

D800

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In Transit-Vancouver@yahoogroups.com, "JB" wrote:

A little history here. In 1973, American Motors decided to get into the bus business, joining GM, and Ford (not to mention less memorable companies like Checker) and received an order from Washington DC but lacked a bus model.

At the time, Flyer had not delivered their "700" transit bus to any American transit system so AM General approached Flyer to have the latter build bus shells for their Washington order. One prototype 700A was built and delivered, and while AMG and Washington liked it, AMG thought it could do somewhat better, so it disassembled the bus to the frame and started cutting and welding.

One of AMG's first ideas was to make the windows substantially larger, and go to a rectangular window, departing from the "speed" trapezoidal window pioneered by General Motors. The Flyer 700A had no standee windows so fitting larger windows was pretty easy. A new front and rear cap were also designed, and AMG suddenly had their bus.

Flyer took one look at AMG's bus and decided to alter their "700A" design in the same manner, resulting in the D800.

One of the things that were pretty common on US transit buses at the time was air conditioning. AMG thought that GM and Flexibles' AC modules had a "stuck on" look so they designed the upper rear cap with enough room to have the a/c unit built in. The clearance required for this, however, resulted in a noticeable "hump".

Canadian transit systems, on the other hand, rarely bought buses with air conditioning, so the hump really served no purpose.

By 1977, AMG and Flyer had made minor revisions to both buses -the addition of the V730 transmission -and the upper rear cap was lowered to eliminate the "hump". This resulted in A/C-equipped buses having the unit jut up squarely instead of having the whole body line protrude but the A/C still looked like part of the coach and not just a stuck-on part. The Flyer unit was renamed D800B while AMG called theirs the "Metropolitan".

By 1980, AMG had left the bus business, leaving Flyer a new customer base. Flyer then revised the D800B even further with a new front cap resulting in the D900.