

Bus#	AFR #	Date
100	8538G	09-13-1976 P
101	8538G	08-13-1976 P
102	8538G	07-14-1976 P
103	8574G	07-31-1975 P
104	8538G	08-17-1976 P
105	8538G	08-12-1976 P
106	8538G	08-23-1976 P
107	8538G	08-27-1976 P
108	8538G	07-14-1976 P
109	8538G	08-24-1976 P
110	8538G	08-23-1976 P
111	8538G	07-14-1976 P
112	8538G	08-13-1976 P
113	8538G	08-19-1976 P
114	8538G	08-11-1976 P
115	8574G	07-31-1975 P
116	8538G	08-19-1976 P
117	8538G	08-12-1976 P
118	8574G	07-29-1975 P
119	8538G	08-26-1976 P
120	8538G	08-12-1976 P
121	8538G	07-13-1976 P
122	8574G	07-30-1975 P
123	8538G	08-19-1976 P
124	8538G	08-13-1976 P
125	8538G	08-18-1976 P
126	8538G	08-19-1976 P
127	8538G	08-19-1976 P
128	8574G	07-30-1975 P
129	8538G	08-23-1976 P
130	8538G	08-24-1976 P
131	8538G	09-13-1976 P
132	8538G	07-14-1976 P
133	8538G	08-11-1976 P
134	8538G	08-17-1976 P
135	8538G	07-14-1976 P
136	8538G	08-17-1976 P
137	8538G	08-11-1976 P
138	8574G	07-28-1975 P
139	8538G	09-13-1976 P
140	8538G	08-11-1976 P
141	8538G	07-13-1976 P
142	8538G	09-03-1976 P
143	8538G	07-13-1976 P
144	8538G	09-13-1976 P
145	8538G	09-13-1976 P
146	8538G	08-18-1976 P

Bus#	AFR #	Date
147	8538G	09-13-1976 P
148	8538G	08-27-1976 P
149	8538G	08-23-1976 P
150	8538G	08-12-1976 Blitz
151	8538G	08-24-1976 P
152	8538G	08-24-1976 P
153	8538G	08-13-1976 P
154	8538G	09-13-1976 P
155	8538G	07-13-1976 P
156	8538G	09-13-1976 P
157	8538G	08-19-1976 P
158	8574G	07-29-1975 P
159	8538G	08-18-1976 P
160	8538G	08-24-1976 P
161	8538G	08-13-1976 P
162	8538G	08-17-1976 P
163	8538G	08-18-1976 P
164	8538G	08-17-1976 P
165	8538G	08-19-1976 P
166	8538G	08-12-1976 P
167	8538G	08-12-1976 P
168	8538G	07-14-1976 P
169	8538G	09-13-1976 P
170	8538G	07-14-1976 P
171	8538G	08-18-1976 P
172	8538G	08-17-1976 P
173	8538G	09-13-1976 P
174	8538G	07-13-1976 P
175	8538G	08-26-1976 P
176	8538G	08-24-1976 P
177	8574G	07-31-1975 P
178	8538G	08-17-1976 P
179	8538G	09-13-1976 P
180	8538G	08-24-1976 P
181	8538G	09-13-1976 P
182	8538G	09-13-1976 P
183	8538G	08-27-1976 P
184	8538G	08-13-1976 P
185		10-25-1983 ISP
186	8538G	07-14-1976 P
187	8538G	08-12-1976 P
188	8538G	08-12-1976 P
189	8538G	08-24-1976 P
190	8538G	09-13-1976 P
191	8538G	09-13-1976 P
192	8538G	08-13-1976 P
193	8538G	08-18-1976 P

Bus#	AFR #	Date
194	8538G	07-13-1976 P
195	8645G	03-17-1976 to BW50
196	8538G	08-18-1976 P
197	8538G	09-13-1976 P
198	8538G	08-18-1976 P
199		10-27-1983 ISP
200	8538G	08-11-1976 P
201	8538G	08-13-1976 P
202	8538G	08-17-1976 P
203	8538G	08-13-1976 P
204	8574G	07-31-1975 P
205	8538G	08-17-1976 P
206	8538G	08-23-1976 P
207	8538G	08-18-1976 P
208	8538G	08-12-1976 P
209	8538G	08-12-1976 P
210	8538G	08-13-1976 P
211	8538G	08-27-1976 P
212	8538G	08-11-1976 P
213	8538G	08-18-1976 P
214	8538G	08-19-1976 P
215	8538G	09-03-1976 P
216	8538G	07-14-1976 P
217	8538G	08-23-1976 P
218	8538G	09-13-1976 P
219	8538G	08-27-1976 P
220	8538G	09-03-1976 P
221	8538G	08-27-1976 P
222	8538G	08-27-1976 P
223	8538G	08-13-1976 P
224	8538G	08-27-1976 P
225	8538G	08-23-1976 P
226	8574G	07-30-1975 P
227	8538G	08-13-1976 P
228	8538G	09-13-1976 P
229	8538G	08-18-1976 P
230	8538G	08-17-1976 P
231	8574G	07-29-1975 P
232	8538G	08-24-1976 P
233	8538G	09-03-1976 P
234	8538G	08-26-1976 P
235	8538G	09-03-1976 P
236	8538G	07-14-1976 P
237	8538G	09-03-1976 P
238	8538G	08-18-1976 P
239	8538G	08-18-1976 P
240	8538G	08-11-1976 P

Bus#	AFR #	Date
241	8538G	08-23-1976 P
242	8538G	08-27-1976 P
243	8538G	08-18-1976 P
244	8538G	09-03-1976 P
245	8574G	07-28-1975 P
246	8538G	08-17-1976 P
247	8538G	08-17-1976 P
248	8538G	07-14-1976 P
249	8538G	09-03-1976 P

185,199 to CFD 1976-81

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)

ISP - Illinois Scrap Processing

GLD - Great Lakes Coach and Diesel Camper (New Haven, MI)

CCC - Century Charter Coach (59th & Archer) NOTE: More of a scrapper than a real bus company, but they did actually use a few

LN - Lee Calan Imports

RK - R Kelly

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 - HS - J&L - E - DD - PCM - IS

List compiled by Andre Kristopans