



Service Bulletin

JANUARY 1957

NO. 319

SOUTH BEND 27, INDIANA

Studebaker

CLEARANCE BETWEEN CLIMATIZER CONTROLS AND HAND BRAKE - 1957 SEDANS AND STATION WAGONS

Please record this article on the Service Bulletin Reference page in the 1957 Studebaker Passenger Car Supplement.

A Spacer, Part No. 1543126, has been released for installation between the hand brake handle mounting bracket and the instrument board to lower the hand brake handle on the 1957 sedan and station wagon models. Lowering the handle provides more clearance between the handle and the Climatizer controls.

When installing the spacer it will be necessary to use longer retaining screws, Part No. G-188977.

PAINT FORMULATIONS - 1957 STUDEBAKER PASSENGER CARS AND STATION WAGON

O'Brien's #1035 Medgewood Blue Baking Enamel - BBJ - (their #31496)

Rutile Titanium Dioxide	17.12%
Alkyd Resin (52.4% solids)	50.67
Melamine Resin (55.5% solids)	14.53
Aromatic Solvents	6.50
Aliphatic Solvents	10.46
Alcohol	.37
Anti-Flooding Agent	.35
Tinted with Permanent Colors	100.00%

Jones-Dabney #1030 Coppertone Metallic Baking Enamel - BBE

% Pigment Composition	% Vehicle Composition
25.00 Aluminum	80.0 Alkyd Resin
33.50 Indo Orange	20.0 Amino Resin
30.50 Gold Paste	100.0%
8.00 Titanium Dioxide	
2.00 White	
1.00 Organic Maroon	Non-Volatile - 43.00%
100.00%	

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Jones-Dabney #1000 Midnight Black Baking Enamel - BAA

% Pigment Composition	% Vehicle Composition
Carbon Black 75.00	Alkyd Resin 90.0%
Toning Blue 25.0	Melamine 10.0
100.0%	100.0%
Non-Volatile - 43.0%	

Jones-Dabney #1037 Taupe Metallic Baking Enamel - BBL

% Pigment Composition	% Vehicle Composition
45.00 Aluminum	80.0 Alkyd Resin
12.50 Indo Orange	20.0 Amino Resin
12.00 Indo Violet	100.0%
30.50 Gold Paste	
100.00%	Non-Volatile - 43.00%

Rinished-Mason #1029 Apache Red Baking Enamel -
BBD - (E21R046)

Cadmium Red - Med. Lt.	55%
Cadmium Red - Light	40%
Thio Indigo Maroon	5%
	100%

(dry weight of pigment)

Tints of Titanium Oxide and traces of black will also be required, amounts depending on dispersion factors and individual processing. Exact ratio of the main pigments will also depend slightly upon these same factors.

Cook's #1034 Azure Blue Metallic Enamel - BBI -
833-L-701

Indanthrene Blue Toner	68%
Non-Leafing aluminum	32%
Titanium Dioxide	Trace Tint
Monastral Blue	Trace Tint

DuPont's #1036 Turquoise Baking Enamel - BBK

253-050	60.0	White
253-0750	4.5	Green
253-0527	0.5	Blue
B-630	30.0	Base
B-614	5.0	Base

Cook's #1032 Woodsmoke Gray Metallic Enamel -
BBG - 833-A-700

Chrome Hydrate	76%
Colloidal Iron Hydrate	5%
Indanthrene Maroon	5%
Non-Leafing Aluminum	14%

Cook's #1031 Tiara Gold Metallic Enamel - BBF -
833-Y-701

Colloidal Iron Hydrate	74%
Non-Leafing Aluminum	26%

Jones-Dabney #1033 Glendale Green Metallic
Baking Enamel - BBH

% Pigment Composition	% Vehicle Composition
25.00 Aluminum	80.0 Alkyd Resin
45.00 Phthalocyanine Green	20.0 Amino Resin
27.00 Phthalocyanine Blue	100.0%
3.00 Gold Paste	
Tint Black	
100.00%	Non-Volatile - 43.00%

Cook's #1026 Arctic White Baking Enamel - BBA -
832-M-703

Rutile Non-Caking Titanium Dioxide	100%
Burnt Sienna	Trace Tint
Ferrite Yellow	Trace Tint
Lamp Black	Trace Tint

O'Brien's #8817 Alberta Blue Engine Enamel -
ZUY - (their #9732)

Titanium Calcium	3.99%
Iron Blue	1.66
Iron Oxide	.71
Calcium Carbonate	24.94
Varnish (solids)	24.25

Aliphatic Solvents	37.13
Aromatic Solvents	6.57
Alcohol	.03
Driers	.42
Anti-Settling Agent	.25
Anti-Skinning Agent	.05
	100.00%

O'Brien's #7032 Tomahawk Gray Engine Enamel -
ZFP - (their #5665)

Lithopone	4.94%
Carbon Black	.82
Iron Blue	.34
Iron Oxide	5.08
Calcium Carbonate	24.51
Varnish (solids)	20.19
Aliphatic Solvents	28.85
Aromatic Solvents	14.78
Driers	.41
Anti-Skinning Agent	.08
	100.00%

Niles Chemical #8819 Aluminum Engine Enamel -
WZT

Aluminum Paste	8.0%
Resin	37.0%
Thinners	55.0%
	100.0%

Niles Chemical #8818 Gold Engine Enamel - WZU

Gold Bronze	19.0%
Resin	30.0
Thinners	51.0
	100.0%

O'Brien's #5003 Turquoise High Intensity Engine
Enamel - MAD - (#9791)

Titanium Calcium	18.87%
Phthalocyanine Blue	.49
Calcium Carbonate	15.73
Varnish (solids)	22.64
Aliphatic Solvents	37.52
Aromatic Solvents	3.49
Alcohol	.07
Driers	.89
Anti-settling Agent	.25
Anti-skinning Agent	.05
	100.00%

INSTALLATION OF ACCESSORY ARM
RESTS - 1957 MODELS

Please record this article on the Service Bulletin Reference page in the 1957 Studebaker Passenger Car Supplement.

To facilitate the installation of arm rests, the trim foundation has 5/8" holes punched at the proper location. The holes of the foundation can, in most instances, be felt through the trim material. But, to be certain, check the location by using the dimensions given on page 3. Then, with an awl or similar tool pierce

the material. Only a small hole is required and should be centered in the hole of the foundation.

1. Front Door - W Models

(a) The arm rest front hole is located 21-13/16" from the front edge of trim panel, and 17-13/16" from the lower edge of trim panel.

(b) The arm rest rear hole is located 26-7/16" from front edge, and 17-1/4" from the lower edge of trim panel.

2. Rear Door - W Models

(a) The arm rest front screw hole is located 18-5/16" from the front edge, and 15-7/16" from the lower edge of the trim panel.

(b) The arm rest rear screw hole is located 22-7/8" from the front edge, and 15-1/8" from the lower edge of the trim panel.

3. Door - F Models

(a) The arm rest front screw hole is located 21-13/16" from the front edge, and 17-13/16" from the lower edge of the trim panel.

(b) The arm rest rear screw hole is located 26-7/16" from the front edge, and 17-1/4" from the lower edge of the trim panel.

4. Rear Quarter Panel - F Models

(a) The arm rest front screw hole is located 16-5/8" from the front edge, and 16" from the lower edge of trim panel.

(b) The arm rest rear screw hole is located 21-1/4" from the front edge, and 15-7/8" from the lower edge of the trim panel.

HOW TO USE THE BUMPER JACK - 1957 STUDEBAKER PASSENGER CARS

Please record this article on the Service Bulletin Reference page in the 1957 Studebaker Passenger Car Supplement.

Fig. 1 illustrates the bumper jack installation at the front bumper. Here it is important to note that the jack has a definite position which is determined by the rectangular opening in the front bumper lower panel (see Fig. 2). This cut-out portion is provided for the lifting foot of the jack and if the jack is not correctly positioned so that the foot is in the opening, it will damage the bumper or the lower panel.

Fig. 3 illustrates the correct position of the jack at the rear bumper.

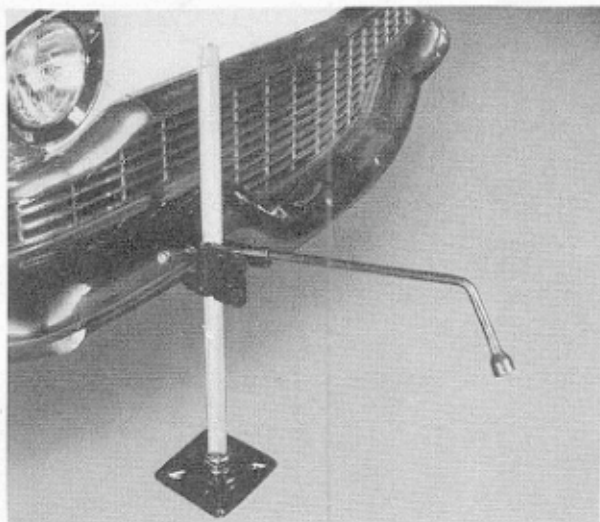


Fig. 1

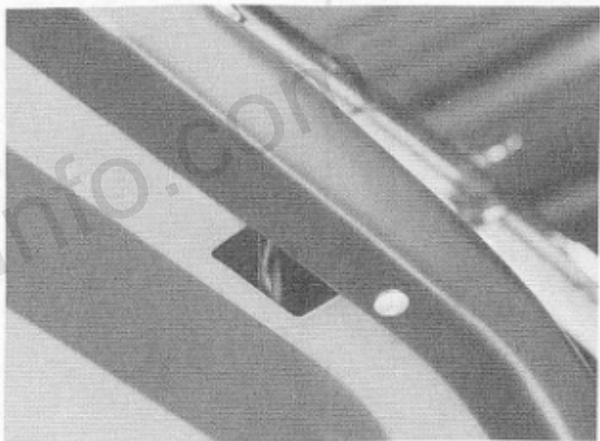


Fig. 2

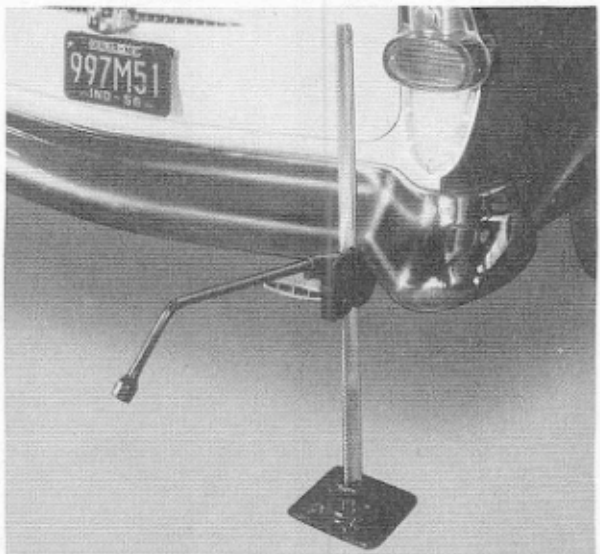


Fig. 3

REAR BUMPER-TO-TAIL LIGHT ASSEMBLY CLEARANCE - 1957 SEDAN MODELS

Please record this article on the Service Bulletin Reference page in the 1957 Studebaker Passenger Car Supplement.

With improper spacing between the tail light assembly housing and the rear bumper, there is a possibility of the rear bumper contacting the tail light housing when the car is lifted with a bumper jack. There must be approximately 1" clearance. If the spacing is less than 1", loosen the bumper support-to-frame bolts and shift the bumper downward to obtain the correct spacing.

POWER BRAKE UNIT NOISE - ALL MODELS

Please record this article on the Service Bulletin Reference page at the end of the Brakes section of the 1956 Studebaker Passenger Car Shop Manual.

A buzzing noise at the power brake unit is usually caused by air on the hydraulic side of the control valve. Other causes are; a ruptured or improperly installed control valve diaphragm, improperly made or damaged vacuum or air poppets, and foreign material on the vacuum or air poppet seats. The noise is sometimes accompanied by a loss of brake pedal reserve.

The following are causes for air in the hydraulic system:

1. Improper bleeding of the system either as the car is received or after repairs involving brake hydraulic system.
2. Faulty residual pressure valve in master cylinder.
3. Loose tube nuts or connections in brake system (not necessarily accompanied by fluid leaks).
4. Loose bleeder screws, faulty fitting bolt gaskets or gasket seats.
5. Insufficient fluid in master cylinder.
6. Internal air leaks into power brake unit on pedal release.

(a) At control valve piston seals. (See Fig. 39, page 19 in 1956 Shop Manual, items 4 and 7)

(b) Score in bore or dirt in control valve

fitting. (Shop Manual, Fig. 39, item 2)

(c) Faulty or improperly installed control valve fitting gasket. (Shop Manual, Figure 39, item 3.)

(d) Leak at end plate seals. (Shop Manual, Figure 38, items 10 and 5).

(e) Scored push rod ends. (Shop Manual, Figure 37, item 30.)

(f) Leak at slave cylinder seals. (Shop Manual, Figure 37, items 51 and 54.)

(g) All of the above may or may not be accompanied by hydraulic leaks.

7. Wheel cylinder leakage or loss of tension on wheel cylinder cup. (The latter is usually caused by excessive heating of brakes.

To outline any set procedure to isolate the trouble is almost impossible. Normally, however, the following procedures should locate the trouble:

1. If the trouble occurs after brake repairs, check for leaks or loose fittings at the points of repairs and bleed system.
2. If the trouble cannot be corrected even for a short period by bleeding, check for ruptured or improperly installed control valve diaphragm, faulty or dirty vacuum poppet valve, or faulty or dirty air poppet valve.
3. If trouble can be corrected for a while by bleeding and then returns without loss of fluid, replace rubber parts and check for scores or pits in control valve portion of power brake unit. Also replace residual pressure valve in master cylinder and other master cylinder parts which may need replacing. Check entire brake system for loose hydraulic connections.
4. If trouble is accompanied by loss of fluid and pedal flooring, check power brake unit, master cylinder, and other brake components until source of leak is found and corrected.

SUPERCHARGER SLIDING PULLEY FLANGE ASSEMBLY - GOLDEN HAWK

Please record this article on the Service Bulletin Reference page in the 1957 Studebaker Passenger Car Supplement.

Because of the importance of maintaining balance, the parts of the supercharger pulley

flange assembly cannot be replaced individually. The Pin, Part No. 1542913; Splined Bushing, Part No. 1542914; Sliding Pulley Flange, Part No. 1542915 are not available as separate parts but must be serviced only as an assembly, Part No. 1542912.

CARBURETOR AIR CHAMBER VENT VALVES NOISY - 57H-K GOLDEN HAWK

Please record this article on the Service Bulletin Reference page in the 1957 Studebaker Passenger Car Supplement.

Occasionally the carburetor air chamber vent valves will flutter and make noise. Ordinarily, this fluttering occurs while the engine is idling. The fluttering may be caused by insufficient supercharger output or too slow an engine idle. Check and correct as required.

If supercharger and engine operation is normal and the vent valves still continue to flutter, remove the cover and check the "Rest" position of the valves. The distance from the tip of the valve to the base or cover (depending on the valve being checked) should be $1/4"$. If the distance is incorrect, gently bend the valve flat spring until the correct measurement is obtained.

TWIN-TRACTION REAR AXLE IDENTIFICATION - 1957 STUDEBAKER PASSENGER CARS, 2E and 3E SERIES TRUCKS

Please record this article on the Service Bulletin Reference page in 1957 Studebaker Passenger Car Supplement and at the end of the Rear Axle section of the 2E Series Trucks Shop Manual.

A 1957 vehicle (passenger car or truck) equipped with the Twin-Traction rear axle can be identified by the red sticker placed on the front door rear face just above the door lock. On the 2E Series trucks, the sticker is on the instrument panel.

A means of identifying the Twin-Traction rear axle is by the small tag which is placed under one of the differential housing cover screws. The tag has a "T" stamped on it. This identification tag is in addition to the regular rear axle ratio tag.

Whenever these tags are removed during servicing of the rear axle, it is important that they be replaced for future identification.

OIL LOSS - 56J ULTRAMATIC TRANSMISSION

Please record this article on the Service Bulletin Reference page at the end of the Transmission-Ultramatic section of the 1956 Passenger Car Shop Manual.

A condition of oil loss through the breather in the 56J Ultramatic transmission may be encountered when accelerating to high speeds in Low Range Converter, or after downshifting from Direct Drive to Low Range Converter at high speeds.

First, check the oil level in the transmission to be certain that the level is not too high. If the oil level is correct, it will be necessary to relocate the breather.

1. Remove the transmission rear extension housing assembly and remove the shaft assembly from the housing.
2. Locate a point on top of the extension housing $1\frac{1}{2}"$ left of the upper right bolt hole in the housing and $5/16"$ rearward from the machined face of the housing. (See Fig. 4)

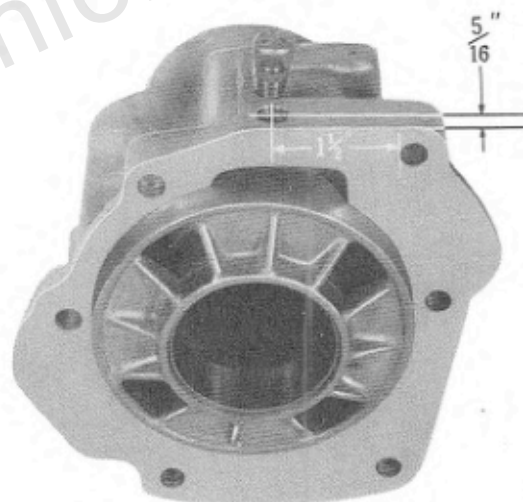


Fig. 4

3. At this point, drill a $21/64"$ hole down through the upper part of the housing. Be careful not to drill into or damage the pressed-in aluminum spider. Tap out the hole with a $1/8"$ pipe tap. Then, clean the housing thoroughly.
4. Remove the vertical portion of the present breather and install it in the tapped hole in the rear of the extension housing.
5. Remove the elbow of the breather from the

transmission case and install a 1/8" pipe plug.

6. Assemble and reinstall the rear extension housing assembly.



TWIN-TRACTION DIFFERENTIAL FILLER PLUG INTERFERENCE - PACKARD

Please record this article on the Notes page of the 1956 Packard Shop Manual.

In cases where the standard differential has been removed and replaced by a Twin-Traction differential, there may be a slight difference in the clearance of the assembly at the rear cover. This reduction in clearance may result in a condition of the differential inner case striking the filler plug, especially if the plug has been removed and replaced a number of times and the plug is seating deeper than normally. If such interference is present, remove the filler plug and grind off the inner end of the plug to provide sufficient clearance to prevent the interference.

REAR BUMPER SUPPORT BARS - 55TH SERIES PACKARD

Please record this article on the Notes page of the 1956 Packard Shop Manual.

When the present supply is exhausted, the following 55th series rear bumper support bars will be superseded by the 56th series parts as listed:

6480102-3 for 465409-10 outer - Right - Left
6480083 for 465400-01 inner - Right - Left

The difference between the 56th series rear bumper support bars and those listed for the 55th series is at the innermost support to frame bolt hole. The hole in the frame in the 56th series is 5/8", the prior series had a hole of 1/2". It will be necessary when the 56th series supports are installed on a 1955 model, to enlarge the hole in the frame to take a 5/8" bolt.

The following 5/8" bolt, nut and washer should be installed at the points required:

6480015 - 5/8" Bolt
G131016 - Washer
G451027 - Nut

POWER STEERING PUMP RESERVOIR CAP - 55TH and 56TH SERIES PACKARD

Please record this article on the Notes page of the 1956 Packard Shop Manual.

An improvement has been made in the securing of the tab and baffle in the power steering reservoir cap used in the 55th and 56th Series Packard. The cap shown in Fig. 5 is of the improved type. The Parts Depots will stock only the improved cap. The part number remains unchanged, being 474071.

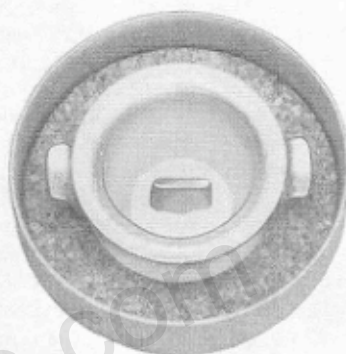


Fig. 5

TORSION LEVEL CONTROL SWITCH - PACKARD PART NO. 472239

Please record this article on the Notes page of the 1956 Packard Shop Manual.

The Packard 56th Series Control Switch is supplied as replacement for all Packard models with torsion level suspension.

When installation is to be made on a 55th Series model, it is necessary to order and install the Jumper Wiring Harness, Part No. 6489374.

It is also necessary to order for installation in 55th Series or any car not previously equipped with Switch 472239, the following parts:

1	472241	Cover
4	G-187483	Screws
1	472240	Gasket
1	466852	Grommet

The Packard Service Counselor Volume 30, No. 6 illustrates and covers the instructions for installation of the Jumper Harness Part No. 6489374.

ELECTRIC ANTENNA - 55TH and 56TH SERIES PACKARD

Please record this article on the Notes page of the 1956 Packard Shop Manual.

When the front fender type electric antenna of the 1955 and 1956 models fails to operate and a new drive unit is required, the drive assembly may now be secured as a separate unit. The unit (see Fig. 6) may be ordered as the Actuator Drive Assembly, Part No. 6484683.

This applies to the Casco antenna only, Packard Part No. PA-472078.



Fig. 6

TRUCKS

PAINT FORMULATIONS - 3E TRUCKS

Niles Chemical #1040 Academy Blue Baking Enamel - BBO

Iron Blue	5.3%
Thio Indigo Maroon	.5
Titanium Dioxide	3.8
Resin	32.4
Thinners	58.0
	100.0%

* Cook's #1026 Arctic White Baking Enamel - BBA

Rutile non-caking Titanium Dioxide	100%
Burnt Sienna	Trace Tint
Ferrite Yellow	Trace Tint
Lamp Black	Trace Tint

Rinised-Mason #1029 Apache Red Baking Enamel - BBD

Cadmium Red - Med. Light	55%
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Cadmium Red - Light	40%
Thio Indigo Maroon	.5
	100%

(dry weight of pigment)

Tints of Titanium Oxide and traces of black will also be required, amounts depending on dispersion factors and individual processing. Exact ratio of the main pigments will also depend slightly upon these same factors.

* O'Brien's #8230 Chrome Yellow Baking Enamel - W-TZ

Chrome Yellow	15.9%
Alkyd Resin Solution	55.0
Melamine	2.0
Volatile	27.1
	100.0%

Jones-Dabney #1030 Coppertone Metallic Baking Enamel - BBE

% Pigment Composition	% Vehicle Composition
25.00 Aluminum	80.0 Alkyd Resin
33.50 Indo Orange	20.0 Amino Resin
30.50 Gold Paste	100.0%
8.00 Titanium Dioxide	
2.00 White	
1.00 Organiz Maroon	Non-Volatile - 43.00%
100.00%	

Jones-Dabney #1000 Midnight Black Baking Enamel - BAA

% Pigment Composition	% Vehicle Composition
Carbon Black 75.0	Alkyd Resin 90.0
Toning Blue 25.0	Melamine 10.0
100.0%	100.0%

Non-Volatile - 43.00%

Niles Chemical #1039 Sherwood Green Baking Enamel - BBN

Chrome Green Extra Dark	7.3%
Titanium Dioxide	2.3
Resin	32.4
Thinners	58.0
	100.0%

O'Brien #5645 Norway Green Baking Enamel

Rutile Titanium Dioxide	3.56%
Phthalocyanine Green	1.02
Chrome Green	2.03
Alkyd Resin (50% Solids)	60.94
Melamine Resin (55.1% Solids)	11.33
Aromatic Solvents	9.78
Aliphatic Solvents	10.90
Alcohol	.27
Stabilizing Agent	.17
	100.00%

Dupont's #1036 Turquoise Baking Enamel - 3BK

253-050	60.0	White
253-0750	4.5	Green
253-0527	0.5	Blue
B-630	30.0	Base
B-614	5.0	Base

* Special Orders Only.

O'Brien's #1035 Wedgewood Blue Baking Enamel -

	BBJ
Rutile Titanium Dioxide	17.12%
Alkyd Resin (52.4% Solids)	50.67
Melamine Resin (55.5% Solids)	14.53
Aromatic Solvents	6.50

Aliphatic Solvents	10.46%
Alcohol	.37
Anti-Flooding Agent	.35
	100.00%

Tinted with Permanent Colors.

CHAMPION SPARK PLUG REPRESENTATIVES

In connection with Division VI, paragraph "N" (Spark Plugs), of the Studebaker-Packard Claims Policies and Procedures Manual effective January 1, 1957, listed below are the names and addresses of Champion Spark Plug representatives authorized to handle warranty adjustments on Champion Spark Plugs.

ALABAMA

Barrow, G. W., Jr.
1545 - 32nd St., Ensley
Mail - P.O. Box No. 974
Birmingham

Parker, L. C., Jr.
2858 Greenbriar Rd.
Montgomery 6

ARIZONA

Dunn, H. R.
6818 No. 11th Place
Phoenix 42

Rich, H. A.
826 East Lawrence Rd.
Phoenix

ARKANSAS

Middleton, H. H.
2623 Crouchwood Rd.
Little Rock

CALIFORNIA

Kinner, K. A.
5885 Los Santos Way
Buena Park

Frank, A. J.
2607 N. Brighton St.
Burbank

Pickup, J. H.
1616 McDonald Way
Burlingame

Vigil, J. W.
15500 Huston St.
Encino

McEntee, B. J.
3246 Saginaw Way
Fresno 3

CALIFORNIA - Cont'd.

Boler, T. H.
741 Glenside Circle
Lafayette

Brott, Laurie
7474 El Cajon Blvd.
Lamesa

McIlvain, H. K.
4801 W. Slauson Ave.
Los Angeles 56

Wells, W. J.
1214 S. Wooster St.
Los Angeles 35

Tovey, B. H.
224 Shell St.
Manhattan Beach

Hunter, P. H.
2778 Alving Room Ct., No. 3B
Oakland 5

Crawford, J. D.
2623 Grant Avenue
Redondo Beach

June, W. S.
2015 - 8th Street
Riverside

O'Donnell, R. D.
2116 Lorenzo Lane
Sacramento 21

Otto, H. D.
1580 19th Avenue
San Francisco 22

Peters, A. A.
361 Avalon Drive
South San Francisco

Frame, C. P.
322 Myrtlewood Street
West Covina

COLORADO

Newman, A. H.
6365 Minnesota Dr.
Denver 22

Sulzbach, M. V.
835 Gaylord Street
Denver 6

CONNECTICUT

Hagenstein, H. A.
36 Forest Hills Road
West Haven 16

DELAWARE

Dautel, R. W.
1009 Faun Rd., Graylyn Crest
Wilmington

FLORIDA

Barnes, R. A.
9778 Banks Road
Jacksonville 11

Wood, C. F.
3155 N. W. 82nd Street
Miami 47

Gail, R. J.
2307 Howard Drive
Orlando

Ficken, H. C.
4612 Lowell Avenue
Mail: Box 2886
Tampa

Kinard, Gene
308 N. Sterling
Tampa

GEORGIA

Scheuing, F. R., Jr.
1811 West Broad Avenue
Albany, Georgia

GEORGIA - Cont'd.

Bastean, Steve
2133 Brookvalley Lane, N.E.
Atlanta 5

Gray, L. R.
4129 Sequoia Rd., N.E.
Atlanta 19

Rollins, Sam, Jr.
545 Lynnhaven Drive, S.W.
Atlanta 10

Roquemore, W.E.
2559 Willis Drive
Macon, Georgia

Cade, K. R.
Route 5, Hurt Road
Marietta

ILLINOIS

Alcock, G. B.
9144 S. Hamilton
Chicago

Ingraham, R. F.
6851 So. Ridgeland Ave.
Chicago

Steadman, J. M.
6225 So. Campbell Ave.
Chicago 29

Mosher, R. L.
5225 Main St., Apt. 21
Downers Grove

Morton, J. R.
830 So. LaGrange Road
LaGrange

Wiechman, P. F.
902 Highland Avenue
Park Ridge

Capen, V. L.
305 Wynnwood Dr., Bournedale
Peoria

Manley, E. E.
1917 Second Avenue
Rockford

Fesser, I. L.
526 So. Douglas
Springfield

INDIANA

Humphrey, E. H.
1500 Waggoner Avenue
Evansville, Indiana

INDIANA - Cont'd.

Bauer, W. L.
551 1/2 Taney Street
Gary 3

Mayer, M. M.
1422 N. Butler Avenue
Indianapolis 19

Rahe, K. E.
802 Eugene
Indianapolis 23

Morris, J. H.
2106 Gary Drive
New Albany

McDonald, R. K.
2945 So. 9 1/2 Street
Terre Haute

IOWA

Hodges, R. E.
1605 Esplanade
Davenport

McNamara, J. J.
26 Oak Lane
Davenport

Duff, R. L.
820 - 65th Street
Des Moines

Gemmell, J. A.
1177 Cornwall Street
Waterloo

KANSAS

Nash, R. G.
2831 No. 63rd Street
Kansas City

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5339 Nall Avenue
Mission

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669 So. 11th St.
Salina

Porter, J. W., Jr.
425 So. Erie Street
Mail - P. O. Box 1391
Wichita 8

Roesing, W. H.
1216 So. Minneapolis
Mail - P.O. Box 1819
Wichita 16

KENTUCKY

Crawford, Charles
1143 Sparks Road
Lexington

LOUISIANA

Horton, C. F.
2424 Maryland
Metairie

Craig, L. R.
768 Filmore Avenue
New Orleans 24

Kendrick, K. W.
6528 Canal Blvd.
New Orleans 24

Gipson, J. B.
4315 Orla Street
Shreveport

MAINE

Mixer, W. M.
P. O. Box 47
Minot

Davis, H. D.
214 Brighton Ave.
Portland

MARYLAND

Posner, S. H.
4117 West Rogers Ave.
Baltimore 15

Kramer, G. C.
7220 Forrest Road
Kent Village
Hyattsville

Allen, C. E.
12920 Valleywood Drive
Silver Spring

Purkable, W. J.
2914 Harris Avenue
Silver Spring

MASSACHUSETTS

Hanley, A. F.
84 Webster St.
Islington

Fredericks, G. J.
126 Belleclaire Ave.
Longmeadow 6

MASSACHUSETTS - Cont'd.

Graham, R. M.
72 Cross Street
Reading

Axt, George
94 Ardale Street
Roslindale 31

Whittle, R. E., Jr.
17 Kipling Street
Springfield 8

Fairbanks, J. R.
928 Village Street
West Medway

Bowers, T. F.
439 Weld Street
West Roxbury 32

MICHIGAN

Holt, J. P.
229 Lakewood
Detroit 15

Midgley, D. B.
5993 Lakewood
Detroit 13

Weier, C. J.
534 Ardmore, S.E.
Grand Rapids 7

Bellows, Harry
433 Roland Road
Grosse Pointe Farms 36

Krauss, C. H.
927 Seymour Street
Lansing

Paulsen, F. L.
3405 Roberts Street
Saginaw

Bass, W. B.
22936 Avalon Avenue
St. Clair Shores

Price, J. P.
2335 Middlefield Rd.
Trenton

MINNESOTA

Nordstrom, C. A.
Crystal Bay

McDonald, F. C.
4343 Beard Ave., South
Minneapolis 10

MINNESOTA - Cont'd.

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202 So. 16th St.
Moorhead

Egan, T. R.
4148 Browndale Ave.
St. Louis Park

Ankerfelt, E. H.
1205 West Shryer Avenue
St. Paul

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27 South Henderson
Cape Girardeau

Padgett, F. L.
647 Norfolk Drive
Mail - Box 3792
Kirkwood 22

Feldhaus, R. G.
3056 Arlmont Drive
Mail - P.O. Box 56
Normandy 21

Penzel, C. W.
5818 Lindenwood
St. Louis 9

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1918 Wyoming Avenue
Billings

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7513 Grover Street
Omaha 14

Richert, I. W.
4055 Frederick St.
Omaha 5

NEW HAMPSHIRE

Truesdale, F. J.
1009 N. Ray St.
Manchester

NEW JERSEY

Foster, K. T.
108 W. Pine Street
Audubon 6

Neyland, F. J.
276 Union Avenue
Clifton

NEW JERSEY - Cont'd.

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275 Demott Avenue
Clifton

Hogan, R. J.
Terry Drive
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Morris Township
Morristown

Shadwell, J. W.
55 Burch Drive
Morris Plaine

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Mail - P.O. Box 415
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Kolbig, N. J.
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West Point Pleasant

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Bartholomew, C. E.
60 Willowbrook Dr., Williamsville
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Schutte, S. R.
Kensington Village, Apt. 215B
Kennville Rd.
Buffalo

Coughlin, G. J. Jr.
322 Dickerson Dr., North
Camillus

Logan, J. W.
46 Jordan Blvd.
Delmar

Mackey, L. S.
2 Beverly Park, Troy-Shaker Rd.
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50 Ribbon Lane
Levittown

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Kings Park, Long Island

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12 Hillandale Avenue
No. White Plains

Watts, Hugh
25 Church Street
Pleasantville

Gorman, J. A.
84-45 Fleet Court
Rego Park 79

Benedict, J. L.
4099 Mt. Read Blvd.
Rochester 16

Hollender, Chas.
121-16 Ocean Promenade
Barcrest Apt. - 2B
Rockaway Park

Donaldson, B. W.
1228 Martin Dr.
Wantagh, Long Island

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218 Seymour St.
Watertown

Wheeler, E. A.
217 Greenlawn Rd.
Vestal

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2430 Cumberland Ave.
Charlotte 3

Taylor, J. E.
822 Seneca Place
Charlotte

Hewitt, E. C., Jr.
2420 Williams St.
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2963 Winchester Court
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Cleveland Heights, 6

Boldman, B. C.
1952 Concord Road
Columbus 12

Schuman, H. F.
1288 Huntley Drive
Columbus 13

McAfee, J. A.
333 Cherry Street
Dayton

Moats, L. H.
26400 Shoreview Drive
Euclid

Burke, T. F.
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Purnell, R. M.
726 No. Elizabeth
Lima

Lamb, J. E.
R.F.D. No. 1, Mason Rd.
Mason

Smith, H. C.
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Rocky River 16

Lydy, D. H.
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Warberth

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326 Gates Street
Philadelphia 28

White, D. F.
901 Burke St., Rockledge
Philadelphia 11

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37 Overlook Drive, Mt. Lebanon
Pittsburgh 16

palko, R. F.
12 Oakridge Rd., Ross Twp.
Pittsburgh 29

Roesing, R. G.
167 Rolling Road
Meadowbrook Estates
Pittsburgh 34

Koles, L. V.
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Scranton 5

Phillips, F. C.
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Memphis 17

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Nashville 6

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Arlington

TEXAS - Cont'd.

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5026 Jackwood
Bellaire

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3235 San Marcus Ave.
Dallas 28

Walsh, J. K.
4143 Lovers Lane, Apt. 6
Dallas 25

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112 Miller Circle
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Houston 21

Oenning, H. J.
4130 Gramercy Ave.
Houston 25

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Seattle 2

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Seattle 6

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2157 No. 192nd Street
Seattle

Jensen, D. W.
1816 Fourth Ave., No.
Seattle

Perry, G. L.
1302 Lakeside Ave., South
Seattle 44

Auld, C. A.
Route No. 5
Spokane

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Spokane

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Pancake, C. E.
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Huntington 3

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Milwaukee 17

Rice, R. P.
3938 N. Maryland Ave.
Milwaukee 2

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