

Bus#	AFR #	Date
3700	8538G	12-22-76 P
3701	8110	01-13-92 P
3702	8110	00-00-91 to BW-82
3703	8110	00-00-91 to BW-83
3704	8110	01-14-92 P
3705	8110	03-22-89 P
3706	- - -	relic
3707	8110	01-14-92 P
3708	8050	05-07-84 ISP
3709	8110	01-10-92 P
3710	8004	12-21-82 GLC
3711	8110	03-22-89 P
3712	8110	01-13-92 P
3713	8110	01-14-92 P
3714	8050	11-16-83 ISP
3715	8111	02-16-93 P
3716	8110	00-00-91 to BW-84
3717	8110	04-26-89 P
3718	8110	04-27-89 P
3719	8110	01-13-92 P
3720	8430G	03-20-79 P
3721	8110	01-15-92 P
3722	8110	00-00-91 to BW-85
3723	8110	09-09-88 P
3724	8902G	04-06-82 P
3725	8110	01-15-92 P
3726	8110	00-00-92 to BW-86
3727	8430G	06-00-82 scr
3728	8724G	05-24-77 P
3729	8050	05-10-84 ISP

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 - GLD

List compiled by Andre Kristopans