ming-chuan was the provincial governor, actively promoting railway construction projects. The start point of these projects was Taipei City. Over the course of the dramatic growth of Taipei City, Taipei Station has always played a key role. With the staff's hard work of the Taiwan Railway Administration, the station has remained a resplendent gateway to the capital city.



# 臺北車站設站背景

## The Establishment of Taipei Station

清光緒12年（1886年），劉銘傳受命出任臺灣首任巡撫，為便利更大量的交通運輸，以促進地方產業開發，翌年即奏請清廷興建臺灣鐵路，並奉准籌款招商，1887年6月9日，成立「臺灣鐵路商務總局」於臺北城外東北角的三板橋（今濟南路三段），職司籌辦鐵路興建相關事宜，且於大稻埕的河溝頭街（今塔城街）動工興建臺北至基隆間鐵路，這也是日後將6月9日訂為「鐵路節」的由來。

臺北基隆段鐵路之興築，開啟了臺灣鐵路年代的嶄新紀元，在兼營客運與貨運業務的同時，逐漸取代了過去以海路為主的交通運輸方式，而接續於1888年進行的臺北新竹段鐵路建設計畫，更具體描繪出爾後臺灣「縱貫線」鐵路的發展雛型。

In the 12<sup>th</sup> year of the Guangxu reign of the Qing Dynasty (1886), Liu Ming-chuan was appointed the first governor of Taiwan. To provide a larger volume of transport, and to facilitate the development of local economy, he submitted a request to the Qing Government to construct railways in Taiwan in the following year. He was granted permission to start raising funds and soliciting investors. On June 9, 1887, the Taiwan Railways Business Administration was established at Sanbanqiao and situated outside and along the northeast of the city wall of Taipei (present-day Jinan Road Section 3), in charge of organizing and building the railways. The railway between Taipei and Keelung started construction at Hegoutou Street (present-day Dacheng Street) in Dadaocheng. This is also the reason that June 9 was later chosen as the date for the "Railway Festival."

The construction of the Taipei-Keelung line heralded a new era for railways in Taiwan. As the railway was operated to provide both passenger and freight services, it gradually replaced waterways as the main mode of transport. The follow-up project to build the section between Taipei and Hsinchu, which was implemented in 1888, set out the prototype for what later became Taiwan's Main Line railway.

1891年，臺北基隆段鐵路竣工通車，路線迤邐28.6公里，涵蓋基隆、八堵（今七堵）、水返腳（今汐止）、南港、錫口（今松山）、大稻埕等站，第一代臺北車站終於正式在臺北城登場。

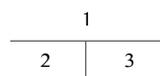
直至1893年，自臺北向新竹延伸的鐵路也終告完成，路線長78.1公里，設有大橋頭、海山口（今新莊）、打類坑（今迴龍）、龜崙嶺（今龜山）、桃仔園（今桃園）、中壢、頭重溪、大湖口、鳳山崎（今新豐）、新竹等站。

臺灣鐵路於清末開始萌芽，在當時共16站，總長106.7公里，大小橋樑74座、溝渠568處的鐵路路線中，無論朝北或往南，臺北車站無疑都是最重要的核心樞紐，匯集了物產、活絡了人潮，更為先民逐夢之旅開啟了無限的希望。

In 1891, the railway section between Taipei and Keelung was completed and started operation. Spanning a distance of 28.6 kilometers covered several stations, such as Keelung, Badu (present-day Qidu), Chúi-tíg-kha (present-day Xizhi), Nangang, Siah-kháu (present-day Songshan) and Dadaocheng. And finally, the first generation of Taipei Station made its debut in Taipei City.

In 1893, the extension section of railway from Taipei to Hsinchu was also completed. This section was 78.1 kilometers in length and a total of 10 stations were established, including Daqiaotou, Haishankou (present-day Xinzhuang), Daleikeng (present-day Huilong), Guilunling (present-day Guishan), Thô-á-hn̂g (present-day Taoyuan), Zhongli, Touzhongxi, Dahukou, Fengshanqi (present-day Xinfeng) and Hsinchu.

Taiwan's railways began to sprout in the late Qing Dynasty. Back then, there were totally 16 stations with a distance of 106.7 kilometers. 74 bridges, either short or long, and 568 trenches and canals were built along the railway network. Whether heading north or south, Taipei Station was undoubtedly the most important hub. It brought goods together and helped people move easily, inspiring endless hopes for our ancestors as they embarked on journeys toward their dreams.



1. 第三代臺北車站

The third generation of Taipei Station.

2. 第二代臺北車站

The second generation of Taipei Station.

3. 第二代臺北車站場內

Interior of The second generation of Taipei Station.



# 臺北車站歷任站長

## Past Station Masters of Taipei Station

臺北車站從1891年設站以來，歷經清領、日據、民國等不同時期，建築樣貌也有第一代至第四代的興革，但始終不變的是首善之都的交通門戶，為南來北往的商旅提供最便捷的通渠、為臺北的城市印象貼上繁華如錦的標籤。

在臺北車站走過125年歲月的彪炳勳業中，歷任站長對遂行站務的劬勞貢獻，不僅是臺北車站為鐵道行旅貼心服務的重要推手，也是所有臺鐵人與有榮焉的莫大驕傲。

Since its founding in 1891, Taipei Station has gone through the Qing Dynasty, Japanese occupation and ruled by the ROC. Although its facade went through four phases of change in the process, what remained was its status as the gateway to the capital city, providing travelers and businesspeople from north to south with the most convenient mode of transport. It also serves as a symbol of Taipei's booming prosperity.

During the glorious 125-year history of Taipei Station, station masters have made substantial contributions to its operation over the years. Not only have they been credited with providing thoughtful services for railway travel at the station, but all TRA staffs also have been proud to be associated with them.



2016 臺北站歷任站長回娘家

2016 Home-coming party for station masters of Taipei Station over the years.

### 日據時期站長名錄

#### List of Station Masters during Japanese Occupation

1902 (明治35年) 壹岐佐一郎 Iki Saichiro	1920.08.12 (大正9年8,12月) 東午藏 Higashi Gozo	1933 (昭和8年) 久木田寬 Kukita Hiroshi 兼大稻埕驛長 also Dadaocheng Station Master
1903-1904,1906 (明治36-37,39年) 小口美彌太郎 Koguchi Miyataro	1921-1923 (大正10-12年) 森遠重 Morito Shige 兼大稻埕驛長 also Dadaocheng Station Master	1934-1937 (昭和9-12年) 太田輝次郎 Ota Terujiro 兼大稻埕驛長 also Dadaocheng Station Master
1907-1911 (明治40-45年) 八代定太郎 Yashiro Sadataro	1925-1928 (大正14年-昭和3年) 小林常吉 Kobayashi Tsuneyoshi 兼大稻埕驛長 also Dadaocheng Station Master	1938-1939 (昭和13-14年) 太田輝次郎 Ota Terujiro
1913-1914,1917-1918 (大正2-3,6-7年) 八代定太郎 Yashiro Sadataro 兼大稻埕驛長 also Dadaocheng Station Master	1929 (昭和4年) 香取吉萬 Katori Yoshiyorozu 兼大稻埕驛長 also Dadaocheng Station Master	1941-1942,1944 (昭和16-17,19年) 錦本一夫 Nishikimoto Kazuo
1919 (大正8年) 篠崎德太郎 Shinozaki Tokutarō 兼大稻埕驛長 also Dadaocheng Station Master	1930-1931 (昭和5-6年) 久木田寬 Kukita Hiroshi	

### 民國時期站長名錄

#### List of Station Masters during the Republic Of China Era

1947.5.10-7.12 (民國36年) 馮玉坤 Feng Yu-kun	1982.10.5-1985.5.3 (民國71-74年) 馬中南 Ma Zhong-Nan	2004.10.19-2007.4.9 (民國93-96年) 邱榮華 Qiu Rong-Hua
1948.5.10-1950.11.13 (民國37-39年) 吳賢銘 Wu Xian-Ming	1985.5.3-1988.12.20 (民國74-77年) 鄒錦松 Zou Jin-Song	2007.4.9-2010.3.18 (民國96-99年) 李永生 Li Yong-Sheng
1950.11.14-1954.12.21 (民國39-43年) 張廣珍 Zhang Guang-Zhen	1988.12.20-1991.11.30 (民國77-80年) 張政源 Zhang Zheng-Yuan	2010.3.18-2011.5.18 (民國99-100年) 劉嘉倫 Liu Jia-Lun
1954.12.23-1961.3.7 (民國43-50年) 姚燾 Yao Tao	1991.11.30-1993.10.16 (民國80-82年) 張應輝 Zhang Ying-Hui	2011.5.18-2012.6.21 (民國100-101年) 陳政詠 Chen Zheng-Yong
1961.3.9-1971.11.30 (民國50-60年) 岳恆慶 Yue Heng-Qing	1993.10.16-1998.2.15 (民國82-87年) 吳三龍 Wu San-Long	2012.6.21-2014.3.5 (民國101-103年) 古時彥 Gu Shi-Yan
1972.1.18-1976.1.14 (民國61-65年) 張壽岑 Zhang Shou-Qin	1998.2.16-2000.9.24 (民國87-89年) 詹鴻漳 Zhan Hong-Zhang	2014.3.5-2015.8.12 (民國103-104年) 簡信立 Jian Xin-Li
1976.1.6-1980.5.27 (民國65-69年) 陳德沛 Chen De-Pei	2000.9.25-2002.5.15 (民國89-91年) 杜微 Du Wei	2015.8.12-迄今 (民國104年-迄今) 黃榮華 Huang Rong-Hua
1980.5.27-1982.10.5 (民國69-71年) 陳清標 Chen Qing-Biao	2002.5.16-2004.10.18 (民國91-93年) 吳榮欽 Wu Rong-Qin	

# Silhouettes through Time

The Historical Evolution of Taipei Station

第三代臺北車站

The third generation of Taipei Station.

# 剪影 荏苒

## 臺北車站的歷史變遷

隨著時代巨輪持續向前轉動，臺北車站也因應社會發展而歷經多番更迭，但一直不變的是，以宏偉面貌榮膺臺北市的重要地標，更以交通樞紐之姿，充分滿足短中長程大眾運輸的行旅需求。

自清光緒年間肇建鐵路伊始，臺北車站便開啟了輝煌一生的序幕，其後伴隨日據時期臺灣鐵路事業大行其道，漸次成為大臺北地區最大交通轉運殿堂，直至民國78年，臺北市區鐵路地下化工程竣工，臺北車站再度破蛹化蝶，搖身變為臺灣首座地下化鐵路車站，重寫臺灣鐵道另一章亮麗傳奇。

As the wheels of time inexorably roll forward, Taipei Station has experienced many changes in line with social development. However, the station's important landmark status and prominent location within the city has never changed. Its role as a major transportation hub meets the needs of short, medium, and long distance trips.

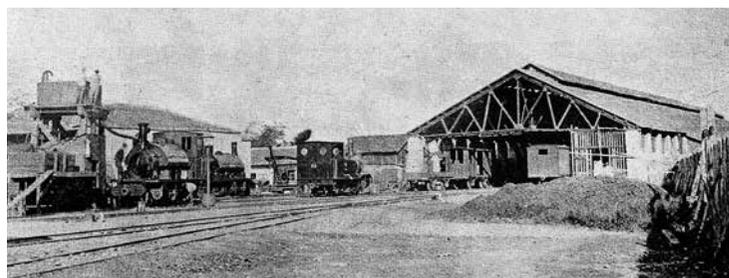
With the introduction of railways to Taiwan in the Qing Dynasty, Taipei Station sprouted to life. Then, during the Japanese era, the railway development in Taiwan came to full flower and Taipei Station emerged as major transportation hub within the metropolitan area. When the underground project was initiated in Taipei City in 1989, Taipei Station once again experienced a metamorphosis, writing a new chapter in the glorious history of Taiwan's railway by becoming the first underground railway station in Taiwan.

# 第一代臺北車站

## The First Generation of Taipei Station



清朝臺北火車站票房前景像  
Qing Dynasty ticketing booths at Taipei Station.



第一代臺北車站場內  
Interior the first generation of Taipei Station.

臺灣鐵路建設以臺北為發軔之地，臺北基隆線在1891年完工，臺北新竹線於1893年通車，臺北均為最重要的據點，由於當時大稻埕扼淡水河舟楫運輸之利，是北臺灣貨物最主要集散中心，故亦成為臺北興建火車站的首選之地。

臺北車站肇建於1888年，其基地座落在大稻埕南側，即今日臺北市立聯合醫院中興院區附近，當1891年10月20日臺北基隆線鐵路正式鳴笛啟用時，臺北車站旋即以「臺北火車碼頭」之名，風風光光站上歷史的舞臺。

第一代臺北車站採歐洲式棚式造型設計，建築外觀十分簡樸，進入日據時期仍持續使用至1901年8月25日，其後因日據時期鐵道改線，一度淪為「汽車會社」租用之工廠，迨1908年拆除後，另成為「大稻埕停車場」的喬遷新址。

The construction of Taiwan railways all started from Taipei. The Taipei-Keelung line was completed in 1891, and the Taipei-Hsinchu line has started operation since 1893. Taipei has always been the most important location since Dadaocheng back then was the major commodity distribution hub in northern Taiwan with easy access to ship transport via the Tamsui River. Dadaocheng, as a result, emerged as the top choice among possible sites for building a railway station in Taipei.

Taipei Station began to construct in 1888, with its base situated in the southern part of Dadaocheng, near the modern-day Zhongxing Branch of Taipei City Hospital. With the launch of the Taipei-Keelung line after the first whistle was blown on October 20, 1891, Taipei Station immediately took a graceful place on the historical stage and became known as the "Taipei Railway Wharf."

The first generation of Taipei Station adopted a European pavilion design with a very simple facade. The station remained in use during the Japanese Occupation Period until August 25, 1901. Due to the implementation of railway re-routing project, it fell into use as a factory rented by the Auto Corporation. In 1908, it was demolished and became the new relocation site for the Dadaocheng Train Yard.

## 第二代臺北車站

### The Second Generation of Taipei Station

清光緒21年（1895年）日本據臺後，開始進行臺北基隆及臺北桃園間的鐵路改線工程，同時配合市區改正計畫，將臺北車站往東遷移至臺北府城北城牆附近（1904年拆除城牆後，改築「北三線路」，即今忠孝西路），並拆除清代鐵軌另築臺北淡水線鐵路。

1901年8月25日，隨著基隆至新竹間鐵路完成大規模改線，新建淡水線亦竣工通車，新建的臺北車站（當時稱「臺北停車場」）也宣告啟用，1908年並遷移至北平西路現址，正式邁入改頭換面的另一里程。

In the 21<sup>st</sup> year of the Guangxu reign of the Qing Dynasty (1895) which is also the beginning of Japanese Occupation Period, the re-routing construction for the Taipei-Keelung and Taipei-Taoyuan lines commenced. In conjunction with city planning, Taipei Station was moved eastwards to the vicinity of Taipei's northern city wall, which was torn down in 1904 and rebuilt as the North 3 Route (present-day Zhongxiao West Road). The rail tracks laid down during the Qing Dynasty era were dismantled and a new Taipei-Tamsui Line was built.

On August 25, 1901, following a massive re-routing of the Keelung-Hsinchu line, the newly-built Tamsui Line started joining the service. At the same time, the newly-built Taipei Station (then called the "Taipei Train Yard") was declared open. In 1908, it was relocated to its current address on Beiping West Road, making another milestone change.



第二代臺北車站

The second generation of Taipei Station.



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第二代臺北車站

The second generation of Taipei Station.

第二代臺北車站為文藝復興風格的紅磚建築，其斜式屋頂及山形外觀盡顯巍峨氣勢，不僅鮮明標示出交通樞紐的崇高地位，也在日後周邊相繼設立的臺北後車站及樺山貨物驛的簇擁之中，為臺北鐵道史寫下一頁又一頁的繁華篇章。

The second generation of Taipei Station was a Renaissance-style red brick building. It featured magnificent sloping roofs and a mountain-shaped facade. These obviously signaled its lofty status as a transportation hub. As the station subsequently came to be surrounded by the prosperous and commercial district of rear station and Huashan Freight Station, it helped to create a new page on railway history.

# 第三代臺北車站

## The Third Generation of Taipei Station

第三代臺北車站的出現，與臺北逐日成為臺灣政經中心與第一大城息息相關，由於人口快速攀升，原有的前站空間已無法滿足大量旅運成長需求，因此自1939年起又有改建臺北車站之議。

昭和16年（1941年），新建「臺北驛」落成，四方體鋼筋水泥的現代主義建築樣貌，除了再次顯現臺北車站宏偉的城市地標形象，有關餐飲、郵局、寄物、浴廁等各種行旅服務設施的完善配置，更讓臺北車站成為多用途公共建築的第一指標。

The presence of the third-generation Taipei Station was intimately linked with the fact that Taipei was gradually becoming the political and economic center as well as the largest city in Taiwan. As the population continued to soar, the space in front of the station struggled to keep up with the demand for mass transportation. As a result, discussions about rebuilding Taipei Station began in 1939.

In the 16<sup>th</sup> year of the Shōwa reign (1941), the newly built "Taihoku-Eki" was completed. With a square concrete modernist architecture facade, it once again showcased the station's position as a grandiose city landmark. It offered well-equipped facilities for travelers, such as restaurants, post offices, lockers, and restrooms, making Taipei Station to earn a reputation for the benchmark of multi-functional public buildings.



車站大廳售票處  
Ticket center in the concourse of Taipei Station.



地下化前臺北後站木造房舍原貌  
The wooden rear building of Taipei Station before the undergrounding work.



臺北車站內月臺旅客實景  
Travelers on the platform at Taipei Station.

光復後，臺北車站仍扮演大臺北地區最大交通轉運站的角色，當時，除了鐵路運輸，臺北車站兩側也是公路局長途客運（台灣汽車客運公司前身）的臺北總站，加上各路線市區公車與短程客運的八方串聯，臺北車站車水馬龍，不僅是許多民眾日常生活不可或缺的一環，伴隨臺北車站的無數回憶，也深深烙印在每一個人的心田之中。

平面鐵路貫穿市區，既影響城市整體開發，也易導致交通安全瓶頸，1979年政府核定臺北市區鐵路地下化工程計畫後，促使第三代臺北車站再度面臨走入歷史的命運，1986年2月24日，臺北車站於完成春節疏運任務後即停止營運，並自3月1日開始拆除，終於功成身退，卸下了近半個世紀承載交通動能的重擔。

After Taiwan was recovered from Japanese occupation, Taipei Station continued to play a role as the largest transit station in the greater Taipei area. Back then, in addition to railway transport, the long-haul bus transport system governed by the Bureau of Highways (predecessor to Taiwan Motor Transport) had its Taipei main terminal located next to Taipei Station. Combined with city buses running on various routes and interconnecting short-haul bus transport, Taipei Station was bustling with people and vehicles. It becomes an essential part of people's everyday life, and the endless memories associated with Taipei Station made deep impressions in most people's minds.

Ground railways running through the city not only affected overall urban development, but also created traffic bottlenecks. In 1979, the government approved the underground project of Taipei's railways, meaning that it was time for the third generation of Taipei Station to terminate its service. On February 24, 1986, the operations of Taipei Station were suspended when the traffic dispersion mission for the Chinese New Year holidays was completed. Demolition work began on March 1 of that year as its mission was accomplished. The station was relieved of its heavy traffic responsibility after nearly half a century.



排隊買火車票的人群  
People waiting to buy tickets.



鐵路地下化前中華商場附近景像  
A view of traffic on ChungHua Market Bazaar before the railway underground project.



臨時車站  
Temporary Station before the fourth generation of Taipei Station.



第三代臺北車站  
The third generation of Taipei Station.

由於臺北市區鐵路地下化工程耗大費時，在新的車站啟用之前，除於原車站西側設置臨時車站，並進行站內股道、天橋、月臺等之切換規劃，以避免施工期間影響鐵道行旅，維持臺北車站正常運作，為日後的蛻變羽化作好最萬全準備。

Due to the enormity of scale and time-consuming nature of the railway underground project, a temporary station was set up at the west side of the original station before the new station was introduced. The plans for switching the rail tracks, overpasses and platforms were well-prepared to prevent operational disruption during the construction period, maintain normal operation of Taipei Station, and make all necessary preparations for the impending transformation.

## 第四代臺北車站

### The Fourth Generation of Taipei Station

因應市區鐵路地下化工程之啟動，新臺北車站於1985年7月14日動土，在舊站與其東側的扇形機車庫間興建新的地下化車站，1989年9月2日竣工通車，成為臺灣第一座鐵路地下化車站，亦即今日所見的臺北車站大樓。

新臺北車站的主體工程，由沈祖海建築師事務所設計，榮工處（今榮民工程股份有限公司）施工，採傳統單檐廡殿頂建築式樣，並於中央位置設立天井，外觀宏偉、占地遼闊，更連結臺北捷運系統及臺灣高速鐵路，形成幅員廣大的地下街區。

As the urban railway underground project was launched, the new Taipei Station started construction on July 14, 1985. The new underground station was situated between the old railway station and the railroad roundhouse. The new station, completed on September 2, 1989, became Taiwan's first underground railway station and the present-day Taipei Station Building.

The main architecture of the new Taipei Station, designed by Haigo Shen & Associates and constructed by Ret-Ser Engineering Agency (present-day RSEA Engineering Corporation), employed the traditional Chinese hip roof with a single eave. With a "sky well" open courtyard positioned in the middle, it is a spectacular building that interlinks the Taipei Metro system and the Taiwan High Speed Rail, becoming an underground complex with spacious blocks.



新臺北車站地上6層、地下4層，地面層1樓為旅客大廳，含售票中心及各種服務與行政設施，2樓是美食匯集的商業廣場，3樓以上則供作臺灣鐵路管理局局本部各處室辦公使用；地下樓層部分，原僅規劃作為臺鐵與北捷之旅客穿堂層及月臺層，嗣為配合高鐵設站需求，改由臺鐵與高鐵共同使用地下2樓之地下軌道月臺層。

第四代臺北車站的誕生，是臺北車站自設站以來最亮麗的演出，不僅躋身北臺灣規模最大的交通轉運中心，也是全國運量最大的鐵路車站，連同捷運及高鐵，每日進出旅客可達50萬人次，為臺北再添風華一世的都市傳奇。

The new Taipei Station is a building consisting of six stories above ground and four stories underground. The ground floor is the station concourses, including ticket centers and various services as well as administrative facilities. The second floor is a business plaza and food court. The third floor and above are reserved as office spaces for the TRA headquarter. The underground floors were originally planned only as concourse and platform levels for the passengers of TRA and the Taipei Metro. However, to accommodate the needs of the Taiwan High Speed Rail station, TRA and Taiwan High Speed Rail eventually shared the underground track/platform level on the second underground floor.

The birth of the fourth-generation Taipei Station demonstrates its most eye-catching performance since the first generation was built in Taipei. Not only is it the largest transit center in northern Taiwan, but it is also the biggest railway station in the nation in terms of passenger volume. Combined with the Taipei Metro and Taiwan High Speed Rail, the throughput reaches up to 500,000 every day. Taipei Station continues to lend its charismatic and enduring legacy to Taipei.



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1. 第四代臺北車站  
The Fourth Generation of Taipei Station.
2. 第四代臺北車站慶祝通車  
Celebration for the opening of the fourth generation of Taipei Station.



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1. 臺北車站施工鳥瞰（東側）

Bird's-eye view of the work at Taipei Station (east side).

2. 臺北車站屋頂天窗上樑

The upper beam of a roof skylight at Taipei Station.

3. 臺北車站屋頂施工鳥瞰

Bird's-eye view of roof construction at Taipei Station.

4. 臺北車站屋頂完工鳥瞰

Bird's-eye view of the completed roof of Taipei Station.

5. 臺北車站屋頂結構體完工鳥瞰

Bird's-eye view of the completed roof of Taipei Station.

6. 臺北車站地下站體先行通車啓用

Inauguration of train service at the underground Taipei Station.









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1. 第四代臺北車站  
The fourth Taipei Station.
2. 臺北車站東北側  
Taipei Station view on the northeast side.
3. 臺北車站南門夜景  
Night scene on the southern doors of Taipei Main Station.
4. 臺北車站外人潮熙熙攘攘  
Pedestrian traffic bustles outside Taipei Station.
5. 臺北車站大廳售票處  
Ticket center in the concourse of Taipei Station.
6. 臺北車站內商店及餐廳林立  
Stores and restaurants abound at Taipei Station.
7. 車站大廳聖誕節裝飾佈置  
Christmas Decoration in the concourse of Taipei Station.

# Splendid Makeovers

The Physical Transformations of Taipei Station



第四代臺北車站 (2016 年整建後)

The fourth generation of Taipei Station after renovate 2016.

# 倩影 璀璨

## 臺北車站的蛻新面容

大眾運輸在文明進展過程中，提供了推波助瀾的源源動能，尤其鐵路挾交通運輸量大之優勢，在早期對於帶動城鄉發展厥功甚偉，鐵路車站也成為人們生活中重要的夢想根據地。

隨著時代演進，臺北車站亦不免歷經滄海桑田的變遷，淡水線停駛，以更便捷的捷運軌道改寫時間定義，鐵路地下化讓過去雄據地表的鐵道遁入地中，提供城市更大發展空間，也讓車站容納更多功能，在不斷提升站體各種旅客服務設施的努力下，臺北車站終能脫胎換骨，邁入另一璀璨的新紀元。

In the march of civilization, mass transportation has been a source of great momentum. In particular, railways have the advantage of being able to transport large numbers of people and tremendous amounts of freight. Playing a major role in facilitating urban and rural development in early days, train stations embodied people's hopes and dreams.

Over time, Taipei Station has unavoidably gone through all the vicissitudes. The Tamshui Line was shut down when the even more convenient MRT system launched its own line. When the railway lines were placed underground, the vacated spaces provided more rooms for city development, including the station itself. By continually working hard to improve the services and facilities offered to travelers, Taipei Station has been able again to reconfigure itself as it marches into one glorious new era after another.

# 淡水線鐵路

## The Tamsui Line

迤邐臺北至淡水間21.2公里的臺鐵淡水線，是臺灣第一條鐵路支線，也創下由傳統鐵路轉型為捷運系統的先例，從1901年開始，至今仍以蛻新的面容繼續服務行旅。

回溯1901年8月25日「臺北停車場」（即第二代臺北車站）竣工啟用，淡水線亦宣告通車營運，翌年「大稻埕驛」新建完成，於1903年改為淡水線的新起迄站，1916年8月17日大稻埕驛變身為貨運站，淡水線遂改以「北門乘降場」為發車端點，直至1923年3月26日廢除北門乘降場後，臺北後車站（當時稱「裏臺北驛」）又成為淡水線的起迄車站。

TRA's Tamsui Line, winding between Taipei and Tamsui for 21.2 kilometers, is the first railway branch line in Taiwan. It set the precedent for the transformation of traditional railways into the Metro system. From its beginnings in 1901, it has continued changing through its many different ways to provide better commuting service for passengers.

Tracing back to August 25, 1901 when the "Taipei Train Yard," which is the second-generation Taipei Station, was completed and launched, the Tamsui Line was also announced to be operational. In the following year, the new Dadaocheng Station was completed and started serving as the new terminal station for the Tamsui Line in 1903. On August 17, 1916, Dadaocheng Station became a freight station, and the North Gate Embarking & Disembarking Station became the new terminal for the Tamsui Line. When the North Gate Embarking & Disembarking Station was abolished on March 26, 1923, Taipei Rear Station, which was called "Inner Taipei Station" at that time, became the terminal for the Tamsui Line. The establishment of the Tamsui Line was initially intended to meet the need for marine freight transportation along the Tamsui River. Later, in order to meet the development of the hot spring leisure industry around Beitou, the Xinbeitou Branch Line was opened in 1916. After that, railway transport was getting more popular. On July 16, 1988, the 87-year-old Taiwan Railways Tamsui Line went into the history books among a large group of people gathering to bid a nostalgic farewell to the "Last Train to Tamsui". In March of 1997, the Tamsui Line re-emerged as the Taipei Metro Tamsui Line to carry on the mission of shuttling dream-chasing travelers from all points.

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1. 因應貨運與休閒產業發展的淡水線

The Tamsui Line met the needs of the developing freight transportation and leisure industries.

2. 走入歷史的淡水車站

Tamsui Station went into the history books.

3. 停駛的淡水線路線有分為主幹線和側線

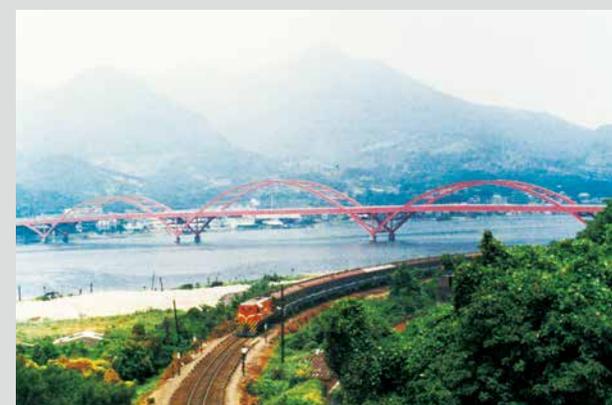
The suspended Tamsui Line had a main line and a branch line.

淡水線的設立，最初乃因應淡水河海運貨物運輸需求，後又配合北投地區溫泉休閒產業發展，於1916年通行新北投支線，爾後道路運輸大行其道，1988年7月16日，歷時87年的臺鐵淡水線，在民眾盛情緬懷的「淡水最後一班列車」活動中走入歷史，直至1997年3月，復以臺北捷運淡水線風雲再起，持續引領四方逐夢的行旅。

回顧淡水線，包括大稻埕、北門、裏臺北（臺北後）、大正街（長安）、雙連埤（雙連）、圓山、宮之下（劍潭）、士林、唎里岸（石牌）、王家廟、北投、省運會、忠義、江頭（關渡）、竹圍、滬尾（淡水），以及側線的大同公司、新北投、嘉新大統、殼牌倉庫等各站，隨著歲月演進，或面貌丕變、或遁入歷史，但與民眾生活密切關聯的情感及地位，始終不曾消失。

The establishment of the Tamsui Line was initially intended to meet the need for marine freight transportation along the Tamsui River. Later, to cater for the development of the hot spring leisure industry around Beitou, the Xinbeitou Branch Line was opened in 1916. After that, railway transport became more and more popular. On July 16, 1988, the 87-year-old Tamsui Line went into the history books, as people gathered to bid a nostalgic farewell to the "Last Train to Tamsui". In March of 1997, the Tamsui Line re-emerged as the Taipei Metro Tamsui Line, to carry on the mission of shuttling dream-chasing travelers from all points.

Looking back at the Tamsui Line, the stations used to include: Dadaocheng, North Gate, Inner Taipei (Taipei Rear), Taishō Street (Chang'an), Shuanglianpi (Shuanglian), Yuanshan, Miyanoshta (Jiantan), Shilin, Qili'an (Shipai), Wang Family Temple, Beitou, Taiwan Provincial Games, Zhongyi, Jiangtou (Guandu), Zhuwei and Hobe (Tamsui). These and other stations along the branch line, such as Tatung Company, Xinbeitou, Jiaxin Datong and Shell Warehouse, have gone into the history books or been transformed. However, they all still hold an emotional connection for people, tightly bound as they were to everyone's everyday daily lives.



# 臺北車站鐵路地下化工程

## Railway Underground Project for Taipei Station



今日臺北車站大樓的蔚然成形，以及交通轉運功能最大程度的發揮，與鐵路地下化之遂行脈不可分。

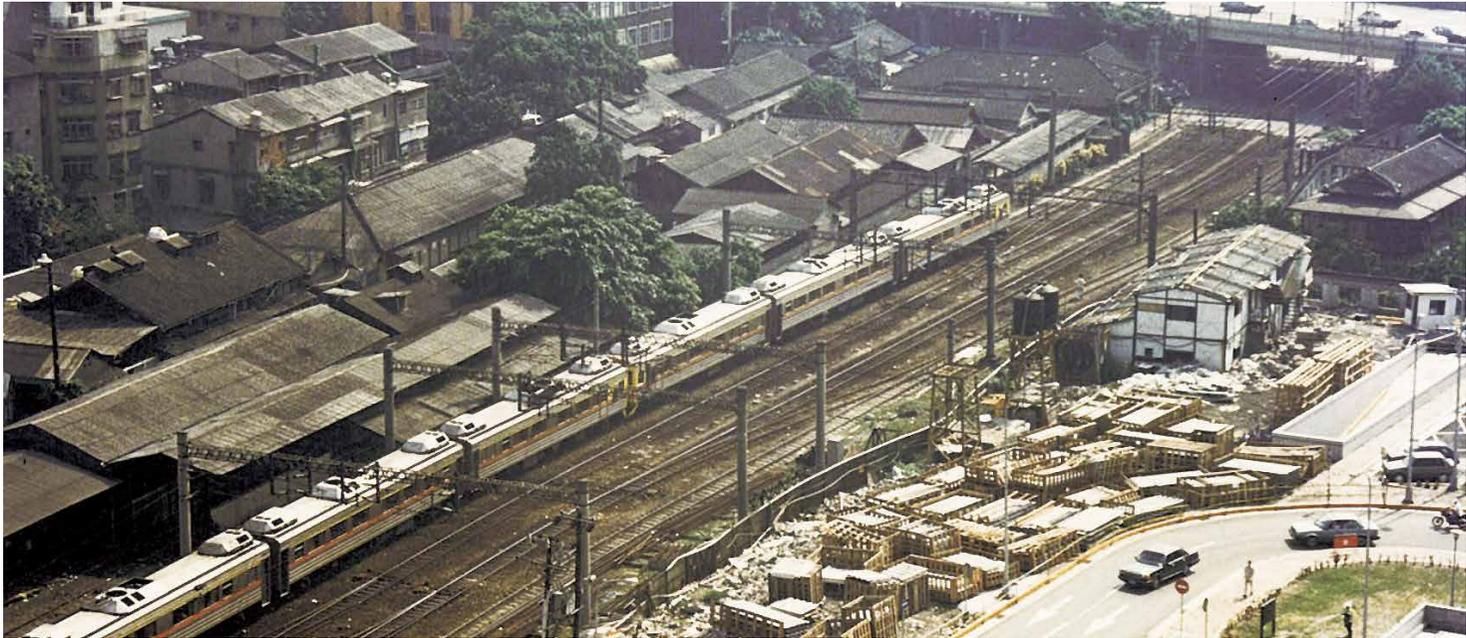
臺北為臺灣政經中心，隨著人口急速成長，平面型態的縱貫線鐵路嚴重影響城市開發計畫，故1979年經政府核定將臺北市區鐵路予以地下化，藉以消弭28處鐵路平交道的交通瓶頸，並將臺北都市發展推向另一高峰。



The formation of today's Taipei Station building and its intense utilization as a transportation hub, is closely related to the railway underground project.

Situated at the political and economic center of Taipei and accompanied with city's rapidly growing population, TRA's Main Line operating on the ground level severely hampered urban development in Taipei. Therefore, the government approved to implement railway underground project within Taipei Metropolis in 1979. The project would push Taipei's urban development to another peak by eliminating 28 railway level crossings and traffic bottlenecks.





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1. 臺北車站西側結構體施工情形

Construction on the west side of Taipei Station.

2. 臺北車站鐵路地下化施工情形

Construction of Taipei Station during the Taipei Railway Underground Project.

3. 執行第一期臺北市成都路下方留設月臺及軌道

Phase one implementation to make room for platforms and tracks under Chengdu Road in Taipei.

4. 地下化前列車即時通過復興陸橋（原臺北車站東側）

Trains pass the east side of Taipei Station before the undergrounding work.

5. 鐵路地下化之前機車穿越平交道情形

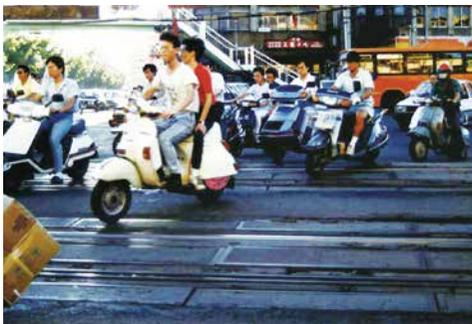
Motorcycles and motor scooters crossing railway tracks before the Taipei Railway Underground Project.

6. 鐵路地下化前穿越平交道之車流

Traffic at a grade crossing before the underground railway project.

7. 鐵路地下化之前交通壅塞

Traffic congestion before the undergrounding work.



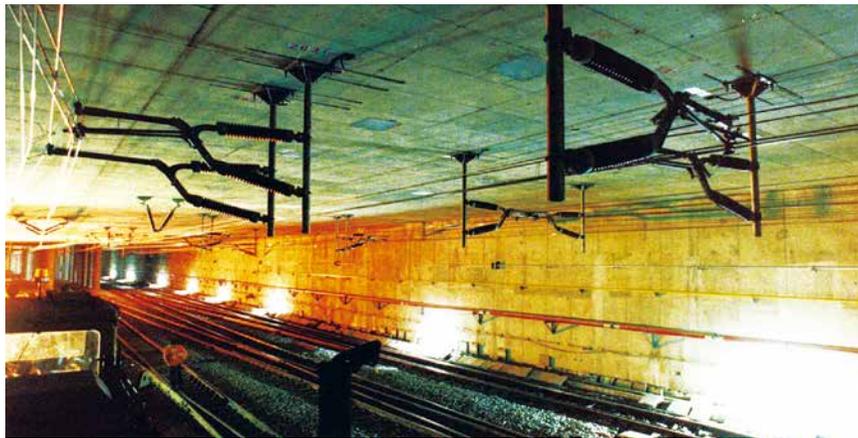


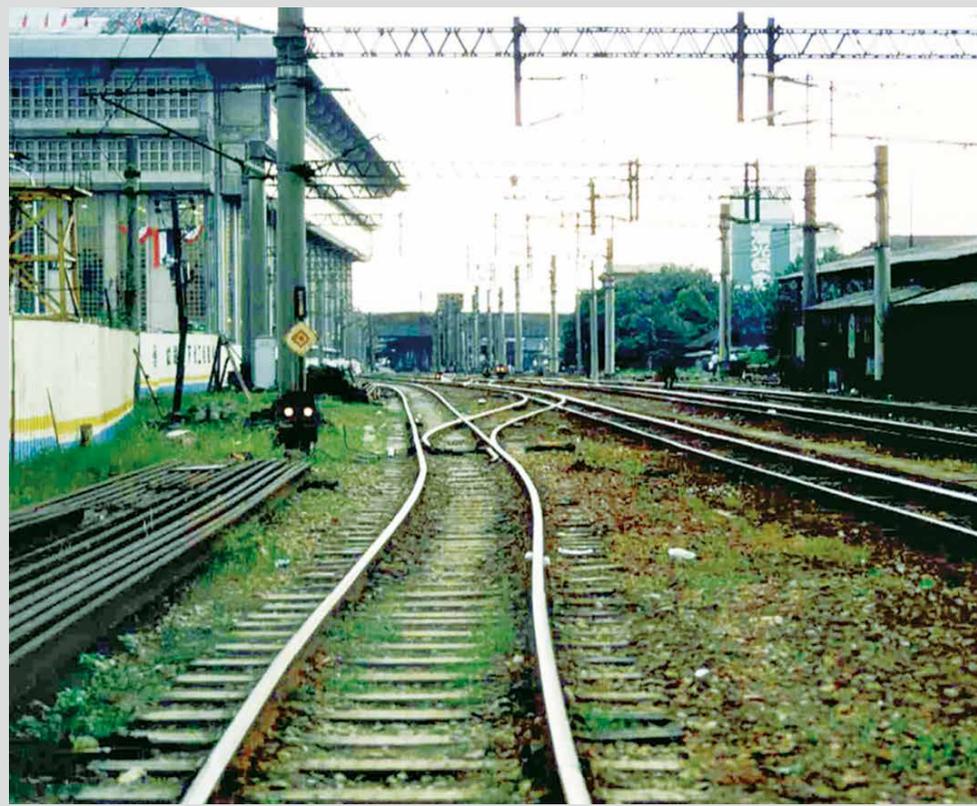
率先登場的「臺北車站鐵路地下化工程」，由交通部成立「臺北市區地下鐵路工程處」（今交通部鐵路改建工程局）擔綱，首於1983年7月12日動工興建周邊工程之板橋客車場，俾作為東部幹線列車調度使用，並進行華山至萬華間鐵路地下化，且新建南港貨站以取代華山車場，另一重頭戲即為串聯臺北捷運系統的臺北車站主體工程，於1989年9月2日以雄偉之姿展現在世人眼前。

The first phase was the "Taipei Station Underground Project", administered by the MOTC's Taipei Railway Underground Project Office (TRUPO) which is today's Railway Reconstruction Bureau. On July 12, 1983, the auxiliary construction project for Banqiao Coach Yard, which was used for train dispatching on the Eastern Line. In the meantime, the railway section between Huashan and Wanhua was relocating underground, and the Nangang Freight Station was being built to replace Huashan Station. Another big work involved with the project was the construction of Taipei Station interlinked with the Taipei Metro system. The station was proudly launched on September 2, 1989.

1	2	3	4
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1. 臺北車站東側施工鳥瞰  
Bird's eye view of work on the eastern side Taipei Station.
2. 鐵路地下化施工情形  
Construction during the Taipei Railway Underground Project.
3. 萬華南引道  
South approach to Wanhua.
4. 地下隧道一隅  
A corner of an underground tunnel.
5. 舊南港車站及貨運調車場  
The old Nangang Station and dispatch yard for freight transportation.







爾後，一連串鐵路地下化工程徹底改造了臺北的城市樣貌：「鐵路地下化東延松山工程專案（松山專案）」騰空土地造就了臺北市東西向的「市民大道」；「萬華板橋地區鐵路地下化工程專案（萬板專案）」促使板橋車站特定區成為新北市交通、商業、文化及行政中心；「松山南港鐵路地下化工程專案（南港專案）」將臺鐵、捷運、高鐵共構的觸角延伸至南港經貿園區，成功翻轉了臺北市的大眾交通運輸骨幹。

After that, a series of projects to move the railways underground thoroughly transformed the outlook of Taipei City. The vacated spaces, benefited from the Railway Underground Project for Eastward Expansion to Songshan (or Songshan Project), led to the construction of Civic Boulevard Expressway running east to west across Taipei. The Wanhua-Banqiao Railway Underground Project (the Wan-Ban Project) turned the Banqiao Station Special District to become the center of New Taipei City, fully integrating transportation, business, culture, and administration activities. The Songshan-Nangang Railway Underground Project (or the Nangang Project) extended the convenience of TRA, Taipei Metro and Taiwan High Speed Rail (THSR) to Nangang Business Park, successfully turning over a new page in the landscape for public transportation in Taipei.

- |   |   |   |   |
|---|---|---|---|
| 1 | 2 | 4 | 1. 南港專案完工平面幹道（原鐵路行駛路廊）<br>Completion of the at-grade arterial under the Nangang Project (originally a rail line corridor).                        |
|   |   | 5 | 2. 臺北車站屋頂板安裝<br>Installation of roof plates for Taipei Station.   |
|   | 3 | 6 | 3. 通車後地面站場道及電車線拆除前<br>Station and tracks on the surface after inauguration of service & before the dismantling of electric commuter train tracks. |
|   |   |   | 4. 松山專案完成隧道工程<br>Completion of the Songshan Project tunnel.   |
|   |   |   | 5. 板橋車站大樓上樑大典<br>Beam-laying ceremony for the Banqiao Station building.   |
|   |   |   | 6. 南港專案穿衣改衣高困難度施工—高架化工程<br>Elevation work during the Nangang Project also proceeded in tandem with ongoing line operations.                       |

# 臺北車站整建改善工程

## Improvement & Refurbishment of Taipei Station

為持續提升鐵道行旅服務品質，臺北車站各種設備迭有更新，在不同世代均為當時臺灣鐵路車站之引領標竿，諸如促進行車安全之號誌控制、電腦控制行車、資訊嚮導系統、改善剪收票口等，更於1984年9月15日啟用電腦售票業務，強化服務效能。

有鑑於臺北車站1989年啟用後，進出站旅客人數即不斷激增，相關動線、設施已漸不敷需求，故臺北車站自2010年起開始一連串整建與改善工程，首於2010年底完成地下一樓東西兩側人行通道之貫通，2011年9月至2012年6月進行1樓大廳整建，將售票設施西移，騰出提供展演活動之空間，並完成動線標示、消防設施、化妝室改善及大廳屋頂翻修等工程。

To continuously improve the quality of railway passenger service, the facilities at Taipei Station have been progressively upgraded, and have been the benchmarks of all TRA stations through different generations. Such equipment included signal control systems to enhance operational safety, computerized train control systems, information guidance systems, and improved ticketing gates. Computerized ticketing service was launched on September 15, 1984 to further enhance service performance.

In light of the continual growth in passengers since the launch of Taipei Station in 1989, as well as the reality that passenger circulation and facilities were struggling to keep up with the demand, Taipei Station underwent a series of improvements and reconstruction projects that began in late 2010. The east to west pedestrian corridor on the first underground floor was completed in late 2010. The station hall on the first floor was refurbished between September 2011 and June 2012. The ticketing booth was moved westward, making space for performance and activities. Several projects include signage for passenger circulation, fire prevention facilities, restroom improvements and the overhaul of the hall roof were completed.



第四代臺北車站  
The fourth generation of Taipei Station.

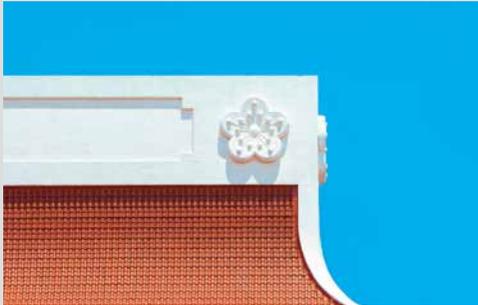


整建以前的臺北車站  
Taipei Station before renovate in 2015.



整建後臺北車站  
Taipei Station after renovate in 2016.

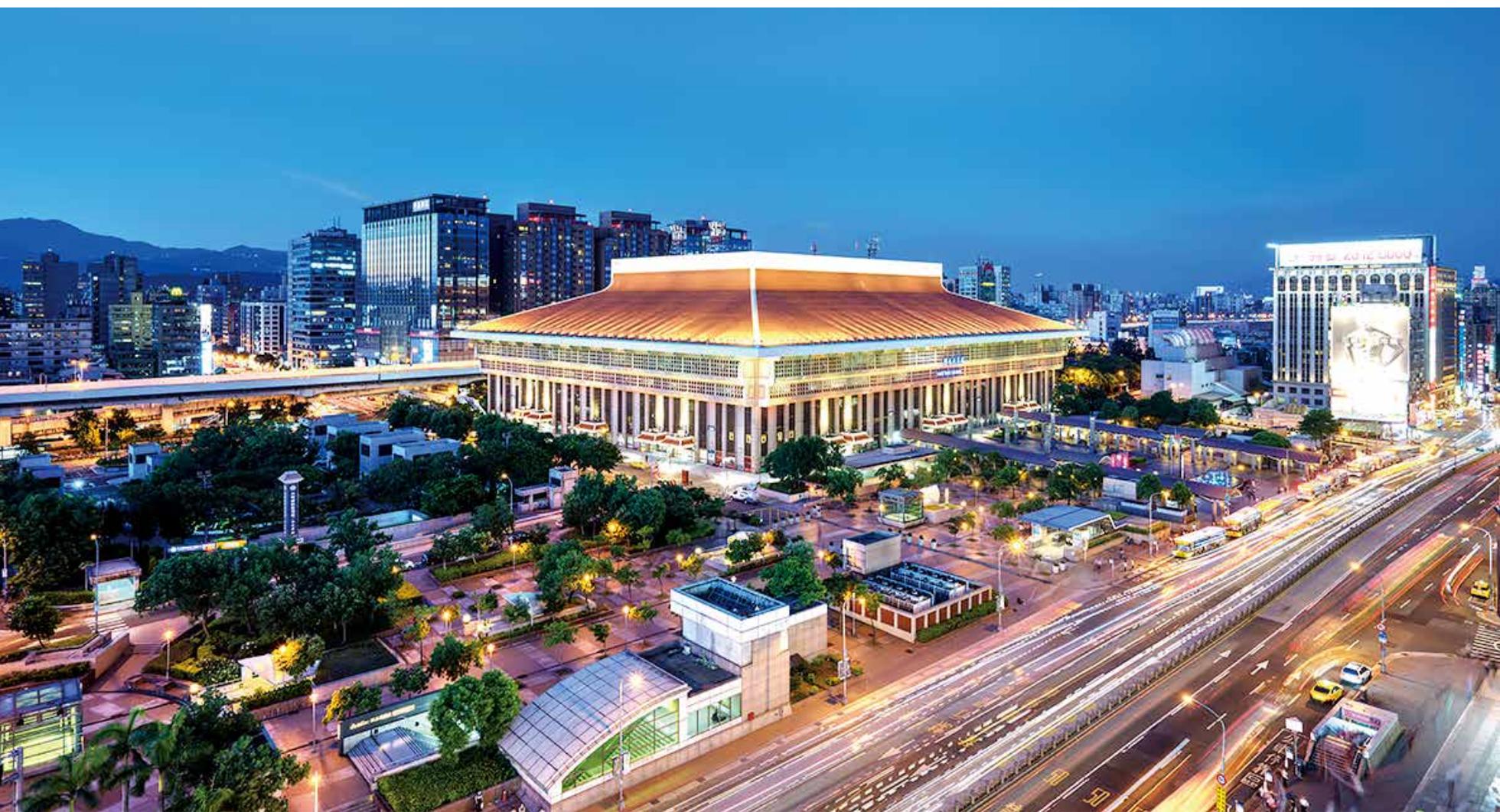




繼車站內部整修完成，大廳煥然一新後，臺北車站復於2015年1月至2016年7月，全力進行主體建築屋頂大規模改建工程，施工項目包括車站名牌、斜屋頂陶瓦、屋簷底板、東西側迴廊伸縮縫、外牆整飾、出入口及照明設備等，尤其將3,000坪的屋頂全部翻新，以筒瓦與板瓦一體成形、阻水性與密合性俱佳，且亮麗堅固的20萬片雙向契合式陶瓦，取代過去的混凝土及FRP材質瓦片，同時更換排水管，重新施作防水層，徹底解決過去豪雨時偶出現漏水，造成旅客不便問題。

Following soon after the internal renovation that gave the station hall a completely new look, Taipei Station focused on a large-scale roof overhaul of the main building between January 2015 and July 2016. The work items include station nameplates, the tiles on the sloping roof, base plates of the eaves, expansion joints in the east and west corridors, adornments on the outer walls, rain awnings at the exits, and lighting. It is worth noting that 3000 pings (c. 9900 square meters) of roof were completely overhauled. The new roof is made from integrated cylindrical and plate tiles that block water and fit together superbly. 200,000 shining, sturdy, bilaterally-fitted pottery tiles replaced the old tiles that were made from concrete and FRP. At the same time, the drainage pipes were replaced and the waterproofing was recoated. This work has eliminated the inconvenience caused when the roof was leaked during torrential rains in the past.

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|---|---|---|
| 1 | 2 | 1. 整建後臺北車站<br>Taipei Station after renovate.  |
|   | 3 | 2. 翻新的屋頂及梅花浮雕裝飾<br>Completely revamped roof with embossing of plum blossoms.                            |
|   | 4 | 3.4. 窗櫺細節<br>The detail on the window frame.  |
|   | 5 | 5. 車站名牌為朱振南先生書法墨寶<br>The Stations's name plate is a treasured piece of calligraphy by Mr. Chu Chen-nan. |



整建完成的臺北車站，不僅重新形塑首都交通門戶的地標意象，同時站體四周之人行空間照明亦有創新規劃設計，透過每一天及特定節慶不同的「燈光秀」，讓夜間的臺北車站與星空爭輝，更添引人流連的浪漫氛圍，同時也將臺北車站在邁入125週年之際，再次推向新一代車站的歷史里程。

The renovated Taipei Station has reshaped its landmark image as the transportation gateway to the capital. Innovative design has also been introduced to the lighting for pedestrian walkways around the Station. Through different "lightshows" displayed each night and during special festivals, Taipei Station shines the sky for shimmering glory at night. This adds to the romantic atmosphere that encourages pedestrians to linger. As Taipei Station celebrates its 125th anniversary, another historic milestone will be reached.



1 | 2  
3

1. 整建後讓臺北車站更顯繁榮  
Taipei Station more prosperous after renovate in 2016.
2. 夜間景致  
A nighttime view.
3. 夜間美麗的燈光秀  
Beautiful lightshows at night.



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|---|---|---|--|--|
| 1 | 2 | 5 | 1. 臺北車站大廳<br>The concourse of Taipei Station.  | 5. 臺北車站一樓商場<br>Shopping stores on the first floor of Taipei Station.                                     |
|   | 3 | 6 | 2. 臺北車站大廳從空間到設施，都有著國際級的品味與質感<br>The concourse of Taipei Station offers International taste and quality in terms of environment and facilities. | 6. 臺北車站地下商場常態性的藝術展覽 Y 區<br>Permanent art exhibition at the Underground Mall of Taipei Station (Coded Y). |
|   | 4 | 7 | 3. 車站一樓杯子蛋糕店<br>The Twelve Cupcakes on the first floor of Taipei Station.  | 7 臺鐵便當本鋪<br>TRA Lunchbox Main Store on the first basement of Taipei Station.                             |
|   |   |   | 4. 臺北車站地下商場 Y 區<br>The Underground Mall of Taipei Station (Coded Y).   |  |







1. 書法藝術「念奴嬌·赤壁懷古」  
Calligraphy of "Memories of the Past at Red Cliff".
2. 臺北車站西南側藝展區  
Art display area in the southwestern part of Taipei Station.
3. 臺北車站西南側藝展區  
Art display area in the southwestern part of Taipei Station.
4. 臺北車站處處有巧思  
Ingenuity can be found everywhere in Taipei Station.
5. 臺北車站西南側藝展區  
Art display area in the southwestern part of Taipei Station.

# Powerful and Imposing

The Station's Role as a Transportation Hub



鳥瞰臺北市與整建後臺北車站

A bird's-eye view of Taipei City and Taipei Station before renovate in 2016.

# 形影軒昂

## 臺北車站的樞紐角色

車站是匯集並疏運行旅的交通場所，也是情感與文化交流、擴散的根據地，在都市成形及拓展的進程中，無可置疑，車站自始至終皆扮演著不可或缺的火車頭角色。

臺北車站自從蛻變成為臺灣第一座鐵路地下化車站開始，即一舉邁進三鐵共構的劃時代里程，除地上樓層為臺鐵局營運辦公的大本營外，地下區間則供作臺鐵縱貫線、臺灣高鐵及臺北捷運板南線與淡水信義線的月臺使用，重新定義了新世代便捷交通的功能與價值，為臺北車站再添創世紀美談。

A train station brings travelers together and provides spaces for emotional and cultural exchange and diffusion. In the process of urban formation and expansion, train stations indisputably play prominent roles.

In the years since Taipei Station became the first underground station, it has become a hub for three different rail systems. TRA's administration offices were situated aboveground of the station, while belowground are platforms for TRA and THSR, as well as for the Banqiao-Nangang and Tamshui-Xinyi lines of the Taipei MRT. These have redefined the function and value of convenient transportation in this new era, bringing the station praise for its trailblazing role.

## 臺鐵縱貫線臺北車站

### TRA's Taipei Station on the Main Line

縱貫鐵路是臺灣第一條客貨運輸的鐵路，也是臺鐵西部幹線的核心路線，北起基隆，南迄高雄，促成臺灣第一次空間革命，成為連繫南北交通的最大動脈，而臺北車站座落於首善都會區，更是臺鐵運籌帷幄、暢通千里的堡壘。

臺北車站屬臺鐵各級列車均停靠的特等站，在成為臺灣首座地下化車站之時，原設有4座島式月臺、9線股道，後為配合高鐵臺北站進駐，故轉移2個月臺、4線股道予高鐵使用，現今第3月臺為縱貫線逆行（南向）月臺（3A）及東部幹線直通逆行月臺（3B），第4月臺則為縱

The Main Line is the first railway with passenger and freight in Taiwan. It also serves as the central traffic corridor for Taiwan Railways. The line, originating in the north at Keelung and reaching Kaohsiung in the south, triggered the first spatial revolution for Taiwan and became the traffic artery connecting north and south. Taipei Station, located in the downtown area of the capital city, is the fort from which TRA manages smooth rail traffic around the island.

Taipei Station is rated as a top-rank station where all classes of TRA passenger trains must stop. Before becoming the first underground station in Taiwan, it used to have four island platforms with 9 tracks. Later, to accommodate the THSR Taipei Station, two platforms and four tracks have been given over to THSR. At present, platform 3 is the platform (3A) for the counterclockwise (southbound) trains on the Main Line as well as the platform (3B) for the counterclockwise trains



車站工作人員執行勤務  
Station crews performing their duties.



火車靠站  
A train approaching a station.

貫線順行（北向）月臺（4A）及東部幹線直通 / 跨線順行月臺（4B），另備有專供貨物列車通行的股道（無月臺）。

臺鐵縱貫線是臺灣城際運輸的元老功臣，即便受到國道及高鐵瓜分中長程運輸的衝擊，但在「臺鐵捷運化」計畫推動下，已逐漸轉型成為都會間的通勤利器，而臺北車站無論過去、現在與未來，一直都是箇中最重要的核心樞紐。

running across the Eastern line. Platform 4 is the platform (4A) for the clockwise (northbound) trains on the Main Line as well as the platform (4B) for the clockwise trains running across the Eastern Line. An exclusive track is also available for nonstop freight trains (without platform).

TRA's Main Line is a "dominant forerunner", deserving the credit for pioneering inter-city transportation in Taiwan. Even though the market for medium- and long-haul transport has been divided up with the highways and THSR, the line has gradually transformed itself into an excellent commuting mode between different cities under the plan to "turn TRA into mass rapid transit". From the past to the present and into the future, Taipei Station has always been the most critical transportation hub.





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|---|---|--|
| 1 | 2 | 1. 整建後臺北車站<br>Taipei Station after renovate in 2016. |
|   | 3 | 2. 臺北車站俯瞰<br>Aerial view of Taipei Station.          |
|   |   | 3. 臺北車站東門<br>The eastern doors of Taipei Station.    |



臺灣高速鐵路臺北站  
THSR's Taipei Station.

# 臺灣高速鐵路臺北站

## THSR's Taipei Station

臺灣高速鐵路於2007年1月15日通車，目前營運長度348.5公里，從南港至左營（高雄站設站評估中），是臺灣第一個由民間興建、營運，再於特許營運期滿後移轉給政府（BOT模式）的公共工程，已逐漸成為臺灣西部長途運輸的重要運具之一，也是臺灣軌道工業的指標。

臺灣高鐵當初雖於臺北鐵路地下化期間預留使用隧道，但因無足夠地下空間新建高鐵車站，故高鐵臺北站改與臺鐵及臺北捷運共構於臺北車站大樓，售票處設於地下1樓，地下2樓供旅客上下車，共有2座島式月臺、4線股道，由臺鐵於2004年4月5日永久轉交高鐵使用，其中1A、1B月臺為南下往左營方向，2A、2B月臺則為北上往南港方向。

在高鐵南港站於2016年7月1日通車啟用前，臺北站一直是高鐵北端的起迄站，成功扮演臺北交通轉運重要成員角色，更具體實現臺灣西部走廊一日生活圈的目標。

THSR commenced operations on January 15, 2007. The present operating distance is 348.5 kilometers, from Nangang to Zuoying. It was Taiwan's first Build-Operate-Transfer (BOT) public construction project, which was built and operated by a private company. When the franchise period expires, the ownership will be transferred to the government. THSR has increasingly become an important mode of long-haul transport in western Taiwan, and it also symbolizes a benchmark for the rail industry in Taiwan.

Even though THSR reserved tunnels for future operations when the Taipei Railway Underground Project was developed and implemented. Due to a lack of underground space to build a new THSR station, the THSR Taipei Station was therefore co-constructed with TRA and Taipei Metro within Taipei Station building. Its ticket booths are located on the first underground floor, and passengers can board and alight from trains on the second underground floor. TRA handed over two island platforms and four tracks to THSR permanently on April 5, 2004. Among them, platforms 1A and 1B are for passengers southbound to Zuoying, whereas platforms 2A and 2B are for passengers northbound to Nangang.

Before THSR's Nangang Station joined the service on July 1, 2016, Taipei Station was THSR's terminal in northern Taiwan. It successfully played an important role in traffic circulation for Taipei, while helping realize the goal of "single-day life circle" for the western corridor of Taiwan.

# 臺北捷運臺北車站

## Taipei Metro's Taipei Station

臺北都會區大眾捷運系統是臺灣第一座投入營運而且規模最大的捷運系統，服務範圍廣及臺北市、新北市與桃園市，自1996年3月28日營運以來，對於促進臺北市中心與周邊衛星市鎮繁榮發展，創下極為鮮明的效益。

臺北捷運在當初興建地下化臺北車站之時，即已預先施築由鐵路轉型而來的淡水線（紅線）穿堂與月臺，並於1997年12月25日自中山站延伸營運至臺北車站，目前於臺北車站地下4樓第1與第2月臺，分別開行淡水信義線上行及下行列車，另藍線月臺則於1999年12月24日隨著板南線市政府至龍山寺路段通車而啟用，現臺北車站地下3樓的第3及第4月臺，即提供板南線東行及西行使用。

臺北捷運系統路線交錯、班距密集，樹立了改善都市動線與機能的革命性典範，也掀起臺灣其他都會地區一波波響應熱潮，而臺北捷運臺北站三鐵共構之賜，更為便捷都會行旅，不斷交出一張又一張漂亮的成績單。

The Taipei Mass Rapid Transit System is Taiwan's first operational and largest metro system, serving areas ranging from Taipei City, New Taipei City to Taoyuan City. Since commencing operations on March 28, 1996, it has yielded impressive benefits in promoting the prosperous development of downtown Taipei as well as its surrounding satellite cities.

When the underground Taipei Station was under construction, Taipei Metro had already built the concourses and platforms for the MRT's Tamsui Line (or Red Line) that was transformed from the Tamsui railway line. On December 25, 1997, operation was extended from Zhongshan station to Taipei Station. Currently, Taipei Metro operates north- and south-bound trains on the Tamsui-Xinyi Line at platforms 1 and 2 (respectively) on the fourth underground floor of Taipei Station. In addition, the section between Taipei City Hall and Longshan Temple on the Bannan Line (or Blue Line) opened for service on December 24, 1999. At present, platforms 3 and 4 on the third underground floor of Taipei Station serve eastbound and westbound passengers on the Bannan Line.

Taipei Metro system features an extensive and interlocking network with trains running at short headway. Taipei Metro sets a new paradigm for the improvement of urban traffic flows and functionalities, encouraging other metropolises in Taiwan to follow suit. In appreciation of the so-called "Three Rail Co-construction", Taipei Metro's Taipei Station has been consistently giving impressive results for rapid and convenient urban



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1. 臺北捷運臺北車站  
Taipei Metro's Taipei Station.
2. 臺北車站為三鐵共構交會地標  
Taipei Station is the convergence  
landmark for Three Rail Co-construction.
3. 三鐵標誌方向指示  
Directional signs for Three Rail Co-  
construction.





## 桃園捷運臺北車站

### Taoyuan Metro's Taipei Station

桃園國際機場聯外捷運系統，從臺北車站一路經桃園機場至中壢車站，全長53.7公里，包括15座高架車站、9座地下車站，桃園機場捷運於106年3月2日正式通車。

機場捷運由新北市政府與臺北市政府、桃園市政府三方合作，含直達車與普通車兩種營運模式，其最大特色即為旅客可提早於臺北站預辦登機及託運行李，於取得登機證後繼

The Taoyuan International Airport MRT starts at Taipei Station and goes all the way to Zhongli Station via Taoyuan International Airport. It covers a distance of 53.7 kilometers, including 15 elevated stations and 9 underground stations. The Taoyuan International Airport MRT station officially opened for service on March 2, 2017.

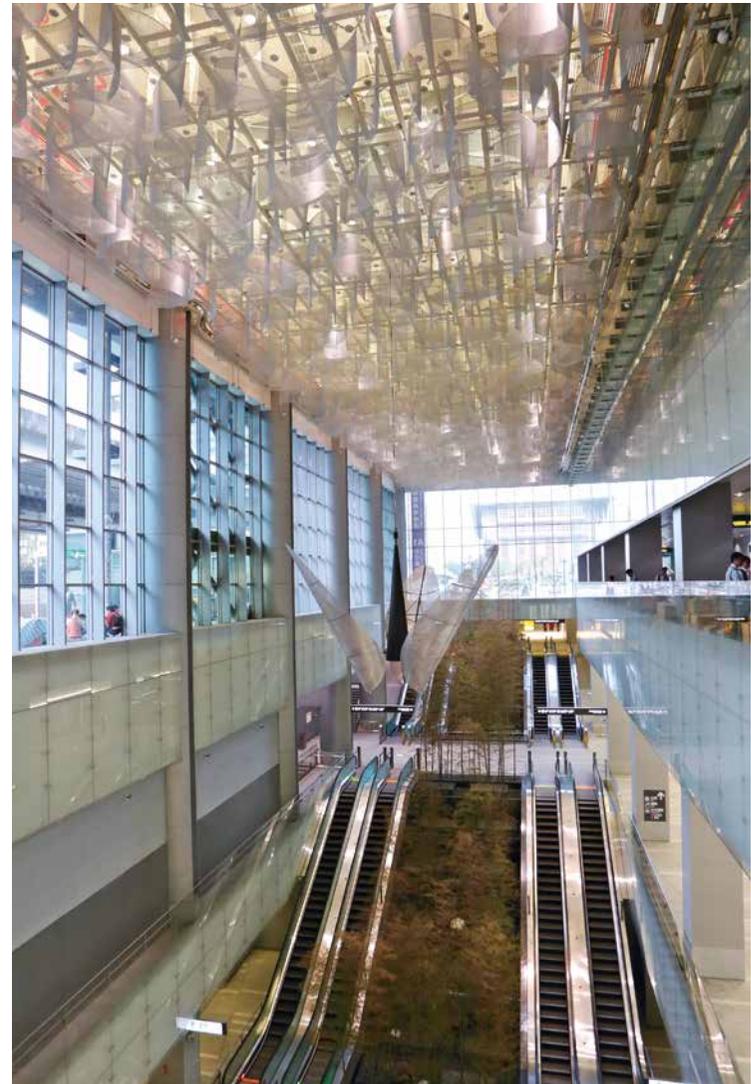
Taoyuan International Airport MRT, three-way collaboration among New Taipei City Government, Taipei City Government, and Taoyuan City Government, will operate with both express trains and

續於臺北市區內觀光或洽公，再搭乘機場捷運或其他運具前往桃園機場搭機，使旅客行程安排更富彈性。

機場捷運臺北車站採地下化規劃，可透過東、西兩側地下通道，連結三鐵共構的臺北車站及臺北捷運北門站，不僅方便民眾轉乘其他大眾運具，也將成為國際旅客進出臺北的國家門戶。

commuter trains. One of the unique service features is that passengers can check their luggage at Taipei Station, then obtain their boarding passes and proceed to shopping or business activities in downtown Taipei. They can later take the airport MRT or other modes of transport to Taoyuan International Airport to enjoy greater flexibility for their journeys.

The Taipei Station of Taoyuan International Airport MRT is constructed as an underground station. It can connect to the Taipei Station of the "Three Rail Systems" (TRA, THSR and MRT) and Taipei Metro's Beimen Station via east and west underground access, respectively. Such designs make it more convenient for the general public to transfer to other modes of public transport. The station is set to become the country's gateway for international visitors entering and leaving Taipei.



1 | 2

1. 桃園捷運臺北車站  
Taoyuan Metro's Taipei Station
2. 桃園捷運臺北車站大廳  
The concourse of Taoyuan Metro's Taipei Station

# A Vision of Prosperity

The Flourishing District of Taipei Station



2016年7月改建後車站外觀

The exteriors of Taipei Station after renovate in 2013.

# 掠影 昌隆

## 臺北車站的地域風華

臺北車站以富麗堂皇的龐然身形，為臺北市寫下地景榮耀，更藉首都門戶的交通津梁，整合新世代各種便捷運具，連結臺北、臺灣乃至於全世界之間的絡繹往來。

在臺北車站特定專用區內，有臺鐵、高鐵、捷運三鐵共構及長途客運轉運站，提供脈通八方的交通運輸；有地上及地下串聯的商圈賣場，提供時尚精品及南北百貨；也有先人史蹟及文化創意的展演場域，提供緬懷歲月及怡養心靈的契機，讓臺北的生活內涵更富多元丰采。

With its glorious and splendid appearance, Taipei Station serves as a glorious landmark within Taipei City. Even more importantly, it serves as a gateway into the city's transportation network, bringing together various modes of contemporary transportation and providing connections from Taipei to the rest of Taiwan and even to the world beyond. on the passage of time and to cultivate one's spirit and sensibilities, thus adding greater content and diversity to life in Taipei.

Within the Special District of Taipei Station, there is a co-construction station structure offering access to Taiwan's traditional railways, high-speed rail, and Taipei MRT system. A separate Taipei Bus Station, which is the depot for long-distance coaches in Taipei, is located proximally. The district also provides accessible routes features links to above- and underground retail facilities, offering fashionable and exquisite products of all kinds. Additionally, the district features historical and cultural exhibition spaces, which provide chances to reflect on the passage of time and to cultivate one's spirit and sensibilities, thus adding greater content and diversity to life in Taipei.



	2
1	3
	4

1. 臺北轉運站建築外觀  
The exteriors of Taipei Bus Station building.
2. 臺北轉運站入口  
Entrance to Taipei Bus Station.
3. 售票大廳  
Ticketing lobby.
4. 臺北轉運站鳥瞰  
Bird's eye view of Taipei Bus Station.

# 臺北轉運站

## Taipei Bus Station

與臺北車站比鄰的臺北轉運站，地上18樓、地下6樓，採BOT模式，為臺灣首座結合客運車站、購物中心、辦公大樓、集合住宅及影城、旅館等多元設施的大型複合式交通轉運中心。

臺北轉運站因座落於臺北車站特定專用區的交通九號用地，一般又稱「交九轉運站」，是臺鐵與臺北市政府、民間共同合作的亮點，2009年8月19日啟用，1樓為國道客運售票大廳，2至4樓則為候車大廳及乘車月臺，不僅環境潔淨明亮，且運用人車空間分離設計，確保旅客安全及隔離汽車噪音與廢氣。

另外，臺北轉運站地下1樓與中山地下街相通，地下2樓亦可串聯臺北地下街，方便臺鐵、高鐵及捷運淡水信義線、板南線、松山新店線旅客轉乘，3樓並與市民大道高架道路以匝道連接，降低市民大道平面交通衝擊，將臺北車站周邊的交通轉運機能發揮到最大。

Adjacent to Taipei Station, Taipei Bus Station is an eighteen-story building above the ground together with six underground floors. It is built and operated on the BOT basis as the first large-scale transit hub/complex in Taiwan, integrating the bus station, a shopping mall, an office building, congregate housing, a theater and hotel rooms.

As Taipei Bus Station is situated in the ninth plot of land reserved for transportation use in the Special Zone of Taipei Station, also called "Jiaojiu Bus Station." It is a highlighted result of collaboration between the TRA, Taipei City Government, and the private sector. Opened on August 19, 2009, its first floor is the ticketing office for buses operating on national highways. The second, third and fourth floors are used for waiting halls and boarding platforms. The Station, clean and bright, employs a design concept of separating people from vehicles to ensure passengers to stay safe as well as to be isolated from automobile noise and exhaust.

In addition, the first underground floor of Taipei Bus Station is connected to the Zhongshan Metro Mall. Access is also available from its second underground floor to Taipei City Mall, providing more convenience for transit passengers of TRA, THSR and Taipei Metro's Tamsui-Xinyi Line, Bannan Line and Songshan-Xindian Line. The third floor is also connected to the Civic Blvd. Expressway via a ramp to lower its impact on the ground traffic along Civic Blvd. Expressway as well as to maximize the function of traffic transfer around Taipei Station.

# 臺北車站地下商場

## The Underground Mall at Taipei Station

臺北都會區寸土寸金，由於臺北車站地下化後，匯集臺鐵、高鐵及捷運絡繹不絕的人潮，「地下街」也應運而生，成為有效利用土地的最佳商業活化空間，同時亦提供作為原中華商場（1992年拆除）廠商另起爐灶的安置場所。

The real estates in the Taipei metropolis are highly valuable upon the completion of the railway underground project of Taipei metropolis. The endless streams of people converging on TRA, THSR and Taipei Metro gave rise to the "Underground Mall", making it the ideal example for the effective commercial use of space and land. The mall also serves as a venue for vendors from the Zhonghua Market, which was demolished in 1992, to restart the commercial and business activities.

1		3
2		

1. 商店林立的臺北車站地下商場  
The hustle and bustle at the Underground Mall of Taipei Station.
2. 臺北車站地下商場常態性的藝術展覽  
Permanent art exhibition at the Underground Mall of Taipei Station.
3. 臺北車站內裝置藝術  
Installation art at the Underground Mall of Taipei Station.





「臺北車站地下商場」位於臺北車站地下1樓，有6個出入口，以英文字母M為編號，銜接捷運淡水線、板南線與臺鐵、高鐵，並與「站前地下街」（編號Z）及「誠品站前店」（臺北新世界購物中心，編號K）相連，加上「臺北地下街」（編號Y）及「中山地下街」（編號R）的串聯，形成臺北車站及周邊別有洞天的地下商城。

穿梭在地下百貨商場，美食、時尚、生活、圖書、藝術等一應俱全，廣場空間經常舉辦各種展演活動，並不時可見青少年朋友聚集練舞，為人來人往的交通長廊，增添無限的浪漫與活力。

The Underground Mall at Taipei Station is located on the first underground floor of Taipei Station. It has six entrances that are coded with the English letter M for connection with the Taipei Metro Tamsui Line and Bannan Line, as well as TRA and THSR. The Underground Mall is also connected with the Station Front Metro Mall (coded Z) and Eslite Bookstore Taipei Station Store (Taipei New World Shopping Center, coded K). Combined with Taipei City Mall (coded Y) and Zhongshan Metro Mall (R), it has become a unique underground plaza near Taipei Station.

Moving between these underground malls, visitors can find an assortment of items from gourmet food, fashion, lifestyle products, and books, to arts. Various displays and performances often take place on the open space in the plaza. Occasionally, teenagers gathering to practice their dance routines can be seen. These all add limitless romance and vitality to the hustle and bustle of the concourse corridors.



1  
2 | 3

1. 後車站附近古蹟建築  
Historic architecture near Taipei Rear Station.
2. 招牌林立臺北後車站商圈  
Signboards abound at Taipei Rear Station shopping district.
3. 臺北後車站懷舊廣場  
The Rear Station Nostalgia Plaza.

# 臺北後車站商圈

## Commercial District of Taipei Rear Station

臺北後車站（舊稱「裏臺北驛」）位於第二代臺北車站軌道區的北側，建成於1923年3月6日，當時取代北門驛成為淡水線鐵路的新起迄端點。

隨著淡水線鐵路於1988年7月15日廢止，宣告臺北後車站正式走入歷史，木造的後站站房還來不及保存，即於1989年9月23日不幸遭祝融焚燬，2001年9月原址附近另設立「後火車站懷舊廣場」，並於一座簡易月臺陳列由臺鐵提供的單節柴油客車供民眾追憶。

早年淡水河舟楫商旅繁忙，臺灣移民大量聚居於大稻埕地區，鄰近的臺北後車站一帶也因鐵道行旅，逐漸形成臺北市歷史最悠久的批發業商圈，範圍涵蓋重慶北路一段、承德路一段、長安西路、華陰街與太原路，舉凡精品服飾、皮鞋皮件、配件飾品、化妝品及日用雜貨等一應俱全，雖然物換星移，鐵道光景不復可尋，但繁華的商街依然見證著昔日驛站周邊的歲月風華。

Taipei Rear Station (formerly called "Inner Taipei Station") is located north of where the track area of the second-generation Taipei Station used to be. The Rear Station was completed on March 6, 1923 and replaced North Gate Station as the new terminal for the Tamsui Line.

When the Tamsui Line railway service was terminated on July 15, 1988, it was announced that Taipei Rear Station was going to take its place in history as well. The wooden Rear Station house unfortunately burned in a massive fire on September 23, 1989, before any attempts at preservation could be made. In September 2001, the Rear Station Nostalgic Plaza was established on its original site, displaying a single-car diesel train provided by TRA and a simply constructed platform to offer the general public a chance to recall the memory.

In earlier days, the Tamsui River was a flurry of boats carrying businesspeople and travelers, as early immigrants settled in the Dadaocheng area en masse. Due to the convenient railway travel, the area adjacent to Taipei Rear Station came to be Taipei's oldest wholesale district. The market encompassed Chongqing North Road Section 1, Chengde Road Section 1, Chang'an West Road, Huayin Street, and Taiyuan Road, offering a wide variety of goods ranging from boutique clothing, leather shoes & goods, accessories and cosmetics to daily sundries. Even though times have changed and the glorious days of the railway are long gone, the busy streets still attest to the fact that the Rear Station used to witness better days.

# 國父史蹟紀念館

## Sun Yat-sen Memorial House

國父史蹟紀念館顧名思義，以紀念國父孫中山先生而得名，環境清幽、花木扶疏，又名逸仙公園，是臺北市中心一處鬧中取靜的賞景小天地。

與臺北車站東方相鄰而立的國父史蹟紀念館，占地約千坪，主要建物為50坪大小、建於1900年的「梅屋敷」（以庭園廣植梅樹命名），是日據期間臺北享名的高級料亭（日本料理餐廳），因孫中山先生曾於1913年起數度下榻，1947年經蔣中正指定為國父史蹟紀念館，1983年配合臺北市區鐵路地下化工程，經仔細拆卸保存，並於原址北方50公尺處進行復舊重建。

1986年，逸仙公園重建完成，翌年庭園工程亦告竣工，至今，無論梅屋敷內典藏孫中山先生4度來臺期間的留影與手稿等相關史料，以及園區妙肖自然的庭園景觀，在在都是引人流連的吸睛焦點。

The self-explanatory Sun Yat-sen Memorial House is named after the nation's founding father, Dr. Sun Yat-sen. It features quiet and elegant surroundings with lots of trees and flowers. It is a somewhat small scenic spot in downtown Taipei to get away from the hustle and bustle.

Adjacent to the east part of Taipei Station, Sun Yat-sen Memorial House has a footprint of around 1,000 pings (c. 3300 square meters). Its main building, the "Plum Hut," was built in 1900 with a floor space of 50 pings and used to be a well-known premium Japanese cuisine restaurant during the Japanese occupation period. It was named after the Chinese plum trees widely planted in the garden. As Dr. Sun Yat-sen checked in and stayed here on several occasions after 1913, Chiang Kai-shek in 1947 designated it as the venue for the Sun Yat-sen Memorial House. In 1983, it was painstakingly dismantled, preserved, and rebuilt 50 meters north of its original location, as part of the Taipei railway underground project.

In 1986, Yat-sen Park was successfully rebuilt. In the following year, construction work for the garden was also completed. Today, visitors continue to be fascinated by the historic photographs and manuscripts, left from Dr. Sun Yat-sen's four visits and carefully preserved in the "Plum Hut," as well as by the exquisite and natural garden landscape.



- |   |   |  |
|---|---|--|
| 1 | 3 | 1. 國父史蹟紀念館鳥瞰<br>An aerial view of the Sun Yat-sen Memorial House.                      |
|   | 4 | 2. 建築體外觀<br>Building exteriors.  |
| 2 | 5 | 3. 位處臺北市中心的國父史蹟紀念館<br>Sun Yat-sen Memorial House, located in the heart of Taipei City. |

- |    |   |
|----|---|
| 4. | 原日據時期高級料亭「梅屋敷」<br>Originally a premium restaurant known as "the Plum Hut" during Japanese occupation. |
| 5. | 鬧中取靜的美麗庭園<br>A beautiful, serene garden amidst the noise.   |



## 華山1914 文化創意產業園區

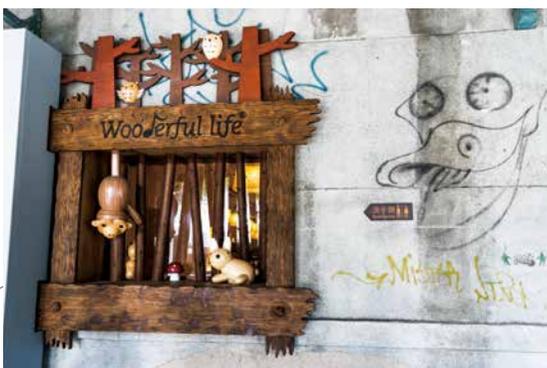
### Huashan 1914 Creative Park

華山1914文化創意產業園區以藝術展覽、音樂演出等文化活動場域馳名，其前身為1914年創立，名列臺北市市定古蹟的臺北酒廠。

臺北酒廠最初原屬日本企業的釀酒廠，因日據時期實施專賣制度而由臺灣總督府收購，光復之後成為臺灣省菸酒公賣局臺北第一酒廠，為當時銷量龐大的米酒與水果酒重要生產基地，其後由於酒廠在1987年遷移桃園龜山而遭閒

Huashan 1914 Creative Park is renowned for cultural activities such as artistic exhibitions and musical performances. Its predecessor was Taipei Distillery, built in 1914 and later certified as a historical site by Taipei City.

Taipei Distillery originally belonged to a Japanese company. During the Japanese occupation, it was acquired by the Governor-General of Taiwan due to the implementation of the tobacco and wine monopoly system. After the restoration of Taiwan, it became the First Taipei Distillery of the Taiwan Tobacco and Liquor Monopoly Bureau, which was an important manufacturing base for the most



置，1997年經藝文界人士請願奔走，終於在1999年定位為「華山藝文特區」，並由行政院文化建設委員會（今文化部）主導，改以整建營運移轉模式（ROT）委外經營，於2007年正式成為享譽各界的文創聖殿。

華山之名源自於日本時代的樺山町地名，以紀念首任臺灣總督樺山資紀而來，附近的樺山貨物驛（後改為華山車站，1986年因臺北鐵路地下化專案而廢除）也轉型成為大面積草原綠地，為臺北車站周邊增添更多的樂活空間。

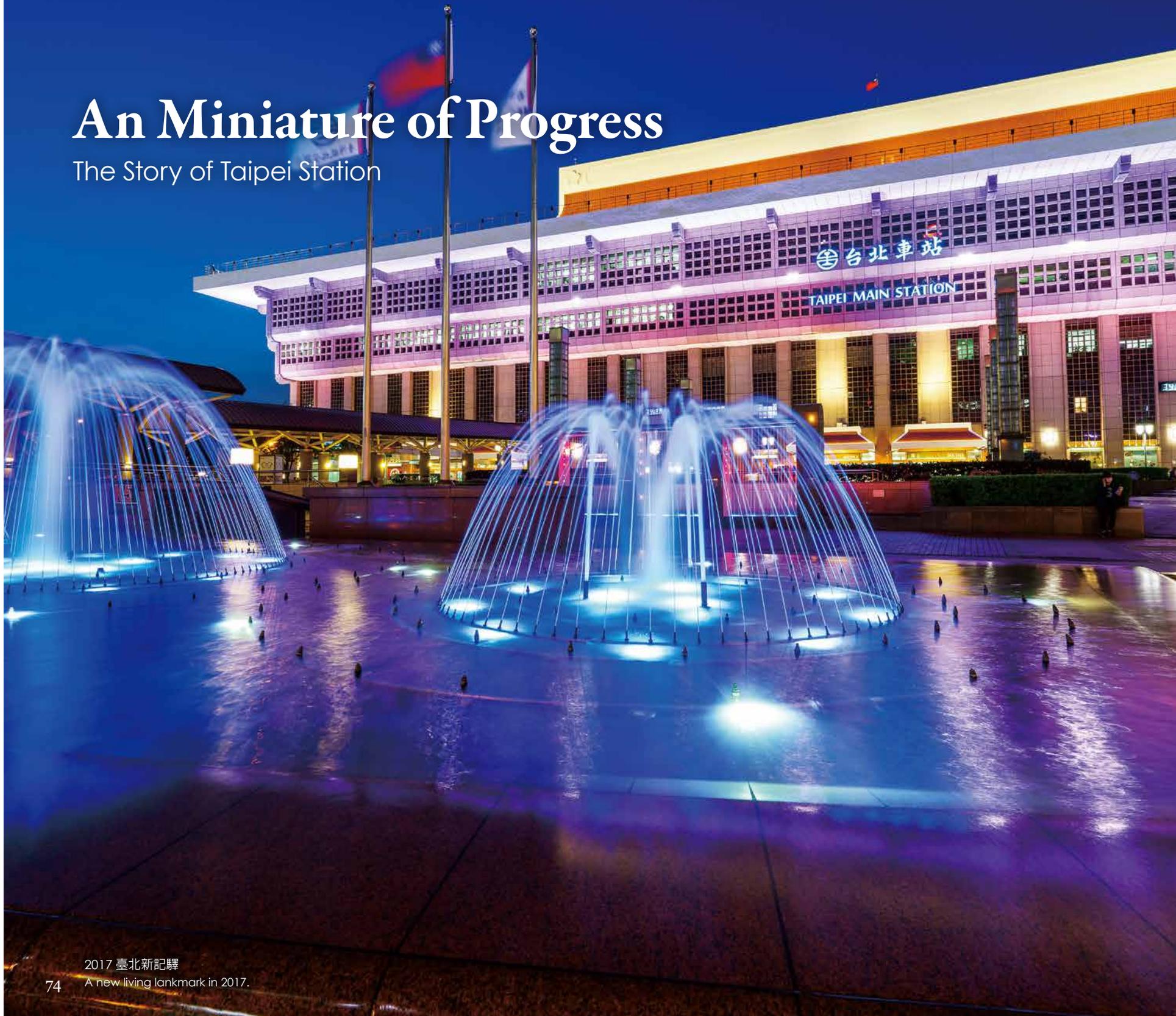
selling rice and fruit wines then. The location was vacated and became idle after the distillery relocated to Taoyuan's Guishan in 1987. After repeated requests by the cultural and art community in 1997, the location was earmarked as Huashan Cultural and Creative Industry Center in 1999. With the Council for Cultural Affairs of the Executive Yuan (the present-day Ministry of Culture) playing the leading role, its operation was later outsourced on a Rehabilitate-Operate-Transfer (ROT) basis in 2007 to officially become a well-respected cultural and creative sanctum.

The name of Huashan derives from the district name of Kabayama-cho during the Japanese occupation period to commemorate the first Japanese Governor-General of Taiwan, Kabayama Sukenori. The Kabayama Freight Station nearby, later renamed as Huashan Station, was demolished in 1986 as part of the Taipei railway underground project. The vacant space was also transformed into an immense grassy lawn, adding more LOHAS living area to the neighborhood around Taipei Station.

- |   |   |  |
|---|---|--|
| 1 | 2 | 1. 前身為古蹟「臺北酒廠」   |
|   | 3 | Formerly a historic site, the Taipei Distillery.                                   |
|   | 4 | 2. 藤蔓爬滿臺鐵臺北貨車場成為現今特色   |
|   | 5 | Crawling vines are a distinguishing feature of the TRA Taipei Freight Depot today. |
|   |   | 3. 富有巧思的一隅   |
|   |   | A corner rich with ingenuity.  |
|   |   | 4. 改造舊有空間營造引人駐足的展區   |
|   |   | Renovating existing space to build an enticing exhibition area.                    |
|   |   | 5. 草坪上的藝術裝置  |
|   |   | Art installation on a lawn.  |

# An Miniature of Progress

The Story of Taipei Station



# 縮影 輝煌

## 臺北車站的故事脈絡

臺北車站悠悠走過125年歲月，雖然因應時代變遷而以不同樣貌矗立，但始終不改首善都會之交通樞紐本色，既連結了夢想與希望的里程，也披露出城市欣欣向榮的光環，如果攤開臺北車站的歷史記錄，顯現的正是臺鐵與土地、人民共同打拼的故事，也如同見證著臺灣一點一滴的改變，邁向更美好的未來。

Taipei Station lengthy years through 125 years, although in response to changing times and different appearance stands, but still does not change the pre-eminent qualities of the transport hub of the city, not only link the dreams and hopes of the city also disclosed a thriving city of aura, if spread history Taipei Station, it is Taiwan Railway and land, people work hard with the story appearing, as also witnessed the change a little bit of Taiwan, towards a better future.

# 清朝時期

## Qing Dynasty



1886.04.15  
(光緒12年)

清廷任命劉銘傳先生為首任臺灣巡撫。  
The Qing Government appointed Liu Ming-chuan as the first governor of Taiwan.

1887.03.12  
(光緒13年)

臺灣巡撫劉銘傳奏請興建臺灣鐵路。  
Liu Ming-chuan, the governor of Taiwan, submitted a request to the Qing Government to construct railways in Taiwan.

04.28

清廷批准興建臺灣鐵路。  
The Qing Government approved the request to build railways in Taiwan.

06.09

在臺北城東三板橋（今濟南路三段），成立臺灣鐵路商務局；臺北至基隆28.6公里鐵路，舉行開工典禮，劉銘傳親臨主持。

The Taiwan Railways Business Administration was established at Sanbanqiao in the east of Taipei Walled City (present-day Jinan Road Section 3). Liu Ming-chuan personally presided over the groundbreaking ceremony for the 28.6-kilometer railway between Taipei and Keelung.

1888.05.10  
(光緒14年)

臺北至新竹間鐵路開工，路線由臺北經新莊南下。

Construction of the railway between Taipei and Hsinchu commenced, starting from Taipei to go south via Xinzhuang.

1891.03  
(光緒17年)

清廷核派邵友濂為第二任臺灣巡撫。  
The Qing Government appointed Shao Youlian as the second governor of Taiwan.

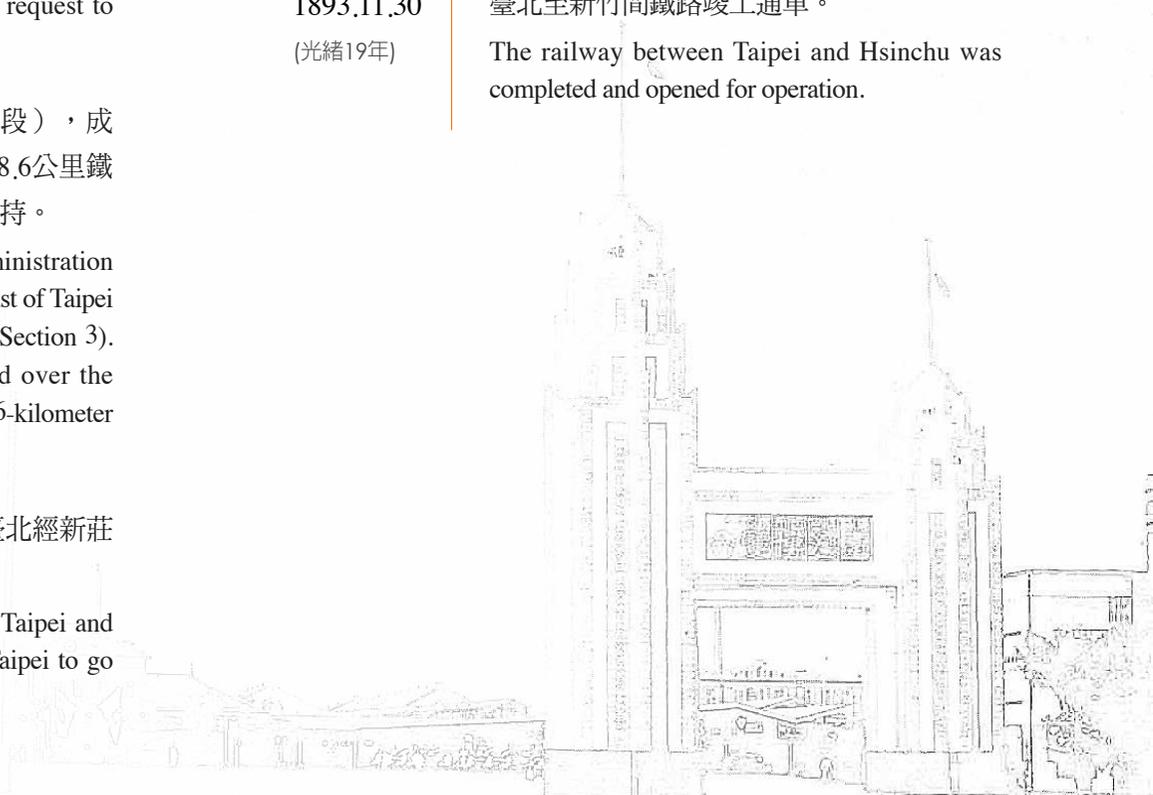
10.20

臺北至基隆間鐵路竣工通車；第一代臺北車站啟用。

The railway between Taipei and Keelung was completed and opened for operation. The first generation of Taipei Station was launched.

1893.11.30  
(光緒19年)

臺北至新竹間鐵路竣工通車。  
The railway between Taipei and Hsinchu was completed and opened for operation.



# 日據時期

## Japanese Occupation Period



1896.06.03  
(明治28年)

清日甲午戰爭後，簽訂馬關條約，臺灣割讓日本；日本侵臺後，派樺山資紀為首任臺灣總督；臺灣志士破壞鐵路，使日軍侵犯臺灣受阻。

After the First Sino-Japanese War, Taiwan was ceded to Japan with the signing of the Treaty of Shimonoseki. After the Japanese invasion of Taiwan, Japan appointed Kabayama Sukenori as the first Governor-General of Taiwan. Taiwanese resistance forces sabotaged railways to set back the Japanese invasion.

06.09

臺北基隆間鐵路修復試車。

The railway between Taipei and Keelung was repaired and tested.

07.02

臺北新竹間鐵路恢復通車。

The railway service between Taipei and Hsinchu resumed.

1900.09.15  
(明治26年)

臺北淡水間鐵路開工。

The railway construction between Taipei and Tamsui commenced.

1901.08.25  
(明治27年)

臺北經艋舺、枋橋（板橋）、樹林、山仔腳（山佳）、鶯歌石（鶯歌）至桃仔園鐵路竣工通車，同時廢除經海山口（新莊）鐵路；臺北淡水間鐵路竣工通車；第二代臺北車站啟用。

The railway from Taipei via Bangka, Fangciao (Banqiao), Santzaijiao (Shanjia), Yingge Stone (Yingge) to Thô-á-hng was completed and opened for operation. In the meantime, the railway operating through Haishankou (Xinzhuang) was demolished. The railway between Taipei and Tamsui was completed and began operation. The second generation of Taipei Station was opened.

1902  
(明治35年)

壹岐佐一郎先生接任臺北驛長。

Mr. Iki Saichiro was appointed as the station master of Taihoku-Eki.

1903  
(明治36年)

小口美彌太郎先生接任臺北驛長。

Mr. Koguchi Miyataro took over as the station master of Taihoku-Eki.

1904.01.01  
(明治37年)

臺北站改依電信局電鈴中午對時。

Taipei Station changed its practice to sync up its clock with the bell at the Bureau of Telecommunications at noon.

1905.10.31  
(明治38年)

臺北站裝設電燈。

Electric lights were installed at Taipei Station.

1907  
(明治40年)

八代定太郎先生接任臺北驛長。

Mr. Yashiro Sadataro took over as the station master of Taihoku-Eki.



1912.05.28  
(大正元年)

臺北站縱貫線及淡水線開車警鈴啟用。

The alarm bell for train departure was launched at Taipei Station for the Main Line and the Tamsui Line.

1915.08.17  
(大正4年)

臺北站北門至北投間行駛蒸氣機動車。

Steam locomotives were deployed to join the service between Taipei's Beimen and Beitou.

1918.04  
(大正7年)

臺北站遷建於今之北平西路。

Taipei Station was relocated to present-day Beiping West Road.

1919  
(大正8年)

臺北基隆間28.6公里鐵路雙線竣工。

The 28.6 km double-track railway between Taipei and Keelung was completed.

1920  
(大正9年)

篠崎德太郎先生接任臺北驛長。

Mr. Shinozaki Tokutaro took over as the station master of Taihoku-Eki.

1921  
(大正10年)

東午藏先生接任臺北驛長。

Mr. Higashi Gozo Taihoku-Eki took over as the station master of Taihoku-Eki.

1922.06  
(大正11年)

森遠重先生接任臺北驛長。

Mr. Morito Shige took over as the station master of Taihoku-Eki.

1923  
(大正12年)

臥車（日名寢臺車）開始使用，由臺北站管理臥具，建臥具倉庫。

June - Sleeping cars, called Shindaishia in Japanese, went into service. Those sleeping facilities were managed by Taipei Station and a warehouse for relevant equipment and supplies was built.

設臺北裏取扱所（後改裏臺北驛，光復改臺北後站）。

Taipei Backside Lost and Found was established and it was subsequently renamed as Inner Taipei Station. After the restoration of Taiwan, the station was renamed again as Taipei Rear Station.

1925  
(大正14年)

小林常吉先生接任臺北驛長。

Mr. Kobayashi Tsuneyoshi took over as the station master of Taihoku-Eki.

1929  
(昭和4年)

香取吉萬先生接任臺北驛長。

Mr. Katori Yoshiyorozu took over as the station master of Taihoku-Eki.

1930.11.05  
(昭和5年)

基隆板橋間行駛汽油車，基隆起26.7公里處，設「北臺北」及29.9公里處設「新起町」招呼站停汽油車。

Gasoline trains started service between Keelung and Banqiao. The North Taipei and Shinkicho staffless stations were respectively established



1934.11.01  
(昭和9年)

at the 26.7 km and 29.9 km marks away from Keelung for the dwell of gasoline trains.

久木田寛先生接任臺北驛長。

Mr. Kukita Hiroshi took over as the station master of Taihoku-Eki.

淡水線行駛汽油車。

Gasoline trains started running on the Tamsui Line.

1935.03  
(昭和10年)

太田輝次郎先生接任臺北驛長。

Mr. Ota Terujiro took over as the station master of Taihoku-Eki.

臺北竹南間97.1公里雙線工程竣工。

Construction project for the 97.1 km double-track railway between Taipei and Zhunan was completed.

1935.12.01  
(昭和12年)

新建樺山貨運站落成啟用，同時臺北站取消經辦貨運，專辦客運業務與旅客列車編組站。

The newly-built Kabayama Freight Station was completed and started operation. In the meantime, Taipei Station terminated its freight service to focus on passenger transport service and the make-up of passenger trains.

12.18

臺北新起町（西門）設交通局委託小荷物（行包）取扱所。

1939.02.15  
(昭和14年)

Baggage pickup service entrusted by the Bureau of Transportation was set up at Taipei Shinkicho (Ximen).

臺北太平町（延平北路）設交通局委託小荷物（行包）取扱所。

Baggage pickup service entrusted by the Bureau of Transportation was set up at Taipei's Taihei-cho (Yanping North Road).

1940.06  
(昭和15年)

改建臺北站站房（即臺北舊站房）。

Taipei Station building was renovated (i.e. old Taipei Station house).

1941  
(昭和16年)

錦本一夫先生接任臺北驛長。

Mr. Nishikimoto Kazuo took over as the station master of Taihoku-Eki.

第三代臺北車站啟用。

The third generation of Taipei Station was launched.

# 中華民國時期

## Republic of China Era



- |                       |  |                       |  |
|-----------------------|--|-----------------------|--|
| 1945.11.01<br>(民國34年) | 臺灣鐵路管理委員會成立。<br>Taiwan Railway Administration Committee was established.   | 05.10                 | 吳賢明先生接任臺北站第二任站長。<br>Mr. Wu Xianming took over as the second station master of Taipei Station.  |
| 12.21                 | 陳清文先生正式接收臺灣鐵路，為第一任鐵路管理局局長。<br>Mr. Chen Qhingwen officially took over Taiwan Railways to become the first Director-General of Taiwan Railways Administration (TRA).   | 05.24                 | 臺北站設女播音員播音，為各大站播音服務開端。<br>Female public announcers were deployed at Taipei Station, spearheading broadcasting service at major stations .  |
| 1946.10<br>(民國35年)    | 鐵路局自動車課全部移交新成立之臺灣省公路局與鐵路局分離。<br>The automobile division of TRA was separated from TRA and was completely transferred to the newly-established Taiwan Highway Bureau. | 1949.03.05<br>(民國38年) | 莫衡先生接任鐵路局長。<br>Mr. Mo Heng took over as the Director-General of TRA.   |
| 1947.05.10<br>(民國36年) | 馮玉鯤先生接任臺北站第一任站長。<br>Mr. Feng Yukun was appointed as the first station master of Taipei Station.  | 1950.06.01<br>(民國39年) | 臺北站第二月臺行車室裝置調度電話。<br>Dispatch phone was installed at the train control room of platform 2 at Taipei Station.                               |
| 1948.03.01<br>(民國37年) | 臺灣鐵路管理局成立，隸屬於臺灣省政府交通處。<br>The TRA was established under the jurisdiction of the Transportation Bureau, Taiwan Provincial Government.                                 | 10.15                 | 淡水線停掛（STP）二等客車。<br>Service of the second class passenger cars was suspended on the Tamsui Line.  |
| 03.06                 | 郎鍾騷先生任鐵路管理局局長。<br>Mr. Lang Zhonglai took over as the Director-General of TRA.  | 11.14                 | 張廣珍接任臺北站第三任站長。<br>Mr. Zhang Guangzhen took over as the third station master of Taipei Station.   |
|                       |  | 1951.01.01<br>(民國40年) | 臺北至蘇澳間行駛「克難號」3001、3002次對號汽油快車。<br>Taipei to Suao intercity service resumed with the "Kelan" 3001 and 3002 intercity diesel express trains. |



- 09.20 The Kenan Express gasoline trains with train no. 3001 and 3002 provided reserved seating service between Taipei and Su'ao.  
臺北至高雄間開行下行（成功號）上行（銘傳號）快車。  
Express services of Cheng-gong (southbound) and Ming-chuan (northbound) between Taipei and Kaohsiung were launched.
- 1952.04.10 (民國41年) 各車站（一、二、三等）來回程車票發售辦法實施。  
Sales rules for round-trip tickets at various stations (the first, second, and third classes) were rolled out and implemented.
- 1953.01.01 (民國42年) 鐵路局奉令除同職等職稱變更外，員工升遷一律凍結，暫以代理或暫代發布，新進基層人員即以臨時工雇用。  
TRA was ordered to freeze all personnel promotion, with the exception of those changing job titles but pay rates remained the same. Personnel promotion announcements were made on a proxy or acting basis. New hires at the entry-level were employed as temps.
- 12.01 日據時之「北臺北臨時停車場」改為新生招呼站，隸屬臺北站管理。
- 1954.09.01 (民國43年) "North Taipei Temporary Train Yard" established during the Japanese occupation period was renamed Xinsheng staffless station under the jurisdiction of Taipei Station.  
臺北彰化間行駛直達柴油對號入座特快車（俗稱「飛快車」）。  
Non-stop limited diesel express, commonly known as "Flying-Fast," provided reserved seats and operated between Taipei and Changhua.
- 09.09 臺北臺中間行駛直達柴油飛快車。  
Non-stop diesel "Flying Fast" express started operating between Taipei and Taichung.
- 12.23 姚燾先生接任臺北站第四任站長。  
Mr. Yao Tao took over as the fourth station master of Taipei Station.
- 02.01 臺北高雄間行駛柴油飛快車，並開始實施列車女服務員制度（飛快車小姐）。  
Diesel "Flying Fast" service was launched between Taipei and Kaohsiung. The system of catering service provided by female train attendants was introduced for the first time. They were known as Flying-Fast girls.



02.06	鐵路局長莫衡先生兼任交通處長。 TRA Director-General, Mr. Mo Heng, concurrently served as the Director of Transportation Bureau.		went by the name of "White Iron" among TRA employees.
03.01	鐵路局人事凍結案取消。 TRA personnel freeze order was lifted.	1963.02.09 (民國52年)	徐人壽先生接任鐵路局長。 Mr. Xu Renshou took over as the Director-General of TRA.
1957.11.02 (民國46年)	鐵路局長莫衡先生辭兼交通處長職務獲准，專職鐵路局長。 TRA Director-General, Mr. Mo Heng, submitted a request to resign from the post as Director of Transportation Bureau to focus on TRA management and the request was approved.	04.01	餐旅服務總所成立，辦公地址即位於臺北站西側原餐旅服務所原址。 The Department of Catering Service was established. The office was located at the original site of the catering service division in the west wing of Taipei Station.
1961.02.09 (民國50年)	陳舜畊先生接任鐵路局長。 Mr. Chen Shungeng took over as the Director-General of TRA.	1965 (民國54年)	奉行政院臺（54）支0843號核定每年6月9日為鐵路節。 Under the authority of the Executive Yuan order (1965; no. 0843), June 9 was designated as the date for the annual "Railway Festival".
03.09	岳恆慶先生接任臺北站第五任站長。 Mr. Yueheng Qing took over Taipei fifth webmaster.	1966.05.03 (民國55年)	林則彬先生接任鐵路局長。 Mr. Lin Zebin took over as the Director-General of TRA.
06.18	臺北高雄間行駛觀光對號直達特快列車（空調客車），於67年4月26日停駛，一般員工稱「白鐵仔」。 The non-stop limited express tour train with reserved seats (air-conditioned passenger cars) started operating between Taipei and Kaohsiung. It was suspended on April 26, 1978. The service	10.31	臺北高雄間行駛3001、3002、3005、3006次車光華號特快車。 Guanghua Limited Express with trains no. 3001, 3002, 3005 and 3006 launched service between Taipei and Kaohsiung.



1967  
(民國56年)

站房大門上新設電光時鐘；臺北站剪票口設置開車時刻電子顯示反轉資訊及修建不銹鋼護欄剪票口。

New lightbulb-based digital clocks were installed above the station gate. Electronic display showing train departure time was installed at the ticket validation and inspection gates of Taipei Station. Ticket gates were renovated with stainless steel guard rails.

1968.10.25  
(民國57年)

陳樹曦先生接任鐵路局長。

Mr. Chen Shuxi took over as the Director-General of TRA.

1972.01.18  
(民國61年)

張壽岑先生接任臺北站第六任站長。

Mr. Zhang Shouqin took over as the sixth station master of Taipei Station.

06.09

陳樹曦先生接任交通處長，陳德年先生接任鐵路局長。

Mr. Chen Shuxi took over as Director of Transportation Bureau. Mr. Chen Denian took over as the Director-General of TRA.

1976.01.16  
(民國61年)

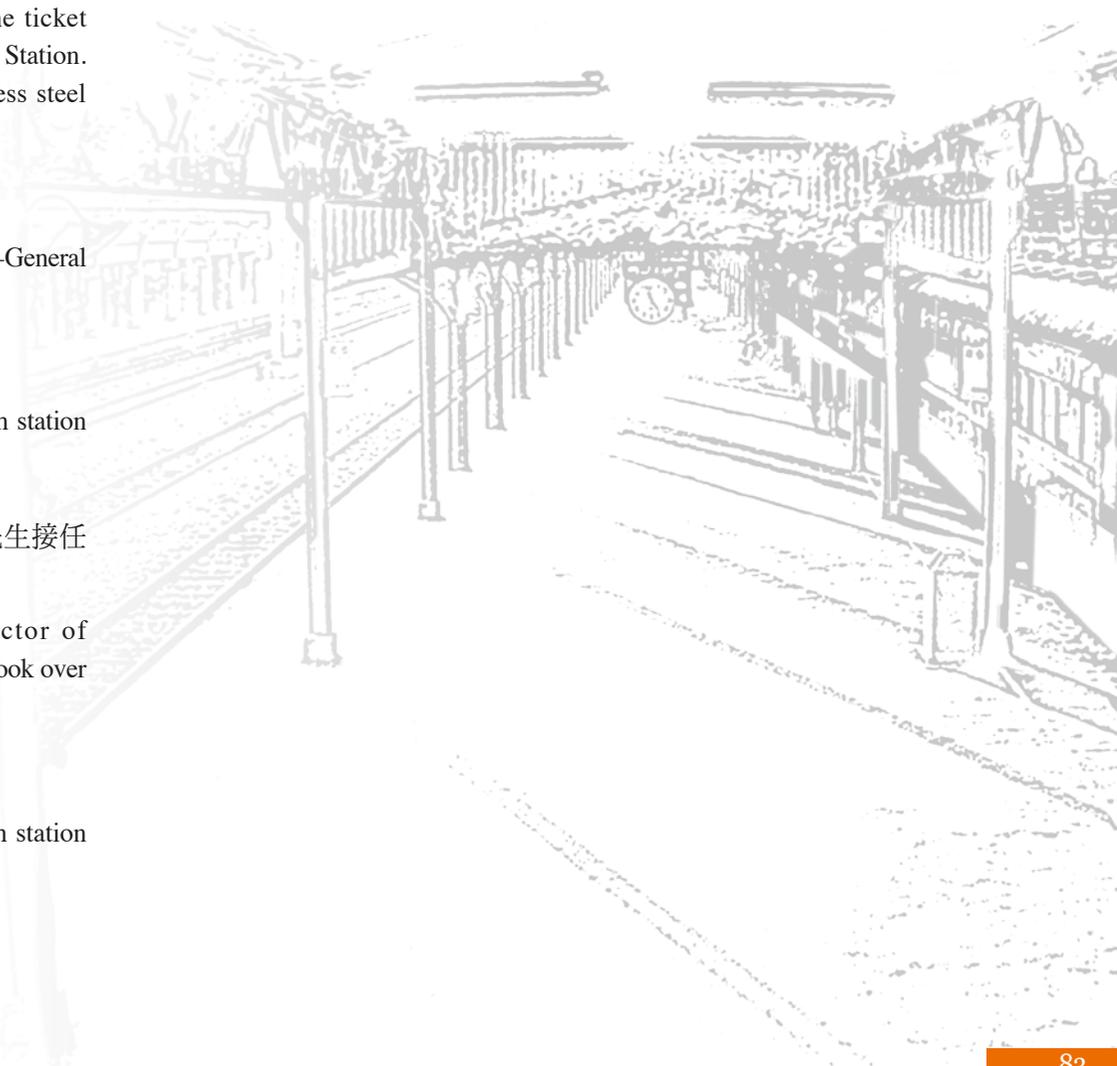
陳德沛先生接任臺北站第七任站長。

Mr. Chen Depei took over as the seventh station master of Taipei Station.

06.16

范銳先生接任鐵路局長。

Mr. Fan Rui took over as the Director-General of TRA.



# 鐵路電氣化時期

## Era of Railway Electrification



1977.08.15  
(民國66年)

配合鐵路電氣化需求，臺鐵全面調整行車時刻，同日臺北臺中間行駛自強號直達快車。

To align with the needs of railway electrification, TRA adjusted its train timetable across the board. On the same day, non-stop "Tze-Chiang" Limited Express began operating between Taipei and Taichung.

12.17

南港調車場落成啟用，臺北站旅客列車編組改移南港調車場編組始發。

Nangang Marshalling Yard was inaugurated. The passenger train cars departing from Taipei Station were arranged and dispatched from the Nangang Marshalling Yard instead.

1978.01.09  
(民國67年)

中央控制行車制（CTC）竣工使用，惟臺北、華山站內仍以第一種機械聯動控制。

The establishment of Centralized Traffic Control (CTC) system was completed and inaugurated. However, controls inside Taipei and Huashan stations were still practiced via type-one mechanical interlocking control.

02.24

鐵路電氣化第一階段基隆竹南間工程竣工通電啟用。

First-stage railway electrification project between Keelung and Zhunan was completed and operational.

04.25

臺北高雄間觀光對號直達特快車停駛；臺北站增建第四月臺，改善軌道設施。

The non-stop limited express tour train service between Taipei and Kaohsiung with reserved seats was suspended. Platform 4 was built and added to Taipei Station. Track facilities were improved.

1979.01.23  
(民國68年)

臺北站分別在臺北市立體育館、銘傳國小、光復國小設置春節臨時售票處，以加強服務及促銷。

To enhance service and promote ticket sales, Taipei Station set up temporary ticketing booths for Chinese New Year holidays at Taipei Municipal Gymnasium, Mingchuan Elementary School and Kuangfu Elementary School.

02.02

自強號特快車復駛，25日起行駛至嘉義站。

Tze-Chiang Limited Express service was resumed. Service was extended to Chiayi Station, effective from Feb. 25.

03.12

臺北、臺中及高雄等三個特等站，開辦旅客電話訂票業務。

Ticket booking through telephone for passenger transport was launched at the three top-ranked stations of Taipei, Taichung and Kaohsiung.



07.01

於臺北站舉行西部幹線電氣化全線通車典禮。  
The inauguration ceremony for the complete railway electrification of the Main Line was held at Taipei Station.

11.10

增開臺北高雄間1005、1006次自強號特快車。  
The Tze-Chiang Limited Express, operating with trains no. 1005 and 1006, started supporting the section between Taipei and Kaohsiung.

1980.02.01

(民國69年)

北迴鐵路全線通車，省主席林洋港先生主持通車典禮，2日起開始營業。  
The North-Link Line was completely ready for operation. Chairman of Taiwan Province, Mr. Lin Yanggang, presided over the inauguration ceremony. Revenue service commenced on Feb. 2.

03.03

全面修訂行車時刻。  
Train timetables were completely revised.

03.16

董萍先生接任鐵路局長。  
Mr. Dong Ping took over as the Director-General of TRA.

05.28

陳清標先生接任臺北站第八任站長。  
Mr. Chen Qingbiao took over as the eighth station master of Taipei Station.

1981.02.01

(民國70年)

第一月臺北天橋裝設電扶梯。  
Escalator was installed at the north overpass of platform 1.

03.03

行車時刻全部改點，正式行駛莒光、復興車廂合組之混合編組的莒興號特快車。  
Train timetable was fully revised. Chu-Hsing Limited Express, made up of a mixture of Chu-Kuang Express and Fu-Hsing Semi Express trains, was officially launched.

03.09

慶祝中國鐵路百週年紀念。  
Celebrations were held to commemorate the 100<sup>th</sup> anniversary of the birth of railways in China.

05.19

臺北、萬華兩站機械聯動保安裝置，切換為第一種繼電裝置竣工，號誌控制集中於臺北站控制室；同時廢除南、北及淡水線區號誌樓。  
The transition from mechanical interlocking devices to type-one relay interlocking devices was completed at Taipei and Wanhua stations. Signal controls were centralized in the control room at Taipei Station. In the meantime, local signal towers for the southbound, northbound traffic, and the Tamsui Line were abolished.

06.27

光華號停駛。  
Service of Chu-Kuang Express was suspended.



- 07.01 縱貫線直達復興號特快車首次開行，並招待臺北及高雄地區交通記者試乘。  
Non-stop Fu-Hsing Semi Express made its debut on the Main Line. Transportation reporters from Taipei and Kaohsiung were invited for a test ride.
- 12.01 莒興號特快車即日起不再混合編組，改駛莒光號特快車，28日莒興號全面停駛。  
Mixed formation for Chu-Hsing Limited Express was suspended with immediate effect. Chu-Kuang Express trains were used instead. On Dec. 28, Chu-Hsing Limited Express service was terminated across the board.
- 12.05 新建第五月臺，切換軌道後淡水線於第五月臺到開，同時取消原後站第四月臺。  
Platform 5 was built. After track switch, trains on the Tamsui Line departed and arrived at platform 5. In the meantime, use of platform 4 at the Rear Station was canceled.
- 1982.01.19 (民國71年) 於永和國父紀念館及光復國小設臨時售票處5天，專售春節預售票。  
Temporary service for selling advance tickets was set up at Yonghe's Sun Yat-sen Memorial Hall and Kuangfu Elementary School for five days to accommodate the passenger transport need of Chinese New Year holidays.
- 06.01 臺北至花蓮新站行駛1051、1056次自強號特快車（柴油聯結車）。  
Tze-Chiang Limited Express with train no. 1051 and 1056 launched operation between Taipei Station and Hualien New Station (Diesel Multiple Unit).
- 06.11 臺北至花蓮新站增開1053、1054次車自強號特快車，同時2001、2002次車取消。  
Tze-Chiang Limited Express with train no. 1053 and 1054 was added to operate between Taipei and Hualien. Meanwhile, train no. 2001 and 2002 were canceled.
- 06.26 東部幹線拓寬工程完成切換，開始使用1,067公尺軌距，次日試車正式營運，7月1日舉行通車典禮。  
The switch to widened tracks on the Eastern Line was completed. The use of track gauge of 1,067 meters was initiated. On the following day, trial run was conducted and operation was officially kicked off. Inauguration ceremony was held on July 1.
- 10.01 西部幹線蒸氣機車全部停止使用，從此臺鐵不再有蒸氣機車牽引列車行駛。  
Steam locomotive service was terminated on the Main Line. Thereafter, none of the TRA trains were driven by steam locomotives.



10.01

馬中南先生接任臺北站第九任站長。

Mr. Ma Zhongnan took over as the ninth station master of Taipei Station.

09.11

地下化主體隧道工程開工。

Underground construction of the main tunnel commenced.

1983.06.16

(民國72年)

卜元禮先生接任鐵路局長。

Mr. Bu Yuanli took over as the Director-General of TRA.

07.12

臺北市區鐵路地下化先期工程之板橋客車場開工，臺北站結綵慶祝。

Banqiao Coach Yard, the preliminary project for the Taipei Railway Underground Project, started construction. The streamers were hung up at Taipei Station in celebration of the occasion.

08.10

臺北高雄間113、114次車停掛臥車，臺鐵臥車成為歷史名詞。

Sleeping car service was suspended on train no. 113 and 114 between Taipei and Kaohsiung. TRA sleeping car service went into history books.

1984.06.15

(民國73年)

臺北站實施電腦售票。

Computerized ticketing system was rolled out at Taipei Station.

# 鐵路地下化工程時期

## The period of Underground Railway Construction



- |                       |   |                       |   |
|-----------------------|---|-----------------------|---|
| 1985.02.25<br>(民國74年) | 延平北路臨時預售票房竣工遷移啟用。<br>Temporary ticket booth for selling advance tickets was relocated to Yanping North Road and commenced operation.  | 1987.01.21<br>(民國76年) | 借用永和市國父紀念館設置春節臨時分散售票處，售76年春節名片式對號預售票3天。<br>In line with the Chinese New Year holidays, the temporary ticket office was set up at the Sun Yat-sen Memorial Hall at Yonghe for three days to sell advance tickets for reserved seats. |
| 04.15                 | 鄒錦松先生接任臺北站第十任站長。<br>Mr. Zou Jinsong took over as the tenth station master of Taipei Station.  | 06.09                 | 臺灣鐵路百週年（1887-1987）紀念日，發行紀念章及紀念品。<br>Commemorative rubber stamps and souvenirs were issued to celebrate for the 100th anniversary of Taiwan's railway (1887-1987).   |
| 07.14                 | 地下化主體工程臺北新站開工典禮。<br>Groundbreaking ceremony for the construction of Taipei New Station, main building of the railway underground project, was held.   | 09.01                 | 張壽岑先生接任鐵路局長。<br>Mr. Zhang Shouqin took over as the Director-General of TRA.   |
| 07.14                 | 板橋客車場竣工啟用，替代臺北站開往東幹線列車基點；臺北臨時車站啟用。<br>Banqiao Coach Yard was completed for operation. It replaced Taipei Station as the new terminal for eastbound trains. Temporary Taipei Station was launched. | 1988.07.16<br>(民國77年) | 配合捷運系統施工，淡水線停止營運。<br>Service on the Tamsui Line was suspended to accommodate the construction of the Taipei Metro system.   |
| 1986.02.17<br>(民國75年) | 臨時站房竣工，舊站房遷入營運。<br>Temporary station building was completed to replace the old station building and began operation.  | 09.01                 | 對號快車停駛。<br>Express train service for reserved seats was suspended.  |
| 03.01                 | 早上8時起，地鐵處工程隊拆除臺北舊站房。<br>From 8:00 am, construction crew from the Engineering Office of Taipei Railway Underground Project demolished the old Taipei Station building.                             | 12.21                 | 張政源先生接任臺北站第十一任站長。<br>Mr. Zhang Zhengyuan took over as the 11 <sup>th</sup> station master of Taipei Station.  |

# 地下化新臺北站時期

## The Underground Period of New Taipei Station

1989.09.01  
(民國78年)

舉行「臺北市區鐵路地下化工程通車暨臺北新站啟用典禮」，由行政院長李煥主持，交通部長張建邦及省政府主席邱創煥蒞臨致詞。

The ceremony to mark the inauguration of the Taipei Railway Underground Project as well as the launch of New Taipei Station was held. Premier Lee Huan presided over the ceremony, while MOTC Minister, Mr. Chang Chien-pang, and Chairman of Taiwan Province, Mr. Chiu Chuang-huan, attended to deliver speeches.

09.02

地下化新臺北站竣工，第四代臺北車站啟用；臨時站房充為捷運局施工區（1樓）及臺北工務段（2樓）辦公廳。

The underground building of New Taipei Station was completed, and the fourth-generation Taipei Station was launched. The temporary station building was used as offices for the Department of Rapid Transit Systems on the first floor and Taipei Construction Works Section on the second floor.

12.01

第7、16、20、25次車莒光號特快車停掛餐車。

Restaurant car service in support of train no. 7, 16, 20 and 25 was suspended on Chu-Kuang Express.

1990.05.20  
(民國79年)

鐵路局辦公室自延平北路一段2號，遷入北平西路3號臺北車站大樓3、4、5、6層。

The offices of TRA headquarter were relocated from No. 2, Yanping North Road Section 2 to the third,

11.10

fourth, fifth and sixth floors of Taipei Station building on No. 3, Beiping West Road.

通勤電聯車正式營業，票價比照復興號特快車收費，因採用新車、速度快、有冷氣、停站多，頗受通勤旅客歡迎。

Electric Multiple Unit (EMU) commuter trains were officially rolled out, with ticket fares comparable to those for Fu-Hsing Semi Express. As these trains were new, fast, air-conditioned and made multiple stops along the way, they were very popular among commuters.

1991.05.27  
(民國80年)

設置「旅客意見處理中心」。

Passenger Suggestion Handling Center was established.

07.16

陳世芳先生接任鐵路局長。

Mr. Chen Shi-fang took over as the Director-General of TRA.

08.01

張應輝先生接任臺北站第十二任站長。

Mr. Zhang Yinghui took over as the 12th station master of Taipei Station.

1992.08.13  
(民國81年)

在臺北站旅客大廳北側舉行「臺北市區鐵路地下化東延松山專案南隧道通車典禮」，由行政院長郝柏村親臨主持，並邀請各級政府官員到場觀禮。



	<p>The ceremony to mark the inauguration of the south tunnel in the eastward extension of the Taipei Railway Underground Project to Songshan was held in the north wing of the lobby at Taipei Station. The ceremony was presided over by Premier Hau Pei-tsun, while government officials of various levels were also invited.</p>	06.09	<p>慶祝臺鐵111週年，CK101號蒸汽機車經維修復駛展覽；臺鐵第一號機車「騰雲號」重新整理後置於臺北站東門廣場供民眾參觀。</p> <p>To celebrate the 111<sup>th</sup> anniversary of TRA, the CK101 steam locomotive was put on a demonstration run after repair. Taiwan's first locomotive "Tengyun" was also on display at the square in front of the East exit of Taipei Station after overhaul.</p>
<p>1993.10.20 (民國82年)</p>	<p>吳三龍先生接任臺北站第十三任站長。 Mr. Wu Sanlong took over as the 13<sup>th</sup> station master of Taipei Station.</p>	09.01	<p>郵局代售乘車票業務，擴大開放至全省各地區郵局實施。</p> <p>Chunghwa Post Co. expanded its business to sell railway tickets on behalf of TRA and the service was widely provided by all of the post offices.</p>
<p>1996.08.01 (民國85年)</p>	<p>陳德沛先生接任鐵路局長。 Mr. Chen Depei took over as the Director-General of TRA.</p>		
<p>1997.05.07 (民國86年)</p>	<p>實施旅客列車誤點賠償辦法。 Measures for compensating for the delay on taking passenger trains were implemented.</p>	1999.07.01 (民國88年)	<p>臺灣省政府虛級化（凍省），臺灣鐵路管理局改制為「交通部臺灣鐵路管理局」。</p> <p>Due to the virtualization (freeze) of the Taiwan Province Government, TRA was re-assigned to the jurisdiction of MOTC.</p>
<p>12.25</p>	<p>捷運淡水線全線通車，與臺鐵臺北站聯通道啟用。 Taipei Metro's Tamsui Line was completely operational. Meanwhile, the passageway to TRA Taipei Station was also inaugurated.</p>	07.21	<p>萬華板橋間地下鐵路竣工通車。 Railway underground service between Wanhua and Banqiao was completed for operation.</p>
<p>1998.02.16 (民國87年)</p>	<p>詹鴻漳先生接任臺北站第十四任站長。 Mr. Zhan Hongzhang took over as the 14<sup>th</sup> station master of Taipei Station.</p>	2000.02.16 (民國89年)	<p>杜微先生接任臺北站第十五任站長。 Mr. Du Wei took over as the 15<sup>th</sup> station master of Taipei Station.</p>



- |                       |   |                       |  |
|-----------------------|---|-----------------------|--|
| 06.02                 | 臺北站獲頒「ISO 2002」國際品質保證書。<br>Taipei Station was certified by the international standard of "ISO 2002".  | 10.19                 | 邱榮華先生接任臺北站第十七任站長。<br>Mr. Qiu Ronghua took over as the 17 <sup>th</sup> station master of Taipei Station.   |
| 11.01                 | 黃德治先生接任鐵路局長。<br>Mr. Huang Teh-chih took over as the Director-General of TRA.  | 2006.03.31<br>(民國95年) | 何煥軒先生接任鐵路局長（交通部常務次長兼代局長）。<br>Mr. Ho Nuan-hsuan took over as the Director-General of TRA (MOTC Deputy Minister concurrently served as acting Director-General). |
| 2002.06.01<br>(民國91年) | 吳榮欽先生接任臺北站第十六任站長。<br>Mr. Wu Rong-chin took over as the 16 <sup>th</sup> station master of Taipei Station.   | 11.14                 | 陳峰男先生接任鐵路局長。<br>Mr. Chen Feng-nan took over as the Director-General of TRA.  |
| 2003.12.05<br>(民國92年) | 徐達文先生接任鐵路局長。<br>Mr. Hsu Tah-wen took over as the Director-General of TRA.   | 2007.04.09<br>(民國96年) | 李永生先生接任臺北站第十八任站長。<br>Mr. Li Yongsheng took over as the 18 <sup>th</sup> station master of Taipei Station.  |
| 2004.02.17<br>(民國93年) | 因應高鐵營運需要，臺北站第一、二股道停用拆除。<br>Track 1 and 2 at Taipei Station were suspended and dismantled to accommodate the operation of THSR.  | 06.27                 | 范植谷先生接任鐵路局長。<br>Mr. Fan Chih-ku took over as the Director-General of TRA.  |
| 04.30                 | 配合臺北站第一、二月臺交付高鐵公司，騰出房舍及旅運設施拆遷，包括U-1候車大廳原有第一、二月臺出入閘門及房間搬遷移設，完成騰空。<br>As part of the plan to hand over Taipei Station's platform 1 and 2 to the THSR Corporation, spaces were cleared out and operation facilities were dismantled and moved out, including ticket gates to platform 1 and 2 at the U-1 departure waiting hall. | 10.26                 | 臺北車站2樓微風美食廣場開始試賣。<br>Trail sale for the Breeze Food Court on the second floor of Taipei Station was launched.  |
|                       |   | 2008.06.08<br>(民國97年) | 配合9日鐵路節活動暨縱貫線通車100週年紀念，推出「2008年縱貫線通車100週年不銹鋼圓形紀念餐盒」。   |



	<p>In cooperation with the "Railway Festival" activities as well as the 100th anniversary of the launch of the Main Line, TRA rolled out "2008 commemorative round stainless steel lunch boxes for the 100<sup>th</sup> anniversary of the launch of the Main Line".</p>	<p>2011.05.18 (民國100年)</p>	<p>陳政詠先生接任臺北站第二十任站長。 Mr. Chen Zhengyong took over as the 20<sup>th</sup> station master of Taipei Station.</p>
<p>07.01</p>	<p>試辦開放「旅客攜帶寵物」搭乘對號列車及「旅客攜帶置於攜車袋之自行車」搭乘非對號列車。 The ban on passengers traveling with pets on express trains as well as the ban on passengers traveling with bicycles stowed away in carriage bags on non-express trains were both lifted on a trial basis.</p>	<p>06.09</p>	<p>為慶祝建國100年暨臺鐵124週年，在臺北站大樓5樓演藝廳舉辦鐵路節慶祝大會活動，另於全線各站展開一年一度的系列慶祝活動。 Railway Festival celebrations were held at the auditorium on the fifth floor of Taipei Station building, in order to celebrate the 100<sup>th</sup> anniversary of the ROC as well as the 124<sup>th</sup> anniversary of Taiwan Railways. A series of annual celebration activities and campaigns were also rolled out at various stations on the TRA network.</p>
<p>11.01</p>	<p>開放「旅客攜帶置於攜車袋自行車」搭乘 PP（推拉式）自強號。 Passengers were henceforth allowed to carry bicycles stowed away in carriage bags when riding on push-pull (PP) Tze-Chiang Limited Express.</p>	<p>10.06</p>	<p>臺北站大廳中島票房由ROT承商拆除後，地坪改以棋盤式黑白相間大地磚鋪設，呈現仿中國古典文藝特色，於本日完成啟用；未來並規劃成「多功能展演廳」，以期能作多元化利用及策展相關文創等藝文活動。</p>
<p>2010.03.18 (民國99年)</p>	<p>劉嘉倫先生接任臺北站第十九任站長。 Mr. Liu Jialun took over as the 19<sup>th</sup> station master of Taipei Station.</p>		<p>After the island-style ticket booth in the center of the lobby at Taipei Station was dismantled by ROT contractors, the ground was paved with large, black and white checkerboard-style tiles to give a semi-classical Chinese artistic and cultural atmosphere. The lobby is planned and designed to serve as a multiple-function performance &amp; exhibition hall, in hopes of diversifying utilization as well as organizing more creative cultural and artistic activities.</p>
<p>12.31</p>	<p>為改善臺北站內穿越南、北兩端之環境，設置東、西側穿越通道工程業已竣工並正式啟用。 To improve the linkage between the north end and south end within Taipei Station, access corridors configured in the east wing and the west wing were completed and officially launched.</p>		



11.19

位於臺北車站西三門的「臺鐵便當本舖」，配合臺北車站整建工程，重新打造新櫃位，以「臺北車站第三代」建築風格設計「臺鐵便當本舖」外觀，於本日啟用，令民眾耳目一新。

TRA Lunch Box Store, located at West Exit 3 of Taipei Station, was renovated as part of the Station's overall reconstruction project. The store was very refreshing to the general public as its design was styled after the third-generation Taipei Station.

2012.06.06  
(民國101年)

慶祝臺灣鐵路125週年紀念，於6月6日至6月10日同步於松山、臺北、臺中、高雄及花蓮等站展開鐵路商品特賣會；另鐵路局政風室配合推出「廉政便當」，特以漫畫大師劉興欽親繪之「廉政鐵娃」作為便當封面。

Special sales event for railway merchandise was simultaneously rolled out at Songshan, Taipei, Taichung, Kaohsiung, and Hualien stations to celebrate the 125<sup>th</sup> anniversary of railway in Taiwan. TRA Ethics Office also presented "Ethical Lunch Box," featuring the cover of "Ethical Railway Doll" drawn by maestro cartoonist, Mr. Liu Hsing-chin.

06.21

古時彥先生接任臺北站第二十一任站長。

Mr. Gu Shiyan took over as the 21<sup>st</sup> station master of Taipei Station.

2013.01.18  
(民國102年)

新自強號（普悠瑪）於三義～后里間試車，於基隆起168Km～169+900Km間車速達150Km/hr，為鐵路局車速開創新紀錄。

06.11

Trial run for New Tze-Chiang Limited Express (Puyuma) was conducted between Sanyi and Houli, and a maximum speed of 150 km/hr was reached between the 168 km and the 169+900 km mark from Keelung, setting a new speed record for TRA.

板橋站及臺北車班組通過第三方公證單位的驗證，取得ISO9001:2008品質管理系統驗證證書。

oth Banqiao Station and Taipei Conductor Office obtained the certifications of ISO9001:2008 for quality management systems, approved by an objective third-party organization.

07.10

臺北車站公益（再進化）廁所辦理啟用典禮，係全國首座互動式「零接觸」、「環保」公廁，且獲臺北市政府環保局特優級廁所殊榮。

Welfare (re-evolved) toilets at Taipei Station were launched. They are the nation's first zero-contact and environmentally friendly public toilets, which were awarded as top-grade toilets by the Department of Environmental Protection, Taipei City Government.

2014.03.05  
(民國103年)

簡信立先生接任臺北站第二十二任站長。

Mr. Jian Xinli took over as the 22<sup>nd</sup> station master of Taipei Station.

04.08

周永暉先生接任鐵路局長。

Mr. Chou Yung-Hui took over as the Director-General of TRA.



08.08

於臺北車站大廳舉辦「我愛家人『大手牽小手』感恩父親節－同遊臺北車站導覽活動」。

A Father's Day activity was held in the concourse of Taipei Station, in which family members were encouraged to take a guided tour around Taipei Station hand-in-hand with their fathers.

10.20

新左營站旅運服務空間促進民間參與整建營運案及臺北車站東、西區地下停車場營運移轉招商案，榮獲財政部主辦「第12屆民間參與公共建設金擘獎」政府機關團隊殊榮。

The New Zuoying Station and Taipei Station were both presented with The 12th Golden Thumb Awards for PPIP (Government Agency Category) hosted by the Ministry of Finance, for their efforts in successfully prompting private companies to participate in renovation and management projects of travel service space at New Zuoying Station, as well as the operation-transfer project for the underground parking lots to the east and west of Taipei Station.

11.20

臺北車站公益耶誕樹點燈活動，於世界兒童人權日晚間首次以LDK58蒸汽火車為主題，結合小朋友喜歡的卡通人物，搭配全臺室內最高（17.8公尺）的耶誕樹，開啟歡樂耶誕冬日之旅系列活動。

On the night of International Children's Rights Day, a charity Christmas tree lighting activity at Taipei

2015.05.11

(民國104年)

Station featured an LDK58 steam locomotive as the main theme for the first time, combining children's favorite cartoon characters with the tallest indoor Christmas tree (17.8 meters) in the country to kick off a series of joyful Christmas & winter travel activities.

臺北車站屋頂等更新工程後續統包工程開工。  
Follow-up turnkey project, including revamping of the roof of Taipei Station, commenced.

08.12

黃榮華先生接任臺北站第二十三任站長。

Mr. Huang Ronghua took over as the 23<sup>rd</sup> station master of Taipei Station.

12.04

臺北站與JR西日本大阪駛在臺北車站貴賓室舉行締結姊妹站儀式，由鐵路局長周永暉與JR西日本大阪支社長（執行董事）國廣敏彥共同簽署，除增進臺日雙方鐵道友好關係外，並共同發展鐵道觀光旅遊。

Taipei Station and Osaka Eki of JR West Japan Railway signed an agreement to become sister stations in a ceremony. TRA Director-General, Mr. Chou Yung-hui, signed the agreement with Toshihiko Kunihiro, President (Executive Director) of the Osaka Office of West Japan Railway. Both sides agreed to work together to develop railway tourism and strengthen the friendship between Taiwan and Japan.



12.04

臺日鐵道觀光藝展區在臺北車站盛大揭幕，臺鐵及森鐵和日本共14家的鐵道公司簽署友好締結，並特別與東京都為主6家的日本鐵道公司（JR東日本、JR西日本、東武鐵道、西武鐵道、京急電鐵、江之島電鐵）於臺北車站西側走廊設置臺日鐵道觀光藝展區。

The Taiwan-Japan Railway Tourism Exhibition was officially unveiled, showing the friendship between TRA, Alishan Forestry Railway and 14 Japanese railway companies. TRA also teamed up with 6 Japanese railway companies, including JR East Japan Railway, JR West Japan Railway, Tobu Railway, Seibu Railway, Keikyū Corporation, and Enoshima Dentetsu, to set up a Taiwan-Japan Railway Tourism Exhibition area at the west corridor of Taipei Station.

2016.01.30

(民國105年)

行政院政務委員許俊逸視察臺北車站屋頂整建工程進度，除勉勵工程團隊努力，並特別指示工程同仁高空作業時務必以工安為重，期許達成「零事故」之完工目標。

Executive Yuan minister without portfolio Hsu Chunyat paid a visit to inspect the status on the renovation project of the roof of Taipei Station. Aside from offering words of encouragement to the construction team, he specifically instructed the crew to prioritize safety when working at height to achieve the goal of Zero Incidents.

03.26

配合北北基桃及臺北車站特定區聯合災害防救演習。

A joint disaster prevention and response exercise was conducted in coordination with Taipei City, New Taipei City, Keelung City, Taoyuan City, as well as Taipei Station Special District.

04.06

鐵路行車安全改善六年計畫－臺北車站整建工程開工。

The renovation project of Taipei Station, part of a six-year plan to improve railway safety, was kicked off.

07.25

臺北車站屋頂等更新工程竣工。

Renovation projects, including those on the roof of Taipei Station, were completed.

07.28

臺北車站125週年慶暨車站景觀工程啟用典禮。

The ceremony for the 125<sup>th</sup> anniversary of Taipei Station, as well as the completion of the station landscaping project, was held.

# 臺北記驛

*A Living Landmark*

## 125<sup>th</sup>

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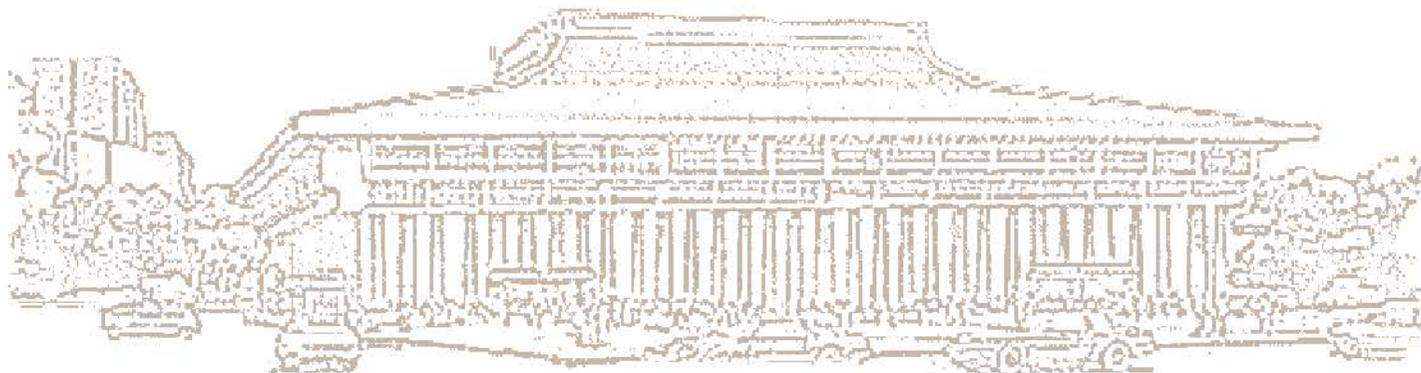
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