

Bus#	AFR #	Date
300	8044	08-05-1983 ISP
301	--	relic
302	8004	06-08-1982 P
303	8538G	12-21-1976 P
304	8826G	03-31-1982 L
305	8005	06-03-1982 L
306	8740G	09-22-1977 H
307	8018	00-00-1982 to BW60
308	8044	06-22-1983 ISP
309	8538G	12-27-1976 P
310	8044	08-18-1983 ISP
311	8035	05-06-1983 ISP
312	8737G	09-09-1977 H
313	8776G	12-20-1977 P
314	8742G	10-07-1977 H
315	8050	04-13-1984 ISP
316	8044	08-25-1983 ISP
317	8768G	10-25-1977 P
318	8050	02-03-1984 ISP
319	8737G	09-12-1977 H
320	8538G	12-23-1976 P
321	8050	01-19-1984 ISP
322	8721G	04-14-1977 P
323	8721G	04-15-1977 P
324	8724G	07-20-1977 P
325	8050	03-28-1984 ISP
326	8738G	09-22-1977 H
327	8737G	09-21-1977 H
328	8005	06-08-1982 P
329	8737G	09-16-1977 H
330	8050	04-09-1984 ISP
331	8538G	12-27-1976 P
332	8004	06-03-1982 L
333	8768G	10-21-1977 P
334	8934G	00-00-1981 to BW59
335	8050	11-21-1984 ISP
336	8005	06-08-1982 P
337	8721G	04-15-1977 P
338	8050	04-26-1984 ISP
339	8793G	12-05-1977 P
340	8538G	12-23-1976 P
341	8044	07-20-1983 ISP
342	8737G	09-21-1977 H
343	8050	01-11-1984 ISP
344	8035	05-06-1983 ISP
345	8005	06-08-1982 P
346	8050	12-20-1983 ISP

Bus#	AFR #	Date
347	8574G	07-29-1975 P
348	8737G	09-16-1977 H
349	8005	06-03-1982 L
350	8789G	12-20-1977 P
351	8004	06-03-1982 L
352	8050	01-12-1984 ISP
353	8724G	07-08-1977 P
354	8721G	04-26-1977 P
355	8004	06-08-1982 P
356	8721G	05-02-1977 P
357	8017	00-00-1982 to BW61
358	8538G	12-27-1976 P
359	8005	06-03-1982 L
360	8538G	02-02-1977 W
361	8742G	09-29-1977 H
362	8810G	12-16-1977 P
363	8742G	10-12-1977 H
364	8773G	00-00-1977 to AP1
365	8742G	10-11-1977 H
366	8050	02-09-1984 ISP
367	8538G	02-02-1977 W
368	8764G	09-26-1977 H
369	8005	06-03-1982 I
370	8793G	00-00-1978 to BW53
371	8538G	01-24-1977 RK
372	8050	05-21-1984 ISP
373	8737G	08-29-1977 H
374	8004	06-08-1982 P
375	8538G	04-08-1977 CCC
376	8826G	03-31-1982 L
377	8004	06-08-1982 P
378	8793G	12-16-1977 P
379	8012	06-08-1982 P
380	8768G	10-21-1977 P
381	8035	05-06-1983 ISP
382	8734G	09-08-1977 H
383	8050	05-21-1984 ISP
384	8020	10-07-1983 ISP
385	8538G	01-21-1977 RK
386	8764G	10-11-1977 H
387	8005	06-03-1982 L
388	8044	10-31-1983 ISP
389	8005	06-08-1982 P
390	8538G	02-08-1977 W
391	8721G	04-29-1977 P
392	8764G	10-11-1977 H
393	8538G	01-21-1977 RK

Bus#	AFR #	Date
394	8736G	09-16-1977 H
395	8793G	12-05-1977 P
396	8764G	10-12-1977 H
397	8012	11-08-1983 ISP
398	8050	12-16-1983 ISP
399	8050	11-21-1984 ISP
400	8050	11-21-1984 ISP
401	8742G	09-28-1977 H
402	8044	10-27-1983 ISP
403	8764G	10-12-1977 H
404	8772G	09-27-1977 CCC
405	8050	01-11-1984 ISP
406	8005	06-03-1982 L
407	8005	06-03-1982 L
408	8842G	03-31-1982 L
409	8044	10-26-1983 ISP
410	8044	11-28-1983 ISP
411	8035	05-06-1983 ISP
412	8050	10-05-1984 ISP
413	8004	06-08-1982 P
414	8044	06-22-1983 ISP
415	8736G	09-09-1977 H
416	8110	09-03-1985 ISP
417	8044	10-26-1983 ISP
418	8050	04-03-1984 ISP
419	8050	12-16-1983 ISP
420	8050	11-21-1984 ISP
421	8044	10-28-1983 ISP
422	8721G	04-20-1977 P
423	8044	10-28-1983 ISP
424	8044	11-07-1983 ISP
425	8050	04-11-1984 ISP
426	8768G	10-21-1977 P
427	8768G	10-25-1977 P
428	8736G	09-20-1977 H
429	8020	10-16-1983 ISP
430	8005	06-08-1982 P
431	8044	10-27-1983 ISP
432	8044	11-04-1983 ISP
433	8050	04-12-1984 ISP
434	8005	11-08-1983 ISP
435	8044	11-03-1983 ISP
436	8764G	10-13-1977 H
437	8736G	09-21-1977 H
438	8538G	12-23-1976 P
439	8813G	02-23-1978 W
440	8044	08-26-1983 ISP

Bus#	AFR #	Date
441	8044	11-04-1983 ISP
442	8050	11-21-1984 ISP
443	8050	04-30-1984 ISP
444	8050	03-23-1984 ISP
445	8044	08-18-1983 ISP
446	8044	08-10-1983 ISP
447	8044	11-01-1983 ISP
448	8044	08-09-1983 ISP
449	8044	10-28-1983 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)

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