

HOOVER BODY COMPANY

MANUFACTURERS AND DESIGNERS

COMMERCIAL BODIES

YORK, PA. U.S.A. August 3, 1929.

.31
.32
.41
1.99
.25
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\$ 3.28

Handwritten notes:
 Mr. Mallalieu
 4th Assistant P.M. General
 Division Motor Vehicle Service
 Post Office Department
 Washington, D. C.

Handwritten notes:
 When you
 will please
 See on sheet

Mr. T. G. Mallalieu,
 4th Assistant P.M. General
 Division Motor Vehicle Service,
 Post Office Department,
 Washington, D. C.

Dear Mr. Mallalieu,

After carefully going into the matter of increasing the length of the 90 cu. ft. mail body to the extent of 4 inches, we have estimated that this additional length would increase the price of the body eight dollars (\$8.00.)

We realize that to increase the price of the body to the this extent would not be such an easy matter for your Department, so we have worked out a schedule of changes in the detail construction of various features of the body that will in no wise decrease the efficiency, nor the required strength, but rather improve the body from a standpoint of maintenance and economy. We shall set forth each suggested change with its monetary value and the merit of the change.

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 you have suggested
 that we should
 use a 1-7/8" sub sill
 and have full bearing
 on frame.

Item 1 - Make sub sills 1-7/8" in thickness instead of 2-3/8", saving .31 cents. You are using a heavier sub sill on the short body than we use on our 1-1/2 ton bodies, in fact, our sub sills on our 1-1/2 ton stake bodies do not measure over 1-7/8" thick. It is also to be remembered that these sub sills rest on the frame having a full bearing for the length of the chassis frame. It is also to be remembered that you are running a 1/4" angle iron along the entire length of the sub sills as an additional source of strength. We assure you that this 1-7/8" sub sill with the 1/4" angle reinforcement will not cause you any trouble.

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Item 2 - Use 3-ply built up panels in upper panel of partition rear of drivers seat instead of the oak panel now required. saving .32 cents. The oak panel is liable to be a source of trouble on account of checking. The built up panel will not check, will be stronger and more efficient.

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3/8
 Item 3 - Use 3-ply built up panels in the sliding door rear of the drivers seat instead of the oak panels, saving .41 cents.

The argument for the change is the same as explained in Item 2. This is all the more important in the sliding door because of the shock and vibration.

OK
 Item 4 - Cover the panel forming the pocket for the sliding door with 16 gauge steel, breaking each edge forming an angle on the two edges of the panel. Eliminate the Met-L-Wood panels, saving \$1.99.

The advantage of the steel covering, presenting a smooth surface is obvious. The strength of the metal faced panel is greater. The wear and tear on the mail bags will be less, as there will be no edges of the panels to produce wear. We think this would be a decided improvement from the view point of maintenance, economy and appearance.

3
 Item 5 - Windshield to be equipped with 39 oz crystal glass using same size as used in the sample body, saving .25.

Item 6 - Substitute the 1/8th inch iron sheet seat frame with a wood frame having a band iron seat retaining strip. No lid to be supplied, saving \$4.33.

The iron seat frame or seat cover originated, because on the chassis, when the gas tank was under the seat, in order to maintain a certain height, the 7/8" thickness of the wooden frame was too heavy. This condition no longer exists and therefore, it is needless to continue the expense and additional weight. The weight of this sheet is about 17 pounds. The wood frame with the iron band cushion retainer is the usual method and has proven satisfactory.

The use of a lid over the opening is superfluous as the cushion fits together over the seat top and takes the place of a cover. In fact, the iron lid that is used on the sample body does not exclude the water as it has a large finger hole as a means of opening the lid.

Me
 Item 7 - Eliminate the two round iron braces extending from the sides to the body directly to the roof, saving .38. Where a body is as short as this one, even with the added 4 inches and where a center partition is installed giving the added stability to the body, then braces are not necessary they add 4 pounds to the body and obstruct the door entrance into the rear of the body.

The changes in the seven items as above listed total a saving Of \$7.99. This will off set the additional cost of making the body 4 inches longer.



Believing we have presented the matter in a manner suitable
to your favorable consideration, we remain,

Very truly yours,

YORK-HOOVER BODY CORP.

Edwin S. Ziegler
Edwin S. Ziegler

ESZ/GF

