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Your first look at the streetcars to roll from Union Station to Oak Cliff come 2014

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Editor's note: This item originally appeared on the [Transportation blog](#).

New, 11:02 a.m.

When last we asked about the [downtown-to-Oak Cliff streetcar project](#), scheduled to close the Houston Street Bridge sooner than later for construction, we were told there was a shortlist of would-be providers, and that the Dallas Area Rapid Transit board was *this close* to settling on a manufacturer. At last, we have a would-be winner: Brookville Equipment Corporation out of Brookville, PA, which [DART's Committee-of-the-Whole is scheduled to okee-doke tomorrow](#) before the full board gives its final stamp of approval later this month.

As you'll see below in the PowerPoint prepped for the August 28 rail committee meeting, there were three companies that bid on the project: [Brookville Equipment Corporation](#), [Inekon](#) and [CAF](#), with the 94-year-old Brookville coming up the winner by offering to build two streetcars for \$9,422,837 (give or take a "5-percent supplemental work contingency"). Others were interested, but balked in part because of the small size of the order: two cars.

As you'll note, Brookville only makes one modern streetcar, [the Liberty](#), which is what Brookville proposed to Dallas, says Joel McNeil, who heads up the company's sales division. He's not prepared to delve into further specifics — "because it's not official and the board still needs to vote on it" — but he does answer a few, ya know, general questions about the streetcar itself. Such as:

"The cars are customized to a city's needs, so a seating capacity can be altered on how they want to lay out the seats," he says when asked about seating capacity. "A typical 66-foot-long car has between 41 and 47 seated passengers depending on how the customer specifies it, then you have a capacity of between 120 and 130 standing."

And, no, it won't be green. "We build a vehicle for what the customer wants, so they get to pick the exterior color, the interior layout, the color scheme. It's all dependent on how the city wants to handle it." One car is due in May 2014; the second, by September 2014.

Tomorrow the DART committee-of-the-whole is also scheduled to forward to the board a contract for the design-build portion of the streetcar project, which will go to ...

... a joint venture between Alameda, California-based [Stacy and Witbeck, Inc.](#) and Dallas-based [CARCON Industries & Construction](#). The contract's worth \$27,963,520 — \$23 million, of course, coming from those federal Transportation Investment Generating Economic Recovery (TIGER) grant funds, with the rest coming from regional toll funds. Says the contract, "The term of the contract is completion of the work by October 31, 2014." As for the route, for those who still have questions ...