

Bus#	AFR #	Date
3730	8050	05/10/1984 ISP
3731	8050	04/25/1985 ISP
3732	8044	06/22/1983 ISP
3733	8050	11/25/1983 ISP
3734	8050	08/01/1985 ISP
3735	8050	01/18/1984 ISP
3736	8050	11/29/1983 ISP
3737	8110	04/14/1986 P
3738	8050	04/09/1985 ISP
3739	8050	04/10/1984 ISP
3740	8050	08/01/1985 ISP
3741	8050	04/17/1985 ISP
3742	8050	05/14/1985 ISP
3743	8050	06/20/1984 ISP
3744	8050	04/02/1984 ISP
3745	8050	06/20/1984 ISP
3746	8050	03/28/1984 ISP
3747	8050	07/18/1984 ISP
3748	8050	04/17/1985 ISP
3749	8044	07/28/1983 ISP
3750	8050	07/18/1984 ISP
3751	8050	01/10/1986 P
3752	8004	10/22/1982 P
3753	8004	12/21/1982 GLD
3754	8050	05/07/1985 ISP
3755	8050	01/15/1986 P
3756	8050	03/10/1986 P
3757	8050	03/14/1986 P
3758	8050	04/17/1985 ISP
3759	8050	03/11/1986 P
3760	8050	04/09/1985 ISP
3761	8050	02/28/1986 P
3762	8050	02/19/1986 P
3763	8050	02/21/1986 P
3764	8050	06/13/1985 ISP
3765	8050	05/09/1985 ISP
3766	8050	08/01/1985 ISP
3767	8050	02/13/1986 P
3768	8050	01/13/1986 P
3769	8050	02/03/1984 ISP
3770	8050	05/09/1985 ISP
3771	8050	02/07/1986 P
3772	8050	05/07/1985 ISP
3773	8050	02/28/1986 P
3774	8050	03/18/1986 P
3775	8050	02/05/1986 P
3776	8050	08/01/1985 ISP

Bus#	AFR #	Date
3777	8050	02/07/1986 P
3778	8050	05/09/1985 ISP
3779	8050	03/17/1986 P
3780	8044	07/05/1983 ISP
3781	8050	01/23/1986 P
3782	8050	06/27/1985 ISP
3783	8050	12/11/1985 P
3784	8050	05/09/1985 ISP
3785	8050	09/26/1985 P
3786	8044	11/29/1983 ISP
3787	8050	05/13/1985 ISP
3788	8050	01/15/1986 P
3789	8050	03/12/1986 P
3790	8050	09/24/1985 P
3791	8044	08/18/1983 ISP
3792	8050	05/13/1985 ISP
3793	8050	11/15/1985 P
3794	8050	03/07/1986 P
3795	8110	05/22/1986 P
3796	8044	07/29/1983 ISP
3797	8044	06/15/1983 ISP
3798	8110	04/16/1986 P
3799	8050	01/20/1984 ISP
3800	8050	04/22/1985 ISP
3801	8050	04/02/1984 ISP
3802	8050	03/30/1984 ISP
3803	8050	04/25/1985 ISP
3804	8050	02/03/1984 ISP
3805	8050	06/20/1984 ISP
3806	8050	01/31/1986 P
3807	8044	11/16/1983 ISP
3808	8050	04/15/1985 ISP
3809	8050	02/09/1984 ISP
3810	8050	12/12/1985 P
3811	8050	09/20/1985 P
3812	8050	06/20/1984 ISP
3813	8050	08/21/1985 ISP
3814	8050	07/02/1985 ISP
3815	8050	06/25/1985 ISP
3816	8050	06/26/1985 ISP
3817	8050	10/03/1985 P
3818	8050	08/21/1985 ISP
3819	8050	09/03/1985 ISP
3820	8110	05/22/1986 P
3821	8050	09/12/1985 P
3822	8050	04/25/1985 ISP
3823	8050	02/13/1986 P

Bus#	AFR #	Date
3824	8050	03/05/1986 P
3825	8050	08/01/1985 ISP
3826	8050	08/01/1985 ISP
3827	8050	09/30/1985 P
3828	8110	04/11/1986 P
3829	8050	08/23/1985 ISP
3830	8050	09/26/1985 P
3831	8050	02/21/1986 P
3832	8050	05/21/1984 ISP
3833	8050	02/05/1986 P
3834	8004	12/21/1982 GLD
3835	8050	09/03/1985 ISP
3836	8110	04/16/1986 P
3837	8050	06/24/1985 ISP
3838	8050	08/21/1985 ISP
3839	8050	00/00/1986 to BW64
3840	8050	02/05/1986 P
3841	8050	02/26/1986 P
3842	8050	06/13/1985 ISP
3843	8050	02/11/1986 P
3844	8050	04/09/1986 P
3845	8050	06/13/1985 ISP
3846	8050	02/05/1986 P
3847	8050	02/11/1986 P
3848	8050	06/27/1985 ISP
3849	8050	09/11/1985 P
3850	8110	04/11/1986 P
3851	8050	06/28/1985 ISP
3852	8044	08/23/1983 ISP
3853	8110	03/19/1986 P
3854	8044	08/10/1983 ISP
3855	8050	02/28/1986 P
3856	8044	11/17/1983 ISP
3857	8050	04/25/1985 ISP
3858	8050	06/13/1985 ISP
3859	8050	02/18/1986 P
3860	8110	05/22/1986 P
3861	8050	02/07/1986 P
3862	8050	06/28/1985 ISP
3863	8050	06/24/1985 ISP
3864	8050	06/26/1985 ISP
3865	8050	03/14/1986 P
3866	8050	02/07/1986 P
3867	8050	02/03/1984 ISP
3868	8050	06/13/1985 ISP
3869	8050	08/01/1985 ISP
3870	8050	11/21/1984 ISP

Bus#	AFR #	Date
3871	8050	03/18/1986 P
3872	8044	08/04/1983 ISP
3873	8050	04/15/1985 ISP
3874	8110	04/08/1986 P
3875	8050	01/13/1986 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)

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