

TRANSRAPID MONTHLY

A photograph of a white and blue high-speed train, likely a Transrapid, traveling on an elevated track. The train is moving from left to right. The background consists of green trees under a clear sky. The overall image has a slightly desaturated, muted color palette.

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& more!

WELCOME AGAIN!

“Willkommen im TR08” is what I would’ve said if I was the dot matrix display in the Transrapid 08. Since I’m not, I’ll simply welcome you aboard our 3rd issue of Transrapid Monthly, the only currently existing magazine about the Transrapid, as the last issue of “10 Minuten” was published a couple of months before the 2006 Lathen crash, and since then has been discontinued. I guess my writing is so amazing that it eradicated any competitors before I even thought about starting such a venture. In this issue we’ll talk a bit about the history of how the TR08 came to be along with some other topics, such as commemorating the achievements of Gerhard Hugenberg, who recently passed away. One small note before we float away, I would like to give a big shoutout to @transrapidofficial on Instagram, who made a bunch of our articles more in-depth than they would’ve been. Since for the time being, I’m partially stuck behind the language barrier, a little help went a long way. If you want to see more quality Transrapid-related content, consider following him on Instagram.



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Sincerely,

The *Transrapid Monthly*
editorial team.



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TRANSRAPID 08 - THE ICON OF THE TEST CENTER

The Transrapid that defined the whole project.

by Tytus Dunin

The Transrapid 08 is probably the most famous model of the Transrapid, right after the SMT. Despite its short lifespan, it has transported the highest amount of visitors out of all other models tested on the TVE. For the most

Visitor rides TR06 (1983-1989)	21.093
Visitor rides TR07 (1989-1999)	258.100
Visitor rides TR08 (until September 22, 2006)	293.611

part, its legacy remains strong to this day, mostly due to the fact, that by the time the TR08 began operation in 1999, digital cameras were threatening the huge market share of the magnetic tape technology, and that's why VHS consumer-market camcorders were cheaper than ever. The Transrapid 08 witnessed the height of TVE's popularity and its subsequent demise into obscurity. Without further ado, let's take a gander at the celebrity among the Transrapid family of vehicles.

The Transrapid 08 left the Kassel production facility in July 1999 and completed its maiden ride on the 7th of September the same year, passing the TR07 that was stationed on one of the track pieces located near the middle switch. The TR08 weighed 150 tonnes, by design could reach a maximum of 550 km/h and could accommodate 311 passengers. As we explained in the 2nd issue, all the vehicles up to the TR08 were designed for intercity and international travel, that's why the TR09 has fewer seats than the model we're describing today.

Of course, before the TR08 had to be designed first, before leaving the factory. The model you can see here was exhibited in the Thyssen Henschel GmbH in Kassel around 1997. If you scan the QR code, it will take you to an educational video starring Jean Pütz, where the same model is present. What's weird, is that I found a different model of the TR08 prototype, this one being about a quarter size of the one's mentioned before and featuring green, elliptical doors. If we compare the second prototype, which seems to be more advanced in design, with the final result, we can see that not much has changed – the shape is rather

identical and the passenger window size and placement is strikingly similar. The things that actually changed are the ones we immediately notice when looking at the train as a whole, despite having little influence on the form factor of the

train. These small cosmetics include: a different paint job, almost semi-circular front windows, and something resembling the ventilation grill from the TR05 by the first door.

What's interesting, is that two 1:1 sized TR08 prototype fores akin to the one stationed in front of the Dörpen information tower were displayed in front of the Bellevue Castle in Berlin. Believe it or not, at least one of them was actually repurposed into the Dörpen fore – we



can deduce it from this photo of it being finished, where we can easily spot the distinct shape of the prototype's window under the black paint.

Whilst looking through photographs of the 2006 Lathen Collision, which we won't touch upon yet, keen-eyed viewers might have spotted that the TR08 is lacking its iconic red Deutsche Bahn stripe. This is odd, because in nearly every photo of the Transrapid 08 we can see it dashing through all different types of track with the red accent. The reason for this sudden lack of scarletness is quite simple – in early August of 2006 DB pulled out of the project. However, its division, DB Magnetbahn GmbH remained active until 2010, presumably to finish any Transrapid projects that were already in the planning stage. The earliest photograph I could find of the stripeless TR08 was from August 10th.

The last matter I would like to touch upon is the TR08's evacuation system. The first Transrapid to ride on the TVE, the TR06 used blow-up evacuation slides, which, as you can imagine, weren't the most efficient at their job:



The TR07 and the TR08 opted to use special evacuation sleeves, which were much more space-efficient. The TVE used to conduct

occasional tests of the evacuation system and the specialized fire department division owned by the facility.



MORE INFORMATION ABOUT THE CHINESE TRANSPRAPID COPY

The story of how the Chinese blatantly ripped off German technology.

by Tytus Dunin

By this time, it's no secret that China is trying to copy the Transrapid. If by the first issue I didn't manage to convince you that Chinese researchers are doing something way shadier than just developing their take at the maglev technology, what I'm about to show you will surely be the evidence you need. As it turns out, the team at Tongji University, before unveiling "their" Sifang maglev train, that was revered by western media, experimented with many not-so-original designs. Wondering what did they look like? Well, stick around.

By now, we can say for sure that the Chinese were experimenting with three Transrapid clones. Since we don't have any official names of each one of them, we'll use the names that were mentioned near the pictures and/or make some educated guesses.



Let's start with the first one from the left (the name isn't mentioned anywhere). Keep in mind, that a lot of this information was present for a long time on the internet, however, they nearly perished with the deletion of magnetbahnforum.de, which was an official forum by the International Maglev Board back in the day. A lot of pictures of the knockoffs come straight from this forum. „But How?“ you might be asking. Well, despite forum being long gone, pretty much without any useful Wayback Machine saves, the site which kept those images from being irreversibly destroyed was the International Maglev Board's Pinterest page. But now, back to the clone. What you see here, is the same train we talked about in the first issue. As you can see in the image, the train received a shield for its frame containing support and guidance magnets. Seems familiar? Yes, the whole thing looks like an elongated Transrapid 08.



The picture in the middle shows the CM1 Dolphin. I admit the fact that I called the aforementioned no-name the CM1 Dolphin in the first issue was a mistake. Fortunately, now we can clearly assess the

facts. As you can see in the 2nd picture, this vehicle has a dolphin symbol on it, which settles the debate on which vehicle is called the „CM1 Dolphin“. As it goes for most of the cheap Chinese knockoffs, the vehicle is trying to imitate the Transrapid, but it is misshapen as all hell. The dimensions are messed up, and it just looks as if they wanted to merge both the TR06 and the TR07 with a bread box.

The last picture shows what appears to be just a regular Transrapid SMT, but don't let the decent paint job fool you. Let's take a look at the front of this train:



What is this horrible abomination? Why are the windows and the lights separated? I guess that it makes this train less prone to damage, as the front windows are often the weakest point in the aerodynamics of a train, but if they already copied 95% of the exterior and the interior, why wouldn't they just finish the job cleanly? Well, guess what – they already did! Thanks to the stellar investigative work done by @transrapidofficial on Instagram, we know that the Chinese replaced the Transrapid that caught fire on 11th August 2006 with a license, and the vehicle they produced a near-perfect copy of the real one. The one you see here is the „Electric Flying Train“ – A Transrapid-clone produced without a license, tested on the Tongji University track, and now occasionally running on the original Pudong Airport line.



Despite that what I just said might seem like fresh news, it's actually about 10 years old! If the Magnetbahn Forum stayed online, this information could be publicized years earlier, because they already discussed everything I brought up today. Anyone related to the International Maglev Board, if you're reading this, please bring back the Magnetbahn Forum. It would allow us, the Transrapid fans, people with different passions and professions, to share and discuss our findings easier and faster, not to mention that it would give a lot of people who are scattered among millions of websites a platform to share information that might've been stashed away in their grandparents' attic or behind China's Great Firewall. I long for the day that this would happen. We can only hope.



REMEMBERING GERHARD HUGENBERG

Recently, we've lost one of the founding fathers of the Transrapid.

by Tytus Dunin

As you might have heard already, the man who brought the Transrapid to Emsland, Gerhard Joseph Hugenberg, has recently passed away at age 91. This devastating news surely marks an end to an important era in the development of this technology. As a final farewell, let's take a look at his life and contributions to the Transrapid.

We don't know much about his early life, apart from the fact that he was born on the 29th of August 1928. Hugenberg became renowned for implementing a post-war recovery program – "The Emsland Plan". For him, one of the most pressing issues back then was the high youth unemployment. Based on the works of Nikolai Dmitrijewitsch Kondratjew, a Russian economic researcher, with which he came into contact during his agricultural studies, he recognized that a fresh innovation would be the solution to the aforementioned issue. He first learned about the Transrapid during a conversation with his classmate from high school he attended thirty years ago at a class reunion in 1977, commonly called an "Abitreff" in Germany. There, the Transrapid came up in a conversation with his classmate, who informed him about a planned 50-kilometer Transrapid track that was to be built between Donauwörth and Holzheim. The test track was rejected because of the protests organized by the local farmers which were backed up by local authorities. Hugenberg

expressed his desire for the test facility to be constructed in Emsland, which would be in line with the principles of Nikolai Kondratjew. His friend just replied with „You're crazy. They're not coming to Emsland". But Hugenberg would not be deterred. He contacted the



Ministry of Research and Technology, which at the time financed the Transrapid, and disclosed that he's ready to make Emsland the home of the Transrapid.

After forwarding some areal photographs of potential sites for the test track, the one running along the Dortmund-Ems channel section near Lathen was chosen. The

construction, which began in 1980, was practically a



miracle, because all of the 150 landowners, on whose plots the trial track would run, agreed for the construction of the route. As Gerhard predicted, the construction created many jobs for residents of nearby

villages. Not only that, but the nearby town – Lathen, flourished massively and now a significant number of companies are based there, which created even more jobs. In his own words, "Today's Hermann-Kemper-Straße was a sandy path back then". Apart from all that, Hugenberg recognized the enormous tourism potential in the Transrapid and envisioned the visitor center – that's right, the TVE wasn't built with the visitor center, it was constructed later as a concept by Gerhard Hugenberg. You can see that in this early photo, on which the visitor center is not present. Hugenberg

was also a frequent employee of the Visitor Center – he looked after the guests and worked as a train attendant. He loved being there and befriended many people who worked at the TVE. Despite his resignation after the accident that took place in 2006, he believed in the technology to the very end.

As you can see, Gerhard Hugenberg's influence was crucial to the development of the Transrapid technology. Despite that, very little information about him was available and he wasn't mentioned in nearly any articles about the Transrapid. Thankfully, his legacy lives on – one of the streets in Lathen, diverging from Hermann-Kemper-Straße was named after him. He passed away on May 7th, 2020 in Meppen. Once again, we send our deepest condolences to his family and friends. Without his adherence, Transrapid Monthly would have probably never existed. Thank you.

Ein Leben für die Emslandentwicklung von den Ottomeyer Lokomobilen zur Transrapid.
Ein Emsländer mit Leib und Seele. Lebensbejahend, offen, ein fürsorglicher Familienvater,
zugewandt und seiner Zeit immer einen Schritt voraus.

Seine positive Lebenseinstellung brachte ihn zu dem Ergebnis:
*„Ich habe ein erfülltes und phantastisches Leben gehabt und wenn es mal nicht so lief,
war es „Versuchsbetrieb“.*

Gerhard Joseph Hugenberg

* 29. August 1928

† 7. Mai 2020

In dankbarer Erinnerung an unseren geliebten Vater, Schwiegervater, Opa und Uropa:

Andreas und Michaela Hugenberg

Theresa
Emma

Christian und Maria Hugenberg

Jan und Anjili mit Tara
Nina und Martin
Lucas und Jenny
Felix und Heln

49716 Meppen, Görresstraße 13

THE TRANSPRAPID IN VIDEO GAMES

Discover how the Transrapid is represented in electronic entertainment.

OPENTTD - RIMS MOD



Have you ever dreamed about running your network of Transrapid-based city connections? Well, now you can! OpenTTD is a free edition of the classic Transport Tycoon. Thanks to its active community, we've got many great mods from rail transport fans. One of these is the Real International Maglev Set mod, or RIMS for short. It expands the gameplay with a hefty bunch of real maglev trains – the Transrapid line of vehicles too! Unfortunately, not all Transrapids are present – you can only utilize the TR07, the TR08, and the TR09. Fun fact – the community that developed the mod was really meticulous when it comes to details. The train recreation process included one of the members visiting the TVE and taking reference pictures of the remaining trains! All in all, OpenTTD is a very fun game with timeless graphics, and the RIMS mod is a fine expansion to an already stellar experience. I've spent a fair share of my time with this title, and if you think you'd find it interesting, give it a shot!

LATEST NEWS

Fresh news about the Transrapid.

DUE TO THE CORONAVIRUS, THE SHANGHAI TRANSPRAPID NO LONGER ACHIEVES 430 KM/H



Even though it might seem ludicrous, what you see in the headline is 100% true. This information comes from a maglev enthusiast from China, who was contacted by @transrapidofficial. Thanks to this, we know that due to the lower passenger numbers commuting to and from the Pudong International Airport and the growing demand for energy, which overpowers the grid at peak times, a decision was made in February to lower Transrapid's energy consumption by reducing its speed to 300 km/h. We don't know yet for how long that state will be held up, other than it is temporary. We await more information – if you have any, please contact us. You do so by writing to transrapid.monthly@autograf.pl or (preferably) DM us on Instagram.



①最近上海トランスラピッドが430km/hの時速に達していなかったということは、皆もうよく知られているみたい。実はCOVID-19のせいで、PVGは旅客の流れが大幅に減少してきた。それで、2月から430km/hの展示走行は取り消されてきた。続く

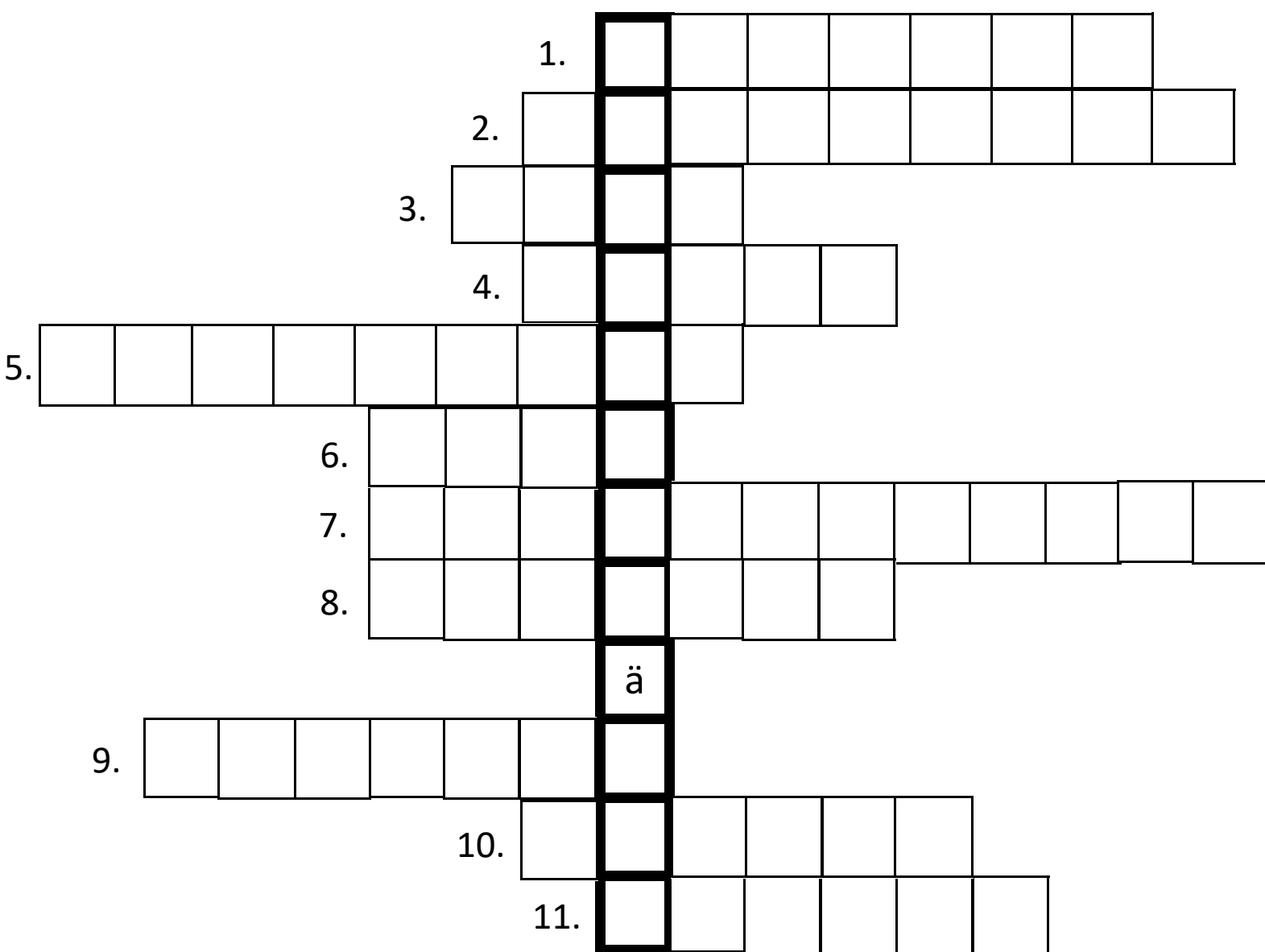
Przetłumaczone z japoński przez Google

① It seems that it is already well known that Shanghai Trans Rapid has not reached the speed of 430 km/h recently. In fact, due to COVID-19, PVG's flow of passengers has decreased significantly. Therefore, the exhibition run of 430 km/h has been canceled since February.

TRANSRAPID-THEMED CROSSWORD PUZZLE

Test your knowlege about the Transrapid.

by Tytus Dunin



1.-Kemper-Straße 23 - the address of the TVE
2. What is often said to be the next step of the maglev technology?
3. "Von der an die Spree" - the title of an obscure Transrapid-related CD-I game.
4. The font used by the Transrapid logo.
5. The predecessor to the maglev train technology developed by the French.
6. of the Middle - the meaning of the temporary Chinese writing on the TR08
7. The company responsible for the interior design of Transrapid vehicles.
8. Kampen—the driver that died in the 2006 Lathen crash.
9. Berlin - - the first major proposed Transrapid route.
10. The company that made the famed 1:87 Transrapid 07 model.
11. The surname of Transrapid-screensaver's creator.

The first person to send a correctly filled out crossword puzzle will be mentioned as a winner in the next issue. Send your answers to transrapid.monthly@autograf.pl

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