

# TRANSRAPID MONTHLY

A high-speed train, likely a Shinkansen, is shown in motion on an elevated track. The train is white with a red stripe and is leaning slightly to the right. The background consists of a dense forest of green trees under a clear sky.

ISSUE 1/2020 (01), 30<sup>TH</sup> MARCH 2020

INSIDE THIS ISSUE:

**SECRET 3<sup>RD</sup> EXISTING  
TRANSRAPID TRACK?** *page 3*

**TRANSRAPID TEST FACILITIES: WHERE  
ARE THEY NOW?** *page 4*

& more!

# WELCOME!

**T**hank you very much for choosing to read the March issue of “Transrapid Monthly”. This issue marks an important milestone for this magazine, as it is the first one. Our one-person editorial team is proud to present the first magazine ever to report exclusively on a maglev train system, and the system in question is the Transrapid.

The Transrapid is a German magnetic levitation train system based on the EMS technology, which means that it uses the attractive force of magnets, in contrary to the EDS technology, which is based on the repulsiveness of magnets. The only currently operating Transrapid is located in Shanghai, taking passengers to and from Shanghai Pudong International Airport. Before the completion of the Shanghai airport link, the technology was tested on the Transrapid Test Facility in Emsland. This facility, complete with a 31.5 km long trial track, remained in operation from 1984 to 2012.

Our mission is to bring attention to this amazing technology, which was unfortunately killed by long arguments between politicians, a growing opposition movement and extensive lobbying by the conventional train industry. We hope that by publicizing the results form years of research and development, we could one day wake up to a world, where the Transrapid project was reintroduced and is utilized around the globe. But we cannot do that alone. Thanks to such wonderful people like you, the reader, we can make the first steps towards a better future, a future where we were able to halt the plans of destroying the trial track, and instead create a museum in the place of the abandoned Test Facility.

Thank you for contributing to this great cause.

Sincerely,

The logo for Transrapid Monthly features a stylized green and white graphic above the word "MONTHLY" in bold black capital letters.

**MONTHLY**



# Inside the issue:

- **Secret 3<sup>RD</sup> existing Transrapid Track?** [page 3](#)  
An exciting investigation into the details of 2007's case of Transrapid-copying.
- **Transrapid test facilities: where are they now?** [page 4](#)  
Sit back and relax, as we survey aerial photos of Germany in hopes of finding any remnants of old Transrapid test tracks.
- **The short story of Transrapid 06's second section** [page 5](#)  
Discover a chilling story about the voyage of the 2<sup>nd</sup> section of Transrapid 06 and its current hiding place.
- **The Hamburg-Berlin line: official image gallery** [page 6](#)  
Learn about Germany's plans of a high-speed line that never came to be.
- **Everything we know about the Dörpen information center** [page 7](#)  
Transrapid Monthly is proud to present exclusive images and trivia about the interior and the exterior of the lesser known information point at the TVE.
- **Music Corner** [page 8](#)  
Have a listen to the full versions of a few compositions used in Transrapid International's official promotional materials.



# SECRET 3<sup>RD</sup> EXISTING TRANSPRAPID TRACK?

An exciting investigation into the details of 2007's case of Transrapid-copying.

by Tytus Dunin

It's the tumultuous year of 2007, the year of the first iPhone reveal, which truly reshaped the way we think about mobile phones. It is also the year when North Korea carried out its first nuclear test. But despite all those important events, a photograph was published that truly stirred up German media:



This photograph shows what seems to be a clone of the Transrapid 08. This curiosity of design appears to be pulled by a maintenance vehicle on top of a Transrapid track. A German newspaper, *Die Welt*, performed an investigation, in which it was concluded that the photograph was taken in Shanghai, on the premises of the Shanghai Tongji University. The direct result of this occurrence is the fact, that somewhere in Shanghai exists an another stretch of Transrapid-type track, which would be the third existing facility, right after the Transrapid-Versuchsanlage Emsland and the Shanghai Pudong International Airport link.

With this information in mind, I quickly started my investigation, although I knew it wouldn't be easy. "But Why?" you may ask. First of all, currently, there doesn't exist such a

thing as an accurate map of China. Because of China's strict land surveying laws, no one is allowed to create a map of any part of China. If you compare the map on Google Maps to the satellite image, you can spot the difference: different chunks of China are offset by a few hundred meters.



Secondly, different departments of the Tongji university are scattered throughout the entire city of Shanghai, so trying to examine them all by using the warped Google map was out of the question. Fortunately, thanks to my obstinacy and extensive examination, I managed to discover a project called "CM1 Dolphin" and the corresponding test track – right on the Jiading campus area of Tongji University. With this information, my research could be more direct and resultful. Not long after that, I found those images:



It appears that the engineers from the Tongji University decided to abandon the "definitely not Transrapid" look for a more unique one. But still, it is painfully similar to the Transrapid 08 prototype. After further research, I learned that *Die Welt* concluded a second investigation and unveiled that in contrary to what the chief engineer responsible for the project, Zheng Qihui, said, the electronics and the track are the same as in the Transrapid system.

In conclusion, the evidence presented above clearly proves that in fact, there exists a functional 3<sup>rd</sup> Transrapid Track. Despite all the evidence pointing to a presumption that the Chinese copied the Transrapid technology, the Wikipedia page for the CM1 Dolphin states that Transrapid International helped with the 1,5 km track in Jiading, but unfortunately the source of this information is no longer present under the stated link. This would make sense because after the photograph had been leaked, The Transrapid Consortium refused to take any action or release any official statement. To this day, the Jiading test track is not acknowledged neither by the International Maglev Board nor by any website detailing the Transrapid technology and its applications.

# TRANSRAPID TEST FACILITIES: WHERE ARE THEY NOW?

Sit back and relax, as we survey areal photos of Germany in hopes of finding any remnants of old Transrapid test tracks.

by Tytus Dunin

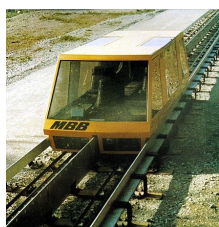
When we think about the Transrapid, we usually envision it dashing through the Lower Saxonian foliage on the great trial track in Emsland, a breathtaking monolith of human architecture. But still, it would be foolish to forget all the development and testing that was conducted long before the construction of the TVE had started.

Fortunately, the great minds at Transrapid International must have thought the same, because they produced the most insightful documentary about the history of the Transrapid to this date - "The Transrapid Story". This documentary compiles the most monumental breakthroughs during the development of the maglev technology in Germany, complete with never-before-seen archival footage of various test runs of all the models up to the Transrapid SMT. What really caught my attention in this documentary, was the fact that every time a test run was shown, the narrator mentioned in which city was the test track erected. Where exactly were those test tracks? If they are gone, is there any leftover rubble or debris that could still be seen from today's areal photographs? I decided to look into this case.

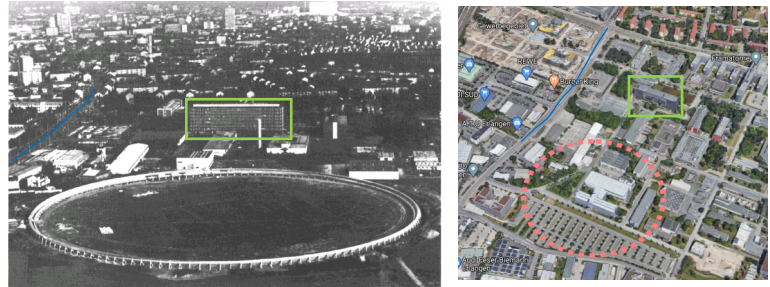
## 1. Ottobrunn



The test track for the MBB Prinzipfahrzeug was located in Ottobrunn, on the premises of the Messerschmitt-Bölkow-Blohm factory situated on the southern edge of the city. The trial track was 660m long, and the Prinzipfahrzeug was the first passenger-carrying demonstration vehicle. As you can deduce from the areal photo presented above, neither is there hardly anything left of the test track nor could I find any other wide range photographs of it apart from this washed out one.



## 2. Erlangen



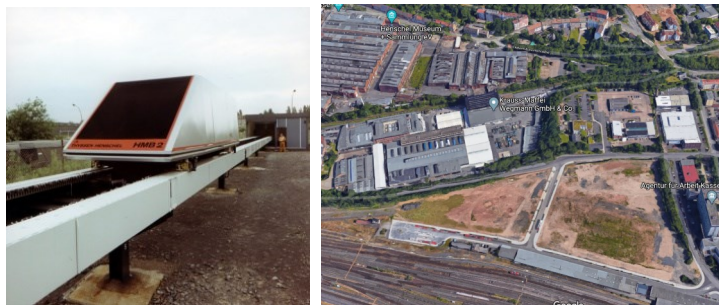
The Erlangener Erprobungsträger, or EET for short, is a maglev proofing vehicle based on the EDS technology and actuated by superconductive coils. It ran on an 800m circular track situated on the premises of the Siemens AG headquarters on the southern edge of Erlangen. Similarly to the Ottobrunn test track, there is nothing left of the circular trial track, as it was destroyed to make room for new buildings, that were erected on this site instead.

## 3. Munich, Allach district



The 930m s-shaped test track situated next to a Krauss-Maffei factory in Munich's Allach district was used to test the Transrapid 02 and the Transrapid 04. Thankfully, the empty field that the test track was constructed on stayed undeveloped, and despite the track being long gone, we can roughly plot out what was its shape based on the photograph shown above and the markings that are still visible on satellite photographs.

## 4. Kassel



The trial track in Kassel was used to test the HMB1 and HMB2 vehicles, which developed into the 2<sup>nd</sup> commercially utilized maglev train in history – the M-Bahn. The guideway was 100m long and located nearby the Thyssen Henschel establishment in Kassel. Unfortunately, the information about the test track in Kassel is incredibly scarce, and that's why we can only present our rough prediction about the area in which the trial track was located.

## 5. Hamburg

For the International Traffic Exhibition 1979 in Hamburg, a 908m track was constructed between the exhibition center and



Heilighengeistfeld. After the exhibition, the track was dismantled and reerected at the Thyssen Henschel establishment in Kassel, where it was further developed. It then became apparent, that a bigger test track is needed to further test Transrapid's capabilities.



# THE SHORT STORY OF TRANSPRAPID 06'S SECOND SECTION

Discover a chilling story about the voyage of the 2<sup>nd</sup> section of Transrapid 06 and its current hiding place.

by Tytus Dunin

Since the introduction of the Transrapid 07 in 1990, the Transrapid 06 was put out of service. For a short time, it's second section was placed outside of the Lathen Information Centre as an outdoor exhibit. Not long after that, a decision was made to transfer Section 1, that is, the section where testing equipment was installed during the 06's operation, to the Deutsches Museum Bonn, where it remains to this day.

The other section, the one containing passenger seats, was borrowed in 1999 by an organization called "Frystaat Folderen" for a traditional New Year's Eve stunt, and situated it in Drachten, by the A7 motorway. This action's goal was to raise awareness about the high-speed maglev line, that was planned to be installed in the Netherlands. Originally, the exhibit was to be quickly returned to Lathen, but due to its popularity, it remained there for the next seven years.



As a result of the Transrapid accident in September 2006, the plans for a maglev line in the Netherlands were canceled. The now run-down and graffitied section was sent back to Lathen on the 12<sup>th</sup> of December 2006. Due to a lack of free space on the Lathen Test Facility,

the section was placed in a nearby abandoned yard, where it remains to this day.

NOTE: In the same yard, all the remains of the Transrapid 08 and the KOMET unit were placed.



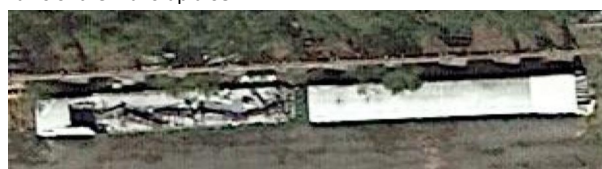
The abandoned Transrapid 06 today.



The abandoned TR06 from satellite view.



The remains of the Transrapid 08

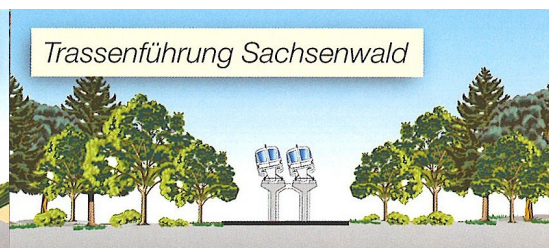
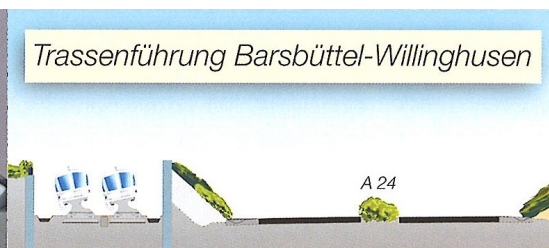
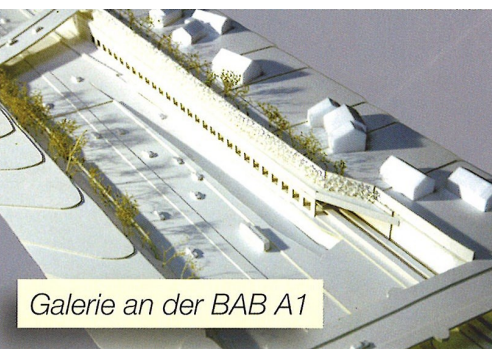
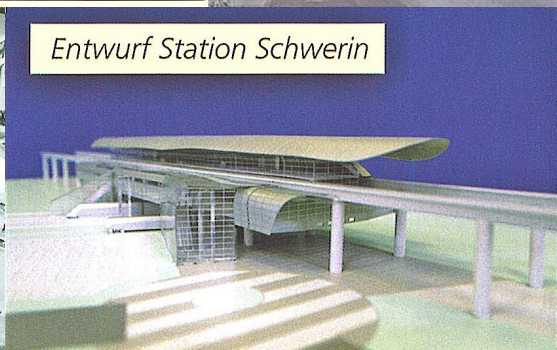
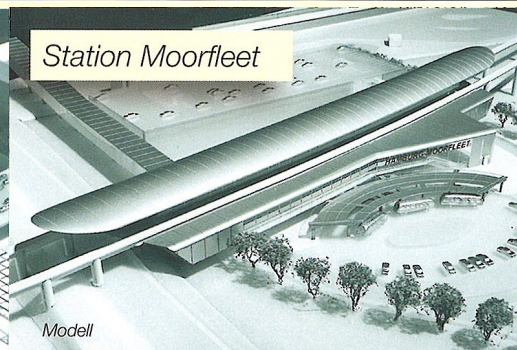
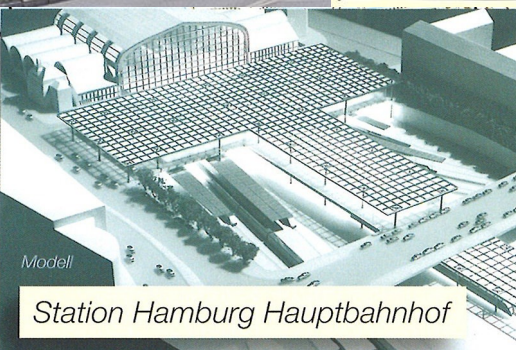
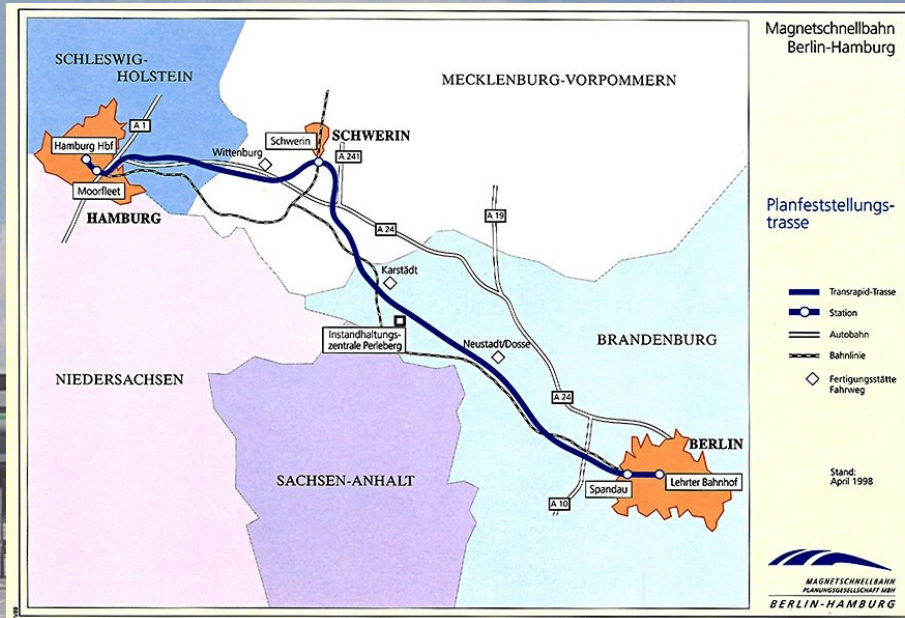


The remains of the TR08 from satellite view.

# THE HAMBURG-BERLIN LINE: OFFICIAL IMAGE GALLERY

Learn about Germany's plans of a high-speed line that never came to be.

by Tytus Dunin



# EVERYTHING WE KNOW ABOUT THE DÖRPEN INFORMATION CENTER

Transrapid Monthly is proud to present exclusive images and trivia about the interior and the exterior of the lesser known information point at the TVE.

by Tytus Dunin

**A**mong numerous test facilities, I have never seen such an oddity like the Dörpen Information Center. You would think that if Lathen and Dörpen are so close to each other, there wouldn't be a need for a second information point. You might assume by the shape of its building, that it was built to allow visitors to get a better view of the Transrapid whizzing past them. And while that might be the reason for its construction, it is still a strange choice of location, since the Transrapid isn't particularly fast on that section. In my opinion, it would be better if the tower was erected somewhere between the loops because it would allow for the visitors to see the Transrapid up close at its maximum speed and twice as frequently as compared to its current location. Nevertheless, due to its unconventionality, I decided to look into the history of the Dörpen Information Center.

The story of the Dörpen Information Tower starts in a rather unexpected place, since it was originally raised in Erlangen, however, it has nothing to do with the circular maglev track, although it was placed on the same property – the Siemens AG in Erlangen. Originally, the tower was used as a station on the H-Bahn test track. After its

dismantlement, the tower was modified and transported to a newly constructed Siemens trial track – the Transrapid Test Facility in Emsland. It can be seen freshly settled in the promotional video for the Transrapid 06.

For most of its lifespan, the Dörpen Information Tower stayed unchanged, apart from a few trees planted here and there. However, a major change occurred after the assembly of the Transrapid 08. In front of the Information tower, a fake fore of the Transrapid 08 was placed. I first became aware of this when I saw the photo on the right, but I didn't deem this believable, for the most part, because it is flat out stated on the photograph that it is a

photomontage. "Why would they place a fore of the TR08 in front of the Information Tower?", I thought and abandoned the subject.

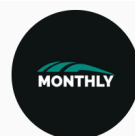
Several weeks later, I noticed something strange while watching uncut footage from a full day at the TVE. While the camera is recording the view from the front window and the train enters the northern loop, in the distance, we can make out what seems to be a fore of the Transrapid. This truly perplexed me. I immediately began plowing through hundreds of photographs and videos from the Dörpen Information Center, until I found these three photos and one video footage that clearly show the TR08 fore or its frame.



photomontage. "Why would they place a fore of the TR08 in front of the Information Tower?", I thought and abandoned the subject.



This is truly puzzling because it must've stayed there for a rather short time, as far as I know, it was installed around 2000 and dismantled after the train crash in September 2006. Unfortunately, I couldn't find any information about the current whereabouts of the fake fore, so if anyone has any information regarding this case, please forward it in a private message to our Instagram profile, @transrapidmonthly.



transrapidmonthly

0 posts 0 followers 0 following

Transrapid Monthly

Transrapid Monthly is an online monthly publication all about the Transrapid.



The other subject I would like to touch upon is the interior of the Information Tower. I have managed to find a few photographs showing the Info Center in great detail, but also some drone footage that shows how the inside of the Information Tower looks today.



Regarding the interior, as we can see in the image below, the photograph was taken after the Transrapid 09's arrival to the TVE. On the glass plane next to the employee we can spot a set of posters



showing the history of the Transrapid, which are now available to download for a small fee at Henschel Museum's website. On the right side of the photograph, we can see a magnetic coil replica, that

was used in the test track, and next to it we can spot electronic equipment that was installed onboard the Transrapid for measuring the distance between the track and the train. As you can see on this closeup shot of the electronic equipment, under the apparatus, one can spot a set of promotional magazines, and one of them details the Maglev Guideway Bögl, which is the currently most promising maglev technology in Europe.

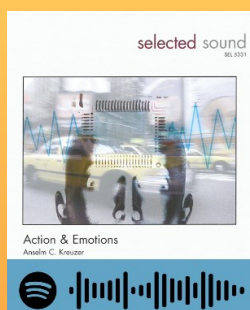


I think that the Dörpen Information Center is the perfect place to start restoring Transrapid's legacy. Unlike the test track, which was built on multiple privately owned plots, it is still possible to purchase it and turn it into a tourist-subsidized museum of the Transrapid. It would be exponentially harder to restore the Information Center in Lathen – INTIS is not likely to give up a sizeable facility that can be used for testing their technology.



# MUSIC CORNER

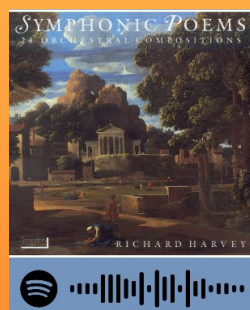
Have a listen to the full versions of a few compositions used in Transrapid International's official promotional materials.



## CELEBRATION

by Anselm Kreuzer

"Celebration" by Anselm Kreuzer was used in a quite obscure trailer for the Transrapid 09 made by IABG, which was available for download on this company's website in 2011. You can watch it on our Instagram page.



## VOYAGE TO CONQUER

By Richard Allen Harvey

This stunning classical composition was used in the most well-known promotional video from the Emsland facility, the one detailing Transrapid 08's route and a short history of the test track.

