

Major Trolleybus Rolling Stock Developments in Valparaíso and Santiago

1947-1948	100 Pullman 43-CX trolleybuses delivered from the US to Santiago (known as the 800 series);
1952	30 Pullman-Standard TC-48 trolleybuses delivered from the US to Valparaíso (known as the 700 series);
1952	100 Vétra VA2 trolleybuses delivered to Santiago from France;
1954	39 Pullman 43-CX trolleybuses transferred from Santiago to operate the Valparaíso - Viña del Mar interurban line;
Mid 1960s	Some Pullman 43-CX trolleybuses returned to Santiago following the closure of the Valparaíso - Viña del Mar interurban line;
1973+	Some Pullman 43-CX trolleybuses transferred to Valparaíso following line closures in Santiago;
1978	All Pullman 43-CX trolleybuses transferred to Valparaíso following the closure of the system in Santiago; Vétra VA2 trolleybuses scrapped;
1986 - 1989	Pullman 43-CX trolleybuses of the 800 series rebuilt, including modern fronts and ends;
1989	Trial operation of 1 Norinco Shenfeng SYD60C trolleybus built in China;
1991	7 additional Norinco Shenfeng SYD60C trolleybuses delivered to operate on the new second system in Santiago;
1990, 1991	Additional extensive rebuilding of 18 Pullman 43-CX trolleybuses for operation in Santiago, with elements of design to match the Chinese trolleybuses;
1991	18 rebuilt Pullman 43-CX trolleybuses renumbered 101-118 and transferred to Santiago for the opening of the second system;
1991, 1992	31 second hand Swiss trolleybuses purchased from Genève, Zürich, St. Gallen and Schaffhausen to operate in Santiago, some for Valparaíso;
1994	All Santiago trolleybuses put in storage following the closure of the second trolleybus system, in hopes of reopening the system;
1996	All remaining Santiago trolleybuses are transferred to Valparaíso; only 5 are ever used in service, others are scrapped or used for parts;
2014	10 NAW BT 5-25 second hand trolleybuses purchased from Luzern;
23.03.2015	NAW BT 5-25 trolleybuses begin regular service; some Swiss articulated trolleybuses and the last two Chinese trolleybuses retired.

Most data: Allen Morrison