

# 由地圖分析日治時期台灣車站地區空間之變遷 -以台中及台南車站為例

## 摘要

鐵道為日治（1895~1945）期間最具影響力的基礎建設，自 1908 年縱貫線通車後，開啓了鐵道輸運並建造了 240 多個車站，其中基隆、台北、新竹、台中、嘉義、台南及高雄等七個大型車站為南北交通的重要樞紐，且因最具規模、工商活動密集而別具意義。明治三十三年（1900 年）日本政府推動市區改正進而帶動一波都市的改造，商店街、官署、街道、公園等公共空間逐漸在車站附近擴大設置，進一步為這七大都市匯集了大量的人潮、車潮、物流等，促成都市活動的增長，強化了車站地區空間的層級以及複雜度。

本論文研究試圖將地圖中的各種元素逐一拆解以認清車站地區的空間層級，並透過地圖的相關資訊判讀空間的「增」與「減」進而探究其演變。地圖分析過程具有時序性，依歷時性的操作自圖面的蒐集、解讀、抽離、套疊、差異判讀等步驟，建立各時期車站地區都市空間演變論述的依據。本論文之主要內容包括：

- 一、地圖空間分析架構的建立；
- 二、車站地區空間歷時性演變歷程的探討；
- 三、台中與台南車站地區空間變遷的比較。

簡言之，本研究藉由歷時性的地圖分析，分別探究台中與台南車站地區空間的演變，從中描述其空間層級的系統與關聯性，並藉由相同背景條件下之比較，對這兩個車站地區空間演變之異同進行歸納整理，以說明影響空間改變之成因。

關鍵字：日治時期、地圖分析、車站地區、空間變遷

# **A Map Analysis on the Transformation of the Urban Space in the Railway Station Area of Taiwan during the Japanese Colonization**

## **– Taichung and Tainan as Examples–**

### **Abstract**

Railway was the most influential infrastructure constructed during the Japanese Colonization (1895~1945). When the Western Line began its operation in 1908, railway transportation started blooming and more than 240 stations were built, including the seven key stations which from north to south are Keelung, Taipei, Hsinchu, Taichung, Chiayi, Tainan, and Kaohsiung stations. Since these stations were large in scale and involved in many industrial and commercial activities, they became very significant. In the 33rd year under the ruling of Meiji Emperor (1900 AD), Japanese government carried out city reformation and led a new urban reconstruction period in Taiwan. Shopping districts, government buildings, streets, and parks were created in the areas near the railway stations. Consequently, these seven cities gathered streams of people, vehicles, and commodities that intensified social activities. The railway station areas became more and more multilayered and complex.

Through the analysis of maps, this thesis research attempts to clarify the spatial layers constituting railway station area, and to investigate the “increasing” and “decreasing” of space over time. The map analysis is based on a diachronic operation. It goes through a number of steps such as mapping collection, interpretation, mapping, and variation differentiation to establish each period’s transformation of the urban space in the railway station area for the analytic basis. The study consists of three major parts:

1. The establishment of the framework for the spatial analysis of maps;
2. The exploration of the spatial transformation of railway station area in the period of Japanese Colonization;
3. The comparison of the spatial transformations in Taichung and Tainan railway station areas.

In short, this study is based on the diachronic map analysis to investigate the spatial transformations in Taichung and Tainan railway station areas and to describe their spatial structures and interrelations. Moreover, through the comparison under the same background conditions, their differences and similarities are identified and used to explain the factors which arguably may affect the spatial transformations.

**Keywords:** Japanese Colonization, map analysis, railway station area, spatial transformation