

Bus#	AFR #	Date
3000	8740G	09-14-77 H
3001	8035	05-16-83 P
3002	8784G	11-22-77 P
3003	8784G	11-18-77 P
3004	8738G	09-14-77 H
3005	8538G	04-01-77 P
3006	8738G	09-16-77 H
3007	8768G	10-21-77 P
3008	8538G	12-21-76 P
3009	8044	07-12-83 ISP
3010	8035	05-16-83 P
3011	8733G	08-24-77 H
3012	8826G	03-23-79 P
3013	8724G	06-27-77 P
3014	8740G	09-20-77 H
3015	8776G	12-16-77 P
3016	8842G	03-30-79 P
3017	8738G	09-14-77 H
3018	8044	11-03-83 ISP
3019	8721G	04-25-77 P
3020	8764G	09-28-77 H
3021	8842G	06-15-79 P
3022	8004	10-22-82 P
3023	8721G	04-13-77 P
3024	8724G	06-17-77 P
3025	8050	05-14-84 ISP
3026	8721G	04-14-77 P
3027	8768G	10-14-77 P
3028	8050	05-09-84 ISP
3029	8050	04-04-84 to City 97
3030	8724G	05-27-77 P
3031	8734G	06-08-77 to City
3032	8721G	04-22-77 P
3033	8721G	04-14-77 P
3034	8742G	10-06-77 H
3035	8737G	09-08-77 H
3036	8538G	12-22-76 P
3037	8733G	08-17-77 H
3038	8035	05-16-83 P
3039	8044	06-24-83 ISP
3040	8842G	04-04-79 CCC
3041	8731G	05-31-77 P
3042	8826G	03-23-79 P
3043	8035	05-16-83 P
3044	8721G	04-12-77 P
3045	8738G	08-31-77 H
3046	8734G	09-09-77 H

Bus#	AFR #	Date
3047	8035	05-16-83 P
3048	8044	08-02-83 ISP
3049	8737G	09-01-77 H
3050	8731G	06-01-77 P
3051	8742G	01-23-78 W
3052	8738G	12-06-77 CCC
3053	8050	11-16-83 ISP
3054	8724G	08-17-77 P
3055	8737G	09-07-77 H
3056	8724G	07-15-77 P
3057	8044	06-22-83 ISP
3058	8035	05-16-83 P
3059	8742G	10-06-77 H
3060	8035	05-16-83 P
3061	8050	12-16-83 ISP
3062	8736G	09-08-77 H
3063	8776G	12-05-77 P
3064	8050	01-18-84 ISP
3065	8853G	03-31-82 L
3066	8044	11-07-83 ISP
3067	8742G	09-23-77 H
3068	8742G	10-06-77 H
3069	8050	04-30-84 ISP
3070	8784G	11-22-77 P
3071	8842G	03-23-79 P
3072	8776G	12-06-77 P
3073	8784G	11-18-77 P
3074	8784G	11-21-77 P
3075	8784G	11-25-77 P
3076	8784G	11-16-77 P
3077	8784G	11-16-77 P
3078	8035	05-25-83 P
3079	8035	05-16-83 P
3080	8044	06-22-83 ISP
3081	8044	08-05-83 ISP
3082	8035	05-16-83 P
3083	8740G	11-10-77 CCC
3084	8764G	09-23-77 H
3085	8724G	06-22-77 P
3086	8732G	00-00-77 to BW-51
3087	8737G	09-08-77 H
3088	8050	01-05-84 ISP
3089	8035	05-16-83 P
3090	8764G	09-28-77 H
3091	8797G	00-00-78 to BT-7
3092	8789G	12-06-77 P
3093	8797G	00-00-78 to BT-8

Bus#	AFR #	Date
3094	8044	06-22-83 ISP
3095	8004	12-21-82 GLD
3096	8737G	09-12-77 H
3097	8044	12-02-83 ISP
3098	8044	06-24-83 ISP
3099	8044	12-01-83 ISP
3100	8050	05-07-84 ISP
3101	8772G	10-05-77 J
3102	8784G	11-21-77 P
3103	8740G	09-09-77 H
3104	8842G	06-15-79 P
3105	8764G	09-23-77 H
3106	8737G	09-20-77 H
3107	8842G	03-31-82 L
3108	8044	08-09-83 ISP
3109	8740G	01-23-78 W
3110	8768G	10-20-77 P
3111	8050	04-10-84 ISP
3112	8044	06-22-83 ISP
3113	8731G	05-27-77 P
3114	8005	12-21-82 GLD
3115	8044	12-02-83 ISP
3116	8044	06-23-83 ISP
3117	8819G	05-09-78 P
3118	8050	04-03-84 ISP
3119	8050	02-09-84 ISP
3120	8768G	10-17-77 P
3121	8813G	02-27-78 W
3122	8050	04-03-84 ISP
3123	8044	12-01-83 ISP
3124	8044	06-22-83 ISP
3125	8742G	10-06-77 H
3126	8737G	09-12-77 H
3127	8050	04-02-84 ISP
3128	8733G	08-29-77 H
3129	8842G	04-13-79 CCC
3130	8810G	02-24-78 W
3131	8721G	04-12-77 P
3132	8742G	10-06-77 H
3133	8050	04-03-84 ISP
3134	8724G	06-30-77 P
3135	8724G	07-22-77 P
3136	8044	08-23-83 ISP
3137	8733G	09-20-77 H
3138	8044	08-03-83 ISP
3139	8772G	09-27-77 CCC
3140	8819G	04-24-78 P

Bus#	AFR #	Date
3141	8742G	01-23-78 W
3142	8731G	05-31-77 P
3143	8789G	11-30-77 P
3144	8724G	06-09-77 P
3145	8738G	09-02-77 H
3146	8784G	11-23-77 P
3147	8050	04-10-84 ISP
3148	8005	10-22-82 P
3149	8050	05-09-84 ISP
3150	8400C	05-30-70
3151	8736G	09-22-77 H
3152	8768G	10-21-77 P
3153	8400C	04-17-70
3154	8044	07-20-83 ISP
3155	8742G	10-04-77 H
3156	8044	08-15-83 ISP
3157	8793G	05-09-78 P
3158	8044	12-02-83 ISP
3159	8737G	08-30-77 H
3160	8050	04-30-84 ISP
3161	8721G	05-02-77 P
3162	8768G	10-14-77 P
3163	8050	04-11-84 ISP
3164	8772G	09-28-77 CCC
3165	8050	04-30-84 ISP
3166	8736G	08-30-77 H
3167	8844G	03-30-79 P
3168	8768G	02-24-78 W
3169	8842G	03-30-79 P
3170	8740G	09-12-77 H
3171	8738G	09-02-77 H
3172	8044	12-01-83 ISP
3173	8736G	09-14-77 H
3174	8776G	11-29-77 P
3175	8050	01-20-84 ISP
3176	8724G	08-03-77 P
3177	- - -	00-00-78 to museum
3178	8050	04-11-84 ISP
3179	8736G	08-30-77 H
3180	8035	05-16-83 P
3181	8044	12-01-83 ISP
3182	8740G	09-22-77 H
3183	8538G	09-30-76 P
3184	8736G	08-26-77 H
3185	8826G	05-30-79 P
3186	8737G	09-17-77 H
3187	8721G	04-14-77 P

Bus#	AFR #	Date
3188	8724G	06-15-77 P
3189	8768G	11-17-77 P
3190	8826G	03-30-79 P
3191	8737G	01-24-78 W
3192	8721G	04-20-77 P
3193	8842G	03-30-79 P
3194	8736G	08-29-77 H
3195	8772G	09-27-77 CCC
3196	8044	10-28-83 ISP
3197	8768G	10-20-77 P
3198	8720G	00-00-77 to BT3198
3199	8784G	10-21-77 to City
3200	8768G	10-20-77 P
3201	8724G	06-10-77 P
3202	8731G	05-31-77 P
3203	8044	12-01-83 ISP
3204	8784G	11-23-77 P
3205	8044	08-09-83 ISP
3206	8050	04-12-84 ISP
3207	8793G	11-30-77 P
3208	8738G	09-20-77 H
3209	8742G	09-29-77 H
3210	8819G	05-03-78 P
3211	8004	12-21-82 GLD
3212	8768G	10-20-77 P
3213	8538G	04-08-77 P
3214	8050	04-03-84 ISP
3215	8044	08-08-83 ISP
3216	8826G	03-30-79 P
3217	8044	07-06-83 ISP
3218	8050	02-03-84 ISP
3219	8721G	04-15-77 P
3220	8792G	00-00-78 to BW-52
3221	8731G	05-31-77 P
3222	8768G	10-22-77 P
3223	8035	05-16-83 P
3224	8044	08-09-83 ISP
3225	8050	04-03-84 ISP
3226	8737G	09-08-77 H
3227	8050	04-30-84 ISP
3228	8721G	04-27-77 P
3229	8738G	04-12-77 H
3230	8768G	10-14-77 P
3231	8538G	12-22-76 P
3232	8842G	04-13-79 CCC
3233	8004	12-21-82 GLD
3234	8724G	06-03-77 P

Bus#	AFR #	Date
3235	8793G	11-29-77 P
3236	8844G	03-30-79 P
3237	8721G	04-18-77 P
3238	8776G	12-05-77 P
3239	8740G	09-21-77 H

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