

Bus#	AFR #	Date	
7300	31866m	08/23/2004	MetMgt
7301	31866m	09/01/2004	MetMgt
7302	31866c	05/21/2004	MetMgt
7303	31866ò	10/27/2004	MetMgt
7304	31866p	10/01/2004	MetMgt
7305	31866c	02/26/2004	Cozzi
7306	31866o	08/18/2004	MetMgt
7307	31866p	09/20/2004	MetMgt
7308	31866m	08/25/2004	MetMgt
7309	31866h	07/08/2004	MetMgt
7310	31866c	05/18/2004	MetMgt
7311	31866c	05/12/2004	MetMgt
7312	31866c	05/12/2004	MetMgt
7313	31866k	08/24/2004	MetMgt
7314	31866t	01/05/2005	MetMgt
7315	31866k	08/10/2004	MetMgt
7316	31866m	09/20/2004	MetMgt
7317	31866q	10/07/2004	MetMgt
7318	31866k	08/10/2004	MetMgt
7319	31866p	10/07/2004	MetMgt
7320	31866r	10/22/2004	MetMgt
7321	31866p	10/06/2004	MetMgt
7322	31866d	05/10/2004	MetMgt
7323	31866n	09/20/2004	MetMgt
7324	31866n	09/23/2004	MetMgt
7325	31866q	10/06/2004	MetMgt
7326	31866d	02/25/2004	Cozzi
7327	31868	01/21/2004	GenMet
7328	31866h	07/09/2004	MetMgt
7329	31866d	05/27/2004	MetMgt
7330	31866g	05/18/2004	MetMgt
7331	31866c	02/25/2004	Cozzi
7332	31866l	08/24/2002	MetMgt
7333	31866r	10/26/2004	MetMgt
7334	31866r	11/16/2004	MetMgt
7335	31866m	09/02/2004	MetMgt
7336	31866r	11/16/2004	MetMgt
7337	31866r	10/22/2004	MetMgt
7338	31866c	05/10/2004	MetMgt
7339	31866a	06/04/2004	MetMgt
7340	31866q	10/12/2004	MetMgt
7341	31866c	05/13/2004	MetMgt
7342	31866n	09/21/2004	MetMgt
7343	31866g	06/23/2004	MetMgt
7344	31866o	08/18/2004	MetMgt
7345	31866n	09/21/2004	MetMgt
7346	31866q	10/27/2004	MetMgt

Bus#	AFR #	Date	
7347	31866m	09/08/2004	MetMgt
7348	31866t	11/19/2004	MetMgt
7349	31866o	08/13/2004	MetMgt
7350	31866k	08/10/2004	MetMgt
7351	31866n	09/20/2004	MetMgt
7352	31866p	10/12/2004	MetMgt
7353	31866f	05/11/2004	MetMgt
7354	31866k	08/10/2004	MetMgt
7355	31866l	08/25/2004	MetMgt
7356	31866m	08/27/2004	MetMgt
7357	31866k	08/10/2004	MetMgt
7358	31866ð	12/07/2004	MetMgt
7359	31866t	12/28/2004	MetMgt
7360	31866r	11/17/2004	MetMgt
7361	31866q	10/07/2004	MetMgt
7362	31866r	10/27/2004	MetMgt
7363	31866m	09/08/2004	MetMgt
7364	31866j	08/11/2004	MetMgt
7365	31866g	06/23/2004	MetMgt
7366	31866n	09/23/2004	MetMgt
7367	31866n	09/20/2004	MetMgt
7368	31866e	05/11/2004	MetMgt
7369	31866o	08/18/2004	MetMgt
7370	31866l	08/23/2004	MetMgt
7371	31866e	05/20/2004	MetMgt
7372	31866p	10/04/2004	MetMgt
7373	31866s	11/12/2004	MetMgt
7374	31866m	08/27/2004	MetMgt
7375	31866c	05/20/2004	MetMgt
7376	31866m	09/07/2004	MetMgt
7377	31866c	05/10/2004	MetMgt
7378	31866m	08/23/2004	MetMgt
7379	31866f	05/27/2004	MetMgt
7380	31797	11/25/2003	Cozzi
7381	31866l	08/17/2004	MetMgt
7382	31866c	05/13/2004	MetMgt
7383	31866g	06/18/2004	MetMgt
7384	31866g	06/21/2004	MetMgt
7385	31866e	05/28/2004	MetMgt
7386	31866j	08/10/2004	MetMgt
7387	31871	02/16/2004	Cozzi
7388	31866r	11/16/2004	MetMgt
7389	31866r	11/16/2004	MetMgt
7390	31866h	08/24/2004	MetMgt
7391	31866s	11/12/2004	MetMgt
7392	31866h	08/10/2004	MetMgt
7393	31866t	01/07/2005	MetMgt

Bus#	AFR #	Date	
7394	31866c	02/16/2004	Cozzi
7395	31866c	05/28/2004	MetMgt
7396	31866p	10/06/2004	MetMgt
7397	31866r	10/26/2004	MetMgt
7398	31866r	10/26/2004	MetMgt
7399	31866s	11/24/2004	MetMgt
7400	31866s	10/26/2004	MetMgt
7401	31866t	01/07/2005	MetMgt
7402	31866n	10/22/2004	MetMgt
7403	31866m	08/25/2004	MetMgt
7404	31866j	08/11/2004	MetMgt
7405	31866j	08/17/2004	MetMgt
7406	31866g	05/18/2004	MetMgt
7407	31866c	05/21/2004	MetMgt
7408	31866q	10/04/2004	MetMgt
7409	31866j	08/18/2004	MetMgt
7410	31866l	08/17/2004	MetMgt
7411	31866t	01/06/2005	MetMgt
7412	31866j	08/11/2004	MetMgt
7413	31866r	10/22/2004	MetMgt

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