

Bus#	AFR #	Date
5900	8167G	03/22/1973 W
5901	8167G	00/00/1972 CS
5902	8167G	03/27/1973 W
5903	8167G	06/05/1973 RK
5904	8251G	05/01/1973 W
5905	8167G	10/02/1972 W
5906	8251G	01/04/1974 P
5907	8167G	07/23/1973 W
5908	8251G	01/16/1974 P
5909	8167G	03/13/1973 W
5910	8251G	05/08/1973 W
5911	8167G	03/23/1973 W
5912	8167G	10/18/1972 W
5913	8167G	08/07/1973 W
5914	8251G	01/15/1974 P
5915	8167G	03/23/1973 EB
5916	8167G	01/30/1973 LC
5917	8167G	07/27/1973 W
5918	8167G	11/30/1972 W
5919	8251G	11/09/1973 P
5920	8167G	03/23/1973 W
5921	8251G	04/09/1974 P
5922	8167G	00/00/1973 LC
5923	8251G	12/13/1973 P
5924	8251G	04/09/1974 P
5925	8251G	03/27/1974 P
5926	8167G	11/06/1973 P
5927	8167G	00/00/1973 LC
5928	8251G	04/16/1974 P
5929	8162G	07/13/1973 CS
5930	8251G	12/31/1973 P
5931	8167G	11/28/1972 City
5932	8167G	02/05/1973 LC
5933	8167G	04/23/1973 PT
5934	8167G	01/23/1973 LC
5935	8251G	03/08/1974 P
5936	8251G	04/12/1974 P
5937	8167G	01/17/1974 P
5938	8093G	04/18/1972 W
5939	8251G	01/07/1974 P
5940	8251G	03/19/1974 P
5941	8251G	04/04/1974 P
5942	8167G	03/16/1973 HS
5943	8167G	10/17/1973 W
5944	8134G	06/20/1972 W
5945	8036G	10/27/1971
5946	8251G	11/26/1973 P

Bus#	AFR #	Date
5947	8251G	03/27/1974 P
5948	8167G	00/00/1973 LC
5949	8251G	01/07/1974 P
5950	8167G	02/05/1973 LC
5951	8251G	11/15/1973 P
5952	8167G	12/22/1972 RK
5953	8167G	00/00/1973 LC
5954	8167G	10/17/1973 W
5955	8167G	00/00/1972 CS
5956	8167G	04/12/1973 PT
5957	8251G	12/10/1973 P
5958	8167G	03/14/1973 W
5959	8167G	01/30/1973 LC
5960	8167G	03/21/1973 W
5961	8167G	02/14/1973 W
5962	8251G	03/27/1974 P
5963	8167G	07/24/1973 W
5964	8167G	08/02/1973 W
5965	8251G	03/25/1974 P
5966	8167G	03/27/1973 W
5967	8167G	01/21/1974 P
5968	8167G	02/07/1973 RK
5969	8167G	00/00/1973 LC
5970	8251G	04/08/1974 P
5971	8381G	11/19/1973 P
5972	8167G	07/17/1973 RK
5973	8167G	03/14/1973 W
5974	8251G	11/09/1973 P
5975	8251G	11/14/1973 P
5976	8167G	03/23/1973 W
5977	8167G	00/00/1973 LC
5978	8251G	11/26/1973 P
5979	8251G	03/08/1974 P
5980	8167G	02/07/1973 PT
5981	8167G	10/15/1973 CH
5982	8162G	07/13/1973 CS
5983	8167G	08/13/1973 W
5984	8167G	10/04/1972 W
5985	8167G	00/00/1973 LC
5986	8167G	01/04/1973 W
5987	8167G	11/06/1972 W
5988	8167G	01/25/1974 P
5989	8251G	02/21/1974 P
5990	8167G	05/24/1973 RK
5991	8167G	03/23/1973 W
5992	8167G	07/23/1973 W
5993	8976F	09/24/1971

Bus#	AFR #	Date
5994	8134G	06/21/1972 W
5995	8251G	02/21/1974 P
5996	8167G	00/00/1973 LC
5997	8167G	02/05/1973 LC
5998	8134G	06/21/1972 W
5999	8167G	11/07/1973 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