

HOOVER BODY COMPANY

MANUFACTURERS AND DESIGNERS

COMMERCIAL BODIES

YORK, PA. U.S.A. August 9, 1929.

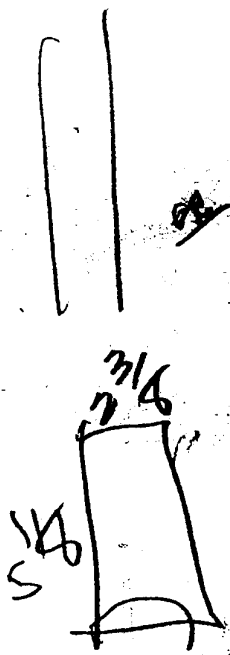
Fourth Assistant Postmaster General,
Division Motor Vehicle Service,
Post Office Department,
Washington, D. C.

Dear Sir,

Understanding that it is the desire of your Department to change the size of the 91 cu. ft. mail body from the original specifications of 54 inches to 60 inches, which additional length adds 11% to the loading space and an increased price value of approximately eleven dollars (\$11.00), we propose certain changes in the detail construction of the body, that will in no wise decrease the efficiency or the required strength, but rather improve the body from the standpoint of maintenance and economy.

We shall set forth each suggested change with its monetary value and the merit of the change as the case may be.

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.



OK
3/8" thick
Myman
OK

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.

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 chock 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.
- OK Item 5 - Windshield to be equipped with 39 oz crystal glass using same size as used in the sample body, saving .25 cents.
- OK Item 6 - Substitute the 1/8" 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 to be 1-1/8" in thickness and have a cushion retaining strip of 1/8" by 2".
- OK Item 7 - Eliminate the spare wheel carrier on the inside of the body as it has been decided to carry the spare wheel in a fender well on the right front side. The arrangement for this change in chassis equipment is no to be a part of the contract for body equipment. Eliminating the spare wheel bracket is a saving of approximately \$1.58.
- OK Item 8 - In order to cut to better advantage, we request the privilege to make top slats 5/16" in thickness but 2" in width, giving a face of 1-3/4". There is an advantage to this because due to the greater number of slats to each roof, there will be a greater number of screws and nails to hold them in place. The slats will also lay closer to the curvature of the roof curves on account of being narrower. This request is purely a matter of economy, making it possible to get more clear slats from a given lot of lumber. Its actual saving would be a conjecture.



We wish to also include in this proposition the report of the inspection of the sample body by Mr. Andress and Mr. Fay at the plant of the York-Hooper Body Corporation July 30, 1929 and that the body be built as the sample, excepting the changes in recommendation 1, 2, 3, 4, 5, 6, 7 and 8 and the changes agreed upon during the inspection and which will hereinafter be noted in the items as follows:-

*Decrease the
width of the
front filler strip
to be 1" x 3/4" and
originally called for
1" x 1" x 3/4" and
spacing hinges and other
will increase to 2"
head of 1 3/4"*

*width of body to be
increased in width 1/2" also
will extend to extreme
edges of door when
it is opened*

as specified

- Item 9 - Height of seat box to be 4-1/2" instead of 6" high. This height to include the thickness of the frame.
- Item 10 - Opening in clear when cab side doors are all the way back to be 20", door stop to be increased to 1-1/4" wide by 3/4" thick; door will then overlap front post 1/2" when closed. Distance between door posts will be 23-7/8".
- Item 11 - Sliding door stiles to be reduced to 2-3/4" wide and width of doors to be 24-5/8".
- Item 12 - Rear cab posts on each side to be reduced 7/8" to permit 20" opening when door is back.
- Item 13 - Framing on lower rear corner of sliding door to be on a radius of both inner and outer edges.
- Item 14 - Inside height of body to be increased 1" and width of roof rails to be increased 1" to accommodate door track. Door track to be lengthened to take care of increased door opening.
- Item 15 - Rear door locking bar to be shortened to 15-1/2" from end to pivot hole, so as not to strike curtains when raised.
- Item 16 - Cut off lower end of filler strip of front partition door pocket 1", to permit removal of dirt.
- Item 17 - Wood threshold strip for front partition door to be increased from 2" to 2-1/2".
- Item 18 - Chamfer inner edges of front step sills to the depth of the foot boards.
- Item 19 - Chamfer lower corners of rear doors.
- Item 20 - The cut-out in the 1-1/4" steel strips on the bottom of rear doors to be flush with bottom of doors and corners rounded.



- Item 21- Step sills or cab sills to be in two pieces, half lapped, outer sill lap resting on inner sill, outer piece to be 4-1/4" wide, inner piece to be 8-5/8" wide; a reinforcing batten of 1-1/8" thick, 5" wide and 36" long; inner edge to be beveled to clear dust shield is to be bolted with 10 - 5/16" plow bolts.
NOTE - Lighter bolts than specified in memorandum.
- Item 22- Body side sills to be increased in width. The outer sill to be 5-7/8" wide and the inner sill 5-7/8" wide, the rear cross sill to be mortised into the outside sill.
NOTE - Inner sill increased from 5-1/8" to 5-7/8" for economical manufacturing.
- Item 23- Substitute 3/8" plow bolts for 1/2" bolts in short leaf of center end gate hinge.
- Item 24- Wheelhouse arches to be increased 1" in width, each, making distance between arches ~~instead~~ ^{inside} of body 44".
- Item 25- Ends of all bolts to be cut off close to nuts and ends headed over smooth.
- Item 26- Rear sloat to be moved back 3/4" to support rear cross sill.
- Item 27- Moulding on upper front corner panels to be approximately 1-1/4" x 1/4" fastened to panel.
- Item 28- Glass in front corners to be 3/16" thick as specified.
- Item 29- Lazyback not to be changed.
- Item 30- Lock staple for front partition door hasp to be located as on sample body but must be large enough to take the Department's lock.
NOTE - It is understood that the contractor does not furnish the lock.
- Item 31- Three 1-1/8" x 1/4" x 16-3/4" steel battens to be fastened to underside of foot board.
- Item 32- Corner angles in front of partition to remain same length as on sample body.
- Item 33- Rear corner posts to have smooth level joint instead of "V" joint.
- Item 34- If found necessary to lower the rear locking bar, the curtains should be lengthened accordingly.

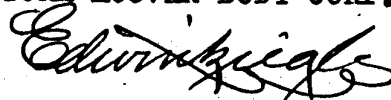


- Item 35- A strip of 1" x 1/4" half oval steel is to be placed on top of lower windshield rail.
- Item 36- Plate in foot board over battery opening to be of #16 steel.
- Item 37- Sliding door stop to be attached with #12 oval head screws.
- Item 38- Windshield header to be mortised instead of half lapped to posts.
- Item 39- Omit upper side rails under roof rail.
- Item 40- Rabbet in rear doors to be 5/8".
- Item 41- Endgate hook staple to be on a horizontal line with hook.
- Item 42- The upper bolt in endgate hinge also to be in line with staple and hook so as to hold gate closed tight.

It is our desire, once we have started production, not to make any changes in design or details and for that reason desire your approval of the items as herin before related and then we will start to complete our contract without interruption and with complete understanding.

Very truly yours,

YORK-HOOVER BODY CORP.



Edwin S. Ziegler.

ESZ/GF

