

Flyer Industries

Flyer has been building trolleybuses since 1970, the year of their first prototype. At first, they put the electrical components (probably GE) removed from aging Brill trolleys in a new body. Toronto received roughly 150 of them. Hamilton did too. These were the E700 series models. San Francisco (Muni) bought two. Dayton had a fleet of E700s. Flyer then came out with the E800 series. Vancouver received 50 of these and Hamilton received a small number of them. The Hamilton E800 had new components though they were the standard design of trolleybuses from the late 30s to the late 50s when the then last trolleybuses were manufactured. San Francisco had over 300 of these.

Seattle and Philadelphia bought AMG trolleys which were basically E800s built under license. Then Flyer came out with the E900.

Vancouver bought 245 of these. 80 of this group were bought by Mendoza, Argentina where they were refurbished and put into service.

The Flyer artics were of this series. These 50 were the first articulated trolleybuses Flyer produced and as nearly everyone know, these were problematic. Flyer received an order of more than 250 NFI LFR-40s and LFR-60s from Vancouver. the LFR-60s are articulated (60 is the length in feet). Philadelphia acquired around 28 NFI LFR-40s.

Vancouver is very pleased with these state-of-the-art models, which have Kiepe electric components (the motors, I think, were built by Skoda (erroneously transliterated as Skoda)), the very successful Czech trolleybus manufacturer. BTW, Flyer was acquired by another source which renamed the company and its buses New Flyer. They are still manufactured in the Flyer plant in Winnipeg, Manitoba.

However, Peter Ehrlich writes, sorry, but I have to correct a lot of factual errors.

First off, Dayton only purchased one E700.

As for the E800s, you left out Edmonton, which purchased 28 units.

Those were the first E800 body design. Also, you forgot about Boston and its 50 coaches with left-side doors. San Francisco had the most, 343. Hamilton's fleet of coaches consisted of 40 E700s and 16 E800s. Dayton's fleet totalled 65 E800s.

Now to the Vancouver coaches. I believe these were E901s or E902s, not E900s, as they had wider front doors and therefore a redesigned chassis.

Muni's New Flyer trolley coaches were absolutely NOT E900/901/902 series. The model number was E60., a design that first produced after the New Flyer Corporation was taken over by a Dutch company in 1988 For example, Muni had 50 D40-88s, 56 D40-89s, and 14 D60 artics.

Regarding E901s and E902s though, nobody seems to know what the difference is.

The correct model numbers are E40LFR and E60LFR, not LFR-40.