COMPLETE INDEX

FOR

VOLUMES XVI, XVII, XVIII, XIX
AND XX

AND

HOW IT WORKS

FOR

VOLUME XX



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IMPEDANCE MATCHING

OF RECEIVERS TO TRANSMISSION LINES

By John F. Rider

UITE frequently communication receivers have input impedance ratings which do not properly match the impedance of the transmission line which feeds it. Surprisingly enough such mismatch can very greatly affect the sensitivity of the receiver, so much so that we have, on more than one occasion, noted great dissatisfaction expressed by the owner of the receiver concerning its performance. The receiver was condemned, whereas in truth, there was nothing at all wrong with the receiver; rather it was a simple case of incorrect use of matching the line to the receiver.

Increase in sensitivity, amounting to as much as 18 db, has been noted when such a receiver was properly matched to its transmission line. The loss of this amount of signal strength in a communication system is sufficient in every case to very materially influence the utility of the device. The matching method to be described is intended to remedy such conditions.

Matching Considerations

It must, of course, be understood that any impedance-matching arrangement, which is based upon a match at a specific frequency such as shall be described, is most effective at the frequency used in the equation. However, it must also be understood that a certain latitude in operation prevails and while the matching may be done at one frequency, it will be found effective over a range of frequencies. Thus, if the center frequency of a band is selected, the matching system will be found to be effective over that band, provided that the band is not too broad, although the greatest effectiveness will be found at the frequency for which the match is planned.

Range of Frequencies

The range of frequencies over which an improvement will be noted with such a match is a variable depending a great deal upon the operating parameters employed. In amateur communication receivers, the design of the circuitry is such that if, for example, the 10-meter band is selected and an impedance match is planned at the midfrequency, or around 28.8 Mc, an improvement will be noted throughout the range of from 28 to 29.7 Mc. Naturally, the improvement will

decrease both sides of the match frequency, becoming least at the extremes of the band. This means that the choice of the matching frequency, relative to the portion of the band over which the receiver will be operated most in any one location, is an important consideration. This is so because the less the bandwidth over which the receiver is expected to perform, the less will be the loss when matching is accomplished at the midpoint or center frequency of that band.

For example, let us assume that, for one amateur station, the normal frequency of operation extends from 28 to 29 Mc and, in another station, it extends from 28 to 29.7 Mc. Let us further assume that the receiver in each case is matched to the transmission line at the center frequency of each band, which for the first case is 28.5 Mc and for the second case is about 28.8 Mc. If both stations are receiving a 28-Mc signal, a lower loss will occur with the station that is matched to 28.5 Mc. Admittedly, the difference is not too great but since communication operations demand the utmost in signal strength, such conditions warrant more than just casual thought.

Quarter-Wave Line

The basis of matching is the use of the impedancetransforming properties of a quarter-wave line which is shorted at one end and has the other end open. The open end joins the higher impedance of the two sources to be matched, which, in the example to be illustrated, is the receiver. Somewhere along the line between the open end and the shorted end is the point where the transmission line or lower impedance is connected as shown in Fig. 1. This point is dependent upon the ratio of the lower to higher impedance and hence upon the ratio of the line impedance to receiver impedance. Regardless of the characteristic impedance of a line, the open end of the shorted quarter-wave line will present a very high impedance. Therefore, the open end of a shorted quarter-wave line may be connected across a point without loading the circuit at that point. By tapping a feed point onto such a shorted quarter-wave line at the appropriate place along its length, the systemcan be employed to make one end look like the impedance of the load and the other end look like the impedance of the source, thus making the source devices see the proper impedances at the respective ends.

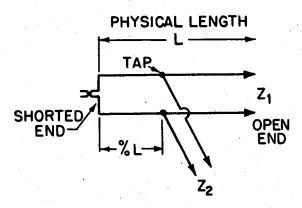


Fig. 1.—Diagram of quarter-wave stub used for impedance matching transmission line to receiver. One end of the stub is shorted and the other end open. The lower impedance to be matched is the one that is connected to the tap along the stub. The higher impedance is connected to the open end, Calculations as to the length L and the tap are included in the text.

Impedance Calculations

The determination of the impedance and physical length of the quarter-wave section and also the proper tapping point is simple if certain definite steps are followed. The impedance of the matching section is determined by the following equation

$$Z_{\bullet} = \sqrt{Z_1 \times Z_2}$$

where Z_8 is the impedance of the quarter-wave section, Z_1 is the impedance of the antenna transmission line, and Z_2 is the impedance of the load, which in this case is the receiver.

Let us take two typical cases. The first of these calls for the matching of a 52-ohm line to a 300-ohm receiver. Substituting these numbers into the equation above, as follows,

$$Z_{\bullet} = \sqrt{52 \times 300}$$

results in the approximate answer of 125 ohms. This quotient indicates that the characteristic impedance of the line which will be used for the quarter-wave section must be 125 ohms. No such line is available commercially so that a compromise must be made by using that commercial line which most closely approximates 125 ohms. Such a line is the conventional 150-ohm line used in television systems.

Free-Space Length

Assuming that a line with a characteristic impedance of 150 ohms will be used one-quarter wave long, the next consideration is the determination of the freespace length of this line. In order to compute this length, it is necessary to select the frequency at which the match will be made. Let us assume that operation will be carried on in the 10-meter band and that since, in the majority of cases, operation is limited to the band embracing 28 to 29 Mc, a satisfactory midfrequency is 28.5 Mc, so we shall use 28.5 Mc as the base frequency. The equation which gives the result in inches for the free-space length of this line is

where f_0 is the base frequency. Substituting our figures, the equation reads

$$\frac{2950}{28.5}$$

Thus the free-space length of this line is 103.5 inches. However, the determination of the free-space length of the line is only the first step. We must now determine the physical length based upon the velocity of propagation along the line. According to Table I relative to the commonplace transmission lines available on the open market, the velocity of propagation of the 150-ohm twin lead is 77 per cent, which means that the free-space length must be multiplied by 0.77 in order to arrive at the final or physical length of the line.

	T	ΑI	3L.	E :	E		*
Line				ī	'el	ocit	y of Propagation
75-ohm twin .							68%
150-ohm twin.							77%
300-ohm twin	;		-^T	· .	•	٠	82%
72-ohm coaxial 95-ohm twin shi	() eld	ted led	591 -	J)	•	:	66 <i>%</i> 66 <i>%</i>

This length is found to be 80 inches which means that the quarter-wave matching section made of 150-ohm twin lead will be 80 inches long. One end will remain open and the other end will be shorted by exposing a small piece of each of the conductors and soldering them together. The minimum amount necessary to enable soldering should be exposed.

Tap Location

The location of the tap where the transmission line will be connected is determined from Table II. Since Z_2 in our example is 52 ohms and Z_1 is 300 ohms, the ratio of Z_2/Z_1 is 17.3. As can be seen, this ratio lies between 0.15 and 0.20 on Table II or between 25 and 30 per cent in from the shorted end. An approximation corresponding to midway between these two limits results in the tapping point being about 27.5 per cent

from the shorted end. Since the line is 80 inches long, 27.5 per cent amounts to 22 inches, and this is the location of the tap from the shorted end.

TABLE II
STUB CONNECTIONS FOR SPECIFIC IMPEDANCE RATIOS

$Z_{\mathbf{s}}$	% of L from	Z_2	% of L from
$\frac{Z_8}{Z_1}$	Shorted End	$\overline{Z_1}$	Shorted End
0.05	14	0.55	53
0.10	20	0.60	56
0.15		0.65	59
0.20	25 30	0.70	63
0,25	34	0.75	67
0.30	37	0.80	<i>7</i> 0
0.35	41	0.85	75
0.40	44	0.90	80
0.45	47	0.95	90
0.50	50	1.00	100

where: Z_1 is the larger of the two impedances Z_2 is the smaller impedance.

Courtesy Crosley Div. Avco Mfg. Corp.

Let us take another example in which the transmission-line impedance is 104 ohms, such as would be the case if two 52-ohm coaxial lines were used in parallel with the shields joined. The solution is as follows

Stub impedance
$$Z_s = \sqrt{104 \times 300}$$

= 176 ohms.

Closest to this value is the 150-ohm line.

Free-space length for the midfrequency of the chosen band is

$$\frac{2950}{28.5} = 103.5 \text{ inches.}$$
Physical length = 103.5×0.77
= 80 inches.

The location of the tap is computed as follows

$$\frac{Z_2}{Z_1} = \frac{104}{300} = 34.7$$

Percentage of L from shorted end (see Table II) is, therefore, approximately 41 per cent. Thus the tap length is

$$80 \times 0.41 = 32.8$$
 inches.

It is, of course, possible that the transmission line may have a higher impedance than the receiver. The solution of the matching-section length is carried out in exactly the same way as before except that the connections are inverted, that is, the open end of the line would be connected to the higher impedance, which is the transmission line, and the tapped point along the line would be connected to the receiver. For the sake of illustration, the process of solving a typical case,

such as a 600-ohm line and a 300-ohm receiver, is to use the 300-ohm impedance as Z_{s} and the 600-ohm impedance as Z_1 , in which case the location of the tap will be midway along the length of the line. Such a match would require the use of a 425-ohm open line because commercial transmission lines approximating this impedance are not available. As can be seen, the application of such matching stubs is much more convenient when the transmission-line impedance is less than that of the receiver, if for no other reason than that commercial lines approximating the required impedances are more easily available. As a matter of fact, in the case just given where the transmission line is of a higher impedance than the receiver, the use of a 300ohm twin lead in place of the 425-ohm open line would afford some benefit, although not as much as if the proper line were used. At any rate, it would be preferable to no matching section at all.

The early reference to the possible gain in signal strength may seem incongruous with respect to the losses due to impedance mismatch, yet it has been found in virtually every case that proper match of this type affords very substantial improvements. The possible reason for this is that the rating of receiver input systems is nominal and that, in many cases, the actual input impedance exceeds the nominal rating by an appreciable magnitude so that the match attained in this fashion is more beneficial than would be anticipated from a 4:1 or 5:1 mismatch in impedance.

Band Changing

It is, of course, natural to consider the matter of behavior of the bands other than the 10-meter band for which the impedance match is used. What is the action when the receiver, which is matched on 10 meters, is used on another band? Obviously a quarter-wave section on 10 meters becomes an eighth-wave section on 20 meters, and the match no longer prevails. As a matter of fact, it would be detrimental to operation. Thus, the individual who employs a communication receiver on various bands is faced with the problem of providing the number of such matching stubs between the transmission line and the receiver, each of which may be switch-controlled so as to place the proper line into the circuit. In the event that different antennas and different transmission lines are used for operation in the different joints, individual matching sections can be constructed along the lines described for each of the joints. The open ends of these stubs may all be connected at the receiver end without doing too much harm, provided that the receiver presents the higher of the two impedances involved in each of the stub calculations.

COUPLED CIRCUITS

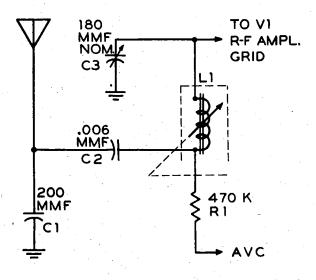
By WILLARD MOODY

OMMUNICATIONS and standard commercial receivers use a variety of coupling methods for transferring energy from one part of a circuit to another. This energy may be in the form of a modulated or unmodulated r-f signal. It may, in some cases, be an i-f or an audio signal.

Various coupled circuits used in receivers shown schematically in Volume XX will be illustrated and described.

Motorola 309

The r-f input circuit of this set appears in Fig. 1. At first glance, the circuit appears to be quite simple.



After Motorola Fig. 1.—R-f input circuit of Motorola 309 auto radio,

Actually, there is more to it than meets the eye upon quick inspection. A careful study reveals some interesting aspects.

Suppose that, to simplify the analysis, we redraw the circuit as shown in Fig. 2. The capacitance C_A , for the sake of simplicity, may be assumed to be the lumped antenna capacitance, and the inductance L_A is the lumped antenna inductance.

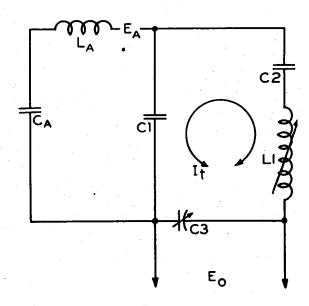
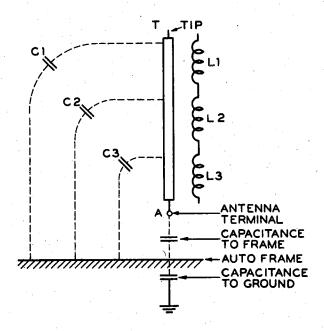


Fig. 2.—Equivalent and simplified circuit of Motorola 309 input arrangement,

How did we arrive at these assumptions? Consider that the antenna is a relatively short vertical wire or rod, much less than a half-wave long at broadcast frequencies. Then we have the equivalent antenna circuit shown in Fig. 3. The automobile frame is equivalent to a counterpoise and has such a large capacitance to earth or ground that we may consider the automobile metal body and frame to be at ground potential. As a vertical wire is used, its inductance will be the principal factor and its capacitance to ground will be relatively small. It will be a low-capacitance type antenna.

As we move along the antenna from the terminal A to the tip T we find that each elemental section of the antenna conductor has the property of inductance. We have shown L1, L2, and L3, as the series inductances. Every inch of the conductor, or even smaller linear parts, has an L value. If we add L1 + L2 + L3, we get a lumped or sum inductance value which we have called L_A in Fig. 2.

Similarly, every inch of the conductor or point on it has a capacitance with respect to the frame of the car and, therefore, to earth or ground, since the car or

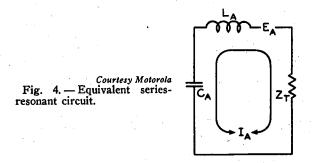


Courtesy Motorola Fig. 3.—Diagram of vertical antenna circuit used with auto radio.

automobile frame is virtually at ground potential. As we move from terminal A to the tip of the antenna, the capacitance of a point on the antenna with respect to ground decreases, since the distance between the point and ground has also increased. C3 is greater than C2; C2 is greater than C1, etc. Consequently, we can consider that the main component of capacitance will be C3 and the return path for current flow at the end of the antenna will be C1. This end value is shown as C_A in Fig. 2, and it should not be confused with C1 in Fig. 2 or Fig. 1.

As C1 is very large, comparatively, and is in shunt with C3, with reference to Fig. 2 and Fig. 3, we can simplify the circuit considerably by neglecting C3 and considering only C1.

Now, with reference to Fig. 2, the voltage induced in the antenna when a radio wave links with it is marked E_A . This voltage causes a current to flow in the



antenna circuit, which is a series circuit consisting of E_A , L_A , C_A and the parallel L-C circuit. For further simplicity, this parallel L-C circuit of C1, C3 and L1-C2 may be represented by an impedance symbol Z_T , as shown in Fig. 4. At resonance of this circuit C1-C3-C2-L1, Z_T has a maximum value and the value of I_A is a minimum value. The voltage across Z_T is I_A multiplied by Z_T and is a maximum. Off resonance, the voltage decreases according to the slope of the selectivity curve, as in any tuned circuit.

This aspect of the C1-C2-L1-C3 circuit as a series impedance Z_T , resistive in nature, is one feature of the circuit. However, from parallel resonant circuit theory, we know that when energy is fed to an L-C circuit such as that in Fig. 5, the circuit will oscillate and a maximum circulating current will be obtained at resonance. The frequency of resonance is given by the familiar equation or formula shown in the drawing.

Fig. 5.—Simple L-C circuit in which oscillation occurs and exchange of energy between inductance and capacitance.



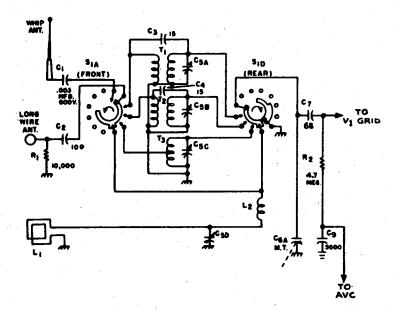
This current is marked I_t in Fig. 2 and is apart from the exciting current I_A in Fig. 4. In this receiver, the Motorola 309, from a practical standpoint, the tuning is controlled in traversing the receiver dial, by varying the inductance of L1. At resonance, when I_t is a maximum, the voltage across C3 (Fig. 2) is also a maximum. This follows from the fundamental fact that $E_o = IX_o$ in a capacitance circuit. Above resonance, the voltage across L1 rises and that across C3 drops, since the reactance of L increases and that of C3 diminishes. This follows from the familiar formulas $X_L = 2\pi f L$ and $X_o = 1/(2\pi f C)$.

C3 is essentially a trimmer capacitor which is adjusted at the high end of the band. The output voltage of the network is marked E_0 in Fig. 2 and is the signal potential fed to V1, which is an r-f amplifier tube in the receiver.

This concludes the discussion on the Motorola 309 input circuit. It has been demonstrated that this circuit, which appears to be simple, can be considered more complex than would ordinarily seem to be the case, upon closer inspection.

Hallicrafters S-72

The input circuit of this receiver is shown in Fig. 6. The switching system permits selection of four bands



After Hallicrafters
Fig. 6.—Antenna input and switching circuit of
Hallicrafters S-72.

of frequencies. Band 1 extends from 550 to 1,600 kc; Band 2 extends from 1,500 kc to 4.4 Mc; Band 3 extends from 4.5 to 11.5 Mc; and Band 4 extends from 11 to 30 Mc.

. L1 is a loop antenna. C5d is a trimmer on broadcast operation. L2 is an antenna loading coil used only on the broadcast band. T1 is used on Band 4; T2 on Band 3; and T3 on Band 2.

The bandswitch elements S1A and S1B permit selection of L1, T3, T2, or T1. The switch is shown in the broadcast-band position. The long-wire antenna circuit is connected through C2 and S1A to L2 and S1B. The circuit then traces to the V1 grid circuit. The whip antenna is disconnected on Band 1, which is the broadcast band.

When the switch is rotated to the 2nd position, referring to S1A and a counterclockwise direction, S1B moves simultaneously in a clockwise direction. These two switch segments are ganged together by a common shaft.

On the 2nd position, L2 is connected to the tap on T3 for Band 2 operation from 1,500 kc to 4.4 Mc. The long-wire and whip antennas are connected to each other through C2, S1A, and C1. The V1 grid is connected to T3. The loop and L2 are out of the circuit.

In the third setting of the switch, the loop is disconnected from the V1 grid circuit, and T2 is connected to the whip and long-wire antenna circuit.

In the fourth position of the bandswitch, T1 is connected to the whip and long-wire antenna circuit and the loop is out of the circuit (not connected). As shown, the antenna input circuit coupling and characteristics are varied to suit the requirements for broadcast, medium, and high frequencies.

Motorola 79XM21

This receiver uses a rather unusual method of coupling the V1 r-f amplifier to the V2 converter. Fig. 7 is a breakdown circuit used for explanation. On f.m., the plate load for V1 consists essentially of L4 shunted by the input impedance of the following V2 stage. R3 is shorted by S2B on f.m.

S2C connects L6 in the circuit on f.m. As L6 is the equivalent of a parallel L-C tuned circuit, functioning as a quarter-wave transmission line of variable length, we may visualize L6 as being a coil with a paralleled capacitance C_X . Both the L and C values of the line are varied as the shorting plunger is moved into the coilcapacitor (L6) assembly, and the shorter in electrical length the line is made, the higher becomes the operating frequency.

Conversely, as the line length is increased electrically, the frequency becomes lower. Basically, we know that maximum voltage across the load will be obtained when the impedance is a maximum, and this condition is secured at resonance for a particular frequency.

On f-m frequencies of the order of 88 to 108 Mc, the reactance of C11 is negligible and that of C10 is very small. Therefore, we can visualize, at resonance, a simple resistive impedance of high value between S2C and ground, across the terminals of $L6-C_X$.

The voltage across this impedance is essentially that across the input circuit of V2, since R5 is small in value and the reactances of C11 and C10 are insignificant.

On a.m., R3 is not shorted by S2B and the V1 plate load is essentially the total impedance of L4 and R3 shunted by the input impedance of the V2 stage. The impedance of L4, however, is so small as to be negligible at broadcast frequencies and the input impedance

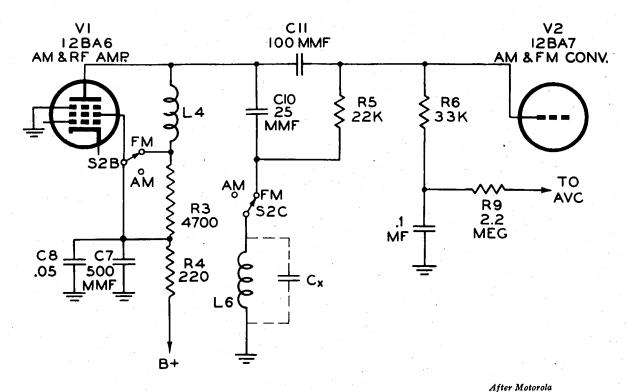
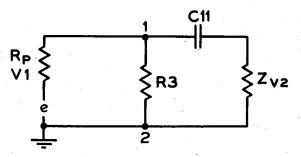


Fig. 7.—Coupling of V1 r-f amplifier to V2 converter in Motorola 79XM21.

of the V2 stage is so high that, for all practical purposes, the V1 plate load R_P is 4,700 ohms. C10 has an appreciable reactance at broadcast frequencies and may be considered to have been removed from the circuit on a.m.

The coupled circuit now may be simplified to that of Fig. 8, as an approximation. Note that the f-m quarter-



Courtesy Motorola Fig. 8.—Simplified coupled circuit in Motorola 79XM21,

wave line is out of the coupled circuit on a-m operation. With reference to Fig. 8, e is the internal voltage of V1 considered as a potential generator, Z_{V2} is the input impedance of tube V2 and the lower terminal of R3 is

considered to be grounded since the reactance of the parallel combination of C8-C7 may be considered negligible.

C11 and Z_{V2} , it is seen, form the elements of a simple voltage divider. The potential across R3 is applied to Z_{V2} through C11, which is the linking element in the coupled circuit. The voltage attenuation of C11 tends to increase with decreasing frequency, but as the input impedance of V2 is essentially capacitive and rises with decreased frequency, a compensating or balancing action is achieved.

For maximum voltage across terminals 1-2, R3 should have a high value, and the net impedance across these terminals should be high, but by making R3 low in value a broader band-pass characteristic is obtained at the expense of voltage gain.

The tuned input circuit of V1 is not shown here but is shown in the complete schematic in Volume XX, and is adequate for preselection on the broadcast band.

RCA 9BX5

Coupling between the 1U4 i-f plate- and grid-return circuits, shown in Fig. 9, results in gain reduction accompanied by increased stability at the i-f level. A

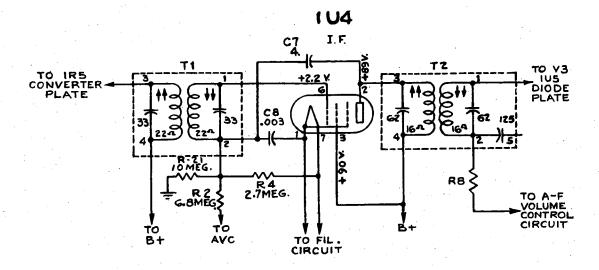


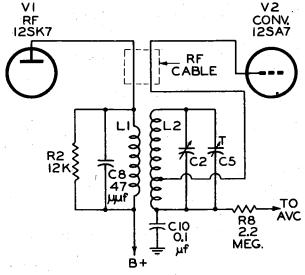
Fig. 9.—Coupled circuit in RCA 9BX5.

After RCA

signal voltage developed in the plate circuit is fed to C8, a 0.003- μf capacitor, through C7, a 4- $\mu \mu f$ unit. A voltage drop develops across C7 and the impedance of C8 is not large at the i-f level. However, only a small amount of voltage is required and a sufficient potential for the desired purpose, negative feedback, is obtained across C8. This potential acts in series with the grid-filament input circuit of the 1U4. As the feedback voltage is out of phase with the input voltage across the secondary of C8 partial cancellation results. The stage is thus limited in the tendency to oscillate, a trouble often encountered in i-f stages.

RCA 9X641

This receiver uses an unusual coupling circuit for signal transfer from r-f plate to converter grid, as shown in Fig. 10. L1-C8 is a resonant primary circuit. L2-C2, C5, is the usual resonant secondary circuit. However, the capacitance loading effect of the V2 input circuit is minimized by tapping down on the secondary coil and a voltage reduction is also secured. The primary purpose of the circuit is evidently to achieve selectivity and equalized sensitivity over the tuning range. Capacitive coupling at the high end of the band is obtained by means of the "gimmick", an r-f cable, shown in the drawing. An r-f voltage is transferred through this capacitance from the 12SK7 r-f plate to the 12SA7 converter grid. This is equivalent to the usual coupling capacitance or "gimmick" often found to provide coupling between the primary and secondary of broadcast antenna transformers in receivers.

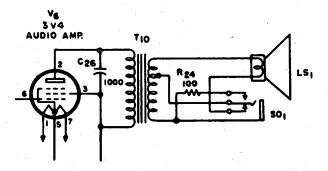


After RCA

Fig. 10.—Signal transfer from r-f plate to converter grid in RCA 96X641.

Hallicrafters S-72

The output circuit of this receiver is shown in Fig. 11. This coupled circuit uses a transformer. The voice coil is connected in the circuit of Fig. 11, which can be simplified to the equivalent circuit in Fig. 12. The plug is out of the headphone jack. The voice coil is connected across a section of the secondary. The impedance of the voice coil is usually quite low, less than about 10 ohms. The impedance of the headphones will usually be quite high, 2,000 ohms or higher. To accom-



After Hallicrafters Fig. 11.—Audio output circuit of Hallicrafters S-72.

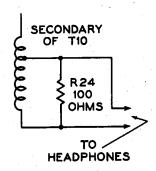
VOICE COIL OF LOUDSPEAKER

Courtesy Hallicrafters
Fig. 12.—Secondary circuit of output transformer stage in Hallicrafters S-72 when loudspeaker arrangement is used.

SECONDARY OF T10

modate the changed impedance of the circuit when a headphone plug is inserted in S01, the circuit is equivalent to that of Fig. 13. The voice coil is disconnected, silencing the loudspeaker. The 100-ohm loading re-

Courtesy Hallicrafters
Fig. 13.—Secondary circuit
of output transformer stage in
Hallicrafters S-72 when headphones are used.



sistor limits the voltage across the headphone circuit to prevent damage and overloading of the headphones.

RCA 9X571

Coupling between the upper section of the primary winding of T3 and the lower portion permits hum cancellation in the output transformer. With reference to Fig. 14, a hum current may be assumed to flow from

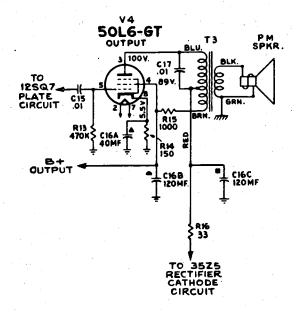


Fig. 14.—Hum reduction circuit in output stage of RCA 9X571.

the 50L6 plate to the primary tap, producing core flux having a hum frequency cyclic change. An opposite current, producing an opposing electromagnetic field and cancelling the first hum flux, may be assumed to flow from the screen circuit and R15 through the lower portion of the T3 primary and to the tap. The common path from the tap to the 35Z5 cathode is through R16. C16C assists in hum reduction.

Using the circuit arrangement described, economy and efficiency are obtained simultaneously.

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701	Misc.19-2		ARC RADIO CORP.	
	ALLIED RADIO CORP.		601 16-1	16-2
	(KNIGHT)		944	
4B-170	18-1	•••	ARIA See ALLIED PURCHASING, INC.	
4E-515, 4E-516,			See ALLIED PURCHASING, INC.	
4F-515, 4F-516	19-1	19-2	ARTONE	
5B-171	16-1		See AFFILIATED RETAILERS, INC.	
CD 107 CD 107	16-6 Ch. 200 16-2		ART RADIO CO.	
5B-175, 5B-176, 0 5C-185	17-1	•••		
5C-290	17-2		6-Tube Misc. 19-5	
5D-250, 5D-251	19-3	19-4	ARVIN	
5D-455	19-5		See NOBLITT-SPARKS INDUSTRIES, INC.	
5E-250, 5E-251	19-3	19-4	ASSOCIATED MERCHANDISING CORP.	
5E-455	19-5 20-1		(AMC)	
5E-457 5F-525, 5F-526	20-1 19-6	19-7		10.0
5F-525, 5F-526 5F-560, 5F-561	20-2	***	125P 18-1	18-2
5F-565	19-8	19-9	125Z 18-3 126 19-1	18-4 19-2
5G-563	20-2			
6A-127, Revised	C18-1		ATLAS COIL WINDERS, INC.	
6B-122	16-3	16-5	FMF-3. Tuner 20-1	20-2
6B-127	C18-1	***	1 ma	
6B-155, 6B-156	16-6 C18-2		ATLAS SUPPLY CO.	
6C-122 6C-127	C18-1	•••	NU6, NUP Misc. 17-2	
6C-225, 6C-226	17-3	17-4		
6F-235	20-3	20-4	AUDAR, INC.	
7B-220, 7C-220	17-5	17-8	PR-6 19-1	19-2
8G-200, 8G-201	20-5	20-6	RER-9 18-1	18-3
10C-249	18-2	18-6 17-13	144.	
11B-278, 11C-300	17-9	17-13	AUTOMATIC RADIO MFG. CO., INC.	
14F-490, 14F-495 14F-496		19-14	(TOM THUMB)	
↓ サド "サフ U	19-10			
	19-10		Bike Radio 19-1	19-2
19F-492, 19F-497		19-21	Tom Boy 17-1	
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AUTOMATIC CHRYSLER

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MODEL	FROM	THROUGH	MODEL FROM	THROUGH
AUTOMATIC	RADIO MFG. CO., INC	. (Cont'd)	BENDIX RADIO DIV. (Cont'd)	
AUTOMATIC	IMDIO HILL CO., INC	(cone u)	DENDIA RADIO DIV. (Conc d)	-
Tom Thumb Buddy	18-1	18-3	110, 110W, 111, 111W,	
Tom Thumb Camera	18-4	18-6	112, 114, 115	18-8
Tom Thumb Jr.	17-1		C19-1	
	17-8		300, 300W, 301, 302 18-9	18-11
A.T.T.P., (Automatic Tom			416A 17-1	17-2
Thumb Portable)	16-1		526A, 526B, 526C, 526E 20-1	•20-6
B-44, Bike Radio	19-1	19-2	613 18-12	18-14
C-60X	16-1		626A 16-1	16-3
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M10, M20	17-2	17 - 3	646A 15-5	. 15-6
M86	17-5	11-0		
			C19-1	
M-90	20-1	20-2	697A 17-5	17-6
M-92C	20-3	20-6	847B 17-7	17-14
P30, P33	18-7		18-15	18-20
P43, P45	17-4		C19-1	
X-50	20-7	20-8	1217B 19-9	19-19
127	C18-2		C20-1	•••
601, Series B	16-2		1217D 19-20	19-33
601, Series C	16-2		C20-1	•••
602, Series B	16-2		1518, 1519 18-21,22	18-27
602, Series C	16-2		1521 18-28	18-37
620	16-3		1524, 1525 18-21,22	18-27
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040, 551255 5	C18-2	•••	10-30	10-40
650	C17-9		DAVID BOGEN CO., INC.	
		17-7		
660, 662, 666, Series C	17-6		R502 18-3	18-4
677, Series B	16-4		R601 18-1,2	
677, Series C	18-8	*-		
720	16-4	•••	BREWSTER	
801	18-9		See MEISSNER MFG. DIV.	
801, Series B	18-9		MAGUIRE INDUSTRIES, INC.	
802	18-9	•••	DECURITION LABORATION THE	
802, Series B	18-9		BROWNING LABORATORIES, INC.	
803	18-9		RJ-12, RJ-14 18-1	18-3
803, Series B	10-9			
•	ALON RADIO CO.	5.		20-7
_ <u></u>	TECH TOTAL	• •	RV-10, RV-11 18-4	18-8
4-Tube, AC-DC	Misc.19-6		BRUNSWICK	
	and the second s		See RADIO & TELEVISION INC.	
AVIC	OLA RADIO CORP.		Dec ladio & Indian inc.	
501	16-1	16-2	BUICK	· · · · · · · · · · · · · · · · · · ·
509	16-1	16-2	See UNITED MOTORS SERVICE	
512	16-1			
518		16-2	BUTLER BROTHERS	
and the second s	16-1	16-2	(AIR KNIGHT)	
BELM	ONT RADIO CORP.		(SKYROVER)	
Benlaned	16.10		(2,	
Boulevard	16-10		RD-290 Misc. 18-3	
A-7AF21, Series A	20-1	20-4	RD-291 Misc.18-3	
A-7DF21, Series A	20-5	20-9	RD-292 Misc. 19-7	
B-8AF21	18-1	18-5	RD-295 Misc.19-7	
C-10AF21	18-6	18-10		
4B115, Series A	17-1	17-3	<u>CADILLAC</u>	
5C12	18-11	18-16	See UNITED MOTORS SERVICE	
5D110, Series A	17-4	17-5		•
5D118, Series A	17-6	17-7	CAPEHART-FARNSWORTH CORP.	_
5P19, Series A	17-8	17-9	Also See FARNSWORTH TELEV. & RADIO COP	iP₁
5P113, 5P116, 5P117,	v		M-SAN Series	20 14
Boulevard	16-10		M-2AM, Series 20-11	20-16
6D110, Series A	17-10	17-11	M-2FM, Series;	
6D111, Series B	16-1	16-2	M-2 220,	
6D120, Series A			M-2 260 20-1	20-12
6D121, Series A	16-3	16-4	M-3AM, Series 20-11	20-16
6D127, Series A	17-12	17-13	M-3FM, Series;	
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6D130, Series A	18-17	18-19	M-3 220 20-1	20-12
8A510	C17-9.		M-4 20-17	20-20
8AF25	20-10	20-14	400-K, Series 20-21	20-31
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5240, Series A	17-14	17-16	400M, Extended and Remote	
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0526	20-1	20-6	CAPITOL RADIO CORP.	
PAR-80	18-1	18-4	this:	
•	C19-1	,	UN61 18-1	
PAR-80A	18-1	18-3	18-4	
	18-5	10 0	UN62 18-2	
R526M	17-3	17-4	UN72, UN72PC 18-3	18-4
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55L2, 55L3, 55P2, 55P3	20-7		CHANCELLOR CONTROL OF THE CONTROL OF	
55X4	20-10	20-12	See RADIONIC EQUIPMENT CO.	
65P4	20-13	20-15	CHEVROLET DIV GENERAL MOTORS	
69B8, 69M8, 69M9	19-1	19-8	Also See MOTOROLA INC.	
	C20-1			**
			Also See UNITED MOTORS SERVICE	
75B5, 75M5, 75M8, 75P6,				
75W5	20-16	20-23	985792 C17-1	
75W5 79M7	20-16 20-24	20-23 20-30	985792 C17-1 986067 16-1	
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75W5 79M7 95B3, 95B3 Revised, 95B4, 95M3, 95M3 Revised,	20-24	20-30		
75W5 79M7 95B3, 95B3 Revised,	20-24		986067 16-1	

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COAST	-	THE OLICIA	MODEL	FROM	THROUGH
ODEL	FROM ISCO	THROUGH	MODEL <u>COAST-T</u>	O-COAST STORES_(Cont'	
See CITIES S	SERVICE OIL CO.	•		ORGANIZATION, INC.	
CITIES SEI	RVICE OIL CO.		ME5, See SENTINEL Model 289T	15-8	15-10
	ISCO)		ME6, See SENTINEL	15-17	15-19
A5	17-1 17-3	17-2 17-4	Model 285P ME7, See WARWICK	16-11	16-13
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	<u>ARION</u> ICK MFG. CO.		ME8 ME40, See SENTINEL	20-1	
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CENTRAL ORG	ANIZATION INC.		ME50, See SENTINEL Model 285P	16-11	16-13
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Model C100	15-1	 19-2	ME70, See SENTINEL	16-14	16-16
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Model 284NB #D22, See WARWICK	15-6	15-8	Model 72A 6C28, See SENTINEL	9-13	9-14
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MD380, See SENTINEL	17 10		6TE69, See SENTINEL Model 96BE	10-25	10-26
Model 294W MD390, See SENTINEL	15-13	15-16	7C59, See SENTINEL Model 95B	10-1	10-2
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Model 302-T	17-4 19-1	17-9 19-2		10-12 10-15	10-16
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MODEL	FROM	THROUGH	MODEL	FROM	THROUGH
•	COAST-TO-COAST STORES (Cont'd)			OAST-TO-COAST STORES (Cont'd)	
	CENTRAL ORGANIZATION, INC.			ENTRAL ORGANIZATION, INC.	
			· · · · · · · · · · · · · · · · · · ·		
11C67, See SENTINE		0.10	022-F, See SENTINEL		
Model 76A 14AC, See SENTINEL	9-17	9-19	Model 220 031BCE, See SENTINEL	12-20	12-21
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19A66, See SENTINE	L .		Model 130B	10-51	10-52
Model 19A	8-7		031BT, See SENTINEL		• .
19A102, See SENTIN			Model 130B	10-51	10-52
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30A, See SENTINEL		The state of the s	100AC, See SENTINEL		
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36L73, See SENTINE Model 36L	8-12		122-CE, See SENTINEL Model 221	12-22	12-24
36L102, See SENTIN			122-T, See SENTINEL	12-22	12-24
Model 36L	8-12		Model 221	12-22	12-24
37B91, See SENTINE		•	142-C, See SENTINEL		•
Model 37B	8-13		Model 241	12-35	12-36
37BT, See SENTINEL			142-T, See SENTINEL	10.25	10.00
Model 37B 38B92, See SENTINE	8-13		Model 241 142-W, See SENTINEL	12-35	12-36
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38B102, See SENTIN			172-C, See SENTINEL		
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46AC, See SENTINEL	3-21.10	, ,	212-I, See SENTINEL	12-1	12-2
Model 46A	9-9,10	9-11	Model 212	12-1	12-2
46ACE, See SENTINE			212-T, See SENTINEL		
Model 46A	9-9,10	9-11	Model 212	12-1	12-2
46AT, See SENTINEL	9-9,10	9-11	212-W, See SENTINEL	10.1	10.0
Model 46A 46ATE, See SENTINE		9-11	Model 212 262-P, See SENTINEL	12-1	12-2
Model 46A	9-9,10	9-11	Model 262	13-23	13-24
47A112, See SENTIN			302ULT, See SENTINEL		
Model 47A	7-2	7-4	Model 203UL	11-49	11-50
47ACE, See SENTINE			341LC, See SENTINEL		
Model 47A	7-2	7-4	Model 143L	10-46	10.64
48A107, See SENTINI Model 48A	8-17		341LT, See SENTINEL	10-63	10-64
50B93, See SENTINEL			Model 143L	10-46	
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Model 52A 52ATE, See SENTINEL	8-21		Model 204A	11-51	11-52
Model 52A	8-21		412-Q, See SENTINEL Model 214	12-2	
60BT, See SENTINEL	,			12-5	
Model 60B	8-25			12-14	
63BC, See SENTINEL			412-W, See SENTINEL		
Model 63B	8-26		Model 214	12-2	
63BT, See SENTINEL Model 63B	8-26			12-5	
66BCE, See SENTINEL			421ACE, See SENTINEL	12-14	
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	9-6		421AT, See SENTINEL		
67LC, See SENTINEL			Model 124A	10-43	10-44
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68BT, See SENTINEL			Model 144X	10-31	
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COAST CORONET

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MODEL	FROM	THROUGH	MODEL FROM	THROUGH
	COAST-TO-COAST STORES (Cont'd)		COAST-TO-COAST STORES (Cont'd)	
	CENTRAL ORGANIZATION, INC.		CENTRAL ORGANIZATION, INC.	
_				
502BL, See SENTINEL			861BC, See SENTINEL	
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521ACE, See SENTINEL			861BT, See SENTINEL	
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521ATE, See SENTINEL			862-T, See SENTINEL	
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591UTW, See SENTINEL			932-C, See SENTINEL	
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591UTWD, See SENTINE			12-22	
Model 195UL	11-33	11-34	12-33	12-34
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622-W, See SENTINEL		77 7	12-22	
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671BC, See SENTINEL	11-11	11-12	Model 269C 15-1	15-5
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671BT, See SENTINEL		11-12	Model 269F 15-1	15-5
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681BC, See SENTINEL	11.01	11.00	962-T, See SENTINEL Model 269T 15-1	15-5
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701ACE, See SENTINEL	30.80	-0.06	981LT, See SENTINEL Model 189L 11-23	11-24
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790, Series B, etc. 19-5	19-8	21N2, Panamuse	18-17	18-44
795, F-M Tuner 19-9	19-11	21P4, Capehart	19-10	19-18
830 20-4	20-6	24N4, Capehart	19-10	19-18
845 20-7	20-9	24P4, Capehart	19-10	19-18
855 20-10	20-12	25N2, 26N2, Panamuse	18-17	18-44
1001 17-25	17-27	26N4, Capehart	19-10	19-18
1005 19-12	19-14	29P4, 30P4, Capehart	19-10	19-18
		31N4, Capehart	19-10	19-18
FARNSWORTH TELEV. & RADIO CORP.		31P4, Capehart	19-10	19-18
(CAPEHART)		32P9, 33P9, 34P10, 35P7	19-19	19-33
		100N Series, Capehart	18-16	18-44
AC-55, Ch. C2-3 C18-3		114N4, Capehart	19-10	19-18
ACL55, ACL56, AKL58, AKL59 C18-3		116N4, Capehart	19-10	19-18

FARNSWORTH GAMBLE

GAMBLE					
MODEL	FROM	THROUGH	MODEL	FROM	THROUGH
FAMISWURTH TELEV	. & RADIO CORP. (Cont. d)	THE FIRESTONE TI	RE & RUBBER CO.	(Cont'd)
116P4, Capehart	19-10	19-18	4-A-30	10 00 00	10.01
118P4, Capehart	19-10	19-18		18-27,28	18-31
			4-A-37	17-17	17-21
400M Series, Capehart	19-34	19-54	4-A-39	20-3	20-8
400N Series, Capehart	18-16	18-44	4-A-40	20-9	20-12
FEDERAL REC	YORDER CO		4-A-41	17-7	
DIV. C.G. C				17-10	17-11
Div. C.u. C	Zhui, LID.		4-A-42, Georgian	17-22	17-29
Little Pro	20-8	20-9	4-A-60	19-2	19-15
PR-12	20-1	20-7	4-A-61, The Cameo	18-32	18-33
12LP, Little Pro	20-8	20-9	4-A-62, The Marlborough;		
12LP, Revised	20-10	20-16	4-A-63, The Metropolitan	18-34	18-40
101	20-17	20-19	4-A-64, 4-A-65	19-16	19-23
106	20-27	20-28	4-A-67	19-24	19-26
111, 116	20-20	20-21	4-A-68. The Journal	19-27	19-29
118, 119	20-22	20-24	4-A-69, The Sunrise	19-30	19-32
201	20-25	20-26	4-B-6	17-30	17-34
211	20-23	20-28	4-B-31, The Roamer	19-33	19-37
301			4-C-3	19-38	19-40
	20-29	20-30	4-C-13	19-41	19-43
306, 311	20-31	20-32	7379-1	16-3	
401, 402, 403, 404, 405,			7383-4		16-5
406, 407	20-33	20-35		16-6	16-8
מיי זו מערושם	E BARTO CORR	* .	7384-2 7306-1	17-35	17-36
FEDERAL TEL. 8			7396-1	16-9	16-11
1021	16-5	16-8	7402-4	C18-3	,-
	C20-3	•••	7402-6, Rosmer	16-8	
1024TB	17-1	17-3	7400 1 D :::	16-12	16-13
	C20-3		7403-1, Brilliantone	16-11	
1025TB	16-1	16-4		16-14	
1027	16-1	16-4	7405-2	17-37	17-38
	C19-1		7405-3	16-3	16-5
1028TB, 1029	17-1	17-3	7405-4	17-37	17-38
	C20-3		7406-1	16-3	16-5
1030T	16-5	16-8	7423-5	C18-3	
1031, 1032	16-5	16-8	7423-6	C17-2	·
	C20-3				
1034	17-1	17-3	FM SPECIALT	TIES, INC.	
	C19-1		Fidelotuner	17-1	17-4
1035	16-1	16-4	1 Idelotanet		
	C19-1	. 10-4	Fidelotuner, Revised	C18-3	10.0
1040TB	17-4	17-6	ridetotuner, Nevised	18-1	18-2
1540	16-5	16-8	FONOTALK	CORP.	
1040	10-0	10-0	-		
· ·	C90. 2				
1540T	C20-3	16-8	500BI, 500BW	Misc. 18-5	
1540T 6001 PO	16-5	16-8			
6001 PO	16-5 19-1		FORD MOT	OR .CO.	.
	16-5 19-1	16-8	FORD MOT See ZENITH R	OR CO. ADIO CORP.	.
6001 PO FERGUSON RA	16-5 19-1 DIO CORP.	16-8	FORD MOT See ZENITH R GAMBLE-SKO	OR CO. ADIO CORP. GMO, INC.	
6001 PO FERGUSON RA 5X47	16-5 19-1 DIO CORP. Misc.16-5	16-8	FORD MOT See ZENITH R	OR CO. ADIO CORP. GMO, INC.	
6001 PO FERGUSON RA 5X47	16-5 19-1 DIO CORP.	16-8	FORD MOT See ZENITH R GAMBLE-SKO	OR CO. ADIO CORP. GMO, INC.	18-3
6001 PO FERGUSON RA 5X47	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5	16-8	FORD MOT See ZENITH R GAMBLE-SKO (CORON	OR CO. ADIO CORP. GMO, INC. (ADO)	18-3 17-7
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series	OR CO. ADIO CORP. GMO, INC. (ADO)	
6001 PO FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKO (CORON 7P Series 43-5005 43-5006	OR CO. ADIO CORP. GMO, INC. IADO) 18-1 17-1 19-1	17-7 19-4
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8	17-7 19-4 17-10
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKO (CORON 7P Series 43-5005 43-5006	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4	17-7 19-4 17-10 18-7
6001 PO FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B TA61B	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOO (CORON 7P Series 43-5005 43-5006 43-6301 43-6321	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8	17-7 19-4 17-10
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C61B T61B T61B TA61B THE FIRESTONE TIR	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3	17-7 19-4 17-10 18-7 20-2 20-4
6001 PO FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B TA61B	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927	OR CO. ADIO CORP. GMO, INC. INC. IP-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5	17-7 19-4 17-10 18-7 20-2 20-4 19-10
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C61B T61B T61B TA61B THE FIRESTONE TIR	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKO (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11	17-7 19-4 17-10 18-7 20-2 20-4 19-10
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF)	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CF	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO.	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKO (CORON 7P Series 43-5005 43-5006 43-6301 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF)	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKO (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B	OR CO. ADIO CORP. GMO, INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH Brilliantone Diplomat Georgian The Journal	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B 43-7602 43-7603, 43-7604 43-7651, 43-7652	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17 19-23	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH Brilliantone Diplomat Georgian The Journal The Marlborough	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. MIEF) 16-11 16-14 17-7 17-22 19-27 18-34	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKO (CORON) 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6921 43-6951 43-7601, 43-7601A, 43-7601B 43-7602 43-7603, 43-7604 43-7651, 43-7652 43-7660	OR CO. ADIO CORP. GMO, INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 CI7-3 16-1 19-17 19-13 18-8	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C61B T61B T61B TA61B THE FIRESTONE TIR (AIR CH Brilliantone Diplomat Georgian The Journal The Marlborough Mercury	16-5 19-1 DIO CORP. Misc.16-5 Misc.16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27 18-34 17-5	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON) 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6951 43-7601, 43-7601A, 43-7601B 43-7602 43-7603, 43-7604 43-7651, 43-7652 43-76608	OR CO. ADIO CORP. GMO. INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17 19-23 18-8 20-5	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14 20-9
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C61B T61B T61B TA61B THE FIRESTONE TIR (AIR CF Brilliantone Diplomat Georgian The Journal The Marlborough Mercury The Metropolitan	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27 18-34 17-5 18-34	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B 43-7602 43-7603, 43-7604 43-7651, 43-7652 43-76608 43-76508 43-7851	OR CO. ADIO CORP. GMO, INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 CI7-3 16-1 19-17 19-13 18-8	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH Brilliantone Diplomat Georgian The Journal The Marlborough Mercury The Metropolitan The Narrator	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27 18-34 17-5 18-34 18-7	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5006 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B 43-7601, 43-7604 43-7650, 43-7652 43-7660 43-76508 43-76508 43-7851 43-8130A,	OR CO. ADIO CORP. GMO, INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17 19-23 18-8 20-5 19-30	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14 20-9 19-35
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C81B T61B T61B TA61B THE FIRESTONE TIR (AIR CH Brilliantone Diplomat Georgian The Journal The Marlborough Mercury The Metropolitan The Narrator The Nerrator The Nersacaster	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27 18-34 17-5 18-34 18-7 18-24	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6951 43-7601, 43-7601A, 43-7601B 43-7602 43-7603, 43-7604 43-7651, 43-7652 43-76608 43-7651 43-76508 43-7851 43-8130B, 43-8131A, 43-8131B	OR CO. ADIO CORP. GMO. INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17 19-23 18-8 20-5 19-30	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14 20-9 19-35
FERGUSON RA 5X47 7X47 FERRAR RADIO & TE C61B T61B T61B TA61B THE FIRESTONE TIF (AIR CF Brilliantone Diplomat Georgian The Journal The Marlborough Mercury The Metropolitan The Narrator The Newscaster Reporter	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27 18-34 17-5 18-34 18-7 18-24 17-12	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON) 7P Series 43-5005 43-5006 43-6301 43-6321 43-6485 43-6730 43-6951 43-7601, 43-7601B 43-7601, 43-7601B 43-7602 43-7603, 43-7652 43-7660B 43-7851 43-8130B, 43-8131A, 43-8131B 43-8160	OR CO. ADIO CORP. GMO, INC. (ADO) 18-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17 19-23 18-8 20-5 19-30 19-36 16-7	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14 20-9 19-35
FERGUSON RA SX47 7X47 FERRAR RADIO & TE C81B T61B TA61B THE FIRESTONE TIR (AIR CH Brilliantone Diplomat Georgian The Journal The Marlborough Mercury The Metropolitan The Newscaster Reporter The Sunrise	16-5 19-1 DIO CORP. Misc. 16-5 Misc. 16-5 ELEVISION CORP. 17-1 17-5 17-8 RE & RUBBER CO. HIEF) 16-11 16-14 17-7 17-22 19-27 18-34 17-5 18-34 18-7 18-24 17-12 19-30	16-8 19-2	FORD MOT See ZENITH R GAMBLE-SKOM (CORON 7P Series 43-5005 43-5006 43-6301 43-6301 43-6321 43-6485 43-6730 43-6927 43-6951 43-7601, 43-7601A, 43-7601B 43-7602 43-7603, 43-7604 43-7651, 43-7652 43-7660 43-7651, 43-7652 43-7660 43-7651 43-8130B, 43-8131A, 43-8131B 43-8160 43-8177, 43-8178, 43-8179	OR CO. ADIO CORP. GMO, INC. IR-1 17-1 19-1 17-8 18-4 20-1 20-3 19-5 19-11 16-1 C17-3 16-1 19-17 19-23 18-8 20-5 19-30	17-7 19-4 17-10 18-7 20-2 20-4 19-10 19-16 16-5 16-6 19-22 19-29 18-14 20-9 19-35
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GAMBLE GEN. TEL.

		and the second of the		GET	W. IEL.
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94RA1-43-6945A	20-10	20-13		C20-4	
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94RA2-43-9195A	20-43	20-44		C19-2	
94RA31-43-8115A, 94RA31-43-8115B,				C20-5	
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94RA33-43-8130C, 94RA33-43-8131C	20-52	20-53		C18-3 C20-5	
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			230, Kaiser-Frazer	18-26	18-28
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5Al, The Ensign	16-1	16-2	064	C20-5	14-5
5A2 - Y	17-6		254	16-3 C18-3	16-5
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GEN. TEL. HOWARD

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		530, Ch. 137	20-1	20-6
THE HALLICRAFTERS CO.		HOWARD F	ADIO CO.	
Sky Courier 19-1	19-5	FM-718	17 - 20	17-21,22
Skyranger 16-20 Skyrider Panoramic 17-1	16-28 17-5	M901-A	16-1	11-21,22
C18-3	C18-4	472-AC, 472-AF	17-4	17-10
Super Skyrider 16-3,4	16-16	472-C, 472-F	17-1	17-7
CA-2 18-1	18-5	474 481 - A	17-11 19-1	17-14
EC-1B, Echophone 16-1 EC-306 18-6	16-2 18-9	481-A 481-B, 481-C, 481-M	18-1	18-6
10*0	10-7			

HOWARD MAGNAVOX

					MAGNAYUX
MODEL	FROM	THROUGH	MODEL	FROM	THROUGH
		. 512		AYETTE	
nomanu na	DIO CO. (Cont'd)			IRE TELEVISION	
482, 482-A	19-2	19-7		•	
718, Series X	17-15	17-19		A MFG. CO. AMCO)	
718-FM-5-6	17-23	17-28	(M		_
901-A	16-1 C17-4		3000	18-1	18-3
901-AP-A	16-2		i.	AMCO	
902-A	18-7	18-8		GNA MFG. CO.	
906	16-3	16-4			
906-C	16-4	16-6	LAUREHK RA	DIO MFG, CO.	
906-S	17-29	17-33	L-52	Misc.16-6	
906-SB	18-9 17-34	18-11 17-37	I DANDED ELE	OTTO NITCE CODD	
909-M 909-MR	C18-4	*** .	LEANDER ELEC	CTRONICS_CORP.	* 1 T
			7 0 7	17-1	17-3
HUDSON MOTO			. T.FAP	, INC.	
See ZENITH F	ADIO WAP.				
INTERNATIONAL	DETROLA CORP.		565, 565BL, 566, 567, 568	16-1	16-3
(DETR			662, 663, 665	16-4 Misc.18-7	16-6
			667PC 861-PC, 1281-PC	19-1	19-5
339, 340, 340-1	C18-4 16-1	16-4	6610, 6610PC, 6611, 6611PC,		
582 626, with loctal tubes	17-1		6612, 6612PC, Early and		
626, with ministure tubes	17-2		Late Production	17-1	17-6
626, with octal tubes	17-3		6614, 6615, 6616	16-7	
2744	C18-4		6617PC	16-5	116-6
7156	17-4	17-6	6610	16-8 16-4	16-6
7270	16-3	16-6	6618 6619	16-7	
7001	16-5 17-7	16-6 17-12			Lab of Day
7901		**	LINCOLN, LINCOLN-CONTI		-MERCURY,
INTERSTATE HOME	EQUIPMENT CORP.			<u>N-ZEPHYR</u> I RADIO CORP.	
68F	Misc.18-6				
				LN RADIO	
INTERSTATE STORE (PLYMO		•	See CONCOR	D RADIO CORP.	
(PLIMC	JOIN)		LYTLE	& CANON	
501	20-1	20-2	CALIFORNIA CALIFORNIA CAMOR CAMOR	20-1	20-9
503	20-3	20-4	6A47WT, 6A47WTR, 6AWC2, 6AWC3	20-1	. 40 /
JEWEL RAD	IO CORP.		MAG	IC TONE	CORD
Pixie	19-3	19-4	See RADIO DEVELOPM	IENI & RESEARCH	WAP.
Trixie	19-5	19-7	MAGNA ELE	CTRONICS CO.	
300	19-1	19-2		Misc. 17-7	
304, Pixie	19-3	19-4	M300-6, M400-6	W12C. 11-1	
500	18-1	18-4	THE MAC	NAVOX CO.	
505, Clock Radio	18-5	18-7	Playfellow	20-1	20-4
801, Trixie	19-5 19-8	19-7 19-9	AMP-101A	17-1	17-2
814 910	20-1	***	AMP-101C	17-1	17-2
920A	20-2			C20-5	
921, 935, 936	20-3	20-4	AMP-108	17-3,4	17-6 18-3
949	20-5		AMP-109 AMP-109B, AMP-109C, AMP-109D	18-1,2 18-1,2	18-3
955	20-6		AMP-109D, AMP-109C, AMP-109D	C20-6	•••
964	20-7 20-8		AMP-110	17-7,8	17-10
970 980	20-9		AMP-111	18-4	18-7
· · · · · · · · · · · · · · · · · · ·			AMP-111D, AMP-111E	18-4	18-7
KAISER-			AMD 116	C29-5	19-25
See GENERAL F	ELECITIC W.		AMP-116 CR-190	19-23,24 C17-4	19-25
THE KAPP	LER CO.	•	CR-190 CR-197, CR-197A, CR-197B,	O21 4	
			CR-197C, CR-197D, CR-197E	16-1,2	16-7
102T, Tuner	19-1	19-3		C20-6	•••
_KARA	DIO		CR-198, CR-198A, CR-198B,		
See ECKSTEIN RADIO	& TELEVISION CO.		CR-198C, CR-198D, CR-198E,	16-5	16-11
	*		CR-198F, CR-198H, CR-198J	C20-6	10-11
KARC	OLA	•	CR-199	16-12	16-16
See RADIO & TELEVI	SION PRODUCTS CO.		CR-200 Series	18 - 8	18-15
KERNWOOD RA	ADTO CORP.		CR-202, CR-202A, CR-202B,	4	20.00.04
KEIMWOOD IV			CR-202C, CR-202D	18-16	18-25,26
5-Tube, AC-DC	Misc.19-12		CB 2024 CB-202B	C20-6 17-11,12	17-17
KETAY MFC	G CORP		CR-203A, CR-203B CR-204 Series	18-27,28	18-37
·			CR-206	19-1,2	19-7
RP507T	Misc.15-8		CR-207A, CR-207B,		
	C20-5		CR-207C, CR-207D	17-13	12.04
KNIC				17-18	17-24
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W TO VALOTOR	CO INC		CR-208C	17-13	17-25,26
W.T. KNOTT	WELL)		. 04-2000	C20-7	
	2.4		CR-209A, CR-209B, CR-209C,		
205	Misc.17-6		CR-209D, CR-209E	19-8	19-15
KRAFT MFG. & DI	ISTRIBUTING CO.		CR-210A, CR-210B, CR-210C	19-16 20-1	19-21,22 20-4
, ;			CR-215, Ch.	20-1 20-5	20-13
Puppytune	Misc.19-13	•••	CR-216	20-0	

MAGNAVOX MIDWEST

MIDWEST				
MODEL	FROM	THROUGH	MODEL FROM	THROUGH
THE	MAGNAVOX CO. (Cont'd)			HINOOUN
	intervitor co. (cont u)		JOHN MECK IND., INC. (Cont'd)	
CR- 217	20-14	20-25,26	DA-601, DB-602, Ch. 4D7 19-5	
CR-223	20-27,28	20-35	C20-7	
CR-229	20-36	20-43,44	DE-640, DF-641 18-1	18-2
CR-231	20-45,46	20-57	EC-720, ED-721, Ch. 5A9 20-1	
CR-233	20-58	20-66	EF-730, EG-731 20-2	
130, Playfellow, Ch. CR-215	20.1		EV-760 20-1	'
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MAGUI RE	INDUSTRIES, INC.		4D7, Ch. 19-5	•
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6X	Misc. 18-8		4F8 20-1	
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	TO G TEEBVIBION COIG.			
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5AK711, Ch. 5B01A	17-1	17-2	5B5 19-3 5C5, 5D7-W18 19-4	
5AK731, 5AK780, Ch. 5B05A	17-3	17-4	5G8 18-4	•••
5AK781	17-3	17-4	5H8 18-4	
55000	C19-4		6B8 19-5	
SB01A, Ch.	17-1	17-2	D-0	
5B05A, Ch.	17-3	17-4	MEISSNER MFG. DIV.	
6B02D, Ch.	18-1	18-2	MAGUIRE INDUSTRIES, INC.	
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6C14D, Ch.	18-3	18 - 4	5A 17-9	
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6FM769, Ch. 6C14D	18-1	18-2	6D C17-4	
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6FM773, Ch. 6B11D	18-3	18-4	8C 17-1	17-4
6FM783, Ch. 6C14D	18-3	18-4	8C, 8CK, Revised 20-2	20-6
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7C13D, Ch.	20-1	20-4	10-1193 18-9	
7C432, 7C447, Ch. 4706, 470		16-4	10-1199 18-10	18-12
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7FM877, 7FM888, Ch. 7C11D	20-5	20-8	574 17-9	
7JK777R, Ch. 4708R	17-5	17-6	661 17-10	
7P420, Ch. 4705	18-5	18-7	2961 19-7,8	19-21
7YR752, Ch. 7B04A	17-7	17-10	MERCANTILE STORES CO., INC. (N.Y.)	
8B06D, Ch.	17 - 11, 12	17-16	(CROMWELL)	
8B07D, Ch.	17-17,18	17 -22	(GROWHELL)	
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8C07D, Ch.	20-9	20-13	1020 20-3	20-4
8FM744, Ch. 8B06D	17-11,12	17-16	Nabotini, or b	
8FM776, Ch. 8B07D	17-17,18	17-22	MERCURY CAR	
8FM783, Ch. 8B07D	17-17,18	17-22	See ZENITH RADIO CORP.	
≥8FM889, Ch. 8C07D	C18-4		MICRO-ELECTRONIC PRODUCTS, INC.	
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10FM891, Ch. 10C23E	20-14	20-18	JC-12, Ch. 20-1	20-3
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12C20E, Ch.	17-27,28	17-33	LB-16, Ch. 19-4 LC-12, Ch. 19-1	19-6
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12FM779, Ch. 12B26E	17-27,28	17-33	R-16, Ch. RGT-16 18-7	18-6 18-12
12FM782, Ch. 12C20E	17-27,28	17-33	RB-12, Ch. LC-12 19-1	19-3
12FM905 Ch 19C000	C19-4	00.00	RB-16, Ch. LB-16 19-4	19-6
12FM895, Ch. 12C22E	20-19	20-23	RC-12, Ch. JC-12 20-1	20-3
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	F. GOODRICH CO.	**	RT-16, Ch. RGT-16 18-7	18-12
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McMURDO S	ILVER CO., INC.	•	S-8 17-4	17-6
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802	20-4	20-6	SC-12, Ch. LC-12 19-1 SC-16, Ch. LB-16 19-4	19-3
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	CK IND., INC.		20.44	16-4
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MIDWEST MONT-WARD

	MODEL	FROM	THROUGH	MODEL	FROM RY WARD (Cont'd)	THROUGH
	MIDWEST RADIO CO)RP. (Cont.d)			HI WALL (CONT L)	
	D1-12, GM 12	16-1	16-4	74BR-2708A, 74BR-2708B,	18-15	18-22
	01-10, 0 201 20	16-4	16-12 17-6	74BR-2708C 74BR-2710A	18-5,6	18-7,8
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	120, 12011,	16-4	16-12 18-12	74WG-1050B	C18-4	
٠.	010, 0 1.01 10	18-7 19-4	19-6	74WG-1050D	15-75	15-77
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				74WG-1052B	16-5	16-7
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	W702	18-1	18-3	74WG-1056A	C18-6	
,		19-1	19-2	74WG-1057A	17-50	17-52
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	Lullaby Bed Lamp Radio Misc.	18-9		74WG-1804C	C17-4	
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		C17-5		84BR-1065A	18-35 18-38	18-37 18-40
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95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 Cl8-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-7	19-107 19-129 19-129 20-109 16-36 18-91 19-132	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-1 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 17-9, 10 C19-4 RE-242, Ch. 19-13 RE-244, Ch. 18-6 RE-244, Ch. 19-4	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7	19-107 19-129 19-129 20-109 16-36 18-91 19-132	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 19-1 RE-237, Ch. 19-1 RE-244, Ch. 19-13 RE-244, Ch. 18-6 RE-244, Ch. 19-4 RE-244, Ch. 18-4	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 Cl8-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16	19-107 19-129 19-129 20-109 16-36 18-91 19-132	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-1 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-234, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-4 RE-244, Ch. 19-4 RE-248, Ch. 18-4 RE-251, Ch. 19-7	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 18-6
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16	19-107 19-129 19-129 20-109 16-36 18-91 19-132	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-1 RE-228, Ch. 17-5 RE-231, Ch. 16-1 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 17-9, 10 C19-4 RE-242, Ch. 19-13 RE-242, Ch. 19-13 RE-242, Ch. 19-14 RE-242, Ch. 19-15 RE-243, Ch. 19-17 RE-245, Ch. 19-17 RE-245, Ch. 19-18 RE-245, Ch. 19-4 RE-246, Ch. 19-4 RE-247, Ch. 19-4 RE-248, Ch. 19-4 RE-251, Ch. 19-7 RE-252, Ch., Revised 20-1	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33	19-107 19-129 19-129 20-109 16-36 18-91 19-132	RE-204, Ch. C17-6 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-242, Ch. 19-1 RE-244, Ch. 19-1 RE-244, Ch. 19-4 RE-244, Ch. 19-4 RE-245, Ch. 19-4 RE-251, Ch. 19-7 RE-251, Ch. 19-7 RE-251, Ch. 19-7 RE-253, Ch. 18-4 RE-253, Ch. 18-4 RE-253, Ch. 18-4 RE-253, Ch. 18-8	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-35	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-237, Ch. 19-1 RE-242, Ch. 19-13 RE-244, Ch. 19-13 RE-245, Ch. 18-6 RE-244, Ch. 19-4 RE-248, Ch. 18-4 RE-251, Ch. 18-4 RE-252, Ch., Revised 20-1 RE-253, Ch. RE-255, RE-256, Ch. 19-4	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 18-6 19-8 20-4 18-12
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-33 16-35 18-90	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-1 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 17-9, 10 C19-4 RE-242, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-14 RE-245, Ch. 19-4 RE-251, Ch. 19-7 RE-252, Ch., Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-259, Ch. 19-4	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 Cl8-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-35 18-90 18-92	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36	RE-204, Ch. C17-6 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-229, Ch. 17-5 RE-231, Ch. 17-5 RE-231, Ch. 16-1 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-237, Ch. 19-1 RE-242, Ch. 19-1 RE-244, Ch. 19-1 RE-245, Ch. 19-4 RE-245, Ch. 19-4 RE-246, Ch. 19-4 RE-251, Ch. 19-4 RE-251, Ch. 19-4 RE-251, Ch. 19-4 RE-252, Ch., Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-259, Ch. 19-4 RE-250, Ch. 19-4 RE-260, Ch. 20-14	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 19-6 20-16
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-16 16-30 16-33 16-35 18-90 18-92 20-110	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-242, Ch. 19-13 RE-242, Ch. 19-13 RE-243, Ch. 18-6 RE-244, Ch. 19-13 RE-245, Ch. 19-4 RE-246, Ch. 19-4 RE-251, Ch. 19-4 RE-252, Ch., Revised 20-1 RE-253, Ch. Revised 20-1 RE-254, RE-255, RE-256, Ch. 19-4 RE-259, Ch. 19-4 RE-260, Ch. 19-4 RE-265, Ch. 19-4 RE-265, Ch. 19-4	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 20-16 19-11
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-33 16-35 18-90 18-92 20-110	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-209, Ch. 17-1 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-234, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-14 RE-244, Ch. 19-4 RE-251, Ch. 19-7 RE-252, Ch., Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-259, Ch. 19-4 RE-259, Ch. 19-4 RE-260, Ch. 19-4 RE-260, Ch. 19-4 RE-265, Ch. 19-9 RE-267, Ch. 20-14	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 20-16 19-11 20-10
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 Cl8-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-35 18-90 18-92 20-110 16-7 16-16	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112	RE-204, Ch. C17-6 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-237, Ch. 19-1 RE-242, Ch. 19-13 RE-242, Ch. 19-13 RE-243, Ch. 18-6 RE-244, Ch. 19-4 RE-244, Ch. 19-4 RE-251, Ch. 19-4 RE-251, Ch. 19-7 RE-252, Ch., Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-255, Ch. 19-4 RE-260, Ch. 20-14 RE-265, Ch. 19-9 RE-267, Ch. 20-7 RE-273, Ch. 20-11	16-4 20-18 17-18 17-18 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 19-6 20-16 19-11 20-10 20-13
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-16 16-30 16-33 16-35 18-90 18-92 20-110 16-7 16-16	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112	RE-204, Ch. C17-6 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-237, Ch. 19-1 RE-242, Ch. 19-13 RE-243, Ch. 18-6 RE-244, Ch. 19-13 RE-245, Ch. 19-4 RE-245, Ch. 19-4 RE-255, Ch. 19-4 RE-255, Ch. 19-4 RE-255, Ch. 19-7 RE-255, Ch. 19-7 RE-255, Ch. 19-4 RE-265, Ch. 19-9 RE-267, Ch. 20-11 RE-274, Ch. 20-5	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 20-16 19-11 20-10 20-13
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-35 18-90 18-92 20-110 16-7 16-16 16-31 16-33	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112 16-36	RE-204, Ch. C20-7 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-234, Ch. 19-1 RE-237, Ch. 19-1 RE-242, Ch. 19-13 RE-243, Ch. 19-13 RE-244, Ch. 19-4 RE-244, Ch. 19-4 RE-245, Ch. 19-7 RE-252, Ch., Revised 20-1 RE-252, Ch., Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-259, Ch. 19-4 RE-259, Ch. 19-4 RE-259, Ch. 20-14 RE-256, Ch. 20-14 RE-260, Ch. 20-14 RE-267, Ch. 20-7 RE-273, Ch. 20-7 RE-273, Ch. 20-7 RE-274, Ch. 20-5 140P, Ch. RE-209	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 18-6 19-8 20-4 18-12 19-6 20-16 19-11 20-10 20-13 20-6 17-4
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-33 16-35 18-90 18-92 20-110 16-7 16-16 16-31 16-33 18-90	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112 16-36	RE-204, Ch. C17-6 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-209, Ch. 17-1 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-234, Ch. 19-1 RE-237, Ch. 19-1 RE-242, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-4 RE-244, Ch. 19-4 RE-251, Ch. 19-7 RE-252, Ch., Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-259, Ch. 19-4 RE-260, Ch. 19-4 RE-260, Ch. 19-4 RE-267, Ch. 20-14 RE-267, Ch. 20-17 RE-273, Ch. 19-9 RE-267, Ch. 20-7 RE-273, Ch. 20-11 RE-274, Ch. 20-7 RE-274, Ch. 20-7 RE-274, Ch. 20-7 RE-274, Ch. 20-11 RE-274, Ch. 20-7 RE-274, Ch. 20-11 RE-274, Ch. 20-11 RE-274, Ch. 20-11 RE-274, Ch. 20-11 RE-275, Ch. RE-209 17-1 150TC, 151TC, Ch. RE-228	16-4 20-18 17-18 17-18 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 19-6 20-16 19-11 20-10 20-13 20-6 17-4
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-16 16-30 16-33 16-35 18-90 18-92 20-110 16-7 16-16 16-31 16-33 18-90 18-90 18-95	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112 16-36	RE-204, Ch. RE-206-1, Ch. RE-206-2, Ch. RE-206-2, Ch. RE-208, Ch. RE-228, Ch. RE-231, Ch. RE-231, Ch. RE-232, Ch. RE-233, Ch. RE-237, Ch. RE-242, Ch. RE-242, Ch. RE-243, Ch. RE-254, Ch. RE-245, Ch. RE-245, Ch. RE-246, Ch. RE-247, Ch. RE-248, Ch. RE-248, Ch. RE-249, Ch. RE-249, Ch. RE-251, Ch. RE-251, Ch. RE-251, Ch. RE-252, Ch., Revised RE-253, Ch. RE-254, RE-255, RE-256, Ch. RE-254, RE-255, Ch. RE-255, Ch. RE-256, Ch. RE-267, Ch. RE-267, Ch. RE-273, Ch. RE-274, Ch. RE-274, Ch. RE-275, Ch. RE-275, Ch. RE-275, Ch. RE-275, Ch. RE-275, Ch. RE-267, Ch. RE-275, Ch. RE-276, Ch. RE-27	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 19-8 20-4 18-12 19-6 20-16 19-11 20-10 20-13 20-6 17-4 17-8 18-3
95F31M, Ch. HS-39; 95F33, Ch. HS-38 E-33-T 107F31, 107F31B, Ch. HS-87 E-34-T 309 402 405	19-105 19-108 19-127 20-106 C18-5 16-7 16-16 16-29 16-33 16-35 18-89 19-130 15-9 15-77 16-7 16-16 16-30 16-35 18-90 18-92 20-110 16-7 16-16 16-31 16-33 18-90 18-92 20-110	19-107 19-129 19-129 20-109 16-36 18-91 19-132 16-36 18-94 20-112 16-36 18-97 20-115	RE-204, Ch. C17-6 RE-206-1, Ch. 20-17 RE-206-2, Ch. 17-16 RE-209, Ch. 17-16 RE-228, Ch. 17-5 RE-231, Ch. 16-1 C20-7 RE-232, Ch. 19-1 RE-233, Ch. 18-1 RE-237, Ch. 19-1 RE-237, Ch. 19-1 RE-243, Ch. 19-1 RE-244, Ch. 19-13 RE-244, Ch. 19-13 RE-244, Ch. 19-4 RE-245, Ch. 19-7 RE-255, Ch. 18-4 RE-255, Ch. 18-4 RE-255, Ch. 19-7 RE-252, Ch. Revised 20-1 RE-253, Ch. 18-8 RE-254, RE-255, RE-256, Ch. 19-4 RE-256, Ch. 19-4 RE-266, Ch. 20-14 RE-267, Ch. 20-7 RE-273, Ch. 20-7 RE-274, Ch. 20-7 RE-274, Ch. 20-7 RE-274, Ch. 20-5 140P, Ch. RE-209 17-1 150TC, 151TC, Ch. RE-228 17-5 155TC, 153TC, Ch. RE-233 18-1 160T, 161T, Ch. RE-233 18-1	16-4 20-18 17-18 17-4 17-8 16-4 19-3 18-3 17-15 19-14 18-7 19-6 18-6 18-6 19-8 20-4 18-12 19-6 20-16 19-11 20-10 20-13 20-6 17-4 17-8 18-3 19-3
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NOBLITT PHILCO

PHILCO					
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R C A RADIO WIRE

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1-422	20-1	8		REXEL MERCHANDISE CO.	
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	RAYMOND ROSEN & CO.	_			- ,
MT-12154	18-1	. 2	18-5	SR28FAM Misc. 20-7	
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SEARS

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SEARS SILVERTONE

					SILVE	RTONE
MODEL		THOM	THROUGH	MODEL	FROM	THROUGH
HODEL	The state of the s		111100011			micoun
	SEARS, ROEBUCK &	CO. (Cont. a)		SEA	RS, ROEBUCK & CO. (Cont'd)	
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	1	7-15		9270, Ch. 547.245	20-73	20-75
7216, Ch. 101 184;	2	0-20	20-27			
Moto-Matic Tuner		0-6	20-19	THE S	SEIBERLING RUBBER CO.	
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Moto-Matic Tuner		0-6	20-19	1A5	17-1	17-2
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8003, Ch. 132.818-1		8-52	18-53	1U-284GA	16-6	16-7
8005, Ch. 132.839		7-8	17-10	III gosb	16-19	16.12
8010, Ch. 132.840	1	9-26	19-28	1U-285P 1U-286	16-11 C18-12	16-13
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9073, Ch. 135.244	2	0-70	20-72	See :	SEARS, ROEBUCK & CO.	
				·	· ·	

SIMMONS STEWART

JIEWANI .	•	•				
MODEL	FROM	THROUGH	MODEL	•	FROM	THROUGH
SIMMONS	CO.		•	SPIEGEL		
· · · · · · · · · · · · · · · · · · ·				(AIRCASTLE)		
AB-1, Electronic Blanket	19-2	•••	on	•		
AC-1, Electronic Blanket	19-1		CB- 7553		19-1	19-2
AC-2, Electronic Blanker	19-2		G-516		19-3	19-4
SKYROV	ER		G-518		17-1	10.0
See BUTLER E			G-521 G-722		18-1 18-3	18-2 18-5
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	lisc. 20-8		5035		18-25	
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STEWART TELE-TONE

HODEL	FROM	TUROUCU	MODEL	FROM	THROUGH
MODEL STEWART, WARNER	FROM CORP. (Cont'd)	THROUGH		ARNER CORP. (Cont'd)	HINOUGH
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A61CR2LP, Code 9034-DLP; A61CR3,	,-u,		9034-GLLP, 9034-GM, 9034-GML1	ρ,	
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U. MOTORS WESTERN

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982399, Oldsmobile		16-8	16-10		WELLS-GARDNER & CO.	
982375, Oldsmobile, Above Serial 700C		20-32	20-35		(ARCADIA)	
982400, Oldsmobile		18-22	18-27	35A86-750	17-1	17-4
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984172, Pontiac		17-33	17-35	587, Ch. W-835	17-1	17-2
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984248, Pontiac 984249, Pontiac		18-31 19-65	18-35 19-70		(TRUETONE)	
984273, Pontiac		19-71	19-73	D696	C18-13	
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984570, Pontiac		20-42	20 - 47	D1180B	C17-8 18-1	18-2
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WESTERN ZENITH

ZEINITH					
MODEL	FROM	THROUGH	MODEL	FROM	THROUGH
	n .				
WESTE	RN AUTO SUPPLY CO. (Cont'd)	- .	WESTINGHOUS	E ELECTRIC CORP.	(Cont'd)
D3615	20-29	20-31	H-184	15-5	15-7
D3619	19-51	19-53		C19-9	***
D3630, D3630N	19-54	19-55	H-185	18-23	18-25
D3635	19-56	19-58		C19-9	
D3720	17 - 27	17-29	H-186, H-187	18-26	18-30
D3721	17-30	17 - 32		C19-8	
D3722	19-59	19-60		C20-15	•
D3809	20 - 32	20-34	H-188, Ch. V-2133	19-18	19-19
D3810	18-51	18 - 53	H-100, CHI 1-2133	C20-16	19-19
D3811	20-35	20-37	-H-190, H-191, H-191A,		
D3840	20-38	20-40	 Ch. V-2134	19-20	19-23
D3910	20-41	20-43	3.1. 1 2104	C20-16	17-20
D4620	20-48	20-53	H-195	18-23	18-25
D4630A, D4630B, D4630C,	. 20 20	20 00	11-120	C19-9	10-23
D4630D, D4630E, D4630F	18-54	18-68	H-198, Ch. V-2137-2	20-1	20-4
D4818	20-44	20-47	H-199, Ch. V-2137-1		
D4832A, D4832B	18-69	18-72		20-5	20-8
D4032A, D4032D		10-12	H-202, Ch. V-2128-2	19-24	19-28
D40404 D4040D	C20-15		II 000 OL II 0100	C20-16	
D4842A, D4842B	20 - 54	20-57	H-203, Ch. V-2137	19-29	19-32
WESTING	HOUSE ELECTRIC CORP.		H-204, Ch. V-2128-2;		
	DEBOTILE COLUT		H-204A, Ch. V-2128-4	19-24	19-28
H-104, H-104A	C17-9		X 2000 00 000	C20-16	
H-104B, Ch. V-2102-3	17 - 1	17-4	H-210, H-211, Ch. V-2144,		
H-104B, Ch. V-2102-5	17-4	17-8	V-2144-1	19-33	19-35
H-105, H-105A	C17-9			C20-16	
H-105B, Ch. V-2102-3	17-1	17-4	H-212, Ch. V-2137	19-29	19-32
H-105B, Ch. V-2102-5	17-4	17-8	H-214, H-214A, Ch. V-2103-3	20-9	20-11
	C17-9	11-0	H-300T5, H-301T5, Ch. V-2148	20-15	20-17
H-107, H-107A			H-302P5, Ch. V-2151-1	20-18	20-20
H-107B, Ch. V-2102-3	17-1	17-4	H-303P4, H-304P4, Ch. V-2153	20-13	20-14
H-107B, Ch. V-2102-5	17-4	17-8	V-2102-1, V-2102-2, Ch.	C18-13	20-14
H-108, H-108A	C17-9		V-2102-3, Ch.	17-1	17-4
H-108B, Ch. V-2102-3	17-1	17-4	V-2102-5, Ch.	17-4	
H-108B, Ch. V-2102-5	17-4	17-8	V-2102-3, Ch.		17-8
H-110, Ch. V-2102-1	C18-13			20-9	20-11
H-110A, Ch. V-2102-2	C18-13		V-2118, Ch.	18-6	18-11
H-110B, Ch. V-2102-3	17-1	17 - 4	V-2128-2, V-2128-4, Ch.	19-24	19-28
H-110B, Ch. V-2102-5	17-4	17-8		C20-16	
H-111, Ch. V-2102-1	C18-13		 V-2133, Ch.	19-18	19-19
H-111A, Ch. V-2102-2	C18-13			C20-16	
H-111B, Ch. V-2102-3	17-1	17-4	V-2134, Ch.	19-20	19-23
H-111B, Ch. V-2102-5	17-4	17-8		C20-16	
H-113, H-114, H-116,			V-2137, Ch.	19-29	19-32
H-117, H-119	16-1,2	16-7	V-2137-1, Ch.	20-5	20-8
H-122	15-5	15-7	V-2137-2, Ch.	20-1	20-4
	C17-9		V-2144, V-2144-1, Ch.	19-33	19-35
H-124	15-8	15-10		C20-16	
N-124		10-10	V-2148, Ch.	20-15	20-17
U 105 U 106 W 107	C19-8		V-2151-1, Ch.	20-18	20 - 20
H-125, H-126, H-127	15-8	15-10	V-2153, Ch.	20-12	20-14
	. C20-15		 WR-478	17-15	17-16
H-130	15-5	15-7			11-10
	C17-9		WILCOX-	GAY CORP.	
H-133	16-8		6A10, 6A20	17-1	
	16-10		6B10, 6B20, 6B30, 6B40, 6B42	15-4	
H-137, Ch. V-2102-1	C18-13		0510) 0220) 0500, 0510, 0512	C19-10	
H-137A, Ch. V-2102-2	C18-13		6B45B, 6B45M, 6B45W	17-2	
H-137B, Ch. V-2102-3	17-1	17-4	7042, 7044	19-1,2	•••
H-137B, Ch. V-2102-5	17 - 4	17 -8	7E40, 7E44		19-7
H-138, Ch. V-2102-1	C18-13			19-3,4	
H-138A, Ch. V-2102-2	C18-13		8J10	18-1	18-2
H-138B, Ch. V-2102-3	17 - 1	17-4		C19-9	C19-10
H-138B, Ch. V-2102-5	17-4	17-8	WI	LLY'S	
H-142	18-1	18-5		RADIO CORP.	
H-148	16-9	16-10	CCC EDITI		
H-153, H-155, H-156	15-5	15-7	WOO	LAROC .	
	C19-9			PETROLEUM CO.	
H-157	17-9	17-11			
H-161, Ch. V-2118	18-6	18-11	ZENITH R	ADIO CORP.	
H-163	18-1	18-5			
H-164	18-12		Auto Permiability Tuner	20-1	20-11
11-7U3		18-19	DB47, Hudson	18-11	18-12
	C19-9		DB-48, Hudson	20-24	20-31
W-166	C20 - 15	17.14	G500, Ch. 5G40	20-12	20-14
H-165	17-12	17-14	G510, Ch. 5G02	20-15	20-16
W 166 W 166 W 166	,C19-9		G511, Ch. 5G01	20-17	20-18
H-166, H-166A, H-167	18-12	18-19	G615, Ch. 6G05	20-19	20-20
	C19-9		G660, G663, G665, Ch. 6G01	20-90	20-92
	C20-15		4C54, Ch.	16-1	16-3
H-168, H-168A, H-168B,	* * * · ·		4E41, Ch.	17-1	17-2
Ch. V-2118	18-6	18-11	-	C20-17	•••
H-169	19-1	19-11	4F40, Ch.	20-21	20-23
H-171, H-171A, H-171C	15-5	15-7	4G800, Ch. 4E41	17-1	17-2
• • • • • • • • • • • • • • • • • • • •	C19-9			C20-17	11-2
H-172, H-175	18-1	18-5	4G903, Ch. 4F40	20-21	20-23
H-178	19-12	19-14	4K040, 4K040G, Ch. 4C54		
H-182	18-20	18-22		16-1	16-3
H-183, H-183A	19-15	19-17	5C01, 5C02, 5C04, Ch.	15-8	15-9
250, 11 2000	C20-15			C17-10	
and the second second second second second	020-10			C20-16	•••

ZENITH AERO-METAL

		•			ALI	O MILIAL
	MODEL	FROM	THROUGH	MODEL	FROM	THROUGH
	ZENITH	RADIO CORP. (Cont			DIO CORP. (Cont'	
		I IGDIO COIGI (COII	/ 9/		DIO COLU. (CONT.	<u> </u>
	5C40, 5C40Z, Ch.	16-4	•••	.6MN988, Nash	20-32	20-38
		16-6		6MW083, Ch. 6C83, Willy's	16-16	16-19
	5C40ZZ, Ch.	16-5	16-6	6R087Z, Ch. 6C22Z	17-12	
	5C50, Ch.	17-5	17-6		17-14	17-15
	5C51, Ch.	17 - 3	17-4	6R087ZZ, Ch. 6C22ZZ	17-13	17-15
	5C80, Ch., Crosley	16-7	16-9	6R080, Ch. 6E03	18-16	18-18
	5DO Series,			6R886, Ch. 6E02	17-16	17-17
	Ch. 5C01, 5C02, 5C04	15-8	15-9	* *	18-19	18-20
		C17-10		(D00 (7 O) (F00 7	C19-10	
	FROM OL FROM	C20-16	•••	6R886Z, Ch. 6E02Z	17-16	17-17
	5D810, Ch. 5E02	18-1	18-2	COCOLDED OL COLORE	C20-18	10.4
	5D811, Ch. 5F01	18-3	18-4	6S624BT, Ch. 6B16BT	19-3	19-4
	5E02, Ch.	18-1	18-2	6S624CT, Ch. 6B16CT	19-3	19-4
	5F01, Ch.	18-3	18-4	6S643AT, Ch. 6B16AT 6S643BT, Ch. 6B16BT	19-3	19-4
	5G01, Ch.	20-17	20-18	6S643CT, Ch. 6B16CT	19-3 19-3	19-4
	5G02, Ch.	20-15	20-16	6S659AT, Ch. 6B16AT	19-3	19-4 19-4
	5G003, Ch. 5C40;	:16.4		6S659BT, Ch. 6B16BT	19-3	19-4
	5G003Z, Ch. 5C40Z	16-4	••	7E01, Ch.	19-5.6	19-12
	5G003ZZ, Ch. 5C40ZZ	16-6 16-5	16-6	7E02, Ch.	18-21,22	18-25
		17-3	17-4	7E22, Ch.	18-33,34	18-36
	5G036, Ch. 5C51 5G40, Ch.	20-12	20-14	(222)	C19-10	* ***
•	5K037, Ch. 5C50	17-5	17-6	7F01, Ch.	20-43	20-46
	SMX080, Ch. 5C80, Crosley	16-7	16-9	7F02, Ch.	20-55	20-58
	5RO Series,	10-1	10-5	7F03, Ch.	20-39	20-42
	Ch. 5C01, 5C02, 5C04	15-8	15-9	7F04, Ch.	20-47	20-50
	an beer, beer, beer	C17-10	***	7F04Z, Ch.	20-51	20-54
		C20-16	•••	7H820, Ch. 7E01	19-5,6	19-12
	6B16AT, 6B16BT, 6B16CT, Ch.	19-3	19-4	7H822, Ch. 7E02	18-21,22	18-25
	6C01, Ch.	15-26		7H918, Ch. 7F03	20-39	20-42
	02027 0	C20-18		7H920, Ch. 7F01	20-43	20-46
	6C05, Ch.	15-2		7H921, Ch. 7F04	20-47	20-50
		15-28	15-29	7H921Z, Ch. 7F04Z	20-51	20-54
		C20-16	•••	7H922, Ch. 7F02	20-55	20-58
	6C06, Ch.	18-29	18-31,32	7ML780, Lincoln	18-26	18-28
	6C22Z, Ch.	17-12		7ML780E, Lincoln	19-13	19-25
		17-14	17-15	7ML781, Lincoln- Continental	18-26	18-28
	6C22ZZ, Ch.	17-13	17-15	7R070, Ch. 6C06	18-29	18-31,32
	6C40, Ch.	15-30	15-31	7R887, Ch. 7E22	18-33,34	18 - 36
		C17-8			C19-10	
		C20-18		8B03, Ch., Lincoln-Zephyr	16-20	16-24
	6C41, Ch.	16-10	16-12	8C01, Ch.	15-71	15-74
	6C50, Ch.	16-13	16-15		C17-10	
	6C83, Ch., Willy's	16-16	16-19		C20-17	
	6D0 Series	15-2		8C40, Ch.	15-63	15-70
		15-26			C20-18	
		15-28	15-29	8E20, Ch.	19-16	19-21
		C17-10		8E82, Ch., Lincoln	20-74	20-81
		C20-16		8E90, Ch., Lincoln-Mercury	20-82	20-89
		C20-18		8G005, 8G005YX, Ch. 8C40	15-63	15-70
	6D815, Ch. 6E05	18-5	18-6	Ollogo Allogy Cl. 2004	C20-18	15.04
	6E02, Ch.	17-16	17-17	8H023, 8H034, Ch. 8C01	15-71	15-74
		18-19	18-20		C17-10	
		C19-10		aunea ch araa	C20-17	10.01
	6E02Z, Ch.	17-16	17-17	8H832, Ch. 8E20	19-16	19-21
		C20-18	•••	8H861, Ch. 8E20	19-16	19-21
	6E03, Ch.	18-16	18-18	8MF880, Ford	20-59	20-66
	6E05, Ch.	18-5	18-6	8MF881, Ford	20-67	20-73
	6E40, Ch.	18-7,8	18-10	8MF980, Ford	20-59	20-66
	CROS CL	C20-17		8ML692, Ch. 8B03, Lincoln-Zephyr	16-20	16-24
	6E89, Ch.	20-24	20-31	8ML882, 8ML882Z, Ch. 8E82, Lincoln	20-74	20-81
	6G01, Ch.	20-90	20-92	8ML982, 8ML982Z, Ch. 8E82,	20-(4	20-01
•	6G001, 6G001YX, Ch. 6C40	15-30	15-31	Lincoln	20-74	20-81
		C17-8		8MM890, Ch. 8E90, Lincoln-Mercur		20-81
	GOODAY Ch GC41	C20-18		8MM990, Ch. 8E90, Lincoln-Mercur		20-89
	6G004Y, Ch. 6C41	16-10 20-10	16-12	9E21, Ch.	19-22	19-29,30
	6G05, Ch.	20-19	19-20	Sami, Care	C20-18	19-29,30
	6G038, Ch. 6C50	16-13 18-7 8	16-15	9F22, Ch.	19-31,32	19-35
	6G801, Ch. 6E40	18-7,8 C20-17	18-10	9H881, 9H882R, 9H885, 9H888R,		
	6MF780, Ford	17-7	17-9	Ch. 9E21	19-22	19-29,30
	6MH089, DB47, Hudson	18-11	18-12		C20-18	17 17,00
	6MH889, Ch. 6E89, DB-48,	10-11	10-14	9H984, 9H984LP, Ch. 9F22	19-31,32	19-35
	Hudson	20-24	20-31	11C21Z, Ch.	C18-13	
	6MN088, 6MN788, Nash	17-10	17-11	12H090, 12H091, 12H092,		
	6MN788E, Nash	19-1	19-2	12H093, 12H094, Ch. 11C21Z	C18-13	
	6MN790, Mercury	18-13	18-15	13D22, Ch.	19-36	19-46
		70 - 70		14H789, Ch. 13D22	19-36	19-46
			DECORD 4			
			RECORD	CHANGERS		
						
	ADMI	RAL CORP.		ADMIRAL	CORP. (Cont'd)	
	RC-161	RCD. CH. 17-1	BCD, CH. 17 - 4	RC-210 RC-211 RC-212 P	CD. CH. 20-1 R	CD CH 20-9
	RC-161A		RCD. CH. 17 - 6			CD.CH.20-8 CD.CH.20+20
	RC-170, RC-170A	RCD. CH. 17-7				
	RC-170, RC-170A RC-180, RC-181	RCD.CH.16-1 RCD.CH.18-1	RCD. CH. 16-7 RCD. CH. 18-9	RC-400 P		CD. CH. 20-29
	RC-182	RCD. CH. 18-10	RCD. CH. 18-12		DECEMBER	
	RC-195, RC-196, RRC-197	RCD.CH. 20-1	RCD. CH. 20-8	AERO-METAL	PHODUCIS	
	RC-200	RCD. CH. 17-8	RCD.CH.17-13	46-A R	CD.CH. 16-1 R	CD. CH. 16-4
	,					

CAPEHART WIRECORDER

MODEL	FROM	THROUG	H MODEL	FROM	THROUGH
_	CAPEHART-FARNSWORTH CORP.			PHILCO CORP. (Cont'	<u>a)</u>
Also Se	e FARNSWORTH TELEV. & RADIO	CORP.	M-12C	RCD.CH.19-55	RCD.CH.19-74
P-43	RCD. CH. 20-1	RCD. CH. 20-15	M-15	RCD, CH, 19-75	RCD.CH.19-82 RCD.CH.20-16
P-77	RCD. CH. 20-16	RCD. CH. 20-19	M-20	RCD, CH, 20-1	NCD.Cn.20-16
P-777 41-E2	RCD, CH, 20-16 RCD, CH, 20-5	RCD.CH.20-24 RCD.CH.20-32	<u>.B</u>	ADIO CORP. OF AMERICA	•
			RP-168, Series	RCD. CH. 19-1	RCD.CH. 19-8
	CRESCENT INDUSTRIES, INC.		RP-176	RCD. CH. 17-1 C20-7	RCD.CH.17-12
C-200	RCD. CH. 17-1	RCD. CH. 17 - 6		C20-8	
C-250	RCD, CH. 18-1	RCD. CH. 18-6	RP-177, RP-177A, RP-		RCD.CH.18-13
EME	RSON RADIO & PHONOGRAPH COR	<u>P.</u>	RP-178, RP-178-2,	C20-8	
819003	RCD.CH.17-1	RCD. CH. 17-4	RP-178-3	RCD. CH. 18-14	RCD. CH. 18-23
FAI	RNSWORTH TELEV. & RADIO CORP	•	RS-132. Ch.	C20-7 RCD, CH. 19-9	RCD.CH, 19-10
	(CAPEHART)		9EY3, Ch. RS-132	RCD, CH, 19-9	RCD. CH. 19-10
P51	RCD. CH. 17-1	RCD, CH, 17-6	9 J Y	RCD.CH. 19-11	RCD.CH.19-12
Dro	C17-2		960001-1, 960001 -2, 960001-3	C17-5	
P52 P56, P56MP	C17-2 RCD,CH.17-1	RCD, CH. 17-16	960001-4, 960001-5,	•	
	C17-2		960001-6	C18-11	
P57 P62	C17-2	RCD.CH.18-24	960015	C17-5 C18-10	
P71, Capehart	RCD.CH.18-10 RCD.CH.19-1	RCD.CH.19-10	960276	RCD. CH. 19-13	RCD, CH. 19-22
	C20-3		•	RUSSELL ELECTRIC CO.	
P72, P73	RCD. CH. 18-1 C20-3	RCD.CH.18-9	C-9	RCD, CH, 17-1	RCD.CH.17-6
16-E, Capehart	RCD.CH. 19-11	RCD. CH. 19-44	C-10, C-10M	RCD, CH, 18-1	RCD.CH.18-3
41-E, Capehart	RCD. CH. 18-25	RCD.CH.18-46		SEARS, ROEBUCK & CO.	
• • • • • • • • • • • • • • • • • • •	C20-13		· ·		P.OD. OV. 10. F
	GARRARD SALES CORP.	*	101.204 101.206	RCD.CH.18-1 RCD.CH.18-6	RCD. CH. 18-5 RCD, CH. 18-9
65	RCD.CH.19-1	RCD.CH.19-5	101.211, 101.211-1,		
70	RCD. CH. 19-6	RCD, CH, 19-9	101.211-2, 101.211		700 OH 10 14
	GENERAL ELECTRIC CO.		101.211-4	RCD, CH. 19-1	RCD. CH. 19-14
P1	RCD. CH. 18-1	RCD.CH.18-3		J.P. SEEBURG CORP.	
P2	RCD.CH.19-1	RCD, CH. 19-4	M	RCD, CH. 17-1	PCD. CH. 17-28
P3 P4	RCD, CH. 17-1 RCD, CH. 17-5	RCD.CH.17-4 RCD.CH.17-9		STEWART-WARNER CORP.	
	C19-1	ICD, GII. 17-9	·	RCD. CH. 18-1	RCD, CH, 18-10
P8	RCD. CH. 20-1	RCD.CH.20-5	A-505650 VM-504932, VM-504992	RCD, CH, 17-4	RCD, CH. 17-10
P10 P11	RCD, CH. 20-6 RCD, CH. 20-11	RCD.CH.20-10 RCD.CH.20-12	VM-505049	RCD. CH. 17-11	RCD. CH. 17-13
		11001011120 12	VM-505339 VM-506261	RCD.CH.17-14 C18-11	RCD, CH. 17-19
· -	THE GENERAL INDUSTRIES CO.		W-504138	RCD. CH. 17-1	RCD. CH. 17-3
RC130, RC130L	RCD. CH. 17-1	RCD.CH.17-9	•		
	GENERAL INSTRUMENT CORP.		·	TRAV-LER RADIO CORP.	
700F, 700R	RCD, CH. 19-1, 2	RCD. CH. 19-9	A	RCD. CH. 20-1	RCD.CH.20-9
-	INTERNATIONAL DETROLA CORP.				•
_				V-M CORP.	
650 7000	RCD, CH, 17-1 RCD, CH, 17-14	RCD.CH.17-13 RCD.CH.17-15	800	RCD. CH. 17-1	RCD. CH. 17-4
1000		NCD.CII.11-13		EBSTER CHICAGO CORP.	•
	LEAR, INC.				DOD OU 15 A
PC-206A	RCD, CH, 17-1	RCD.CH.17-6	70 133-6, 146	RCD. CH. 17-1 RCD. CH. 20-1	RCD.CH.17-9 RCD.CH.20-11
	MILWAUKEE STAMPING CO.		148	RCD. CH. 18-1	RCD. CH. 18-11
11200	RCD.CH.20-1	RCD. CH. 20-14	156 160, 161, 164	RCD. CH. 19-1 RCD. CH. 20-1	RCD.CH.19-11 RCD.CH.20-11
	MOTOROLA INC.		246	RCD. CH. 20-12	RCD. CH. 20-24
	MOTOROLA THE.		256, 256-1	RCD.CH.20-25	RCD. CH. 20-37
B-27-RC, B-28-RC, B-29-RC, B-31-R	•			WILCOX-GAY CORP.	
B-32-RC, B-33-R		RCD, CH. 18-28	6B40B, 6B40M,	· · · · · · · · · · · · · · · · · · ·	
WR6, WR7, WR8,			6B42M, 6B42W	RCD. CH. 17-1	RCD. CH. 17-6
Ch. HS-18 HS-18, Ch.	RCD. CH. 18-28 RCD. CH. 18-28		6B45B, 6B45W	RCD, CH. 17-7	RCD. CH. 17-12
RC-30-A, RC-34, R		RCD, CH. 19-10	7E40, 7E44	RCD. CH. 19-1	RCD. CH. 19-2
	OAK MFG. CO.			ZENITH RADIO CORP.	
9000	RCD. CH. 20-1	RCD.CH.20-10	S-11468	ACD, CH. 15-1	RCD.CH.15-9
9000		NCD.CH.20-10	C 13900	C20-16	DCD CU 15 0
	PHILCO CORP.	•	S-13200	RCD. CH. 15-1 C19-10	RCD, CH. 15-8
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M-4 M-7	RCD.CH.18-14 RCD.CH.18-32	RCD, CH. 18-31 RCD, CH. 18-45	S-14002 S-14004	RCD. CH. 19-1 RCD. CH. 18-1	RCD.CH.19-17 RCD.CH.18-6
M-8	RCD. CH. 18-32	RCD. CH. 19-17	S-14004	RCD. CH. 19-1	RCD. CH. 19-17
M-9	RCD.CH.19-18	RCD.CH.19-34	S-14007	PCD.CH.18-1	RCD.CH.18-6
M-9C	RCD.CH.19-35	RCD.CH.19-54	S-14008	RCD. CH. 19-1	RCD. CH. 19-17
		WIRE	RECORDERS		
MAJE	STIC RADIO & TELEVISION COR	·		WIRECORDER CORP.	
7B04A, Ch.	WIREC. 17-1	WIREC. 17-4	A-1	WIREC. 17-1	WIREC, 17-8
7YR752, Ch. 7B04A		WIREC. 17-4	PA	WIREC. 17-9	WIREC. 17-14
70	WEBSTER CHICAGO CORP.	WINDS AS TO			
79	WIREC. 17-1	WIREC. 17-10			4

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