

Bus#	AFR #	Date	
7000	8111-37	03/01/1993	Pielet
7001	8111-37	03/01/1993	Pielet
7002	8111-37	03/12/1993	Pielet
7003	8111-37	03/12/1993	Pielet
7004	8111-37	03/01/1993	Pielet
7005	8111-37	03/01/1993	Pielet
7006	8111-37	02/26/1993	Pielet
7007	8111-37	02/26/1993	Pielet
7008	8111-37	04/02/1993	Pielet
7009	8111-37	03/26/1993	Pielet
7010	8111-37	03/24/1993	Pielet
7011	8111-37	03/12/1993	Pielet
7012	8111-37	04/05/1993	Pielet
7013	8111-37	05/12/1993	Pielet
7014	8111-37	05/12/1993	Pielet
7015	8111-37	05/12/1993	Pielet
7016	8111-37	04/05/1993	Pielet
7017	8111-37	05/11/1993	Pielet
7018	8111-37	05/14/1993	Pielet
7019	8111-37	05/05/1993	Pielet

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