HYDRAIL: THE WORD MADE STEEL

TIG/m AND THE WORLD’S FIRST HYDROGEN STREETCAR FLEET

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Ryerson University
Toronto, Ontario, Canada

Presented for Brad Read, President –
TIG/m Modern Street Railways
by Stan Thompson and the
MOORESVILLE HYDRAIL INITIATIVE:
MOORESVILLE/SOUTH IREDELL CHAMBER OF COMMERCE
And the MOORESVILLE MORNING ROTARY CLUB
Mooresville, North Carolina, USA
A personal perspective:

I’ve waited for a TIG/m to emerge since at least 2006.

Predicted it in APTA Passenger Transport in 2007...

Predicted in IEEE Spectrum in 2009...

So: I couldn’t bear to wait until 2014 to say “I told you so”!
A bit about TIG/m Modern Street Railways:

• a small, relatively new company in L.A.

• provides entire systems, not just cars

• only provides wireless systems, but...

• not limited to hydral or to heritage designs
TIG/m’s vision:

- enhance visual environment
- attractive, yet robust, vehicles
- support clients’ sustainability goals
Aruba’s the ideal showcase for TIG/m
• 20% wind power grid now
• 100% sustainable energy by 2020 tourism’s the main industry
• participant: Sir Richard Branson’s Carbon War Room project
ARUBA’S PRIME MINISTER, MIKE EMAN, AT CONTROLS OF WHAT WILL BE THE WORLD’S FIRST HYDRAIL STREETCAR TO GO INTO REVENUE SERVICE (FALL, 2013; NOW RUNNING ON BATTERY COMPLEMENT, PENDING FUELING STATION COMPLETION).
Hydrail vehicles for Aruba: made in the USA (Los Angeles)!
Los Angeles’ outgoing Mayor, Antonio Villaraigosa, shares TIG/m’s enthusiasm for manufacturing job creation and export revenue.

Hydrail technology will boost both.
Derailers on the track to US hydraid streetcars:

“Big Box” transit design firms have all but squeezed out the small companies that were willing to innovate.

Market domination/concentration makes it hard for municipalities to shop for alternatives to “business as usual.”

No incentive to tolerate—let alone encourage—disruptive technologies, AKA innovations; operators’ savings don’t accrue to Big Box system builders.
Hydrail’s route to market: non-Municipal lines.

There’s one route-to-market for hydrail streetcars that the “Big Box” system designers can’t readily block:

Private developments don’t depend on Fedbux.

Private investors will insist on a much lower cost option if it exists; hydrail fills that niche.

Once private systems show that there is a much less costly alternative available, the public sector will have to show taxpayers why it shouldn’t be chosen over 130-year-old trolley technology.
Currently available hydrail system info:

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