

Bus#	AFR #	Date
3300	8050	07-08-85 ISP
3301	8044	09-23-88 P
3302	8035	05-25-83 P
3303	8050	07-08-85 ISP
3304	8035	05-25-83 P
3305	8050	07-08-85 ISP
3306	8044	11-25-83 ISP
3307	8538G	09-29-76 P
3308	8734G	08-17-77 H
3309	8538G	09-30-76 P
3310	8538G	09-27-76 P
3311	8538G	09-27-76 P
3312	8734G	08-26-77 H
3313	8538G	09-30-76 P
3314	8538G	09-08-76 CCC
3315	8801G	10-12-77 Orl Pk
3316	8667G	00-00-76 CPD 1006
3317	8737G	09-01-77 H
3318	8734G	09-16-77 H
3319	8801G	10-12-77 Orl Pk
3320	8721G	04-14-77 P
3321	8538G	09-30-76 P
3322	8538G	09-30-76 P
3323	8538G	09-08-76 CCC
3324	8538G	09-28-76 P
3325	8538G	09-30-76 P
3326	8538G	09-30-76 P
3327	8538G	09-30-76 P
3328	8538G	09-30-76 P
3329	8538G	09-27-76 P
3330	8538G	09-30-76 P
3331	8538G	09-27-76 P
3332	8538G	09-28-76 P
3333	8826G	00-00-79 to BW-58
3334	8538G	09-28-76 P
3335	8667G	00-00-76 CPD 1003
3336	8819G	02-24-78 P
3337	8050	05-14-84 ISP
3338	8538G	04-06-77 P
3339	8538G	09-30-76 P
3340	8538G	09-28-76 P
3341	8538G	09-27-76 P
3342	8538G	09-29-76 P
3343	8538G	09-08-76 CCC
3344	8538G	09-30-76 P
3345	8721G	04-20-77 P
3346	8538G	09-29-76 P

Bus#	AFR #	Date
3347	8721G	04-13-77 P
3348	8733G	08-30-77 H
3349	8538G	09-29-76 P
3350	8538G	09-30-76 P
3351	8538G	09-29-76 P
3352	8538G	09-30-76 P
3353	8538G	09-30-76 P
3354	8538G	09-28-76 P
3355	8721G	04-15-77 P
3356	8538G	09-27-76 P
3357	8538G	09-27-76 P
3358	8538G	09-27-76 P
3359	8882G	12-03-77 to M650
3360	8538G	09-29-76 P
3361	8538G	09-29-76 P
3362	8721G	04-21-77 P
3363	8538G	09-30-76 P
3364	8538G	09-27-76 P
3365	- - -	00-00-81 r# 130
3366	8538G	09-29-76 P
3367	8538G	09-28-76 P
3368	8538G	09-30-76 P
3369	8538G	09-27-76 P
3370	8733G	09-07-77 H
3371	8538G	09-29-76 P
3372	8721G	04-20-77 P
3373	8538G	09-27-76 P
3374	8538G	09-28-76 P
3375	8721G	04-19-77 P
3376	8044	10-25-83 ISP
3377	8737G	09-22-77 H
3378	8538G	09-28-76 P
3379	8538G	09-30-76 P
3380	8538G	09-29-76 P
3381	8538G	09-30-76 P
3382	8538G	09-29-76 P
3383	8721G	04-22-77 P
3384	8538G	09-27-76 P
3385	8721G	04-19-77 P
3386	8538G	09-29-76 P
3387	8538G	09-28-76 P
3388	8538G	09-29-76 P
3389	8538G	09-29-76 P
3390	8538G	09-28-76 P
3391	8538G	09-28-76 P
3392	8538G	09-29-76 P
3393	8731G	06-01-77 P

Bus#	AFR #	Date
3394	8538G	09-29-76 P
3395	8721G	04-12-77 P
3396	8826G	10-04-78 NHTSA
3397	8538G	09-30-76 CATCO 294
3398	- - -	00-00-81 r# 131
3399	8538G	09-30-76 P
3400	8721G	04-22-77 P
3401	8721G	04-25-77 P
3402	8667G	00-00-76 CPD 1004
3403	8035	05-25-83 P
3404	8721G	04-21-77 P
3405	8721G	04-21-77 P
3406	8044	08-10-83 ISP
3407	8841G	09-18-78 to FE-1
3408	8044	08-10-83 ISP
3409	8044	08-03-83 ISP
3410	8538G	09-28-76 P
3411	8538G	09-28-76 P
3412	8044	07-29-83 ISP
3413	8538G	09-28-76 P
3414	8538G	09-29-76 P
3415	8044	06-22-83 ISP
3416	8828G	06-30-78 to BW-54
3417	8538G	09-29-76 P
3418	8050	01-11-84 ISP
3419	8044	11-29-83 ISP
3420	8538G	09-27-76 P
3421	8538G	09-27-76 P
3422	8737G	09-14-77 H
3423	8035	05-25-83 P
3424	8538G	09-27-76 P
3425	8538G	09-27-76 P
3426	8538G	09-30-76 P
3427	8538G	09-30-76 P
3428	8538G	09-29-76 P
3429	8538G	09-27-76 P
3430	8538G	09-29-76 P
3431	8538G	09-27-76 P
3432	8538G	09-29-76 P
3433	8051	09-20-83 to City 98
3434	8044	08-19-83 ISP
3435	8044	11-28-83 ISP
3436	8538G	09-29-76 P
3437	8538G	09-28-76 P
3438	8538G	09-28-76 P
3439	8724G	07-13-77 P
3440	8828G	06-30-78 to BW-55

Bus#	AFR #	Date
3441	8538G	09-28-76 P
3442	8828G	06-30-78 to BW-56
3443	8667G	00-00-76 CPD 1005
3444	8050	04-30-84 ISP
3445	8538G	09-30-76 P
3446	8721G	04-13-77 P
3447	8667G	00-00-76 CPD 1002
3448	8538G	09-29-76 P
3449	8828G	06-30-78 to BW-57

CPD 1002 (3447)		
8035		00-00-83 to BW-63
CPD 1003 (3335)		
8035		05-25-83 P
CPD 1004 (3402)		
8035		05-25-83 P
CPD 1005 (3443)		
8035		05-25-83 P
CPD 1006 (3316)		
8035		05-25-83 P

Legend for the scrapper listed immediately after the date.

PT - Poole Trucking

W - Wilson Wrecking

OSA - Omnibus Society of America

P - Pielet Bros

LC - These were the buses that ended up at Lake Calumet and were supposedly going to be shipped to South Korea

H - Hausman Bus Sales

TE - Transit Enterprises (Trolley buses that went to Guadalajara)

Until 1973, CTA sold scrap buses on a one-by-one basis, to whoever showed up with money and a tow truck. However by 1973, there were over 500 awaiting disposal, and CTA let the first mass-sale contract to Pielet, at \$14.66 each. After that, all sales have been in large batches, though to whom has changed every time practically, especially after Pielet was taken over by Metals Management and they by Scrap Corp of America.

??? RB - CS - RK - HS - J&L - E - ISP - CCC

List compiled by Andre Kristopans