

Bus#	AFR #	Date
100	8110-15	07/26/1990 P
101	8110-15	07/30/1990 P
102	8110-12	00/00/1989 to BW-65
103	8110-11	00/00/1990 to BW-75
104	8110-11	07/26/1990 P
105	8110-15	07/30/1990 P
106	8110-11	07/31/1990 P
107	8110-15	07/30/1990 P
108	8110-11	00/00/1990 to BW-76
109	8110-12	00/00/1989 to BW-66
110	8110-11	07/30/1990 P
111	8110-15	07/30/1990 P
112	8110-11	07/30/1990 P
113	8110-11	07/27/1990 P
114	8110-11	07/30/1990 P
115	8110-11	07/25/1990 P
116	8110-11	07/30/1990 P
117	8110-11	00/00/1990 to BW-77
118	8110-11	07/26/1990 P
119	8110-11	07/27/1990 P
- - - - -		
150	8110-27	07/02/1991 P
151	8110-27	07/05/1991 P
152	8110-27	00/00/1990 to BW-81
153	8110-27	07/02/1991 P
154	8110-27	07/02/1991 P
155	8110-27	07/03/1991 P
156	8110-27	07/05/1991 P
157	8110-27	07/02/1991 P
158	8110-27	07/03/1991 P
159	8110-27	07/03/1991 P
160	8110-27	07/02/1991 P
161	8110-27	07/05/1991 P
162	8110-27	07/01/1991 P
163	8110-27	07/05/1991 P
164	8110-27	00/00/1990 to BW-73
165	8110-27	07/05/1991 P
166	8110-27	00/00/1990 to BW-74
167	8110-27	03/05/1996 Midwest
168	8110-27	07/03/1991 P
169	8110-27	03/05/1996 Midwest

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)

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 - RK - HS - J&L - E - ISP - CCC - GLD

List compiled by Andre Kristopans