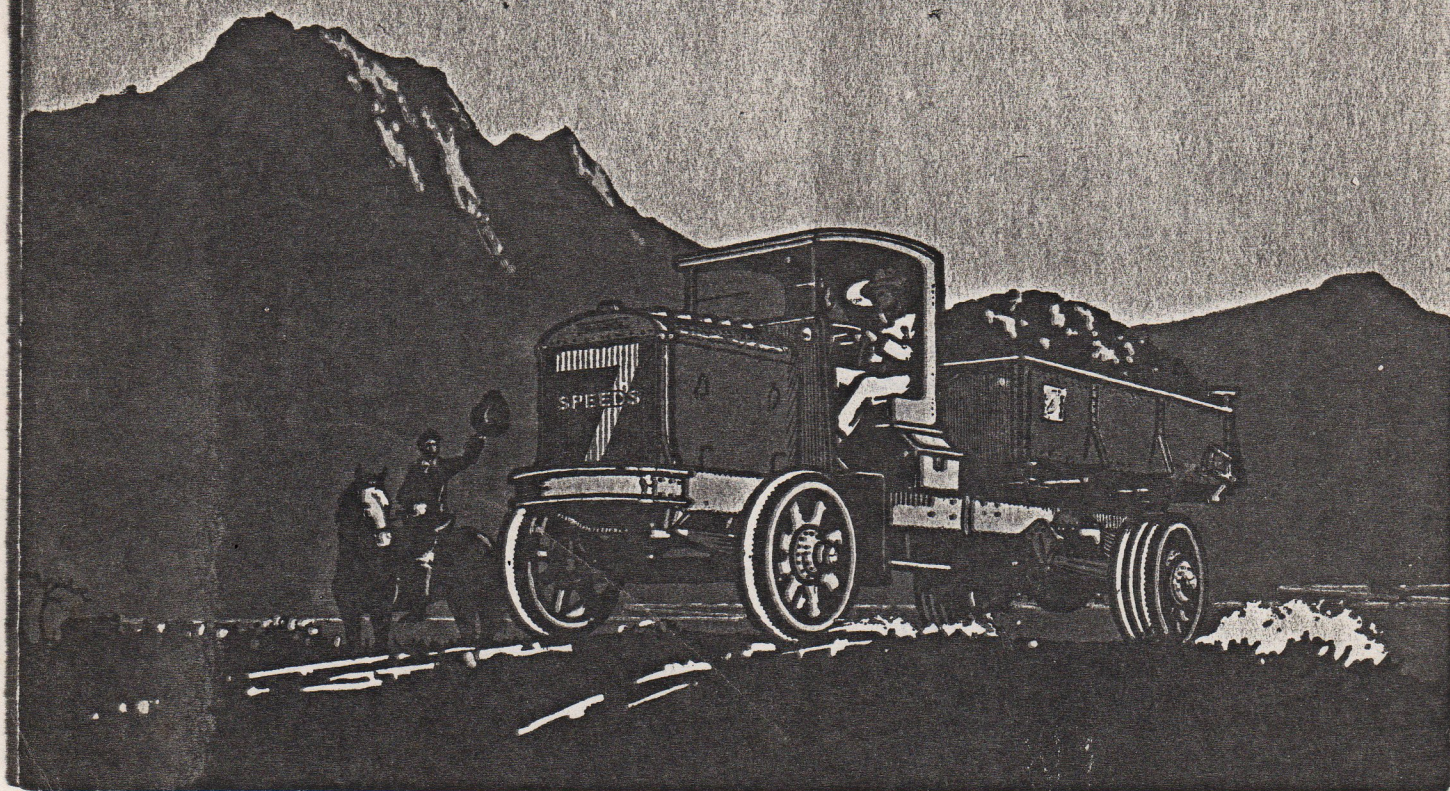


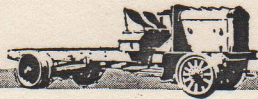
# FAGEOL

## COMPOUND TRUCKS

O. V. BADLEY CO.  
FAGEOL TRUCKS  
BEAR TRACTORS  
Burnside at 9th Street  
Portland, - Oregon







Out of metals, we make  
*Endurance and Economy*  
for a particular service.  
You buy a share of our  
interest in that service  
when you buy  
*Fageol Products*

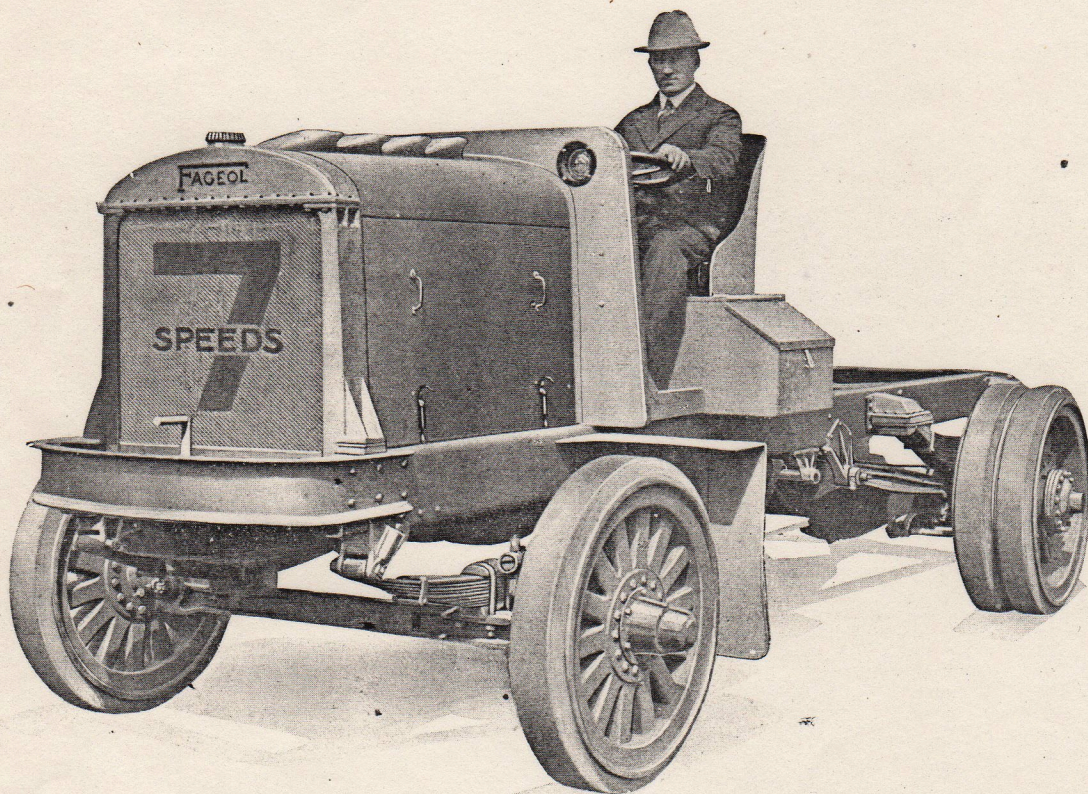
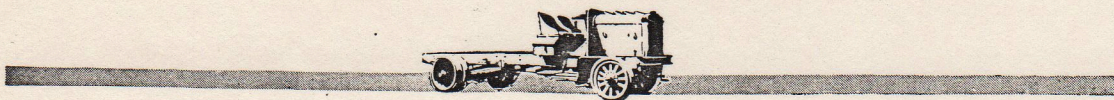
MANUFACTURED BY

**FAGEOL MOTORS COMPANY**

"HONEST PRODUCTS"

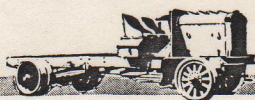
OAKLAND, CALIFORNIA  
U. S. A.





*Chassis of Fageol 5-6 Ton Truck*





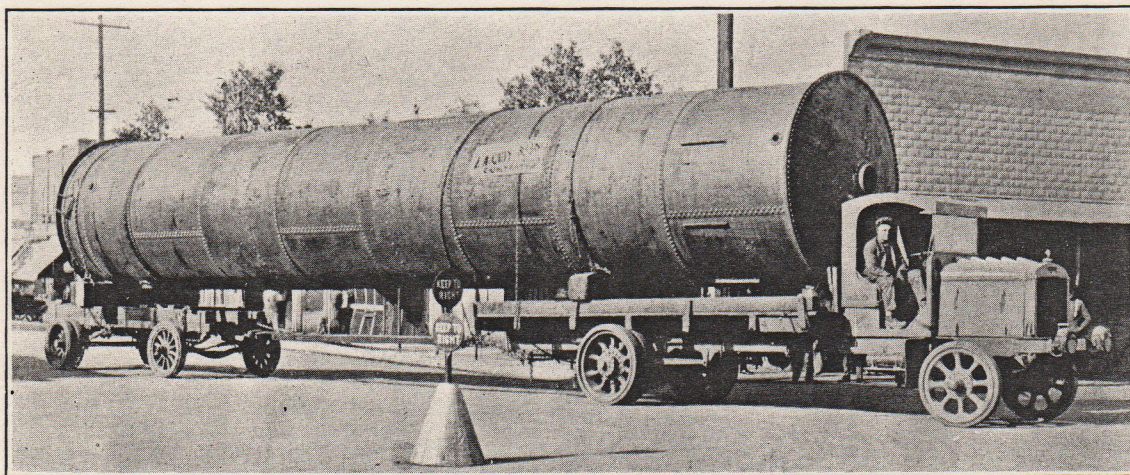
Even in the city of San Francisco, a truck which cannot negotiate with full load a twenty-five per cent grade and keep going up for several blocks, is a failure. Sometimes there is a long way round of perhaps miles. More often it is go up—or not go at all!

Fageol Trucks were designed by men who know Pacific Coast conditions and who have had years of experience in the industry. With a fresh start in a new company, which was not tied to an old product by expensive machinery, patterns, and jigs, they produced a line of trucks which had the necessary qualities to conquer Pacific Coast transportation difficulties.

On June 9th, 1917, ground was broken for the new factory. In the Company's first year, to June 9th, 1918, they had produced and sold more heavy-duty trucks than any company had *ever* made and sold in their first year of production!

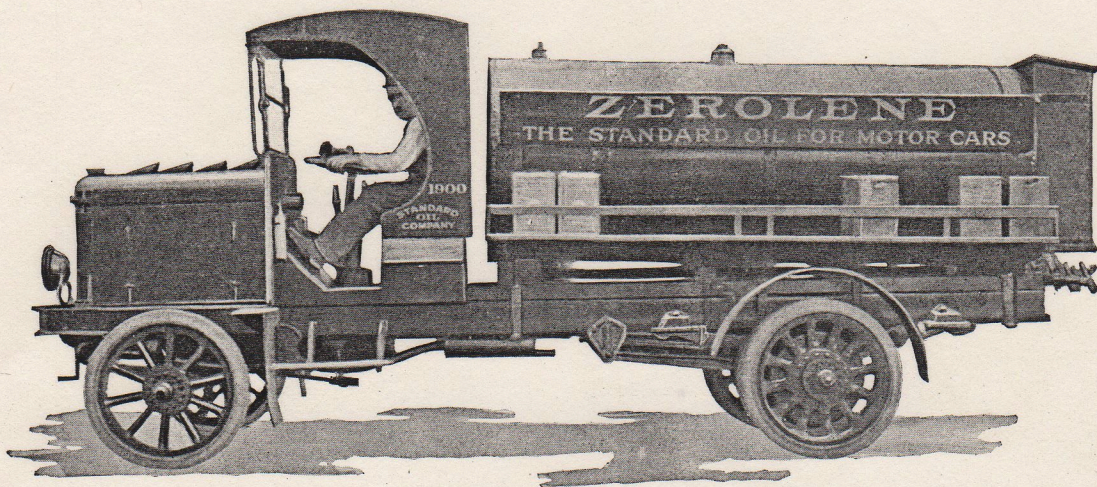
The trucks *had* conquered!

Fageol Trucks are honestly built. Each unit entering their construction is the best obtainable. Arrangement has been carefully thought out. The improvements over standard truck practice *necessary* for *dominant service* were incorporated in the product only after exhaustive trials. They are, therefore, real features, proving their worth in miles and dollars to truck owners.

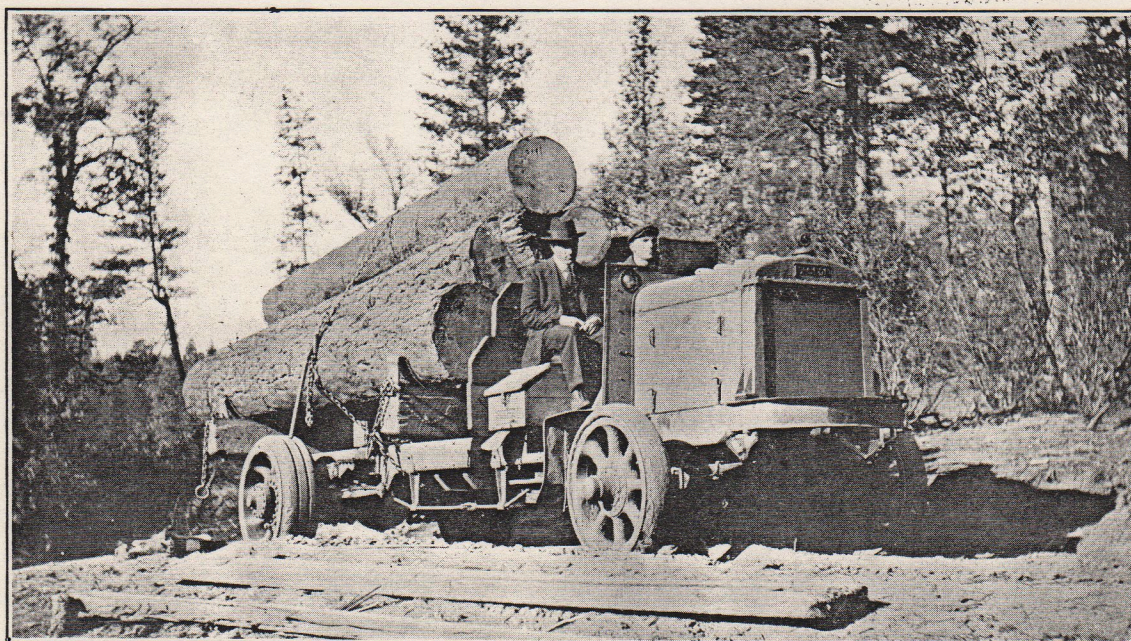


*Heavy Duty in the Coalinga Oil District*



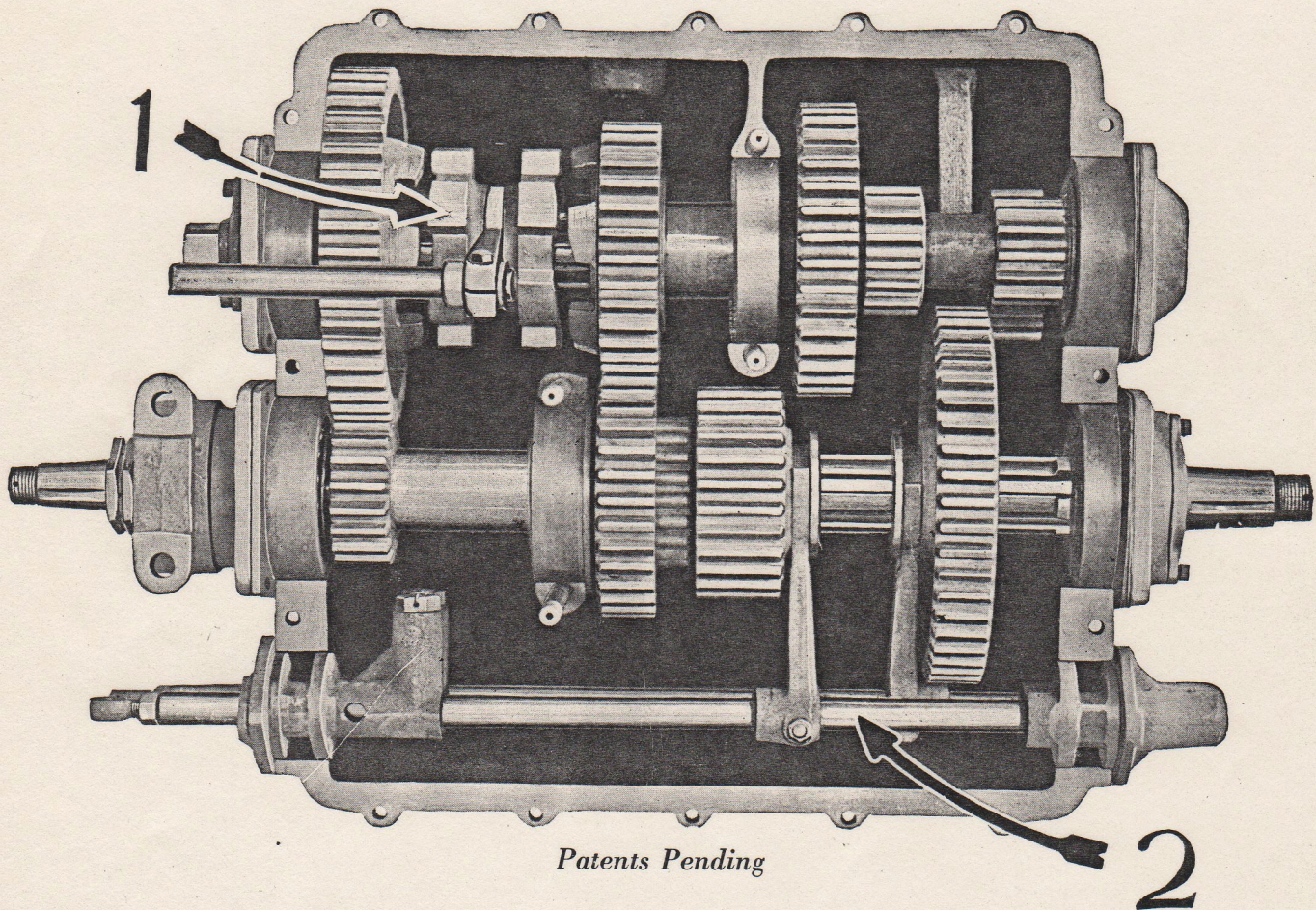
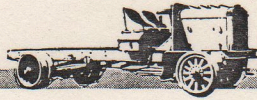


*One of Standard Oil Co.'s Fageol Fleet*



*One of a Fleet of Fageols on the Ruggles Mill Haul*





## The Fageol Compound Seven-Speed Transmission

With Cover Half of Case Removed

(1) The countershaft lever controls the clutch at 1, which slides on splines on the countershaft between the high and low countershaft gears, locking one or the other to the countershaft.

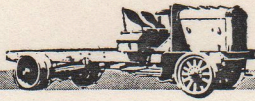
These two gears are mounted on roller bearings, and when not locked to the countershaft, rotate independently of it.

A section of the countershaft extends out-

side the case to provide for a power take off.

(2) The main shaft lever controls the main shaft gears as in an ordinary transmission, shifting them into engagement with the low, intermediate or reverse gear of the countershaft, or locks the left and right hand parts of the main shaft together in direct drive. A simple safety catch prevents two speeds being used at the same time.



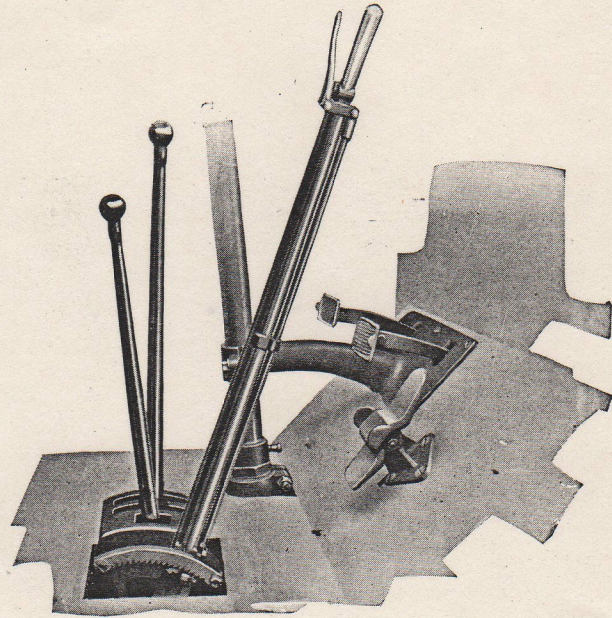


## The Fageol Compound Seven-Speed Transmission

THE most inadequate unit in standard truck design is the transmission, because of a lack of sufficient range of gear ratios to meet the varying conditions. A passenger car carries a load which varies about 33% of its own weight. A truck's load varies over 100% of its weight. The truck is expected to climb as steep grades as the passenger car. Yet, despite the truck's comparative overload, it has the same gear ratio range in the transmission as the passenger car. In order to start a heavy load without danger of breaking a drive shaft or axle, the motor must deliver an abundance of power at a very slow truck speed. In starting under difficult conditions, the ordinary transmission forces the driver to speed up the motor and drop the clutch in suddenly, the result being a great strain on all drive shaft and axle parts. What is needed is not a "jerk," but a powerful pull.

On a paved, level highway, truck speed can easily equal passenger car speed without harm to truck or load, provided motor vibration is restricted. The motor has adequate power to move the truck at passenger car speed, but the ordinary transmission would demand a motor speed that would ruin the truck through vibration in a short time.

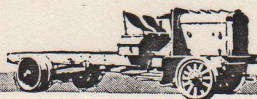
To provide the necessary *pull* and *speed*, Fageol Motors Company has developed a special compound transmission, embodying new principles in transmission design. This unit has no more gears than an ordinary



*The Compound Seven Speed Control Levers and the Fageol Foot Throttle*

four speed transmission, yet it gives *five* forward speeds and *two* reverse speeds by the use of a *two speed* countershaft—the speed of which is controlled by a separate lever at the side of the ordinary gear shift lever. In the Compound Seven Speed Transmission, the *fifth* forward speed is an over-gear which, while not increasing engine revolutions per minute or consuming more fuel, still gives the truck 36%, or a *third more speed*, than a truck fitted with a standard transmission. On *extreme low gear* the Fageol Truck has 91% more pulling power, or almost twice that of the standard truck!





The soundness of this principle of transmission design has been thoroughly proven by its use in over three hundred trucks operating under the most difficult conditions in mine and lumber hauling on the Pacific Coast.

The transmission is well built with the best of materials. The countershaft is short and supported in the middle; all shafts have roller bearings; gears are made of special alloy steel, heat treated; gears and bearings run in oil in a dust-proof case. For a complete description, send for the folder entitled, "The Compound Seven Speed Transmission."

There is nothing complicated in the construction of this unit, and its operation is simplicity itself, yet it increases earning capacity. With the great range of gear reductions made possible by it, Fageol Trucks fitted with the Compound Seven Speed Transmission can be operated successfully on hauls and in service that would be impossible to other trucks.

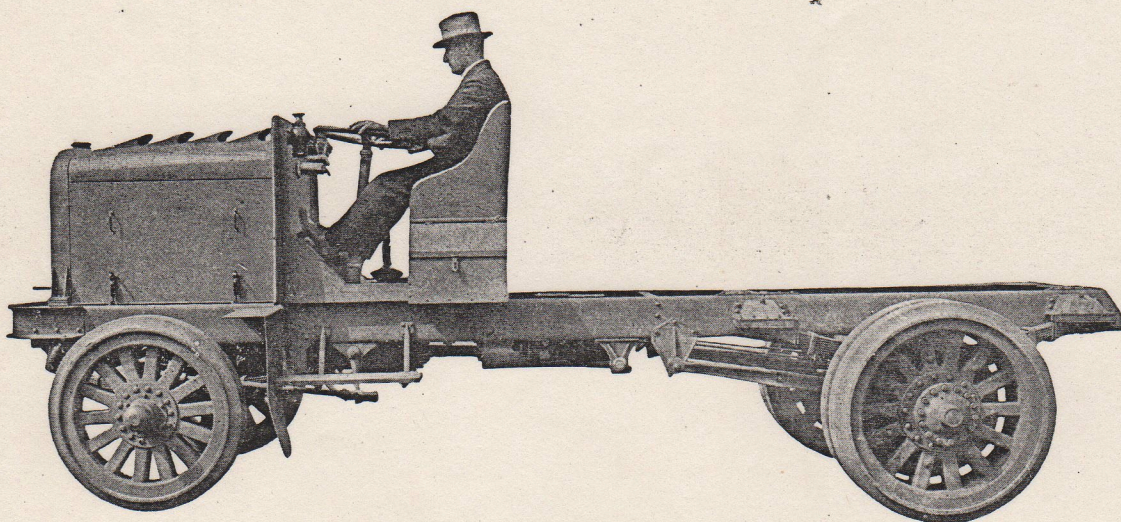
## The Spring Oiling System

The Myer's Magazine Oiling System, first developed and used on Fageol Trucks, and later adopted by the United States Government, is an important factor in the truck's general efficiency. Without spring oiling, a truck has little chance of showing its real worth, for stiff, rusty springs fail to protect the vital parts of its mechanism from the sledge-hammer blows resulting from operation over rough roads.

The Fageol Truck is well protected in this respect. Oil reservoirs, securely fitted to the springs and frame, act in the double capacity of spring hangers and oil containers. Oil is fed to the spring bearing surfaces and leaves by a wick and capillary attraction, which supplies an adequate amount of oil for lubrication purposes.

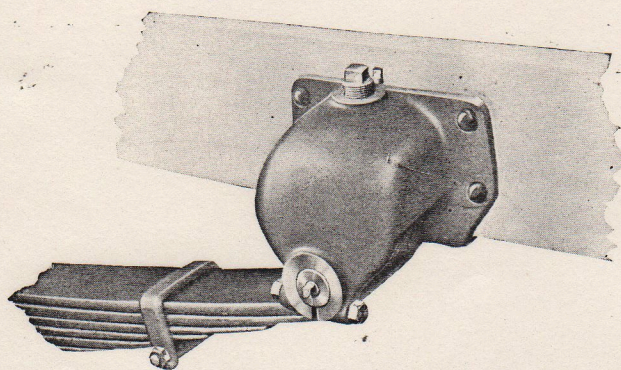
All the attention required for this system is a monthly replenishing of the oil supply in the magazines, an operation which can be done by the driver in five minutes.

The Spring Oiling System reduces operating costs, and makes Fageol Trucks ride like touring cars.

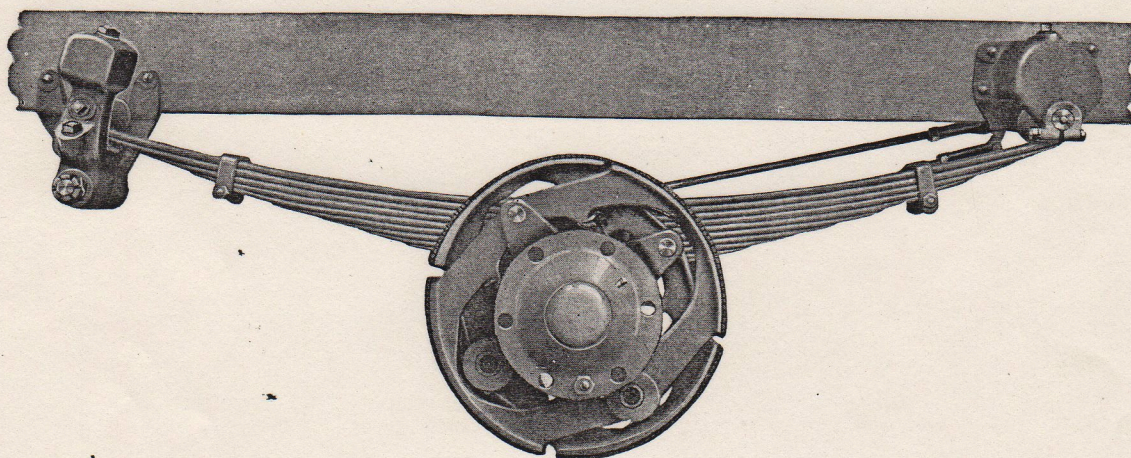


*Chassis View of Fageol 5-6 Ton Truck*

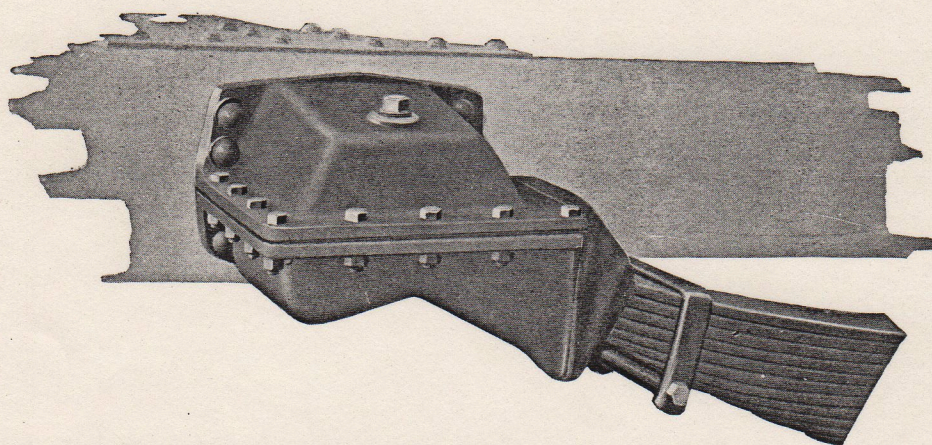




*Oil Reservoir Spring Hanger, Showing Filler Plug and Spring Bolt  
(1½ and 2½ Ton Trucks)*

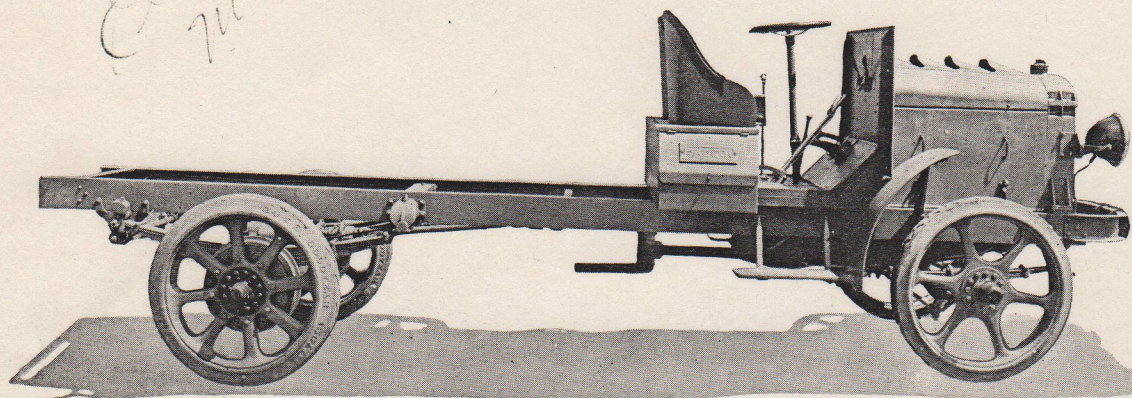


*Spring Mounting and Internal Expanding Brakes  
(1½ and 2½ Ton Trucks)*



*Oil Reservoir Spring Hanger, Showing Filler Plug  
(3½-4 and 5-6 Ton Trucks)*





### *Chassis View of 1½ Ton Truck*

Showing the Upholstered Individual Seats

## Comfort of Driver

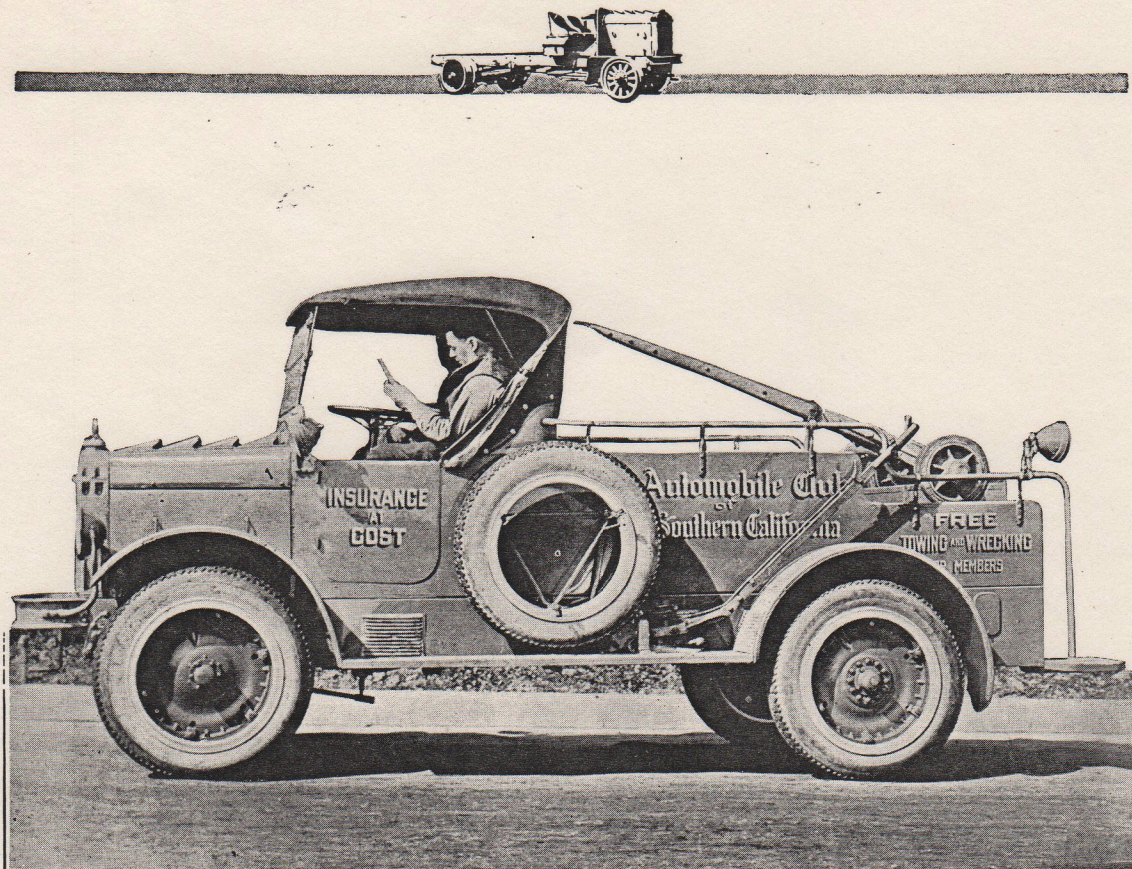
Serious thought has been given to a much neglected quality—the comfort of the driver. The average truck seat is a “back breaker,” having a narrow, hard cushion and a back rest which forces the driver to lean forward in a position which is exceedingly tiresome.

The driver of a Fageol Truck sits in a comfortable, well upholstered, individual seat, which compares favorably in comfort with the seats in any automobile. The seat cushions have deep springs. The upholstered backs have the enjoyable quality of not only conforming to a driver's back, but also following its motion, so that there is no rubbing against the upholstery.

The accelerator of the Fageol Truck is fitted with a foot rest which fits the shoe as does the foot rest on a bootblack stand, and is pivoted in such a manner that the foot is at perfect ease. It is so constructed that the throttle tends to stay put at any position, making it unnecessary to keep a continual pressure on the throttle while under way.

Many other features will be found upon a personal examination of the truck, such as short front fenders, allowing easy access to the motor and a clear view of the front wheels; built-in tool boxes, handy either from the ground or seat; extra large radiator filler cap, and easily adjustable brake rods.





*The Automobile Club's Strenuous Service Constantly Demonstrates the Value of the Excess Speed and Power of This 11½ Ton Model*

## Motors

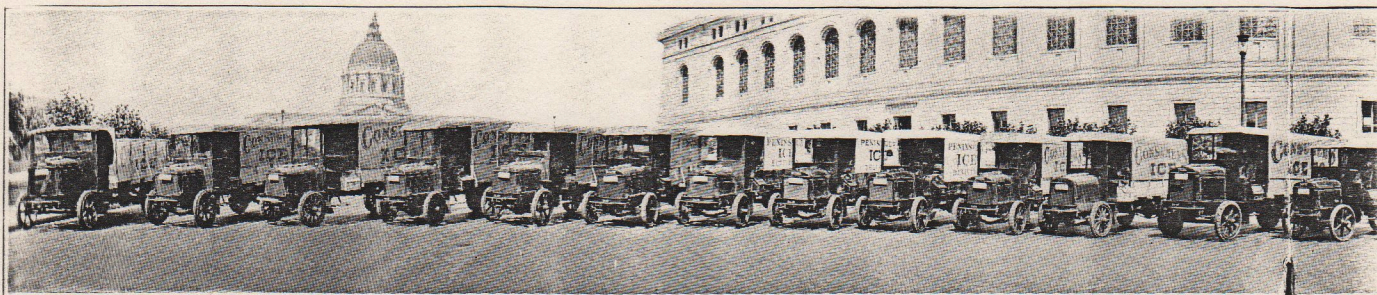
The motor in the 3½-4 Ton and 5-6 Ton Models is a heavy duty, powerful motor, having four water-cooled cylinders cast in pairs, with detachable "L" heads. The motor used in the 2½ Ton is of the same general design, but of slightly smaller size and higher speed.

The 3½-4 Ton and 5-6 Ton motor has a bore of 4½ inches and a stroke of 6¼ inches. The S. A. E. rating of this motor is 32.5 horsepower. Actual horsepower is 43 at 1000 R. P. M. Lubrication is by pressure feed to all main bearings through the hollow crankshaft. The 2½ Ton motor has a bore

of 4⅜ inches and a stroke of 5¾ inches. The S. A. E. rating is 30.63 horsepower, and 37.5 actual horsepower at 1100 R. P. M. This motor has a constant level system of lubrication. Oil is forced to all main and connecting rod bearings under pressure.

The motor used in the 1½ Ton Truck is a water-cooled, four-cylinder motor, designed for extreme ruggedness. The cylinder block is a single casting, with detachable "L" head and removable cylinder sleeves. The bore is 3¾ inches and the stroke is 5¼ inches. Like the larger motor, the 1½ Ton motor has force feed constant level lubrication. The S. A. E. rating is 22.5 horsepower, or 31 actual horsepower at 1500 R. P. M.





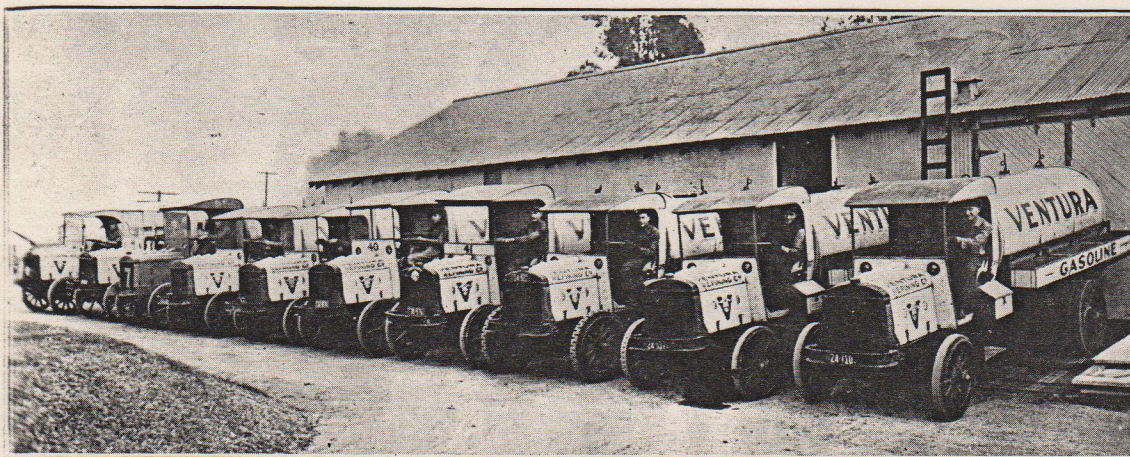
*Part of the Consumers' Ice Co.*

The materials used in these motors are the best obtainable. The crankshafts are made of chrome nickel steel, heat treated, and the connecting rods of 35 carbon steel. The cylinders and pistons are of the best semi-steel, and are tested five times in manufacture, for defects.

All three motors are well built, long-lived, and altogether dependable.

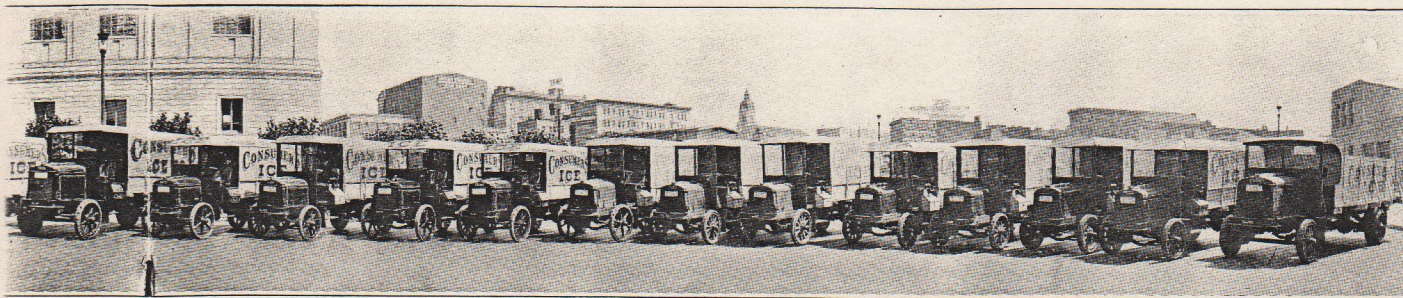
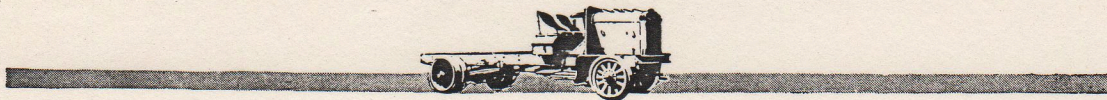
### Service

Fageol Motors Company is in the best possible position to give service to Pacific Coast truck owners. On account of its cen-



*Ten of the Ventura Refining Co.'s Fageol Fleet*





*Consumers' Ice Co.'s Fageol Fleet*

tral location in this territory, any dealer can get into almost intant touch with the factory in obtaining parts.

The territory is thoroughly covered by first-class local dealers, who carry a complete stock of ordinary repair parts.

Fageol Motors Company is also well represented in countries bordering the Pacific

Ocean. To these countries our service is easily weeks ahead of Eastern truck builders.

Both the factory organization and the dealer organization are imbued with the desire to "SERVE." We have adequate facilities for service, and realize thoroughly that our continued success depends upon living up to our Service responsibilities.



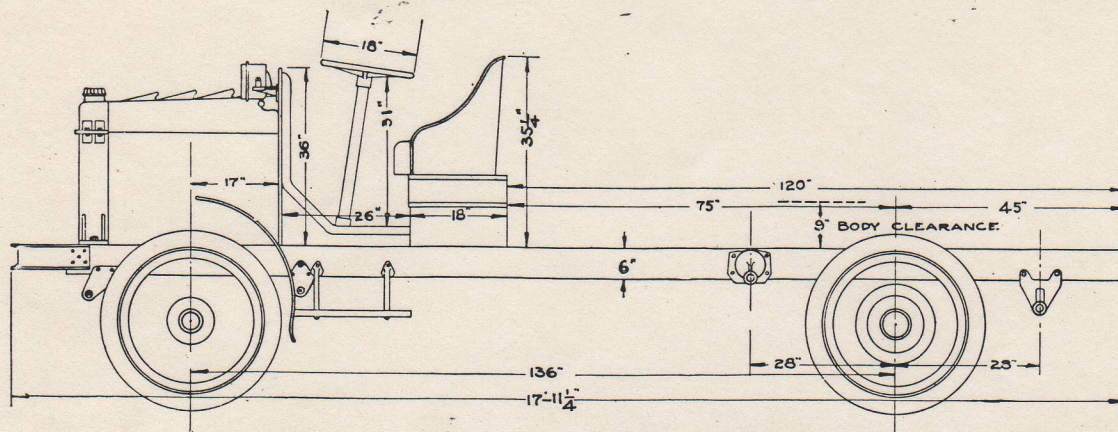
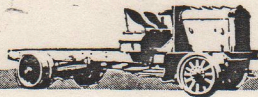
*Ten Fageols from Farnsworth & Ruggles' Fleet*



3250

25

3250



**1 1/2 Ton Truck—Body Builder's Dimensions**

|   |             |
|---|-------------|
| Wheel Base.....   | 136"        |
| Distance back of driver's seat to center of rear axle.....  | 75" ✓       |
| Distance from center of rear axle to end of frame.....      | 45"         |
| Distance back of driver's seat to end of frame.....         | 120" ✓      |
| Length over all.....  | 17'-11 1/4" |
| Frame width.....  | 30"         |
| Frame height loaded.....                                    | 30"         |
| Distance between inside edges of rear tires—solids.....     | 52"         |
| Distance between inside edges of rear tires—pneumatics..... | 51"         |
| Clearance required above tires.....                         | 9"          |

## Specifications

### 1 1/2 - 2 Ton Truck

**CHASSIS**—Gross Capacity—4000 pounds.

**Frame**—6-inch rolled structural steel channel, weighing 8 pounds per foot, hot riveted throughout.

**Wheelbase**—Standard, 136 inches. Length of frame back of driver's seat, standard wheelbase 10 feet.

**Motor**—Four water cooled cylinders cast in block. Detachable "L" head. Bore 3 3/4 inches. Stroke 5 1/4 inches. Horsepower, 22.5 S. A. E. rating, actual 37.5 at 1500 R. P. M. Three-point suspension. Removable cylinder sleeves.

**Lubrication**—Force feed lubrication, through hollow crankshaft.

**Carburetor**—Zenith L-4.

**Ignition**—Magneto with automatic impulse starter.

**Controls**—Spark and throttle levers mounted in unit with switch on dash. Gear shift levers and emergency brake at center. Special Fageol foot throttle.

**Cooling System**—The radiator is of cellular type, four piece cast housing, cushioned on frame by thick "Thermoid" pads. Water circulated by centrifugal pump. Fan driven by leather belt. Ample water capacity.

**Clutch**—Dry plate multiple disc type completely enclosed in bell housing.

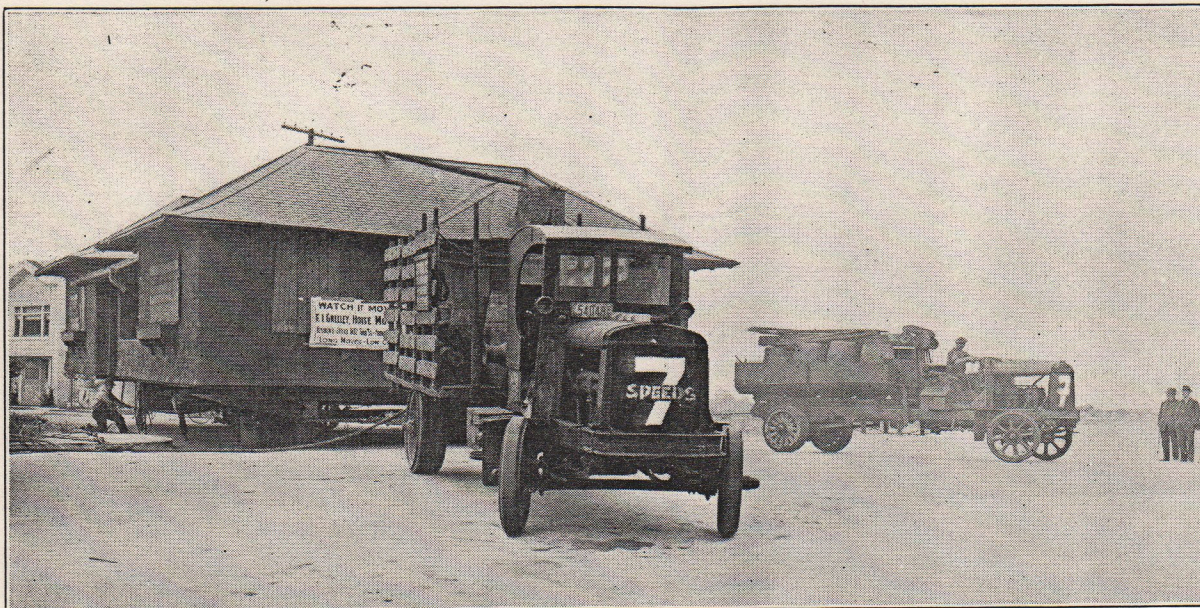
**Transmission Fageol Compound Seven Speed**—Unit type. Five forward and two reverse speeds—selective. Two speed countershaft controlled by separate lever. Countershaft ratios—409 to 1 on low countershaft speed, direct 1 to 1 on high countershaft speed.

**Ratios and Speeds**—Gear ratios and truck speeds in miles per hour at 1500 R. P. M. motor speed, with standard rear axle reduction—7 3/4 : 1.

| Gear                             | Ratio  | Truck Speed |
|----------------------------------|--------|-------------|
| Compound low.....                | 7.65:1 | 2.55        |
| Low .....                        | 3.13:1 | 6.25        |
| Intermediate .....               | 1.76:1 | 11.         |
| High .....                       | 1:1    | 19.6        |
| Compound high or overdrive ..... | .722:1 | 27.         |
| Reverse .....                    | 3.31:1 | 5.91        |
| Compound reverse.....            | 9.58:1 | 2.04        |

**Front Axle**—Drop forged "I" Beam Axle of extra large cross section. Tapered roller bearings.





**Rear Axle**—Timken worm-gear type, full floating.  
Worm of hardened steel, mating with bronze gear.  
Lower part of housing forms large reservoir.  
Filler plug automatically prevents overfilling.

**Brakes**—Service and emergency brakes internal expanding on rear wheels. Size 15 $\frac{5}{8}$  inches diameter, 3 $\frac{1}{4}$  inches wide, Asbestos wire woven brake lining.

*Springs*—Chrome vanadium. Front 8 leaves, 41 x 2½ inches; rear 11 leaves 56 x 3 inches.

**Spring Lubrication**—Spring and bolts automatically lubricated by Myer's Patented Magazine Oiling System.

**Steering**—Worm and nut, non-reversible. Steering connections have hardened and ground steel balls and held in contact by springs. Left-hand drive.

**Fuel Supply**—23-gallon tank, mounted under seat. Fitted with three-way valve holding 3 gallons of reserve fuel. Stewart Vacuum System.

**Wheels**—Heavy cast steel spoke type. S. A. E. Standard.

**Tires**—Standard equipment: Front single solid 34 x 4. Rear single solid 34 x 6. Pressed-on type.

*Weight*—Chassis complete, 4,700 pounds.

**Standard Equipment**—Chassis finished in khaki brown. Individual well-upholstered seats. Built-in tool boxes. Metal dash. Electric head and tail lights, generator and battery. Stewart mechanical horn, tool kit roll, wheel wrenches, heavy-duty ratchet screw jack, and oil can.

**Special Equipment**—Windshield, cab, curtains, electric starter, steel disc wheels with pneumatic tires, power tire pump, and other special equipment, at additional cost.

## 2½-3 Ton Truck

**CHASSIS**—Gross Capacity—5600 pounds.

**Frame**—6-inch rolled structural steel channel, weighing 8 pounds per foot. Hot riveted throughout.

**Wheelbase**—Furnished in two lengths of wheelbase. Standard, 150 inches. Length of frame back of seat, 11 feet 9 inches. Long wheelbase (at additional cost), 172 inches. Length of frame back of seat, 15 feet. Top of frame from ground, unloaded, 36 inches at rear wheels.

**Motor**—Heavy duty truck motor. Four water-cooled cylinders, cast in pairs. Detachable "L" head. Bore  $4\frac{3}{8}$  inches. Stroke  $5\frac{1}{4}$  inches. Horsepower 30.63 S. A. E. rating, actual 37.5 at 1100 R. P. M. Pressure feed lubrication with pump circulation. Three-point suspension. Maximum motor speed controlled by governor.

*Carburetor*—Zenith L-5.

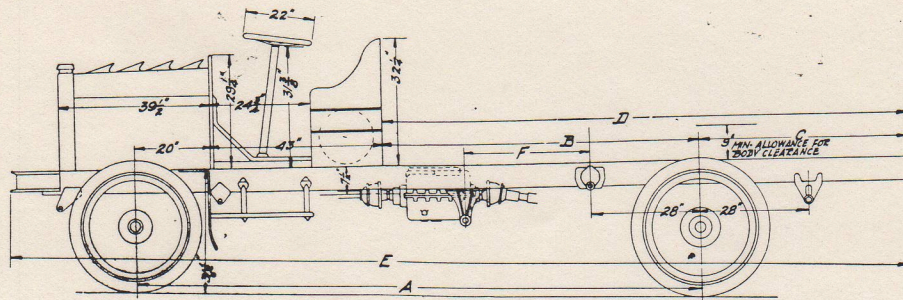
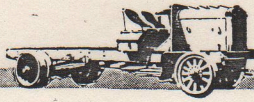
**Ignition**—Magnetos with automatic impulse starter.

**Controls**—Spark and throttle levers mounted in unit with switch on dash. Gear shift levers and emergency brake at center. Special Fageol foot throttle.

**Cooling System**—The radiator is of four-piece cast housing type, provided with fan housing and cushioned on frame by thick "Thermoid" pads. Water circulated by centrifugal pump. Fan driven by 1½-inch flat chrome leather belt. Ample water capacity.

**Clutch**—Multiple disc type, completely enclosed in bell housing.





*Fageol 2 1/2 Ton Truck—Body Builder's Dimensions*

|  |            |            |
|--|------------|------------|
| A—Wheel Base.....  | 150"       | 172"       |
| B—Distance back of driver's seat to center of rear axle..... | 87"        | 109"       |
| C—Distance from center of rear axle to end of frame.....     | 54"        | 71"        |
| D—Distance back of driver's seat to end of frame.....        | 11'-9"     | 15'        |
| E—Length over all.....                                       | 19'-9 3/4" | 23'-3 3/4" |
| Frame width.....   | 34"        | 34"        |
| Frame height loaded.....                                     | 30"        | 30"        |
| Distance between inside edges of rear tires—solids.....      | 51 1/2"    | 51 1/2"    |
| Distance between inside edges of rear tires—pneumatic.....   | 50 1/2"    | 50 1/2"    |
| Clearance required above tires.....                          | 9"         | 9"         |

## Specifications—Continued

### 2 1/2-3 Ton Truck

**Transmission**—Fageol Compound Seven Speed—"Mid-ship type." Five forward and two reverse speeds—selective. Two-speed countershaft controlled by separate lever. Countershaft ratios—.409 to 1 on low countershaft speed, 'direct 1 to 1 on high countershaft speed.

**Ratios and Speeds**—Gear ratios and truck speeds in miles per hour at 1100 R. P. M. motor speed, with standard rear axle reduction:

| Gear                            | Ratio  | Truck Speed |
|---------------------------------|--------|-------------|
| Compound low.....               | 7.65:1 | 1.98        |
| Low.....                        | 3.13:1 | 4.85        |
| Intermediate.....               | 1.76:1 | 8.65        |
| High.....                       | 1:1    | 15.2        |
| Compound high or overdrive..... | .722:1 | 21.         |
| Reverse.....                    | 3.91:1 | 3.86        |
| Compound reverse.....           | 9.58:1 | 1.59        |

**Front Axle**—Drop forged "T" Beam Axle of extra large cross section. Tapered roller bearings.

**Rear Axle**—Worm-gear type. Full floating. Worm of hardened steel, mating with bronze gear. Lower part of housing forms large reservoir. Filler plug automatically prevents over-filling.

**Brakes**—Service and emergency brakes, internal expanding on rear wheels. Size, 18 inches diameter, 3 1/2 inches wide. Asbestos wire-woven brake lining.

**Springs**—Chrome vanadium. Front 9 leaves, 41 x 2 1/2 inches; rear 13 leaves, 56 x 3 inches.

**Spring Lubrication**—Springs and spring bolts automatically lubricated by Myer's Patented Magazine Oiling System

**Steering**—Worm and nut, non-reversible type. Steering connections have hardened and ground steel sockets, bearing on hardened and ground steel balls and held in contact by springs. Left-hand drive.

**Fuel Supply**—23-gallon tank, mounted under seat. Fitted with three-way valve holding 3 gallons of reserve fuel. Gasoline fed to carburetor by armored bronze flexible tubing. Stewart vacuum system.

**Wheels**—Steel, S. A. E. Standard, spoke type.

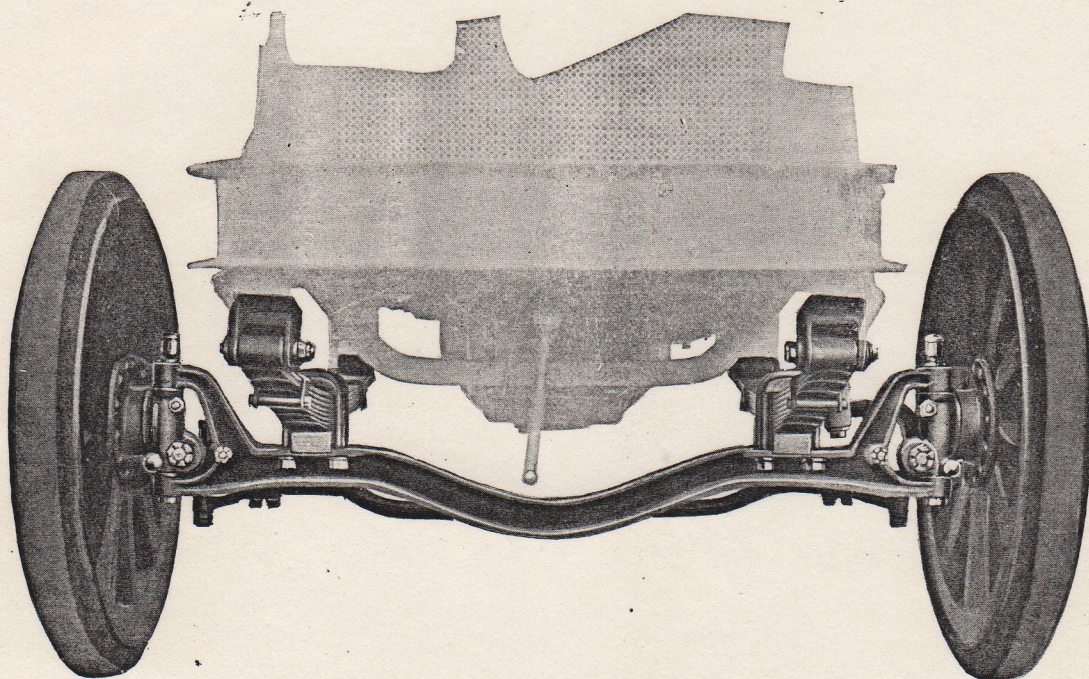
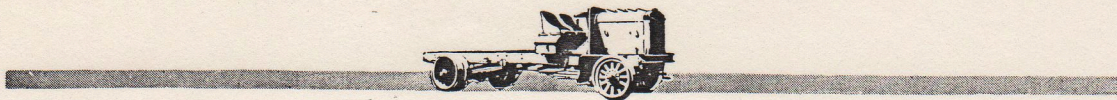
**Tires**—Standard equipment: Front single solid 34 x 4, rear single solid 36 x 7. Pressed-on type.

**Weight**—Chassis complete, 5600 pounds.

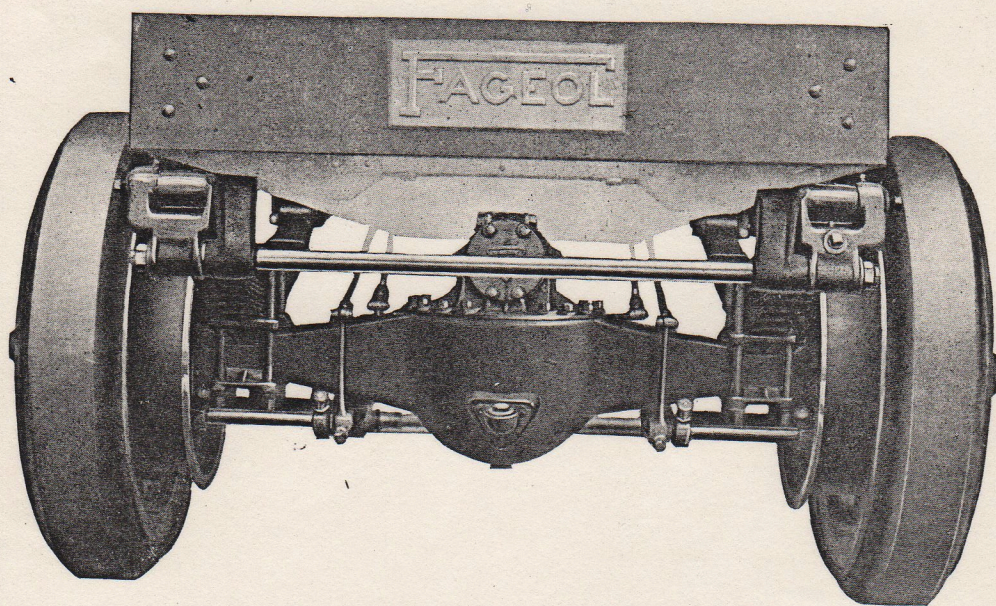
**Standard Equipment**—Chassis finished in khaki brown. Individual well-upholstered seats. Built-in tool boxes. Metal dash. Side and rear lamps (oil). Stewart mechanical horn, tool kit roll, wheel wrenches, heavy duty ratchet screw jack, and oil can.

**Special Equipment**—Windshield, cab, curtains, electric lights, generator and battery, pneumatic tires (front 36" x 6", rear 40" x 8"), power tire pump and other special equipment at additional cost.



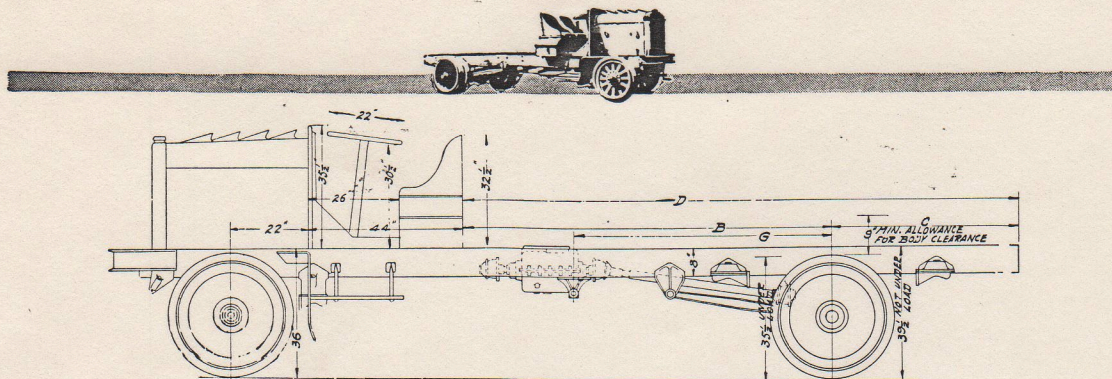


*2½ Ton Truck—Front Axle*



*2½ Ton Truck—Rear Construction*





*Chassis Dimensions Fageol 3 1/2-4 Ton Truck*

|  |            |            |             |
|--|------------|------------|-------------|
| Wheel Base.....  | 154"       | 172"       | 190"        |
| B—Distance back of driver's seat to center of rear axle..... | 89 3/4"    | 107 3/4"   | 125 3/4"    |
| C—Distance from center of rear axle to end of frame.....     | 59 1/2"    | 53 1/2"    | 65 1/2"     |
| D—Distance back of driver's seat to end of frame.....        | 12'-5 1/4" | 13'-5 1/4" | 15'-11 1/4" |
| Distance from rear cross member to end of frame.....         | 22 1/4"    | 16 1/4"    | 28 1/4"     |
| Length over all.....   | 20'-9"     | 21'-9"     | 24'-3"      |
| Frame width.....   | 37 3/4"    | 37 3/4"    | 37 3/4"     |
| Frame height loaded.....                                     | 35 1/2"    | 35 1/2"    | 35 1/2"     |
| Distance between inside edges of rear tires—solids.....      | 54 3/8"    | 54 3/8"    | 54 3/8"     |
| Clearance required above tires.....                          | 9"         | 9"         | 9"          |

## Specifications

### 3 1/2-4 Ton Truck

**CHASSIS**—Gross Capacity—9000 pounds.

**Frame**—Pressed steel channel 8 inches deep, 5/16 inches thick, 3-inch flange. Bumper of 6-inch channel steel built integral with frame. Not riveted throughout.

**Wheelbase**—Standard 172 inches. Length of frame back of driver's seat, 13' 5 1/4". Short wheelbase 154 inches. Length of frame back of driver's seat 12' 5 1/4". Long wheelbase 190 inches. Length of frame back of driver's seat 15' 11 1/4". (Short or long wheelbase at additional cost.)

**Motor**—Heavy-duty truck motor. Four water cooled cylinders, cast in pairs. Detachable "L" head. Bore 4 1/2 inches. Stroke 6 1/4 inches. Horsepower 32.4 S. A. E. rating, actual 43 at 1000 R. P. M. Force feed lubrication through hollow crankshaft. Three-point suspension. Maximum motor speed controlled by governor.

**Carburetor**—Zenith.

**Ignition**—Magneto with automatic impulse starter.

**Controls**—Spark and throttle levers mounted in unit with switch on dash. Special Fageol foot throttle. Gear shift levers and emergency brake at center.

**Cooling System**—Radiator of cast housing type, provided with fan housing and cushioned on frame by thick "Thermoid" pads. Water circulated by centrifugal pump. Fan driven by 1 1/2-inch flat chrome leather belt. Ample water capacity.

**Clutch**—Multiple disc type completely enclosed in bell housing.

**Transmission**—Fageol Compound Seven Speed—"Midship type." Five forward and two reverse speeds—"selective." Two speed countershaft controlled by separate lever. Countershaft ratios—.409 to 1 on low countershaft speed, direct 1 to 1 on high countershaft speed.

**Ratios and Speeds**—Gear ratios and truck speeds in miles per hour at 1000 R. P. M. motor speed, with standard rear axle reduction:

| Gear                              | Ratio  | Truck Speed |
|-----------------------------------|--------|-------------|
| Compound low.....                 | 7.65:1 | 1.6         |
| Low .....                         | 3.13:1 | 3.9         |
| Intermediate .....                | 1.76:1 | 6.95        |
| High .....                        | 1:1    | 12.3        |
| Compound high or over-drive ..... | .722:1 | 17.         |
| Reverse .....                     | 3.91:1 | 3.14        |
| Compound reverse.....             | 9.58:1 | 1.28        |

**Front Axle**—Drop forged "I" Beam Axle of extra large cross section. Taper roller bearings.





**Rear Axle**—Worm gear type. Full floating. Worm of hardened steel, mating with bronze gear. Lower part of housing forms large oil reservoir. Filler plug automatically prevents over-filling.

**Brakes**—Service and emergency brakes are internal expanding on rear wheels, 21 inches in diameter,  $3\frac{3}{4}$  inches wide. Asbestos wire-woven brake lining.

**Springs**—Chrome vanadium steel. Front 7 leaves, 44 inches by 3 inches. Rear 13 leaves, 60 inches by  $3\frac{1}{2}$  inches.

**Spring Lubrication**—Springs and spring bolts automatically lubricated by Myer's Patented Magazine Oiling System.

**Radius Rods**—Radius rods used in connection with unshackled flat springs at rear.

**Steering**—Irreversible worm and nut type. Mounted on left side. 22-inch steering wheel. Steering connections have hardened and ground steel balls bearing on hardened and ground sockets, and held in contact by springs.

**Fuel Supply**—23-gallon tank under driver's seat. It is fitted with three-way valve holding 3 gallons of fuel in reserve. Line from tank to carburetor of phosphor bronze flexible tubing. Stewart Vacuum System mounted on dash under hood insures constant flow of fuel to carburetor under all conditions. Phosphor bronze flexible tubing used in fuel line from fuel tank and to carburetor.

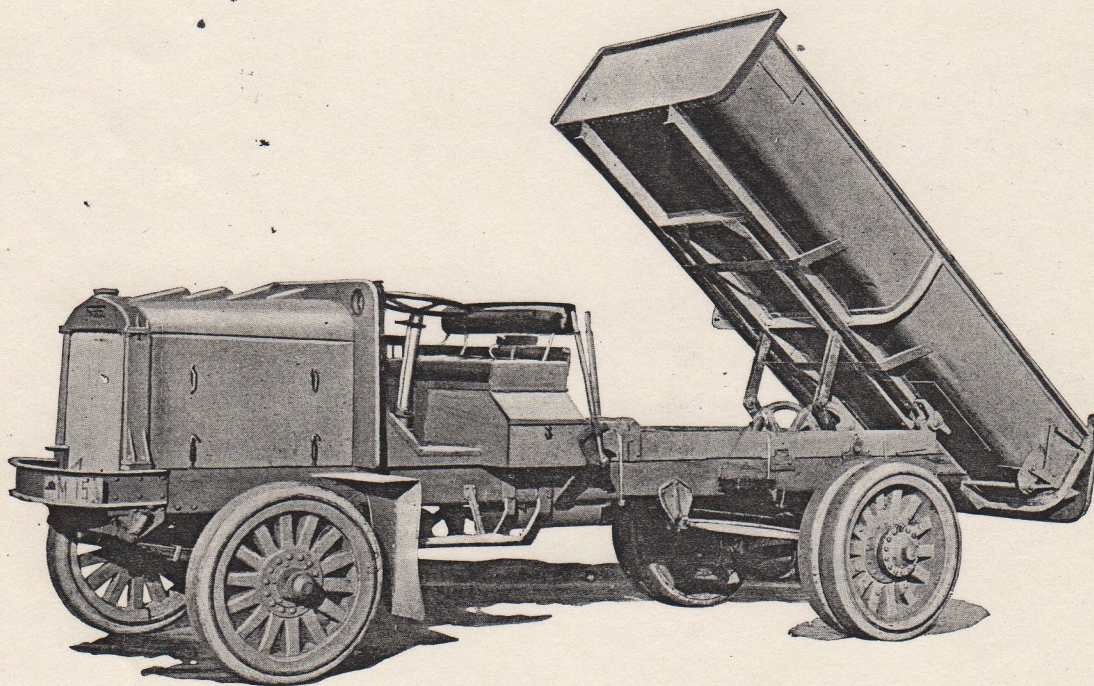
**Wheels**—Steel, S. A. E. Standard.

**Tires**—Standard equipment. Front single solid 36 x 5. Rear dual solid 36 x 5. Pressed-on type.

**Weight**—Chassis complete, 7300 pounds.

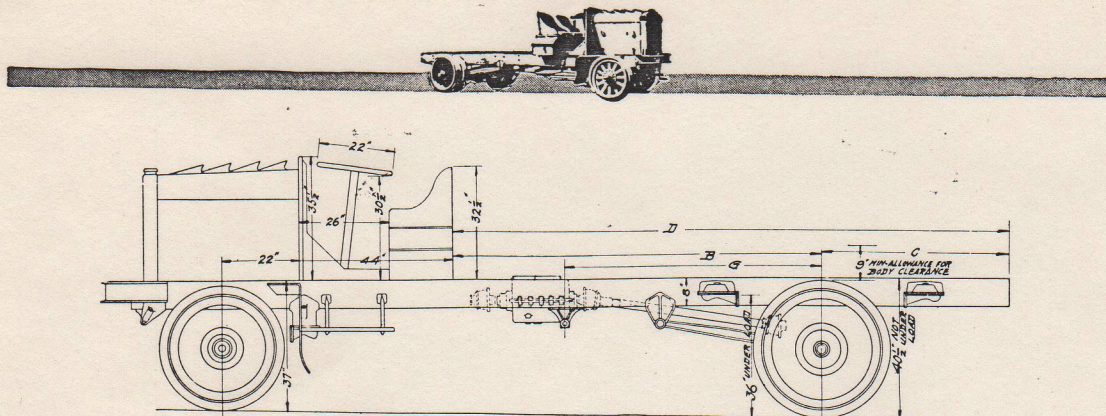
**Standard Equipment**—Chassis finished in khaki brown. Individual well-upholstered seats. Built-in tool boxes. Metal dash. Side and rear lamps (oil), Stewart mechanical horn, tool kit roll, wheel wrenches, heavy-duty ratchet screw jack, and oil can.

**Special Equipment**—Windshield, cab, curtains, electric lights, generator and battery, pneumatic tires (front 38" x 7", rear 44" x 10"), tire pump and other equipment at additional cost.



*Fageol 5-6 Ton Dump Body*





*Chassis Dimensions Fageol 5-6 Ton Truck*

|  |                       |                       |                        |
|--|-----------------------|-----------------------|------------------------|
| Wheel Base.....  | 154"                  | 172"                  | 190"                   |
| B—Distance back of driver's seat to center of rear axle..... | 89 $\frac{3}{4}$ "    | 107 $\frac{3}{4}$ "   | 125 $\frac{3}{4}$ "    |
| C—Distance from center of rear axle to end of frame.....     | 59 $\frac{1}{2}$ "    | 53 $\frac{1}{2}$ "    | 65 $\frac{1}{2}$ "     |
| D—Distance back of driver's seat to end of frame.....        | 12'-5 $\frac{1}{4}$ " | 13'-5 $\frac{1}{4}$ " | 15'-11 $\frac{1}{4}$ " |
| Distance from rear cross member to end of frame.....         | 22 $\frac{1}{4}$ "    | 16 $\frac{1}{4}$ "    | 28 $\frac{1}{4}$ "     |
| Length over all.....   | 20'-9"                | 21'-9"                | 24'-3"                 |
| Frame width.....   | 37 $\frac{3}{4}$ "    | 37 $\frac{3}{4}$ "    | 37 $\frac{3}{4}$ "     |
| Frame height loaded.....                                     | 36"                   | 36"                   | 36"                    |
| Distance between inside edges of rear tires—solids.....      | 56 $\frac{1}{2}$ "    | 56 $\frac{1}{2}$ "    | 56 $\frac{1}{2}$ "     |
| Clearance required above tires.....                          | 9"                    | 9"                    | 9"                     |

## Specifications

### 5-6 Ton Truck

**CHASSIS**—Gross Capacity—12,000 pounds.

**Frame**—Pressed steel, heat-treated channel. 8 inches wide, 3-inch flange by 5/16-inch thickness. Bumper of 6-inch channel steel built integral with frame. Hot riveted throughout.

**Wheelbase**—Standard, 172 inches. Length of frame back of driver's seat 13' 5 $\frac{1}{4}$ ". Short wheelbase 154 inches. Length of frame back of driver's seat 12' 5 $\frac{1}{4}$ ". Long wheelbase 190 inches. Length of frame back of driver's seat 15' 11 $\frac{1}{4}$ ". (Short or long wheelbase at additional cost.)

**Motor**—Heavy-duty truck motor. Four water cooled cylinders, cast in pairs. Detachable "L" head. Bore 4 $\frac{1}{2}$  inches. Stroke 6 $\frac{1}{4}$  inches. Horsepower 32.4 S. A. E. rating, actual 43 at 1000 R. P. M. Forced feed lubrication through hollow crankshaft Three-point suspension. Maximum motor speed controlled by governor.

**Carburetor**—Zenith.

**Ignition**—Magneto with automatic impulse starter.

**Controls**—Throttle and spark controls and ignition switch mounted in unit on dash. Special Fageol foot throttle. Gear shift and brake levers mounted in center.

**Cooling System**—Radiator of cast housing type, provided with fan housing and cushioned on frame by thick "Thermoid" pads. Fan driven by 1 $\frac{1}{2}$ -inch flat chrome leather belt. Ample water capacity.

**Clutch**—Multiple disc type, completely enclosed.

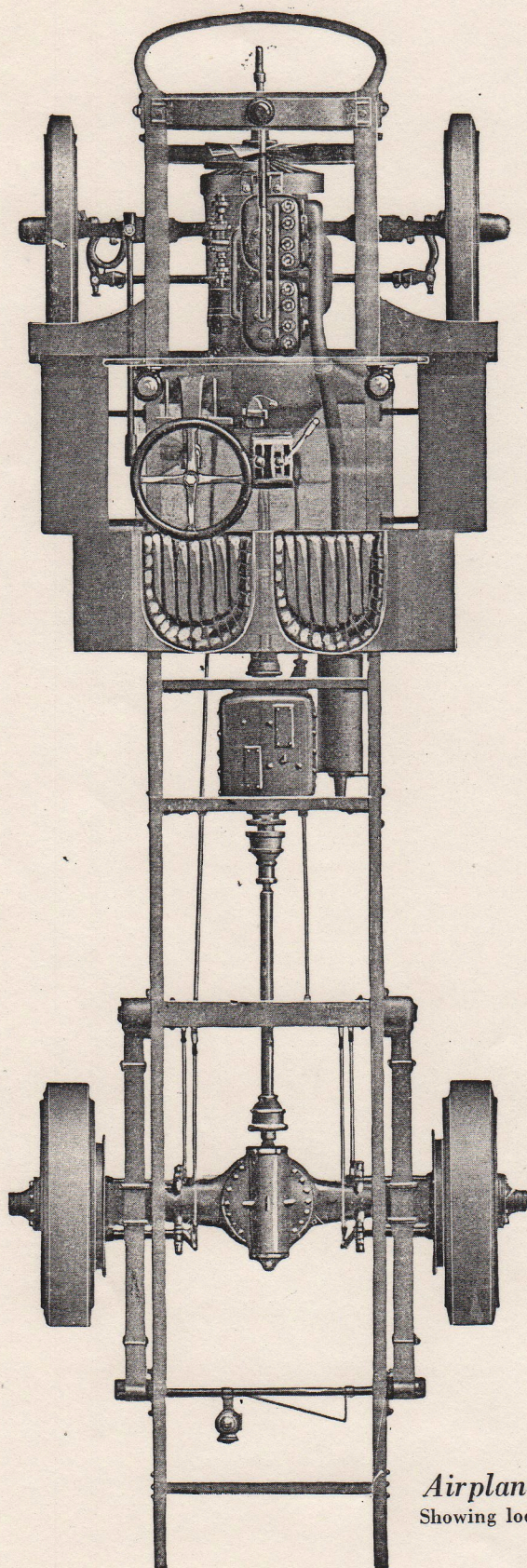
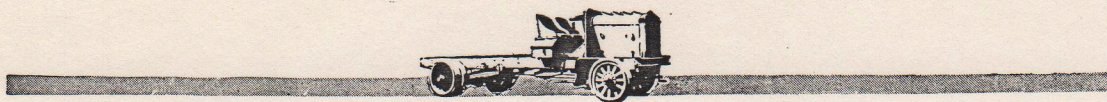
**Transmission**—Fageol Compound Seven Speed—"Midship type." Five forward and two reverse speeds—"selective." Two speed countershaft controlled by separate lever. Countershaft ratios—.409 to 1 on low countershaft speed, direct 1 to 1 on high countershaft speed.

**Ratios and Speeds**—Gear ratios and truck speeds in miles per hour at 1000 R. P. M. motor speed, with standard rear axle reduction:

| Gear                              | Ratio  | Truck Speed |
|-----------------------------------|--------|-------------|
| Compound low.....                 | 7.65:1 | 1.36        |
| Low .....                         | 3.13:1 | 3.26        |
| Intermediate .....                | 1.76:1 | 5.2         |
| High .....                        | 1:1    | 10.02       |
| Compound high or over-drive ..... | .722:1 | 14.2        |
| Reverse .....                     | 3.91:1 | 2.64        |
| Compound reverse.....             | 9.58:1 | 1.07        |

**Front Axle**—Drop forged "I" Beam of extra large cross section. Taper roller bearings.





*Rear Axle*—Worm-gear type. Full floating. Worm of hardened steel, mating with bronze gear. Lower part of housing forms large reservoir. Filler plug automatically prevents over-filling.

*Brakes*—Service and emergency brakes are internal expanding in 24-inch brake drums, 4-inch wire-woven asbestos brake lining.

*Spring Lubrication*—Springs and spring bolts automatically lubricated by Myer's Patented Magazine Oiling System.

*Springs*—Chrome vanadium steel. Front 9 leaves, 46 inches by 3 inches. Rear 16 leaves, 60 inches by 4 inches.

*Radius Rods*—Radius rods used in connection with unshackled flat springs at rear.

*Steering*—Worm and nut irreversible type. Mounted on left side. 22-inch steering wheel. Steering connections have hardened and ground steel balls, bearing on hardened and ground sockets, held in contact by springs.

*Fuel Supply*—23-gallon tank under driver's seat, fitted with three-way outlet valve, which holds 3 gallons of fuel in reserve. Stewart Vacuum System, mounted on dash under hood, insures constant flow of fuel to carburetor under all conditions. Phosphor bronze flexible tubing used in fuel line from fuel tank to vacuum tank and to carburetor.

*Wheels*—Steel, S. A. E. Standard.

*Tires*—Standard equipment. Front single solid, 36 x 6. Rear dual solid, 40 x 6. Pressed-on type.

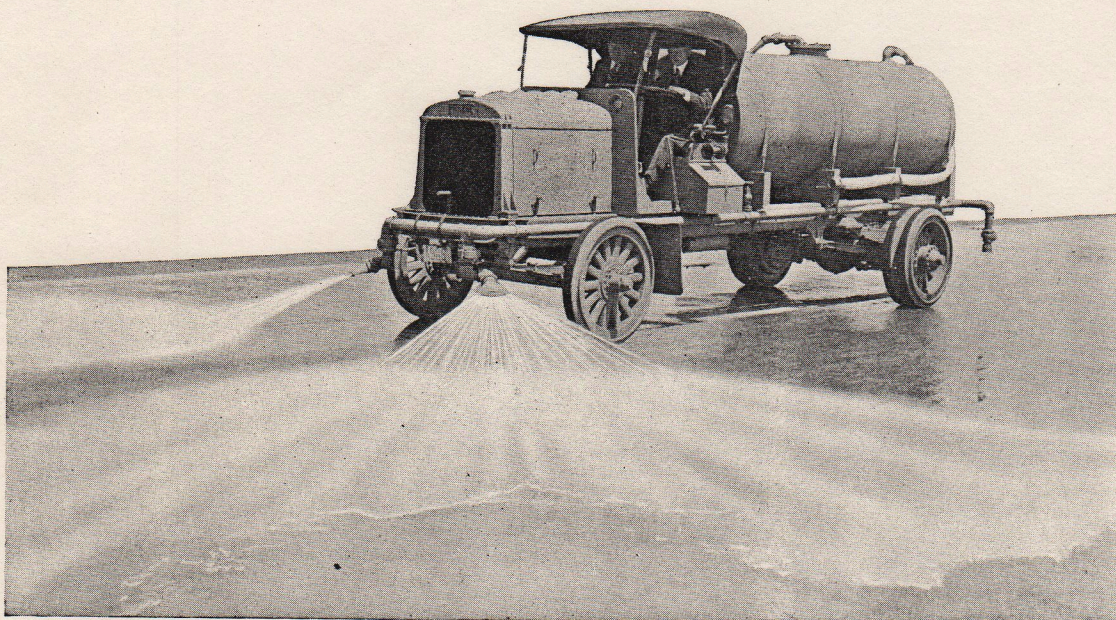
*Weight*—Chassis complete, 8,300 pounds.

*Standard Equipment*—Chassis finished in khaki brown. Individual well-upholstered seats. Built-in tool boxes. Metal dash. Side and rear lamps (oil). Stewart mechanical horn, tool kit roll, wheel wrenches, heavy-duty ratchet screw jack, and oil can.

*Special Equipment*—Windshield, cab, curtains, electric lights, generator and battery and other special equipment at additional cost.

*Airplane View*  
Showing location of units





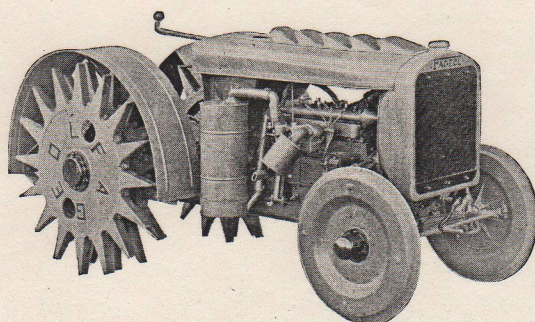
*Fageol 3 1/2-4 Ton equipped for Street Sprinkling and Flushing*

## EXPORT SHIPPING DATA

| <i>Model</i>                               | <i>Tractor</i> | <i>1 1/2</i> | <i>2 1/2</i> | <i>3 1/2-4</i> | <i>5-6</i> |
|--|----------------|--------------|--------------|----------------|------------|
| Net weight, pounds                         | 3,600          | 4,300        | 4,800        | 7,500          | 8,500      |
| Boxed weight, pounds                       | 4,800          | 6,300        | 6,800        | 9,700          | 10,700     |
| Boxing and cartage<br>F.A.S. San Francisco | \$80           | \$135        | \$145        | \$160          | \$175      |
| Cubic tons, boxed                          | 5              | 9            | 11           | 14             | 14 1/2     |

All standard codes. Code address: "Fageol," Oakland.





## Builders also of the *Fageol Tractor*

### Features:

*Positive Traction*

*Side Hill Ability*

*Dust Protection*

*Extreme Economy*

Catalog on Request

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OAKLAND, CALIFORNIA  
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