The century progresses and the Fageol brothers' legacy continues.

Second of a two-part series by DICK CALLAWAY

GASOLI

This Fageol diesel truck and tank trailer, c. 1937, features high style and rugged underpinnings. Note the ever-present "dragon's teeth" vents atop the hood and the tall exhaust stack. Pollution-conscious California mandated vertical exhausts for diesels even then. PHOTO ATHS ARCHIVES

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The Fageol brothers — in descending order of age: Rollie, William, Frank, and Claude — were four lowa farm boys who in the first half of the 20th century were granted at least 125 patents, mostly in the automotive field. In 1899, they constructed a two-cylinder, gasoline-powered auto, probably the first self-propelled vehicle built in the Hawkeye state. In 1905, at age 23, Frank became a Rambler dealer in Oakland, Calif., and soon had his three brothers working with him. Within a few years, they were the largest Rambler dealer in the world.

The Auto-Train that Rollie, Will, and Frank designed and operated for San Francisco's 1915 Panama Pacific International Exposition may have been the world's first ground- based mass transit system.

In 1916, Will and Frank—with Rollie and Claude in supporting and consulting roles—entered the truck manufacturing business. Backed by Rambler's Louis Bill and Stewart-Warner's Webb Jay, they soon earned a reputation for building a product equal to West Coast trucking's unique challenges of climate and terrain.

Fageol Motors also built farm tractors and a very limited number of automobiles before hitting on the novel idea in 1922 of a purpose-built bus - i.e., a vehicle designed from the ground up as a bus, as opposed to a conversion built on a truck or touring car chassis. With its extremely low center of gravity and its comfortable ride and striking looks, the Fageol Safety Coach was an overnight success - 2,500 were soon to be sold - and was instrumental in the founding of the modern motor coach industry.

Our story continues with the truck-building advances the Fageol brothers were making at the beginning of the 20th century's third decade.

othing that appeared as dramatically different as the Safety Coach was on the horizon for Fageol trucks. The big news here was mechanical. The line of 2-, 3-, 3¹/₂-, and 5-ton trucks — with 1¹/₂- and 6-ton models to follow — had been unveiled in 1917 and were selling at a brisk pace, but were rugged rather than radical in appearance.

The trucks were, to a large extent, assembled vehicles. Fageol President Louis Bill pledged: "When we can buy better parts than we can make, we will buy them. When we can make better parts than we can buy, we will make them."

Early Fageol trucks featured Waukesha fourcylinder engines in either monoblock or paircast version, Timken front axles and worm-drive rears, force-feed lubrication, high-tension mag-



neto ignition, chrome vanadium springs, wooden artillery wheels, and solid rubber tires, with duals at the rear as an option.

The Fageol difference began to emerge with the brothers' own three-speed, constant-mesh transmission, linked to a Borg and Beck clutch. And something truly unique was about to appear: a seven-speed compound transmission. Its countershaft — through a Fageol-designed device — could be run at two speeds instead of one.

This resulted in four forward speeds, including an extra-low first, that Fageol claimed increased pulling power 91%, plus a fifth overdrive that purportedly offered 36% more road speed, in addition to two reverse speeds.

Seven-speed trucks proudly announced their identity with conspicuously bold "7 SPEEDS" lettering emblazoned on their radiators.

The 7-SPEED truck was exactly what the Fageols reckoned was necessary for pulling San Francisco's hills as well as California's long mountain grades — braving climatic extremes, mastering the most challenging road conditions imaginable, and devouring long stretches of highway between far-flung towns with maximum speed and efficiency.

That a 7-SPEED truck actually could perform to this standard was amply demonstrated by a 1,765-mile double round trip from San Francisco to Los Angeles in March of 1920. The 3¹/₂-ton truck carried a different load on each leg and aver-

This underslung Hall-Scott powered milk tanker, *below*, *c*. 1930, is most likely a Model 445. Its Safety Coach ancestry is obvious. PHOTO ATHS ARCHIVES



aged over 25 mph and nearly eight mpg with an average gross weight of 15,800 pounds, while experiencing no difficulties whatever. As an encore, it was driven, still fully loaded, up San Francisco's Fillmore Street Hill — an official 26% grade!

Fageol trucks' line-up, circa 1920, consisted of four models ranging from 1½ to 6 tons. In 1925, a new, three-digit model number system was adopted, in which the first number (e.g. 360) stood for tons of rated capacity and the second and third numbers generally stood for horsepower.

In the early '20s, Fageol truck prices ranged from \$3,000 to \$5,700 (\$65,000 to \$120,000 today). These were not inexpensive trucks, but the price evidently was justified to Western truckers, who counted extremes as routine and saw that in the Fageol these extremes were meeting their match.

In 1920, Frank Fageol traveled east to Cleveland to establish a new company for manufacturing and sales to be called Fageol Motors Company of Ohio. The intent was to purchase a vacant factory building and use it to produce at least two of the truck models being built in California.

Indeed, a September 1920 advertisement implied that these trucks were being built in Cleveland. The truth is that in the troubled economic climate of 1920 and 1921, the venture couldn't get off the ground. Frank returned to California for the time being.

In 1923, with the popularity of the Safety Coach increasing, the Ohio company was revived for the

purpose of building bus bodies. In June 1924, Fageol Motors of Ohio bought a manufacturing plant at Kent, in the Akron suburbs some 40 miles southeast of downtown Cleveland.

Bus chassis initially were shipped from California to Kent, where the body was added and final assembly took place. Soon a chassis manufacturing facility was built to complement the body plant. No truck production is known to have taken place at the Kent site.

In late 1925, the American Car and Foundry Company (ACF) of New York, a rail car builder, acquired the J.G. Brill Company of Philadelphia — the country's largest builder of street cars, cable cars, rail cars, and trackless trolley coaches along with the Fageol Motors Company of Ohio, and Hall-Scott Motors, Inc., Fageol's California neighbor and close working partner.

ACF then formed a holding company, the Brill Corporation, under which four new operating subsidiaries, ACF Motors Company, Fageol Motors Company of Ohio, Hall-Scott, and the J.G. Brill Company were placed.

Fageol Motors Company (California) chose not to be included in the amalgamation, and continued as an independent truck builder without any involvement by either William or Frank Fageol. The brothers joined ACF as vice-presidents and sold their interests in the company they helped found.

It is at this point that some of the knottiest

Fageol "7 SPEED" trucks, *above*, *c*. 1920 – where West Coast extremes of climate and terrain met their match. PHOTO ATHS ARCHIVES



elements of the Fageol story can start to be untangled. For the remainder of the Fageol products' history, truck- and bus-building activities were, for the most part, under separate ownership, separate management, and conducted in separate locations.

The bus manufacturing business still had some twists and turns of its own, but basically William and Frank Fageol would build buses in Ohio and Louis Bill and his successors would build trucks and a few buses — largely school bus chassis and special orders, including some Waukesha-

Diesel logger, *above*, *c*. 1938. Words fail in describing this load. Would anyone care to guess its height and weight? This photo gives a good view of the rounded aluminum grille, V-windshield, and huge headlights characteristic of late Fageols.

PHOTO KEN GOUDY JR.

powered Safety Coaches as late as 1932 — in California.

ACF Motors also would build Fageol Safety Coaches in Kent, then Detroit for the year (1926) of the Fageol brothers' involvement with the company, and from 1927 to perhaps 1935 would build similar buses in Detroit under the ACF name.

These buses evidently were just different enough to maneuver around legal pitfalls and avoid paying royalties to Fageol. One wag quipped that ACF stood for "A Counterfeit Fageol."

In November 1926, Frank and Will Fageol resigned from ACF to launch a new bus-building venture. The brothers had tried to interest ACF (as well as Louis Bill, still president of the California company) in a radical new design — one arguably more revolutionary than the Safety Coach had been several years earlier — but to no avail.

The following year, 1927, the Fageols repurchased their old plant at Kent, Ohio from ACF and once again proceeded to make history.

A RADICAL NEW BUS

Twin Coach — sometimes referred to as Fageol Twin Coach — was the title under which William and Frank Fageol would operate for their final three decades in business. The 1927 Model 40 (originally the Model 100) was a 40-passenger, heavy-duty city transit bus featuring then unheard of monocoque (unibody) construction. These buses were one-third larger than any singledecker bus built at the time.

With a view to making all floor space available to passengers, the Fageols decided to place the buses' power source under the floor. In doing so, they developed the first bus to have its power plant enclosed within the body.

Two separate engines — hence the Twin Coach name — one mounted under each longitudinal row of seats — could be accessed from either side of the bus. The 260-cid Waukesha sixes were not pancake engines, but, with their relatively shortstroke L-head design, they occupied a minimum of top-to-bottom space.

The two Twin Coach engines were synchronized to pull evenly. Each engine was combined with a multiple disc clutch and a conventional three-speed transmission from which the drive was taken through a tubular propeller shaft with two universal joints to a worm drive connected to each rear wheel. Either power unit could be operated independently of the other.

A smaller bus of similar design, with one engine in front, was offered from 1929.

The Twin Coach passenger door was ahead of the front wheels — a first. No one in 1927 had seen a bus that looked at all like the Fageols' latest creation, but it was a prototype for practically all buses of the future. Today, most people haven't seen a local transit or intercity bus that *doesn't* look basically like the Twin Coach.

By 1933, most U.S. bus manufacturers had adopted the Fageols' flat-front design for transit and intercity service, albeit with a single engine in most cases. By 1934, as engines increased in power, Twin Coach had come to rely predominately on transversely mounted engines in the rear. The Model 37R, introduced that year, featured this arrangement.

The earliest Twin Coaches were equipped with Waukesha engines, but the Fageols soon turned to Hercules and used only that make of engine through 1943. In late 1934, after Hercules developed a satisfactory diesel, Twin Coach became the first U.S. manufacturer to build a bus with a factory-installed diesel engine.

Ironically, the company staked its post-war future on lighter-weight, lower-cost gasoline and propane engines, and this was a factor in its eventual demise.

About 300 diesel-electric models also were



built in the mid- to late-1930s, and were used mostly in New York City. Some trolley-coach models (trackless trolleys) were built as well.

The Super Twin introduced in 1938 was a 58-passenger, 4-axle, 14-ton diesel-electric that was hinged vertically in the middle to absorb road shocks. It has often been referred to as articulated, but was not hinged horizontally and could not bend around corners.

From mid-1939, most Twin Coaches were equipped with "Gravity" suspension, a torsion bar system that offered an equally comfortable passenger ride with both light- and full-capacity loads, something unique at the time. After World War II, this system was replaced by the similarin-concept Goodrich Torsilastic suspension.

Meanwhile, in 1929, a 1-ton Twin Coach delivery van called the Twin Truck was introduced with either gas or electric power and front or rear drive. These trucks featured a unique, patented operating system that came to Will Fageol one day as he watched a milkman making his rounds with a horse and wagon.

The horse would stop at the edge of a yard, and the milkman would walk across the lawn to the front door and make the delivery. The horse would then move to the next yard, where the milkman would meet him and start the routine over.

Why couldn't a truck do the same thing, Fageol wondered? The answer came in the form of a stand-drive clutch/brake mechanism. When the driver stood on the pedal, the truck moved. When he stepped off the pedal, the vehicle could coast to a stop, doing in effect just what the horse would have done.

One driver told of actually "walking" his truck, horse-like, by putting it in its extra low first gear and keeping the right wheels in the curb gutter. "You almost had time to grab a cup of coffee before the truck got to the next house," he added.

The Twin Truck, with its stand-drive mechanism, proved a success — one particularly wellsuited to milk, bakery, and parcel deliveries.

A patent dispute, however, developed with principal competitor Divco. This was resolved through a cross-licensing arrangement in 1933, and in 1936 Continental Motors sold Divco to Twin Truck. The result of this alliance was the Divco-Twin Corp., with 17% of the stock held by Twin Coach and the remainder by two New York banking houses.

Frank Fageol served as chairman of Divco-Twin until 1944. That year the name was changed to Divco Corp., and both Fageol brothers continued to serve as directors for some years.

FAGEOL FIGHTS WWII

During World War II, Twin Coach manufactured control cabins for U.S. Navy blimps and tail assemblies for Curtiss C-46 Commandos and P-40 Warhawks, using a government plant at Cheektowaga, N.Y., a Buffalo suburb. Similar activities took place in the Kent plant after 1943.

At war's end, Twin Coach purchased the Buf-



Early Twin Coach, below, c. 1927. The trolley car influence is apparent, yet the overall appearance is recognizably modern. Reasonable men might argue whether the Safety Coach (father of modern intercity buses) or the Twin Coach (father of modern urban transit buses) was more revolutionary, but there's no arguing that both were the result of the Fageol brothers' vision and imagination. PHOTO WILLIAM A. LUKE





First factory-installed diesel in an American bus, below, Twin Coach delivered this handsome and modern coach in early 1935. It foreshadowed transit bus design of the next 10 to 15 years. A Cumminspowered Mack bus had crossed the country three years earlier, but its engine appears to have been installed by Cummins or a Mack factory branch.

Post-war Twin Coach, *opposite page*, *bottom*, *c*. 1950. Dwight Austin's 1946 restyling would remain remarkably crisp for another 20 years or more.

PHOTOS WILLIAM A. LUKE

falo factory to continue operation of its successful aircraft division, while also using portions of it for bus assembly. In addition, a Canadian bus assembly plant was set up at Fort Erie, Ontario, across the Peace Bridge from Buffalo.

Late in the war, plans were announced for a new Twin with two diesel engines, developing a total of 300 hp and 750 lb-ft of torque. It was claimed this powerhouse could accelerate to 60 mph in 15 seconds. This idea evidently died aborning; in fact, no post-war Twin Coach design readily lent itself to the installation of diesel engines, singular or plural.

Just after the war, another building was put into service in Kent to house an engine plant. The first product turned out was a lightweight, high-compression (10:1 ratio) OHC six of 404 cubic inches (subsequently available in 426-, 451-, and 477-cid versions). In the post-war buses, this power plant was turned on one side under the floor, and coupled to a Spicer torque converter.

The styling of post-war 41-and 44-passenger Twin Coaches was completely new, with a trend-setting six-piece windshield, variations of which were seen on some Flxible and GM buses for many years to come. Just as the original 1927 Twin Coaches would have fit into the 1940s, the 1946 models would have been at home in the 1960s and even '70s.

By 1948 pent-up demand from the war years had been largely satisfied. In spite of 1,500 or more propane-powered Twin Coaches being placed in service in Chicago, Omaha, San Antonio, and Dallas, and compiling outstanding service records there, most operators were buying diesels.

Twin Coach's gamble on gasoline and propane power had not paid off. Despite its having reached number two in sales among American bus builders, its days as a city transit manufacturer were now numbered. A tremendous post-war sales surge notwithstanding, 1948 was the last good year Fageol enjoyed in the transit business. The future belonged to the diesel, and of all U.S. bus manufacturers GM alone was solidly positioned to take advantage of that reality.

Twin Coach considered adapting the 600-c.i.d. English Leyland diesel for bus use, but concluded that by the time it was ready for market any competitive advantage it might offer would be lost.

There was one last attempt to remain in the ground transportation arena. In 1950, it was announced that the Fageol name would be revived for the Super Freighter. This patented self-propelled trailer was designed by L.J. (Lou) Fageol, Frank's son, who was now president of Twin Coach, but better known in some circles as a speedboat racer and Indy car owner and designer.

Built using a 35-ft all-stainless Fruehauf van, the Super Freighter looked for all the world like a van trailer with a front steering axle and a windshield in its rounded nose, which, in truth, it was. The original Super Freighter was powered by a Fageol propane bus engine mounted under the floor. A second version used the Leyland



diesel with a Fageol-designed injection system.

A variation, developed under the Super Freighter patent using the Fruehauf body and 477 Fageol under-the-floor gasoline engine, was sold to the Army as a "convertible" — i.e., a vehicle that could be converted from a bus to a cargo truck, troop carrier, or ambulance.

An initial 500 of these F-32-F convertibles were ordered. Eventually, a total of nearly 1,600 were put in service for the Army, Navy, and Air Force. At the time — the Korean War era — this was the largest order ever placed by the combined military forces for non-tactical vehicles.

The same basic design was used for highway post offices. The one-piece freighter concept earned its greatest acceptance with the Fageol Van, a slightly less trailer-looking vehicle that nonetheless made use of a Fruehauf body with its International chassis.

The Van came in lengths of 20 to 35 feet, with wheelbases of 108 inches to 243 inches and payload capacities of up to 33,000 lbs.

Twin Coach advertised its truck-trailer hybrid as having up to 200 cubic feet more cargo space than any competitive design. (The White 3000 seems to have been seen as the prime competitor.)

Van mechanical components, including engines (typically the Super Red Diamond 450-c.i.d.), were largely International Harvester, and the assembled units were sold by International dealers. The engine was contained under a hinged doghouse between the seats, just as it



would be on most COE trucks of the coming years.

The Vans were moderately successful and stayed in production at Kent, along with highway post offices and the small "Pony Express" postal delivery vans, until 1956 when operations there ceased. Van purchasers included United Parcel Service and many furniture and household movers.

The last bus wearing the Twin Coach label, and that label alone, left the factory in late 1951. The final 155 buses produced — in late 1951 and 1952 — were tagged as "Fageoliners." They were the last of some 14,700 transit buses produced by Twin Coach.

At the end of 1952, the Twin Coach transit bus business and part of the Kent plant was sold to Flxible. After the Kent facility closed, Flxible moved bus production 65 miles southwest to its hometown of Loudenville, Ohio.

Twin Coach remained, quite successfully, in

Two versions of Fageol Twin Coach's one-piece freighter concept: the Super Freighter, above left, a Fruehauf trailer self-propelled by a Fageol bus engine – available in propane or diesel mounted under the floor, and the Fageol Van, above right, built with Fruehauf body and International components, including IH gasoline engines. BROCHURES (c. 1951) ATHS ARCHIVES





the business of manufacturing aircraft components in Buffalo and marine engines in Kent at its still-open engine subsidiary, the Fageol Products Co.

By 1958, Fageol Products had closed, with the marine engine division eventually becoming part of Homelite. Kent was now left with only memories of Fageol.

In 1962, Twin Coach became Twin Industries Corp. On Dec. 31, 1963, Bell Intercontinetal Corp. (formerly Bell Aircraft) acquired control of Twin Industries and merged it with its Wheelabrator Division to form Wheelabrator Corp. as a Bell subsidiary.

Some Flxible products carried the "Flxible Twin Coach" label until 1962, when Flxible's 10year right to use the Twin Coach name expired. In 1968, the name was reprised for one more tour of duty by a Kent, Ohio firm called Highway Products Co., and used on the 900 or so light-duty city transit buses they built through 1975 in the old Kent plant. These were the last buses built with even a tenuous link to the Fageol heritage.

FAREWELL FAGEOL

So much for building buses, vans, airplanes, and engines; what became of the Fageol truck once Will and Frank Fageol departed? Let's pick up that story where we left off, circa 1925, and try to untangle the last knot.

At this point, Fageol Motors of California was offering 2-, 3-, 4-, and 6-ton trucks, with 10-ton

models soon to follow. The practice of letting the first number of a model designation stand for a truck's nominal hauling capacity in tons continued, though as horsepower ratings increased the meaning of the second and third numbers perhaps became less descriptive.

All trucks would continue to use Waukesha engines, Fageol transmissions, and, typically, Timken axles. By 1929, Fageol was offering fullpressure lubrication, and, on the largest trucks, tandem axles and air brakes.

In August 1926, the Fageol Flyer was introduced. It was Fageol's entry into the so-called "speed-truck" market — a light truck (1- and 2-tons initially) with heavy-duty design features. It boasted an all-steel cab and was powered by a four-cylinder 252-cid Waukesha with the English-designed Ricardo head, featuring a high-turbulence combustion chamber that was claimed to increase power 15-20%.

Provision for atmospheric variation was made through a dynamic thermostatically controlled intake manifold. Trucks were now being built in sizes from 1 ton to 10 tons.

Fageol added a six-cylinder engine, built by Waukesha, to its line in 1927 for trucks of three tons and more. Waukesha sixes soon were available in sizes up to 549 cid. The last four-cylinder engine was offered in 1933. In 1936, both Cummins and Waukesha diesels became available for trucks of five tons and over.

In still another unique twist, Fageol trucks of



The all-aluminum Fageol truck of 1930, below, was not only a thing of beauty, but an accurate predictor of the future. Fageol's pioneering interest in weight saving undoubtedly encouraged experimentation by Consolidated Freightways, which led in turn to the development of the Freightliner.

PHOTO ATHS ARCHIVES



this era ordinarily came from the factory "color coded." Each model was arrayed in its own distinctive shade of the rainbow, be it red, orange, green, or blue.

In 1930, an "all aluminum" truck was built in cooperation with Alcoa. Hood, frame, cab, and anything else that could be made of aluminum alloy was. This was claimed to result in a net weight savings of 2,900 lbs when compared with a 10-ton steel chassis. Reduction in unsprung weight accounted for 960 lbs of that total and resulted in improved steering, handling, and tire life.

One large Fageol customer, Consolidated Freightways, was definitely attuned to the merits of weight saving. It also was committed to space saving through the use of shorter BBCs and longer bodies and trailers. Fageol, working in concert with Consolidated, was about to play a role once again that would change truck history.

In 1934, Consolidated (then Consolidated Truck Lines, Inc.), which had operated Fageols since 1929, bought ten new trucks that were possibly the first of their kind in service anywhere. These Fageols featured not only aluminum cabs but pressed aluminum frames.

In 1937, CF put a Fageol aluminum cab COE — a 6x4 diesel with a 22-ft body, pulling a 28-ft 3-axle trailer—into service and was pleased with the results. This was the last Fageol — out of a fleet of 67 — that Consolidated bought. CF referred to the unit, with its 50 feet of load space, as a "Freight-Liner."

Later that year, with Fageol in decline and no large manufacturer showing interest in its ideas, Consolidated decided to take matters into its own hands. It began building a series of experimental aluminum trucks using Fageol chassis.

Older Fageols rebuilt in the Consolidated shops emerged in various, often curiously odd-looking configurations. About 20 of these homebuilts operated with impressive results just before and during World War II. Some of these trucks bore the name "Freightways" inside their destined-tobe-famous "coat hanger" logos.

During the war ten new Consolidated 6x4 COEs were turned out under permission of the War Production Board. These trucks were fitted with aluminum cabs built by CF, but assembled by Peterbilt on a Peterbilt chassis.

After the war Consolidated used the knowledge it had gained to enter the manufacturing business and produce the "Freightliner," initially for its own use, but soon to be offered to the public. Bolstered by an exclusive sales agreement with White from 1951-1977, Freightliner emerged This trio of Consolidated Truck Lines 10-ton tandem vans, *above, c.* 1929, were no doubt equal to the task of providing "Express Service at Freight Rates."

Forget the headache rack – where's the cab? Apparently the same place as the headlights. This Fageol, *below, c.* mid-1930s, was built for one purpose alone: to haul the largest possible load of logs – though one would hope in daylight and fair weather! PHOTOS ATHS ARCHIVES





Twin Coach 25th Anniversary Commemoration, below, November 18, 1952. Pictured from left are Louis J. Fageol; John J. Lee, executive vicepresident, Twin Coach Aircraft Division; Frank R. Fageol; and William B. Fageol. The contrasting personalities of the two Fageol brothers are suggested in their poses. Will Fageol went to work at Twin Coach every day until weeks before his death in 1955. Frank, who survived him by ten years, retired as Twin Coach chairman in 1960, but his restless mind and imagination never stopped working.

PHOTO LOUIS R. FAGEOL

from that period as a top-selling truck and has now been *the* top-selling medium- and heavyduty truck in America for some years.

As with most truck manufacturers, Fageol battled stiff head winds throughout the Great Depression. It last turned a profit in 1929 and limped through the next two years before going into receivership in 1932. Meanwhile, in 1930, Fageol had attempted a merger with Moreland, but that effort came to naught.

In 1932, the firm was reorganized as Fageol Truck and Coach Company. Only 317 trucks had been sold in 1931, compared with 484 in 1930, and nearly 1,000 in both 1928 and 1929. Sales had peaked at almost \$4 million in 1929, but dwindled to \$1.5 million in 1931.

From 1932 to 1938, Fageol was operated by Waukesha Motor Co. and the Central Bank of Oakland.

In 1936, a new streamlined cab with a rakish V-windshield and rounded aluminum waterfall grille made its debut. The dragon's teeth vents remained in their usual place high atop the long hood. A cabover was introduced the next year. Sophisticated styling had at last met sophisticated engineering.

Along with Sterling, Kenworth, and Mack, Fageol remained a favored choice for logging as well as long-distance and heavy-hauling assignments in Pacific Coast trucking, but the vise grip of the Depression refused to let go.



On November 1, 1938, the Sterling Motor Truck Company of California acquired Fageol's assets. Production ceased in January, 1939. At that point, Sterling took over Fageol's sales distribution network and retained its parts inventory to serve existing Fageol customers. It sold — for \$50,000 — the manufacturing rights and the 1917 Oakland plant with all its contents to logger and lumber manufacturer T.A. (Al) Peterman, who had long sought to develop a better logging truck.

So, after a run of nearly a quarter century, the Fageol name disappeared from trucks, though one footnote might be in order.

In 1954 Denver-Chicago Trucking Co. shifted from a relay to sleeper-cab system in its Eastern operations. A fleet of several dozen 1953 R-195 gasoline-powered Internationals (the last gasoline line-haul tractors D-C purchased, and the last with spoke wheels) was still relatively new. Denver-Chicago was loath to replace the trucks at so early a stage, so it called on Twin Coach to replace their cabs.

The forward section of a Fageol Van was refashioned into a COE sleeper and lowered onto the Harvester chassis in place of the original IH day cab. The International conventionals were thus re-born as Fageol COEs — though drivers persisted in calling them "Cookie Boxes" or "Cookie Wagons."

Nineteen of these tractors remained on the job as city trucks into the mid-1960s, and even then a few were converted to yard hostlers. They were very likely the last Fageol trucks in regular service.

Fageol and Twin Coach may not have been the largest players in the truck or bus game, and were by no means the longest-lived, yet they racked up a very significant number of points for innovativeness. Many concepts, products, and features taken for granted today first sprang from Fageol ingenuity.

Among Fageol firsts, or *likely* firsts:

• First ground-based motorized mass-transit system, the Panama Pacific Exposition "Auto-Trains", 1915;

• First successful compound transmission, c. 1920;

• First purpose-built, low-center-of-gravity bus, the intercity Safety Coach, 1922;

• First four-wheel air brakes (developed with Westinghouse), 1922;



• First use of quick-drying synthetic spray lacquer (RY-NAMEL), 1922;

• First dual-rear pneumatic tires, *c*. 1923;

• First all-steel cab truck (likely shares credit with GMC), *c*. 1925;

• First forward-control transit bus, 1927.

• First bus with engine(s) enclosed under the floor, 1927;

• First monocoque bus, 1927;

• First stand-drive mechanism for operating delivery vans, *c.* 1929 (cross-licensing agreement adopted for Fageol and Divco patents, 1933);

• First "all-aluminum" truck (built in cooperation with Alcoa), 1930;



• First *factory-installed* diesel engine in an American bus, 1934, and

• First torsion-bar suspension for buses (developed with Truck Equipment Co. of Buffalo), 1939.

It's been said there are no second acts in American life, but on the strength of a well-deserved reputation certain Fageol-designed products were granted one. Some of the bus features lived on in Flxibles and the little Twin Trucks in Divcos. And what of the heavy trucks? Well, the Freightliner connection has been discussed.

And, oh yes, there *is* one more thing: Remember T.A. Peterman? He continued to build trucks

that made use of Fageol designs, concepts, and parts. The dragon's teeth and waterfall grille were gone, but in their place was a new name — one almost impossible to mispronounce: Peterbilt.

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The last of the line, a Fageol COE, *left*, *c*. 1954. Denver-Chicago's "Cookie Wagons" covered International Harvester inner workings with unique Fageol styling.

This Fageol, c. 1937, below, has often been referred to as a "Monkey Ward Freightliner," but note that the Fageol logo remains. Where but a mail-order house like Montgomery Ward could Consolidated Freightways have come up with such an apparently ill-matched array of components? Durability, however, trumped beauty in this particular beast; it was still in service in 1952.

PHOTOS ROGER SACKETT