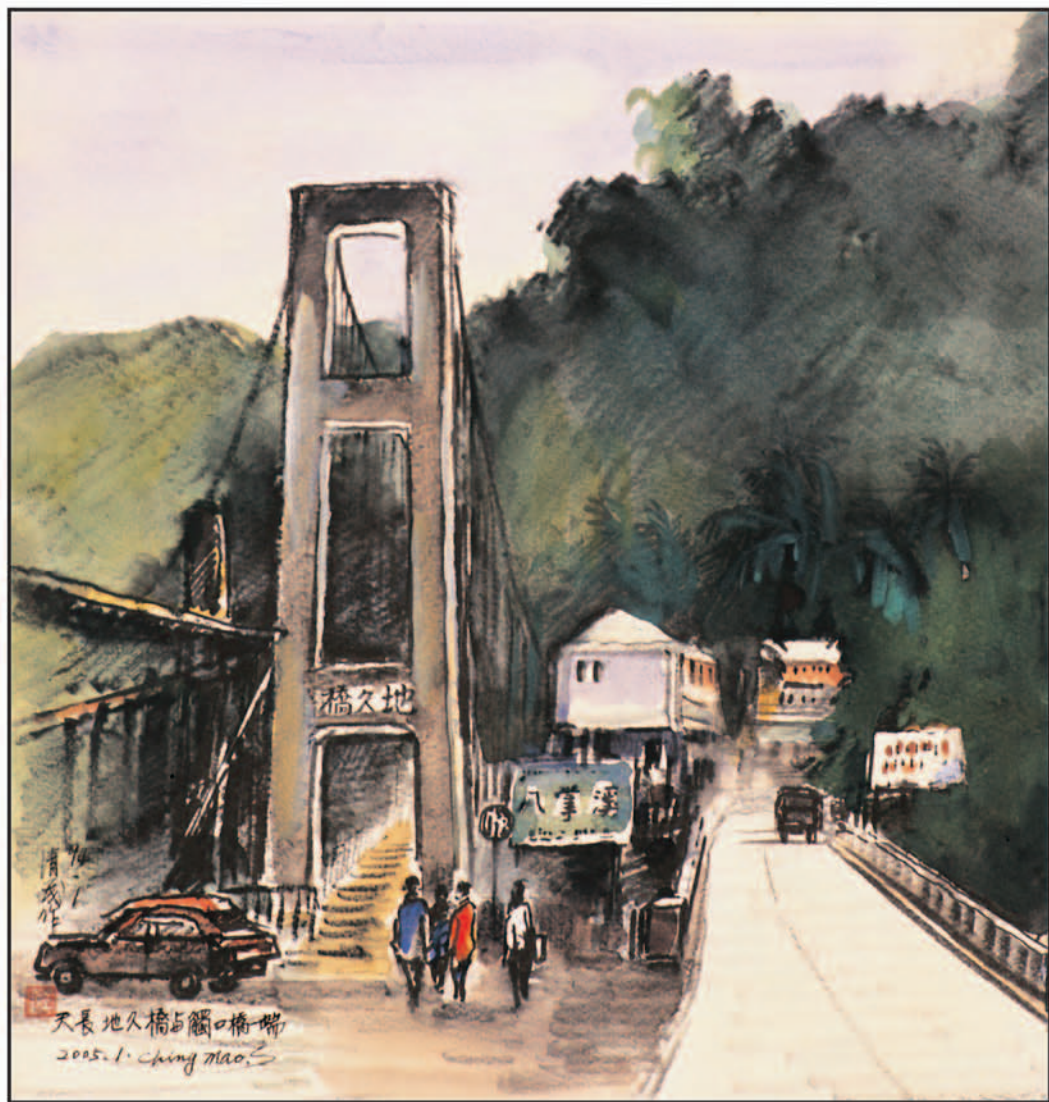


主要旅遊動脈——18號公路沿線

Alishan Highway

賞遊
1



阿

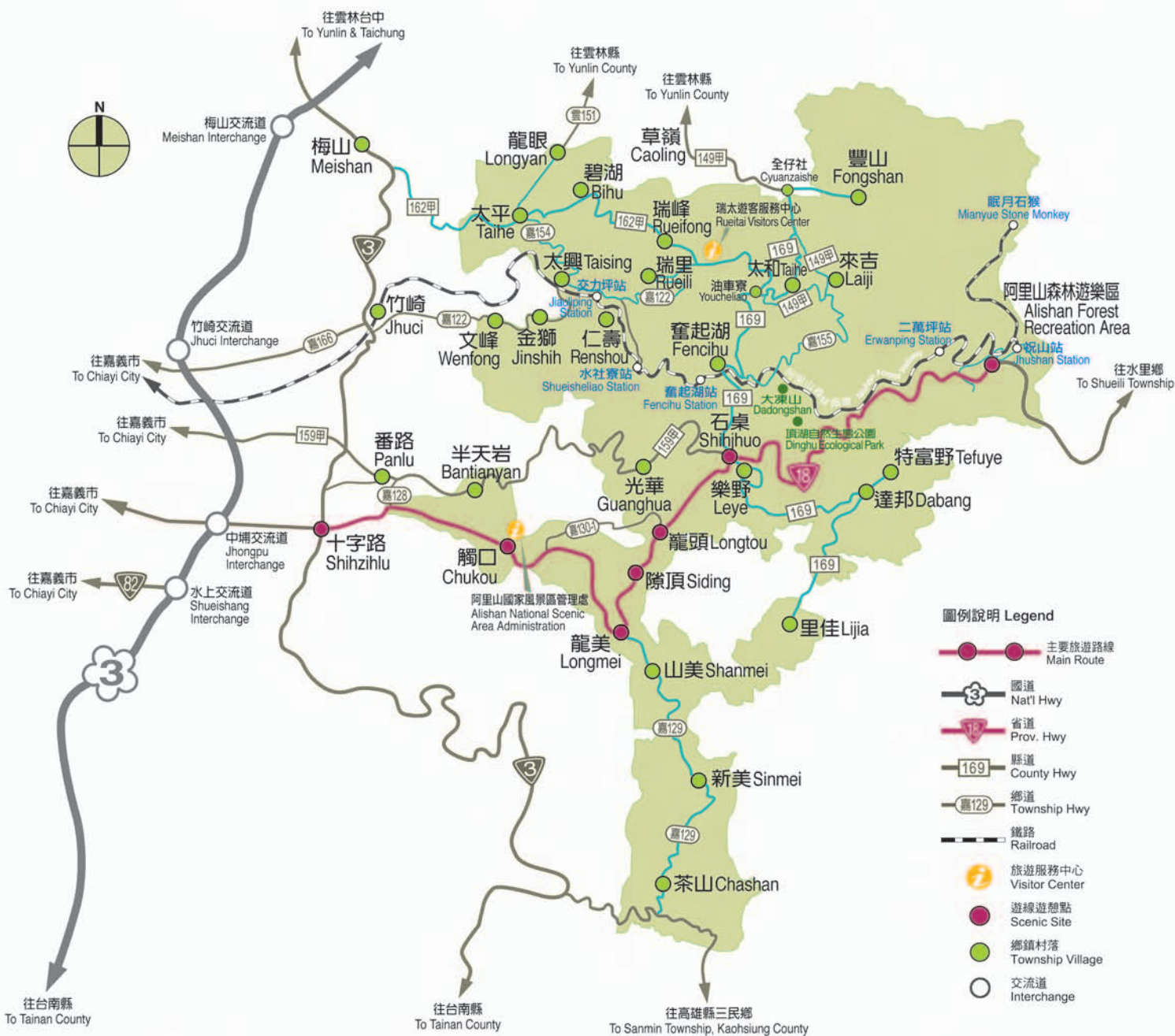
里山公路（
台18線省
道）是大阿

里山地區最重要的旅遊動脈，每年將上百萬遊客，從平地送上兩千多公尺的高山。公路沿線從詩情畫意的天長地久橋、農產豐饒的隙頂農業園區、壯觀寫意的龍頭雲瀑景觀，到擁有鐵道、森林、雲海、日出、晚霞五大奇景的阿里山森林遊樂區，沿途一幕幕絕色山水，如同翻動的洋畫般，讓大阿里山之美，停駐在遊客的視線中，也深深映入腦海裡。

The Alishan Highway, also known as Provincial Highway 18, is the main arterial in the greater Alishan area. Every year over a million visitors make their way along this road, which carries them from sea level to a lofty height of over 2,000 meters. The highway crosses the picturesque Tianchang-Dijiou suspension bridges, passes by the rustic Siding Recreational Farm Area, and on upwards into the majestic cloud formations of Longtou before arriving at Alishan Forest Recreation Area—home to a historic forest railway, lush forest expanses, and captivating cloud formation, sunrise and sunset views. To travel this scenic highway is to feel as if one has journeyed into a landscape painting, the beauty of Alishan greeting you every step of the way.



PART 1



阿里山森林鐵路

Alishan Forest Railway

賞遊一：阿里山公路沿線



如果說鐵路構築了許多台灣民眾的共同記憶，那阿里山森林鐵路就是深邃的螺旋，通往山地的原鄉、神木的祕境和日出的聖地，是共同記憶中最美麗的一段。

「鳴～鳴～！」開往阿里山的小火車急促鳴笛，火車頭掛在四節車箱後緩慢推動、駛離月台，乘客們議論紛紛，火車怎麼倒著開？這就是阿里山森林火車，推著乘客從海拔30公尺爬升到2216公尺，「螺旋環繞獨立山」、「阿里山火車撞壁」，這些奇特的火車爬山法，讓搭火車變得有趣起來。

論台灣傳奇，充滿創意的阿里山森林鐵路，應稱得上其一，也是台灣國際級的人文景觀。為了適應地形，阿里山森林鐵路設計了：扇型齒輪直立式汽缸蒸氣火車頭、獨立山螺旋登山路段、Z字型登山鐵道，讓火車能爬陡坡。

在全世界的島嶼中，僅臺灣擁有高山森林鐵路；如果以東亞地區而言，阿里山森林鐵路最高；以面積而言，如台灣面積彈丸之地，卻擁有一條罕見的登山鐵路；若以非齒輪鐵路而言，阿里山森林鐵路祝山站海拔2451公尺，

高度超過歐、非地區；這些統計數字，都讓阿里山高山森林鐵路特立不凡，更是文建會建議的世界遺產潛力點。

鐵道工程舉世無雙

從海拔30公尺爬升到2216公尺的高度，阿里山森林火車如蝸牛般錐狀迴旋上升，這種特殊的鐵道工法，不僅是台灣鐵路的特有路線，在全球鐵路開發史上，更是難得一見。

目前世界鐵道中有三次迴旋的路段有三處，分別在瑞士、墨西哥及台灣，不過瑞、墨兩國皆以同方向繞三圈，唯有阿里山森林鐵路的獨立山段，第三圈是以「8」字型離

開，造成可看到樟腦寮四次的情景，可以算是迴旋四圈，稱得上獨一無二。

1906年，日本殖民政府為了將阿里山的高級木材，包括紅檜、台灣扁柏等集運下山，規畫興建這條全長71.4公里的登山鐵道，並於1912年完工。

阿里山登山鐵道從海拔30公尺的嘉義北門火車站，經過47個隧道、72座橋樑，翻越獨立山，登上2216公尺的阿里山沼平車站，搭車時間約3小時20分鐘。阿里山鐵道另有祝山支線2451公尺，每天清晨開往祝山賞日出；而眠月線鐵路則在1999年的921地震時損壞，目前尚未修復。





交力坪火車
Jiaoliping Railway

PART1: Alishan Highway

The Alishan Forest Railway is the only island alpine forest railway in the world. It is also the highest altitude railway in East Asia. Among non-g geared railways, the Alishan Forest railway is higher than those of Europe and Africa, with its top station-Jhushan-perched 2,451 meters above sea level. All of these statistics underscore the uniqueness of the Alishan Forest Railway and have justified its inclusion by the Council for Cultural Affairs as a proposed world heritage site.

With a blow of the whistle, the locomotive departs from the station platform pushing four carriages ahead of it. Passengers can generally heard remarking curiously at how the train is able to back up the mountain in this way. There are even more surprises ahead during the climb from 30 meters to 2,216 meters above sea level, from the spiral ascent up Duli Mountain to the "wall-banging" breaks at the ends of the switchbacks on the steep route up.

The Alishan Forest Railway is one of the world-class engineering wonders of Taiwan. The steep mountainous terrain along the rail line required many unique design features. These included the use of Shay-style steam locomotives with umbrella-like gears and vertical cylinders, the spiraling mountainous

section of the Duli Mountain route, and the switchback mountain route.

World-class Engineering Feat

Winding up from an elevation of 30 meters to 2,216 meters, the Alishan Forest Railway is one of the most distinctive lines in Taiwan's railway system. It is also among a rare few such rail lines in the world.

The line is one of only three railways in the world with a triple-loop section along its route. The other two are found in Switzerland and Mexico, and in both cases the loops follow the same direction. Only the Duli Mountain section of the Alishan Forest Railway makes a figure-eight loop. This design allows passengers to view Jhangnaoliao four times during the climb, so in a sense the track can be considered to have four loops.

The Japanese colonial government began constructing the Alishan Forest Railway in 1906 to transport high-grade cypress down the mountain; and the 71.4-kilometer track was completed in 1912.

The railway departs from Alishan Beimen Station in Chiayi City at an elevation of 30 meters. It then passes through 47 tunnels, traverses 72 bridges and loops up Duli Mountain before reaching Jhaoping Station in Alishan, at an elevation of 2,216 meter. The entire trip takes about three hours and 20 minutes. At dawn each day, a train departs along the 2,451-meter Jhushan Branch Line

taking passengers up to the Jhushan for the sunrise view. The Mianyue Branch Line has been closed since 1999 due to earthquake damage.

From Beimen Station to Jhuci, the locomotive pushes the four passenger cars forward from the rear. This method enables a much more efficient ascent up the steep route. It is also safer since it prevents the passenger cars from derailing during the climb.

The entire line is divided into a level section and mountain section. The former extends 14.2 kilometers from Beimen to Jhuci, passing through tropical orchards and residential areas. From Jhuci the train begins to snake upward into the mountains. The rail line has a narrow gauge track of 76.2 centimeters, or only about two-thirds the normal track width in Taiwan. The rail line is also distinctive for its steep ascent, small radius turns, and the many bridges and tunnels along the way.

Loop Route Up Duli Mountain

After departing Jhangnaoliao Station, the train begins a revolving ascent up Duli Mountain. During the snail-like climb passengers can see the village of Jhangnaoliao reappear on alternate sides of the train with each pass, each time a bit more distant below. This is because the limited space prevents the train from turning, forcing it to follow a figure-8 loop up to the peak.

It takes the train 14 minutes to



推比拉更有力

在北門站搭上阿里山號火車往竹崎方向前進，火車頭卻掛在四節車箱後，推著火車走。站務人員指出，阿里山鐵道是條登山火車，許多設計都是為了更有效率的爬升，同時也考慮安全，車頭在後方，能防止車箱在爬升過程上脫軌，因此，才有這種推進方法。

基本上，阿里山登山鐵道因經過路線地形變化，可粗分為平地及山地兩段，平地是從北門站到竹崎，約有14.2公里，沿途經過熱帶果園及住宅區。從竹崎起開始蜿蜒爬升於崇山峻嶺間，火車軌道只有76.2公分，不到台灣正常鐵道的三分之

二。爬升坡度大、迴轉半徑小，經過橋樑及隧道多，這些都是阿里山鐵路特別之處。

獨立山繞圈爬升

火車通過樟腦寮站後，就開始特殊的環繞獨立山爬坡，火車不斷盤旋而上，往後看，樟腦寮聚落卻是忽左忽右地越來越遠，這時火車正像蝸牛似的繞三圈到山頂，因為迴旋空間太小，火車便以「8」字形，再繞個圈出獨立山，繼續往阿里山方向登高。

這就是著名的獨立山迴旋登山，火車以14分鐘時間，環繞獨立山三圈，爬升高度250公尺。阿里山鐵路爬坡路線陡峭，當年鐵路設計師

傷透了腦筋，不過，他在無意中看到蝸牛，靈感乍現，火車若像蝸牛一樣環繞著錐狀獨立山，就能爬上山頂，這個迴旋路線在公路的設計上非常普遍，用在火車鐵道，卻十分罕見。

過了獨立山，海拔一下躍升為800公尺，鐵路沿線植被也從熱帶林，變換成暖帶林，台灣肖楠、楓樹、樟樹、二葉松等林立，茂盛竹林為阿里山鐵道增添清幽與禪意。這時，窗外熱帶與暖帶林的分界標牌示，從視線中一閃即過。

折返鐵道火車撞壁趣

火車飛快登山，經過奮起湖便當王國、十字路站後，接近二萬坪時





PART1: Alishan Highway

complete this famous three-loop, 250-meter climb up Duli Mountain. When planning this section, the chief engineer was stumped at how to get the train up the steep incline. It is said that the sight of a snail inspired him to the idea of a loop route up the awl-shaped peak. This design, though commonly adopted for roads, was rarely used for rail tracks.

Along the 800-meter ascent from Duli Mountain, the tropical vegetation is gradually replaced by temperate species. Lush growths of Taiwan incense cedar, maple, camphor, Taiwan red pine and other species line the Alishan Forest Railway ensconcing it a world of green tranquility. Outside the window one may catch a glimpse of the sign marking the division between tropical and temperate climes.

Switchback Track and "Banging the Wall"

The train speeds up the mountain past Fencihu and Shihzihlu. As it approaches Erwanping, the train comes to a stop at the first switch. This is where the train begins to "hit the wall"! The conductor jumps down from the train and spins the railway switch. The train quickly backs up for about 10 minutes and then comes to another stop. It then begins speeding up another incline and seems as if it is about to run into the face of the mountain. It stops again at the second switch. The

conductor once again adjusts the track and the train again backs up. Before reaching Jhaoping Station, the train has made four switchbacks. This is the famous "hitting the wall" section of the Alishan Forest Railway.

This switchback design is necessary because Alishan rises at an incline steeper than the train can efficiently climb along a straight route. At Erwanping, the incline reaches 6.25%, which means that the train rises 6.25 meters in just 100 meters. Switchbacks are the method most commonly adopted by railways around the world for negotiating such steep mountain ascents, including the mountain railway in Hakone, Japan.

Jhushan and Shenmu Branch Lines

In addition to the trunk line from Chiayi to Alishan, the Alishan Forest Railway connects with four branch lines: Jhushan, Shenmu, and Mian Yue and Linchang. At present only the Shenmu and Jhushan lines are still operational. The Shenmu Line extends a short ways off the main line.

Unlike the main line, which was originally laid for transporting lumber, the Jhushan line was built from Jhaoping Station to carry passengers to Jhushan for sunrise viewing. Since the opening of the Alishan Highway in September 1980, the number of visitors to

火車旅遊資訊

阿里山森林火車每日兩班，發車時間分別為上午9時與下午1時30分從嘉義火車站發車，下午行駛列車為阿里山號對號冷氣列車，假日加班車為上午8時發車，票價單程399元。預售車票於發車日兩個月前發售，預訂阿里山火車票可電：嘉義北門車站 (05)2768094 阿里山車站 (05)2679833

Train Information

The Alishan Forest Railway offers daily service with set departure times from Chiayi Station between 9:00 a.m. and 1:30 p.m. In the afternoon, the Alishan Express provides air-conditioned service. During weekends and holidays, the first train departs at 8:00 a.m. The one-way ticket price is NTS399.

Tickets can be ordered up to two months in advance from Beimen Station: (05) 276-8094 and from Alishan Station at: (05) 267-9833.

賞遊一：阿里山公路沿線

火車停了下來，這是第一分道，阿里山火車就從這裡開始「碰壁」！車長跳下車去，扳轉轉轍器，火車快速往後倒退，大約10分鐘往後行駛，火車又停了下來，從另一坡道上疾速往前，眼看要撞到山壁，火車又停了，這裡是第二分道；轉轍器一扳，火車再往後退，到沼平車站前共有4次Z字型往返，這就是著名的阿里山火車撞壁。

為什麼火車要撞壁呢？因為阿里山爬升坡陡，但是火車爬坡的效率有極限，在有限的土地上要爬升，在二萬坪坡度達6.25%，也就是在100公尺的距離內，要爬升6.25公尺，於是採用折返式鐵道（Switch Back）往返爬升，這也是各國登山鐵路最常見的設計，例如日本的箱根登山鐵道也是以此方式爬坡。

祝山、神木兩支線

阿里山森林鐵道除了嘉義到阿里山的主線外，還有祝山、神木、眠月及林場等支線。目前仍在行駛的是神木及祝山兩條支線，其中，神木線是從森林鐵道主線延伸出來的一小段、祝山線是專為欣賞日出而興建的觀光鐵路。

1980年9月阿里山公路通車後，前往阿里山的遊客快速增加，民眾們在狹窄林道徒步登祝山看日出，交通大亂，因此林務局建興祝山支線，這也是國人自行設計、興建的第一條高山鐵路。

祝山支線從阿里山新站、沼平站出發，由海拔2216公尺，爬升到2451公尺的祝山站，全長6.25公里。賞日出火車每天會依照日出時間不同，而更動發車時間，計畫搭祝山線遊客，最好前一天先在下榻飯店查詢日出及發車時間，旺季時，最好預購火車票。

神木支線，則是從嘉義上阿里山鐵道主線的一小部分，第三分道就是在這裡，為方便遊客觀賞阿里山神木，所有班次都會行駛到神木站。在這裡下車，不妨走神木群步道，這裡有超過20株的大型檜木，步行在芬多精瀰漫的棧道上，可直通沼平車站。



鐵道旁的毛地黃 Foxglove beside the rail tracks

Alishan has rapidly increased and led to congestion on the narrow trail to Jhushan. To alleviate this congestion, the Taiwan Forestry Bureau created the Jhushan Line—the first mountain railway track to be locally designed and built in Taiwan.



The 6.25-kilometer Jhushan Branch Line sets off from Alishan New Station and Jhaoping Station, climbing from an elevation of 2,216 meters to 2,451 meters at Jhushan Station. Since the train is mainly transporting sunrise watchers, its departure time varies according to the time of the sunrise. Visitors planning to take the Jhushan train should inquire at their hotel the night before about the timing of the sunrise and train departure. During the peak visitor season it is also advisable to buy your tickets in advance.

The Shenmu Branch Line is a short segment off the main Chiayi-Alishan line. It sets off from the third branch off the main track and carries visitors to the Divine Tree of Alishan. All of the trains on this line go to Shenmu Station. Passengers disembarking here should be sure to take the Shenmucun Trail, which winds through 20 towering cypress trees and provides an invigorating walk through the forest air to Jhaoping Station.

阿里山茶之道南道

Southern Tea Tour



PART1: Alishan Highway

從嘉義市區飛奔上阿里山森林遊樂區，走台18線省道最為便捷，約莫2個小時就能從汗流夾背的熱帶都市中，進入涼意十足的溫帶森林裡；然而，在畫家的眼中，台18線省道沿途處處有美景，若僅是開車呼嘯而過，就如同入寶山空手而歸一樣可惜，一定要停停歇歇，或許數秒間突然瀾漫茶園的雲瀑、讓陽光映翠的孟宗竹林、成遍放置路旁的彩色海芋等，都讓遊人驚喜連連。

觸口>>>>

天長地久，第一類接觸

走台18線省道，從嘉義市區進入阿里山地區，觸口是最接近平地的重鎮，阿里山國家風景區管理處就在天長、地久兩座吊橋的對面，為遊客提供阿里山地區的旅游諮詢服務。

望見天長地久吊橋，就知道進入阿里山國家風景區範圍內。天長地久兩座吊橋歷史悠久，建於日據時代的昭和12年(西元1937)，是為紀念日本天皇生日(天長節)及日本皇太妃生日(地久節)而命名。

兩座吊橋橫跨在八掌溪上方，漫步橋上，可見湍急溪水往西奔流而去，優雅的曲流河川地形與層巒疊翠的阿里山山脈連成一氣，景色雅致，成為許多男女山盟海誓的定情地點。

Driving non-stop, one can escape the heat of Chiayi and arrive in the cool embrace of the Alishan Forest Recreation Area in just two-hours, but on a picturesque route such as this stopping is half the fun. Mist-enshrouded tea plantations, emerald moso bamboo groves, and colorful calla lilies are but a few of the local allures you will want to slow down for and enjoy.

Chukou: Tianchang-Dijiou Bridges

Chukou is the first major scenic spot along the Alishan Highway as one heads out from Chiayi. The Alishan National Scenic Area Administration (ANSAA), located in the town on the opposite side of the Tianchang-Dijiou suspension bridges, is a good place to get your bearings before heading onward.

The Tianchang-Dijiou bridges announce one's arrival at the Alishan National Scenic Area. This pair of historic bridges was built in 1937 during the Japanese colonial period to commemorate the birthdays of the Japanese emperor and empress. The names of the bridges, which together mean "everlasting and unchanging," represented a wish for the longevity of the imperial couple.

From the bridge, visitors can see the waters of the Bajhang River in their westward rush. The river winds elegantly through the azure folds of the Alishan Range, creating a romantic backdrop for the many couples that declare vows of everlasting love here.





隙頂 >>>>

休憩農園 茶香飄 蘭園催花熟

隙頂農業生產休憩園區在台18線阿里山公路40公里處，以滿山遍野的茶園及網室栽培蝴蝶蘭聞名。經由阿里山國家風景區管理處及嘉義縣農會的輔導，在隙頂一帶設立休憩農業園區假日廣場，吸引當地木雕家、陶藝家、農園業者設置攤位販賣農特產，每逢假日吸引大批遊客下車賞景、購買特產及參觀茶園。園區內步道可行經老鷹峽、名人像等景點，行程約40分鐘。

隙頂原名為「曦頂」，是遠眺日出的絕佳地點，景觀不亞於阿里山，再加上雲霧終年圍繞，茶樹林立，因此，隙頂山又稱為茶林山。高山茶及需用溫差催花的蝴蝶蘭，都是這裡的特產。

隙頂海拔高度約為1200公尺，栽種的茶種以金萱及烏龍為主。由於

山區氣溫較低，早晚雲霧環繞，平均日照短，所以茶樹芽葉苦澀成份較低，茶胺酸及可溶氮提高甘味，再加上芽葉柔軟、葉肉厚，讓隙頂的高山茶具有色澤翠綠、甘醇、氣味香雅等特性。

隙頂地區視野極佳，可眺望玉山及象山，多位當地的茶農也同時經營咖啡館，包括阿榮的家、生力咖啡、立馨茶館等。就在茶園上方蓋個雅致、充滿藝術風味的咖啡館，販售台灣烏龍茶、台灣咖啡，成為阿里山公路上極佳的休憩與賞景據點。

另外，蝴蝶蘭也是隙頂的特產。這裡的蝴蝶蘭是台灣蘭花最主要的催花基地，由於蝴蝶蘭開花的必要條件是溫差必須高達攝氏10度，隙頂早晚溫差大，成為催花的好地點。通常蝴蝶蘭在平地以無菌栽培育苗，經過1年4個月成株後送來催花，大約要催上4個月才會送到市場販售。

龍頭 >>>>

休閒農場 雲瀑與竹林

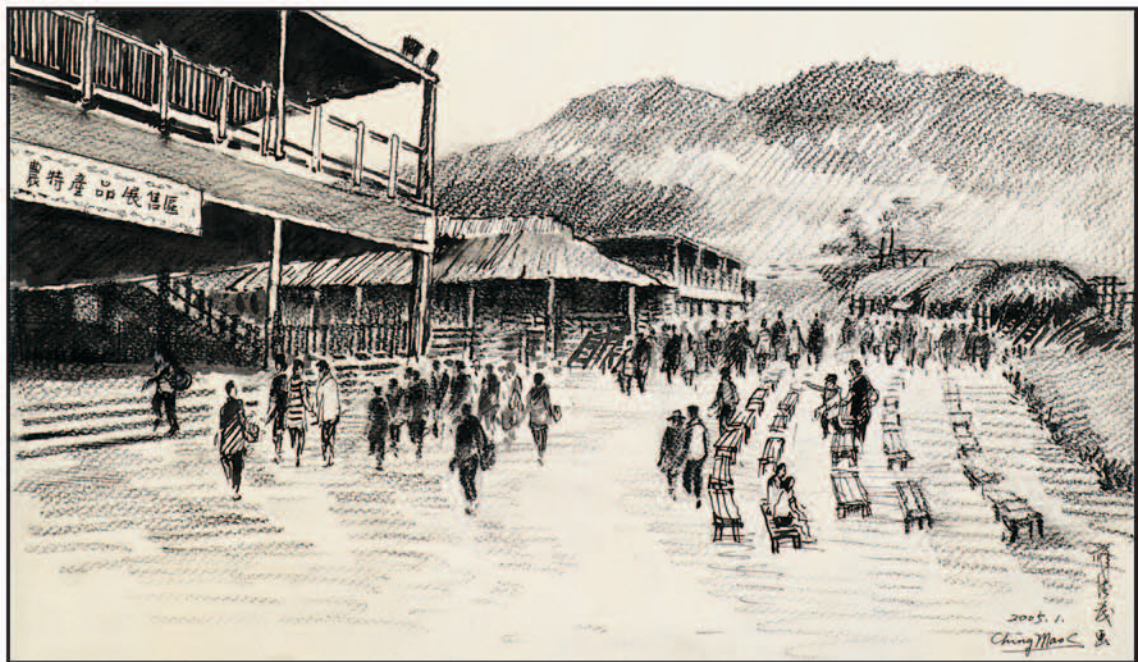
從隙頂沿著阿里山公路再往上爬不久，即到了以雲瀑景觀聞名的龍頭。這個地名，是因為區內的龍頭休閒農場內有龍形的奇樹而得名。

雲瀑與竹林，是龍頭最引人入勝的景觀，如夢似幻、時無時有的山嵐與隨著風兒飄搖、光影轉動的竹林，讓潑墨山水畫的筆峰更為鮮活，茶園裡採茶姑娘碎花衣服，讓黑白墨水間又融入了豔彩，靈動的彩墨畫，正是龍頭之美的寫照。

漫步龍頂步道最能細品龍頭之美。這條步道由阿里山國家風景區管理處管處在94年闢建，從龍頭的梅園樓飯店後方連接到到隙頂，中間有木棧道、觀雲海景觀台及石階竹林步道，適合一般大眾健行。

龍頭休閒農場約在阿里山公路46公里處，是阿里山地區少數的大型農場。茶園與竹林，是農場的兩大

樂野生命豆祭會場
Leye: Fona ("Bean of Life") Festival





(左) 陳頂海芋 (left) Siding: Calla lilies
(右) 陳頂二延平山步道 (right) Siding: Eryanping Trail

PART1: Alishan Highway

Siding: Rustic Farms, Fragrant Tea, Orchid Blooms

Situated at the 40-kilometer point along Alishan Highway, Siding Recreational Farm is best known for its sweeping hillside tea plantations and greenhouse-cultivated moth orchids. A holiday plaza, established at the recreation farm with support from the ANSAA and Chiayi County Farmers' Association, provides a venue for local wood sculptors, ceramists, and farmers to display and sell their works and produce. On weekends the farm is packed with tourists shopping for local specialties or touring the tea plantations. Other attractions include a trail through Laoying Gorge and sculptures of famous persons. The trail takes about 40 minutes to walk.

True to its original name of "Sunlight Peak," Siding is an ideal place to watch the sunrise, with views that rival those of Alishan itself. A year-round gauze of mist adds further to Siding's charms, as do the tea-tree woods that have earned Siding Mountain the fitting sobriquet of "Tea Tree Mountain." Siding's local specialties include high mountain teas and moth orchids, both of which thrive

under the variable temperatures here.

At 1,200 meters above sea level, Siding enjoys a climate well suited to the cultivation of tea, particularly the jinsyuan and oolong varieties that are common here. The mountainous area is typically cool with misty mornings and short periods of sunshine, producing tealeaves with low acidity and a high amount of sweetening theanine. The young leaves are also tender, fat, and emerald green, making for a brew that is as pleasing to the palate as it is to the eye.

There are plenty of cafes in the area to sample the local teas and coffee while enjoying the view which,

under the clear skies, extends as far as the distant Yushan (Mt. Jade) and Siangshan. Many of these establishments also sell the local oolong and Taiwan-grown coffee, making this area a favorite stopping point off the Alishan Highway.

Moth orchids are another attraction at Siding. With a temperature variance of around 10 degrees centigrade, Siding offers the perfect conditions for moth orchid cultivation and has therefore become the main growing region in Taiwan for this popular species. The orchids are generally cultivated in germ-free environments at lower elevations for around 16 months. They are then sent to Siding for four months of forcing before going to market.



龍頂步道 Longding Trail

Longtou: Recreation Farms, Cloud Formations and Bamboo Groves

Continuing up the Alishan Highway from Siding one soon arrives at Longtou, literally "dragon head," a name derived from an unusual dragon-shaped tree at the Longtou Recreation Farm.

The main scenic attractions at Longtou are the cloud formations and bamboo groves. The clouds of Longtou pour over the surrounding peaks, obscuring and revealing the mountain scenery as if one were viewing it through a dream. The bamboo groves here are equally mysterious under the play of

賞遊一：阿里山公路沿線

景觀，業者規畫「採茶樂」遊程，遊客頭戴斗笠、腰間配著採茶刀，一起上山採茶去，由專業解說員帶領找尋一心二葉，親自烘焙茶葉。

園區內還有大片竹林，包括孟宗竹、輻籜竹、四方竹、麻竹及桂竹等。夜晚可以賞蛙；到了仲夏夜，滿山的螢火蟲，提著小燈在夜空中到處飛舞。

養蜂場也是農園參觀重點行程，龍頭休閒農場海拔高度1300公尺，盛產溫帶水果，因此，養蜂場的蜜蜂為高冷果樹授粉，採集果樹花蜜及花粉，在春天時，盛產櫻花蜜及梅花蜜，現場並展示蜜蜂生態及製作優質蜂蜜流程。

滑草也是龍頭休閒農場的娛樂特色之一，搭乘機械吊椅到山坡上，然後再坐滑草車往山坡下衝，由於滑草車沒有剎車，速度隨著重量、坡度改變，滑到平地時自然停止。

石桌»»»»

生命豆祭 交通要衝

石桌是阿里山公路上的重要樞紐，台18線省道與169縣道在此交會，往左通往奮起湖、瑞里，往右可到鄒族的達邦、特富野、

樂野及里佳等部落；阿里山國家風景區管理處則將一年一度的生命豆祭會場設在這個交通重鎮上。

每年10、11月間所舉行的生命豆祭，已經成為大阿里山地區重要的節慶之一。生命豆，是山區常見的植物，也是鄒族的傳統食物，這項活動是取生命豆旺盛活力之意而舉辦，並以鄒族傳統婚禮為主軸，由長老主持成年禮、提親、搶婚等儀式，一般遊客也可以親身參與，只要有情男女報名，就能穿上鄒族傳統服飾，得到眾人的祝福，體會原住民傳統文化。

石桌附近也有充滿生態趣味的遊點。在石桌旁的頂湖自然生態公園內，就有孟宗竹林步道、天然原始

林棧道，生痕化石等縱橫其間，來到此遊玩的旅客適合規畫一到二小時的健行或漫步。

例如，可以沿著步道漫步到涼亭、孟宗竹林。在涼亭前有一塊巨石，當地人稱為巨墓碑，注目望去，表面上還有生痕化石的痕跡。另有有一條原始林木棧步道可達大凍山。

頂湖自然生態公園就位於台18線省道阿里山公路旁，石桌後左轉169縣道就能抵達。翻過一座小山坡，視野大開，農人在黃澄澄的油菜花田裡灑水灌溉，山嵐在層層疊疊的後山上翻騰，宛如世外桃源，由於這裡腹地大，風景優美，值得遊客停留健行。





(左) 龍頂步道 (left) Longding Trail
(右) 頂湖風光 (right) Dinghu

PART1: Alishan Highway

sunlight, recalling a Chinese landscape painting. The canvas is given an added touch of color by the brightly attired tea farmers working their way down plantation rows, completing this stunning natural portrait.

The beauty of Longtou can be best appreciated from the Longding Trail. Built in 2005 by the ANSAA, the trail embarks from the back of the Plum Garden Hotel in Longtou and connects with Siding at its opposite end. Along the trail are wood-planked sections, cloud viewing platforms, and stone steps ascending through bamboo groves, making for a healthy scenic excursion suitable for visitors of all ages.

Longtou Recreation Farm, situated at the 46-kilometer point off the Alishan Highway, is one of only a few large-scale recreation farms in the Alishan area. Tea plantations and bamboo groves are the two main attractions. The farm arranges self-pick tea tours, on which visitors are outfitted with bamboo hats and shears before heading up to the fields. Professional guides are on hand to help novices identify the proper "one heart, two leave" buds for picking and roasting.

The farm also encompasses expansive bamboo groves with a variety of species, including moso bamboo, square bamboo, Taiwan giant bamboo, and Makina bamboo. At night, the groves come alive with the chirps of frogs, and in the summer fireflies light the evening air like a

thousand small dancing lanterns.

Apiaries are another major attraction at Longtou Recreation Farm. The local bees are busy indeed pollinating the orchards, which at an elevation of 1,300 meters are dominated by Temperate Zone fruit species. This painstakingly collected nectar and pollen becomes cherry and plum honey in spring. There is also an exhibit introducing bee ecology and the honey-making process.

Grass sledding is another popular recreation at Longtou Recreation Farm. A chair lift carries one to the top of the slope and then its all downhill. There are no brakes on the sleds, so the speed of the trip down depends totally on the grade of the hill and the weight of the sled. There is a flat area at the bottom to bring sledders to a gradual stop.

Shihjhuo: Fona Festival and Transportation Hub

Shihjhuo is a major transportation hub on the Alishan Highway, marking the juncture of the highway and County Highway 169. Drivers can head left from Shihjhuo to Fencihu and Rueili or right to the Zou aboriginal villages of Dabang, Tefuye, Leye and Lijia. Shihjhuo also hosts the annual Fona ("Bean of Life") Festival, organized by the ANSAA.

The Fona Festival, held each year between October and November, is one of the major festivals in the

greater Alishan area. The fona bean grows widely in the mountainous areas of Alishan and is a traditional food of the Zou. The vitality of the bean has made it a symbol of life to the Zou. The Fona Festival is primarily a ceremony, led by tribal elders, to mark the coming of age, engagement and marriage of tribal youth. The ceremonies are open to the public. Couples that have registered to take part in the ceremony can don the traditional Zou costume and receive the blessing of the tribe.

Apart from its cultural attractions, Shihjhuo has been well endowed by nature. The nearby Dinghu Ecological Park has several worthwhile attractions, among them a trail through a moso bamboo grove, a planked trail through old growth forests, and stone fossils, providing an ideal spot for a stroll.

Along the trail are a rest pavilion and a moso bamboo grove. The pavilion looks out to a huge boulder. Known by the locals as the "Big Tombstone," the stone is marked with fossil traces. There is also a wood-planked trail continuing through the forest to Dadongshan.

Dinghu Ecological Park lies to the side of the Alishan Highway. To get there, turn left at Shihjhuo and follow County Highway 169. The road crosses over a small hill with an expansive vista of farmers, irrigating glistening yellow fields of rape flowers, and clouds rolling through the tiered mountain ranges. This paradisiacal hinterland scene is well worth stopping to appreciate. 🌄

阿里山森林遊樂區

Alishan Forest Recreation Area

賞遊一：阿里山公路沿線

「一二三到台灣，台灣有個阿里山！」這個華人地區皆知的順口溜，指的就是阿里山森林遊樂區，也突顯阿里山在台灣旅遊版圖上的份量。

阿里山森林遊樂區是高山森林鐵道的終點，也是全台灣春天賞櫻、花期持續最久的壓軸大戲，再加上巨大的神木群、壯觀的日出、雲海與夕照美景，讓阿里山成為台灣的山中傳奇，也是國際級的旅遊景點。

到了阿里山森林遊樂區的大門，遊客們總是迫不及待地闖入尋寶，卻鮮少有人注意到左側山勢挺拔、摺曲豐富、橫紋明顯的山壁，那便是鄒族的聖山：

塔山。雲霧經常環繞著塔山山頂盤旋，尤其在午後，帶點神秘色彩、蒼勁味道的塔山，似乎只在黑、灰、白色交融的潑墨畫中才有的，如今卻近在眼前。

在森林遊樂區中，大致上可分為西段的慈雲寺、神木群步道線，中間沼平公園、沼平車站、阿里山賓館及阿

里山閣飯店，及東段的祝山觀日樓，而姊妹潭則在阿里山閣的北邊。

祝山日出與雲海

祝山觀日樓是全台名氣最大的賞日出地點，一年到頭不分季節，總有大批遊客在4、5點多醒來，裹著厚外套、耐著低溫，衝到火車站買票上山等日出。

由於地球公轉，火紅太陽跳出山稜線的位置，隨著季節而變化。夏季約為早上5時，出現在郡大山與秀姑巒山之間；春秋兩季日頭約在清晨6時上升，地點在秀姑巒山與玉山主峰之間；冬季日出最晚，7點才在玉山主峰南側升起。太陽像個紅紅火爐般，逐步升高，當陽光躍出山脊，光芒萬丈刺眼，紅光映

著白雲、襯著藍天，非常壯觀。

阿里山雲海名列台灣八景之一，只要天氣晴朗，通常清晨在祝山觀日樓就能看到雲海，而秋天則為最佳觀賞雲海的季節。另外，在神木站前的二萬坪、阿里山火車站、第一停車場、阿里山賓館與慈雲寺等地的雲海景觀也頗有可觀。

慈雲寺晚霞

建於1918年的慈雲寺，不僅供奉一座千年的釋迦牟尼佛古神像，慈雲夕照，更成為情侶相擁定情的浪漫背景。

慈雲寺位於阿里山森林遊樂區的西側，是觀賞夕陽的好地點。由於高山地區空氣稀薄，太陽輻射較強，使得藍天炫爛，晚霞也更加豔麗。





阿里山日出 Sunrise over Alishan

PART1: Alishan Highway

The Alishan Forest Recreation Area is situated at the last station along the Alishan Forest Railway. Among its many attractions are the cherry blossom and flower season, which last longer here than in any other part of Taiwan. Enormous centuries-old trees and breathtaking sunrises, cloud formations, and sunset scenes are among the other attractions that have made Alishan one of Taiwan's premier international tourist destinations.

While most visitors arriving at Alishan Forest Recreation Area hurry off to enjoy the area's main attractions, a few take time to notice the furrowed and starkly striated peak towering proudly on the left as one enters the park. This mountain, called Tatun, is sacred to the Zou people. The peaks of Tashan are often enveloped in spirals of clouds and mist. Under the afternoon light, this enshrouding veil takes on shades of black, grays and white, like a splash-ink landscape portrait come to life before one's eyes.

The attractions of the Alishan Forest Recreation Area can be generally grouped by location, with Cihyun Temple and Shenmucun Trail in the west; Jhaoping Park, Jhaoping Station, Alishan Guesthouse and



慈雲寺寫生 Ihyun Temple

Alishan Pavilion Hotel in the center; Jhushan Sun Viewing Platform in the east; and the Sister Lakes north of Alishan Pavilion.

Jhushan: Sunrise and Cloud Formations

The Jhushan Sun Viewing Platform is the biggest sunrise viewing area in Taiwan, attracting thousands of tourists year-round. Sunrise watchers wake in the wee hours, don thick jackets and brave the cold trip to the train station and up to the mountaintop to await the sun.

The timing and position of the sunrise at Alishan differs according to the seasonal tilt of the globe. In summer, the sun peeks up at around five o'clock from between Junda

Mountain and Siouguluan Mountain. In spring and fall, the sunrise comes at about six o'clock from between Siouguluan Mountain and the main peak of Yushan (Jade Mountain); and in winter, dawn arrives as late as seven o'clock as the sun ascends from the main peak of Yushan. The glow of the first rays dyes the clouds in a reddish orange glow. As the sun rises higher over the mountain ridge the light grows to a dazzling brilliance, casting the bright red clouds majestically against the clear blue sky.

The cloud formations of Alishan are one of the eight scenic wonders of Taiwan. On any clear morning one can usually see this majestic sight from the Jhushan Sun Viewing Platform, but for the most impressive views fall is the best. Some other good viewing spots are Erwanping in

賞遊一：阿里山公路沿線

神木群步道

森林遊樂區中有第一及第二神木群步道。第一神木群步道全長600公尺，連接被放倒的阿里山神木與千歲檜，棧道串起20株樹齡達800年到1900年的紅檜巨木；第二神木群步道是從香林國小到香林吊橋之間，另行規畫長300公尺的步道，靠近香林國小有一棵樹齡達2千年，樹圍達12公尺的紅檜巨木，壯觀程度不輸原有神木與千歲檜。

阿里山神木

沿著第一神木群步道可達阿里山神木。樹齡達3千年的阿里山神木

屬於台灣紅檜，樹高52公尺，是阿里山最巨大的神木之一。它曾經是阿里山的精神象徵，也是台灣最具名氣的神木。

神木在1956年時首次遭受雷擊成為枯木，不過枝幹仍矗立不倒。1962年時，林務局曾在枯木上種植二代木，已維持其綠意。但是1997年時不敵大雨，樹身半邊倒塌，林務局決定順應自然，並維護旅客安全，在1998年6月放倒神木枝幹於原地原貌展示。

姊妹潭

姊妹潭是阿里山森林遊樂區內兩座大小不同的高山湖泊，也是阿里

山的代表景觀之一。潭中兩座相思亭倒映在碧綠的潭面上，成為阿里山重要景點。

相傳一對鄒族姊妹愛上同一個男生，兩人不願傷害姊妹情誼，但又無法捨棄愛情，最後分別投姊潭及妹潭自盡。

姊潭面積較大，呈長方形，潭中以兩個檜木樹頭為基座，搭起兩座茅草涼亭，妹潭較小，兩者相距不到50公尺。兩潭外側有一環潭木棧道，穿越妹潭右側的檜木林群。

2005年3月，寒流來襲，阿里山區降下皚皚白雪，姊妹潭難得布滿白雪，像是罩上一層白色薄紗，為姊妹潭更添神秘與淒美色彩。





阿里山森林遊樂區之三代木
Three-generation Tree
at the Alishan Forest Recreation Area

PART1: Alishan Highway

remains the most famous of the "divine trees" in Taiwan.

The Divine Tree of Alishan was killed by a lightning strike in 1956, but the dead trunk remained upright. In 1962, the Taiwan Forestry Bureau planted a sapling in the dead trunk to return greenery to the old tree. In 1997, the two sides of the tree collapsed under the force of a strong gale, and this time the Forestry Bureau decided to let nature follow its course. Today, the tree can be seen in the original position it fell.

front of Shenmu Station, Alishan Station, the First Parking Lot, Alishan Guesthouse and Cihyun Temple.

Cihyun Temple: Sunset Glow

Built in 1918, Cihyun Temple is known not only for its thousand-year-old Buddha statute but also as a romantic backdrop for couples to posing for pictures under the sunset glow.

From its locations in the western part of the Alishan Forest Recreation Area, Cihyun Temple offers one of the best vantages for enjoying the sunset. The sunlight pierces brightly in the rarified mountain air here, adding a particular brilliance to the evening blue sky and red clouds.

Shenmucun Trails

There are two Shenmucun (Sacred Forest) in the Alishan Forest Recreation Area. The First Shenmucun

Trail is a 600-meter wood-planked path leading to the now toppled Divine Tree of Alishan, the Thousand-year Cypress, and 20 towering Formosan red false cypress trees between 800 and 1,900 years old. The Second Shenmucun Trail stretches 300 meters from Sianglin Elementary School to Sianglin Suspension Bridge, providing access to a 2,000-year-old red false cypress near the school. The 12-meter circumference tree is as impressive a sight as the better-known Divine Tree of Alishan and the Thousand Year Cypress.

Divine Tree of Alishan

The Divine Tree of Alishan can be reached from the First Shenmucun Trail. Before toppling, this 3,000-year-old Formosan red false cypress towered 52 meters high, making it one of the tallest of the arboreal old-timers in Alishan. It was once the spiritual symbol of Alishan and

Sister Lakes

Another scenic hot spot on Alishan is the Sister Lakes-a pair of mountain lakes, one big the other small, with two rest pavilions reflecting in their dark green waters. The lakes are named after a Zou legend about two aboriginal sisters who fell in love with the same man. In order to let the other requite their love, they each drowned themselves in the lake, not knowing that the other had also done so.

The Big Sister Lake is rectangular with two thatch-roofed pavilions in its midst. The Little Sister Lake is slightly smaller and stands less than 50 meters from its larger sibling. Both lakes are encircled by a wood-planked path. To the right of the Little Sister Lake is a cypress forest.

In March 2005, an unusually cold air current brought snowfall to Alishan, giving visitors a rare glimpse of the Sister Lakes under a gauze of pure white snow that added to the mysterious beauty of the lakes.

春天賞櫻

Spring Cherry Blossoms

賞遊一：阿里山公路沿線



阿里山的櫻花季，是台灣春天賞花版圖上，最重要而且美麗的一塊拼圖，也是阿里山風景區內每年一大盛事。

海拔2,216公尺高的阿里山森林遊樂區，春天花海繽紛，花色淡粉的千島櫻、象牙白的木蘭花、珍貴的台灣一葉蘭、粉白夾粉紅的森氏杜鵑、橘紅小巧的射干菖蒲，在春天持續加溫下，努力綻放。

阿里山櫻品種多

櫻花，是阿里山春天的花后。大致上，阿里山的櫻花包括了：顏色緋紅的台灣原生種山櫻花，以及粉嫩淡雅的日本櫻花。日系櫻花又分為花朵單瓣的吉野櫻、千島櫻、大島櫻，及重瓣的八重櫻，其中，八重櫻就有30幾個品種。

在阿里山森林遊樂區中櫻花樹的數量以吉野櫻最多，共有1900株，第二名是台灣山櫻花，共有1780株，重瓣的八重櫻也有上千株之多，在台灣賞櫻花，阿里山可說是首選之地。

從花期來看，阿里山的櫻花以台灣山櫻花開得最早，從年初到3月間綻放，從阿里山十字路以上，沿著台18線公路進到森林遊樂區內，櫻花夾道綻放，沼平公園內的山櫻花更是毫不保留地大放異彩。

粉紅淡雅的千島櫻，在3月初開花接棒。數量最龐大的吉野櫻，則

從3月中旬起含苞待放，3月底正式進入盛開期，接著為富士櫻及八里櫻。

千島櫻花期接在山櫻花之後，是日系櫻花花期最早的品種，雖然數量不多，淡粉紅的花朵像是吉野櫻花大軍的先頭部隊，預告吉野櫻的盛開期即將來臨。

花色潔白的吉野櫻，是阿里山植株數量最多的櫻花，也是花季主角，日本賞櫻也是以吉野櫻為主流，是賞櫻預報的參考指標。

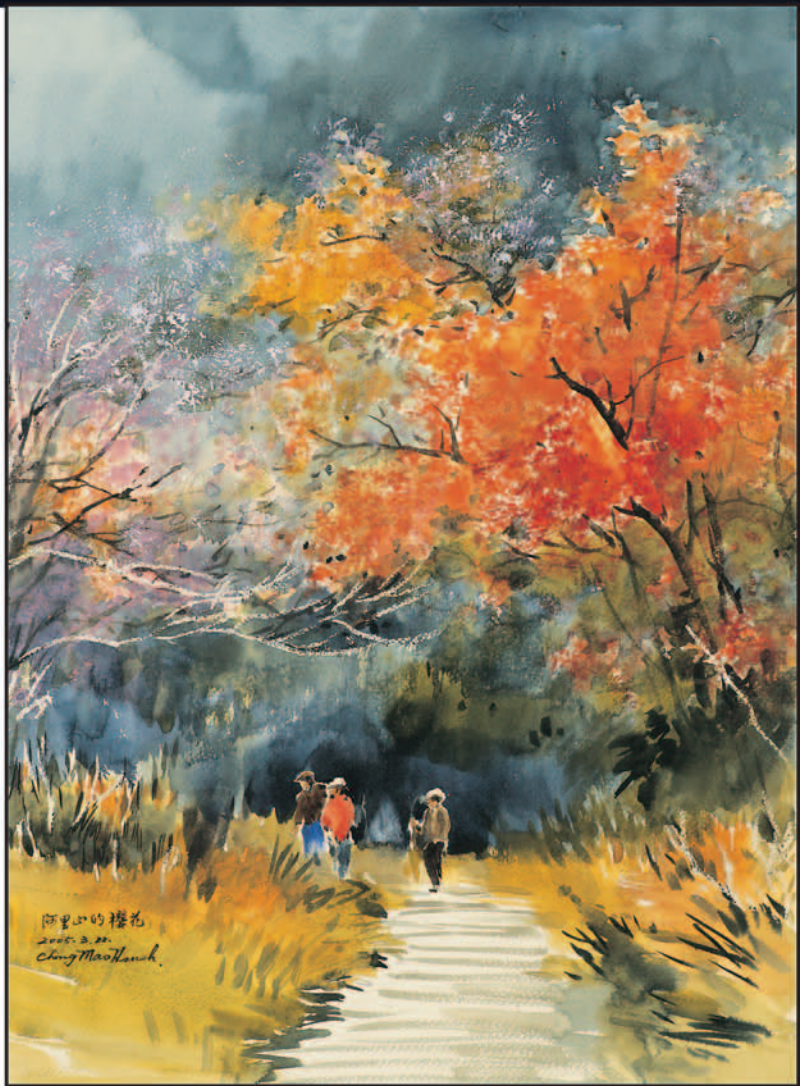
在阿里山，吉野櫻約從三月中旬起開出花苞，盛開期約在三月下旬後。賞吉野櫻的較佳地點在阿里山派出所及阿里山賓館前方。

一葉蘭與杜鵑競豔

除櫻花外，森氏杜鵑、台灣一葉蘭、木蘭、射干菖蒲等，也在春天進入花期。珍貴的台灣一葉蘭，3月起開始綻放，原本最佳賞蘭點在眠月線的石猴附近山壁上，但是目前眠月線火車還沒恢復通車，遊客

可轉往沼平火車站前的山坡地、阿里山賓館前方賞一葉蘭。

森氏杜鵑也是森林遊樂區惹人注目的花兒，在神木火車站、沼平火車站前，可賞到森氏杜鵑，朱紅花苞，像是一盞盞小火燭開在樹頂，非常可愛。花朵似碗般大的木蘭花，在春神巧手妝點下，也熱力綻放，沼平公園內的白色木蘭開得滿株白花，常吸引遊人留影。





(左) 阿里山山櫻 (left) Alishan Cherry Blossoms
(右) 一葉蘭 (right) Windowsill Orchids



The cherry bloom season is one of the highlight events at Alishan, and indeed one of the most spectacular spring blossom sights in Taiwan.

At an elevation of 2,216 meters, the Alishan Forest Recreation Area comes alive in a spring profusion of floral colors, with the light pinks of the Chishima cherry, the ivory whites of the magnolia blooms. Rare windowsill orchids, the pink-streaked white petals of Mori's rhododendron, and the delicate reddish-orange crocosmia also hold up their colorful blooms under the mounting temperatures, long after lower elevation flowers have lost their spring blush.

Alishan Cherries

The cherry blossoms are without doubt the top attraction at Alishan in

the spring. Over 30 varieties of cherry trees grow in this area, including native Taiwan cherry varieties with bright red blooms, and the delicate and lighter colored blooms of the Japanese imports. This latter group comprises eight basic types: the single petaled Yoshino cherry, Chishima cherry, Oshima cherry, and the multi-petaled Yaezakura.

The Yoshino is the most prevalent cherry variety at the Alishan Forest Recreation Area, with 1,900 trees. The next most populous species are the Taiwan cherry, with 1,780 trees planted, and the Yaezakura, with over a thousand trees. For sheer number and variety of trees, Alishan is one the best place in Taiwan to enjoy the cherry blossom season.

The first bloomer is the Taiwan cherry, which shows its colors from early in the year to March. Its blooms grace the sides of the Alishan Highway from the Alishan Intersection to the Forest Recreation Area; and they are particularly immodest at Jhaoping Park.

The delicate pink blooms of the Chishima take to the stage in early March, and the Yoshino follow close behind in mid-March, reaching their full glory by month-end. The Fuji cherry and bali cherry follow next, providing an encore performance.

The Chishima is the first Japanese cherry variety to be planted in Taiwan. Although its numbers are few, its light pink blooms herald the imminent arrival of the Yoshino.

The snow-white Yoshino is the most populous cherry species at

Alishan and also the star celebrity of Alishan's blossom season. In Japan, as well, the Yoshino is the favorite variety for cherry-blossom watchers. At Alishan, the Yoshino usually begins to blossom in mid-March and by month-end it is in full bloom. Two of the best places to enjoy the Yoshino's colors are near the Alishan Police Station and in front of the Alishan Guesthouse.

Contest of Colors: Windowsill Orchids and Rhododendrons

In addition to the cherry blossoms, there are plenty of other spring blooms to appreciate in Alishan, among them Mori's rhododendrons, windowsill orchids, magnolias, and crocosmia. The rare windowsill orchid begins to open in March. The best spot to view this species used to be along the cliffs near Shihhou on the Mian Yue branch line. However, with train service currently suspended on the line, visitors can also enjoy the blooms on the hillside in front of Jhaoping Station and in front of Alishan Guesthouse.

Mori's rhododendron is another eye-catching bloom at the Forest Recreation Area. At the front of Shenmu and Jhaoping stations these vermilion flowers can be seen hanging from the treetops like little lanterns. The spring also calls awake the huge magnolia flowers, whose brilliant white blooms fill Jhaoping Park at this time, creating a colorful backdrop for a snapshot.

