

History of Major Trolleybus Developments in Valparaíso

1945	Foreign-owned transit operator companies in Santiago and Valparaíso nationalized; the new publicly-owned Empresa Nacional de Transportes (ENT) takes over operations in both cities; overall plans to replace old trams with trolleybuses emerge;
1946	Plans to replace trams with trolleybuses on the Valparaíso - Viña del Mar interurban line; plans didn't materialize until 1959;
31.10.1947	A trolleybus operation opens in Santiago;
31.12.1952	A trolleybus operation starts in Valparaíso from Plaza Barón to Plaza Victoria via Avenida Pedro Montt, taking over trams that ran on this route for the last time the previous day; the 1903-built tram depot on Avenida Independencia is converted into a trolleybus depot;
07.01.1953	The trolleybus route extended from Plaza Victoria to Aduana;
02.1953	The second route via Avenida Colón opens; plans for extension to Playa Ancha announced, but these never materialized;
02.05.1953	The new Empresa de Transportes Colectivos del Estado (ETCE) public company established to operate trolleybuses in Santiago and Valparaíso;
07.12.1959	The Valparaíso - Viña del Mar interurban line opens as far as plaza Sucre; extension to 15 Notre followed soon;
29.12.1960	The second branch to Chorrillos opens in Viña del Mar; the former tram depot in Chorrillos adapted for trolleybuses;
1963/1964	The Valparaíso - Viña del Mar interurban lines close;
Mid-1960s	The line up a steep hill to Barrio O'Higgins built, but never operated;
1973	The new Pinochet government cut subsidies to public transport companies nationwide;
Mid-1970s	Trolleybus line closures in Santiago; two lines remain in Valparaíso between Plaza Barón and Aduana via Avenida Pedro Montt and Avenida Colón;
11.1978	The Santiago trolleybus system closes;
30.11.1981	The Valparaíso trolleybus system closes;
26.04.1982	The new Empresa de Transportes Colectivos Eléctricos private company is formed (purposely also abbreviated as ETCE);
05.1982	The trolleybus service in Valparaíso restored;
1991	A subsidiary company Empresa de Trolebuses Santiago (ETS) is formed to operate the new trolleybus system in Santiago;
1991	The line via Avenida Pedro Montt discontinued; the line via Avenida Colón remains the only trolleybus service;
24.12.1991	The new second trolleybus system opens in Santiago;
09.07.1994	The second Santiago trolleybus system closes;
2000	The new Trolebuses de Chile, S.A. (TCSA) company established, with 40% ownership by ETCE president Pedro Massai; ETCE remains the system's majority owner and operator;
07.2000	The trolleybus depot on Calle Independencia closes; storage and maintenance are moved into the streets; long-term storage moves to a rented lot at Avenida España, 1,5 km. away from the network, with no overhead connection;
03.2002	The line via Avenida Pedro Montt re-opens, but closes after a short period of operation;
26.09.2003	The National Monument status is awarded to 16 Pullman trolleybuses;
2006	The Avenida España facility is lost; long term storage and maintenance moves to a lot in the suburban town of Placilla, 10 km. south from Valparaíso; short term storage moves into the streets;
2007	Trolebuses de Chile, S.A. (TCSA) becomes a sole operator of the system;
01.2007	The line between Plaza Barón and Aduana via Avenida Pedro Montt re-opens, receives number 801; the line via Avenida Colón receives number 802;
06.01.2007	Sunday service starts for the first time under private ownership;
04.2007	Sunday service suspended;
06.2007	Closure of the system due to loss of profitability averted through negotiations with the government;
01.09.2007	The Line 801 suspended;
31.10.2007	The National Monument status is extended to trolleybus infrastructure;
2008	The new depot opens in the rented shed on Calle Van Buren, with no physical overhead connection to the network, even though located 100 m. from it; the Placilla lot is abandoned with time;
2015	The Avenida España storage lot is used again due to deliveries of additional ex-Luzerne rolling stock..

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