



HAGEOL

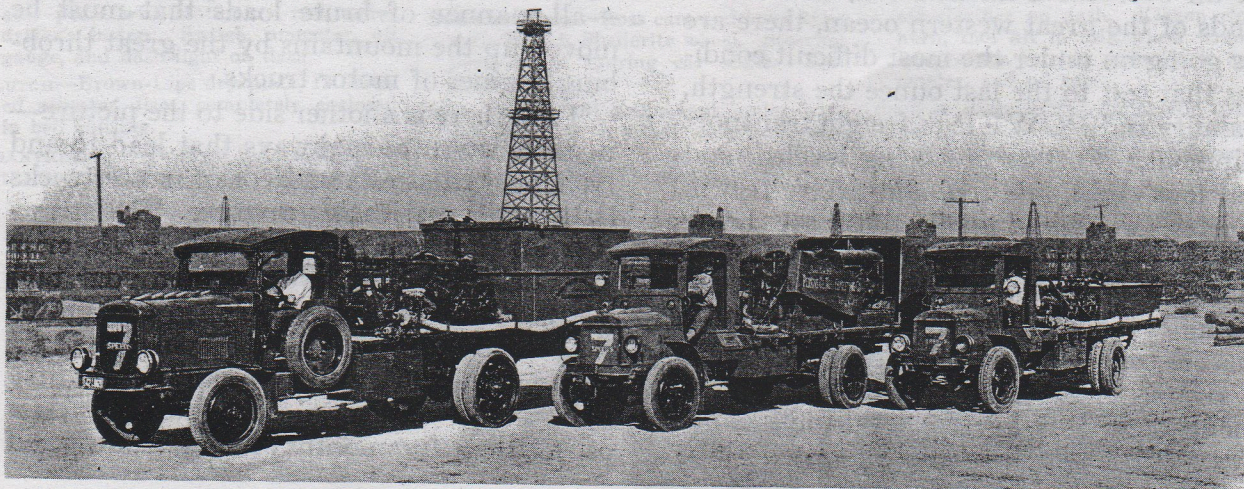
COMPOUND TRUCKS

HEAVY DUTY · 1926

FAGEOL

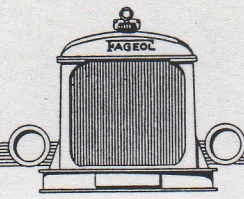
COMPOUND TRUCKS

GENERAL CATALOG
JANUARY, 1926

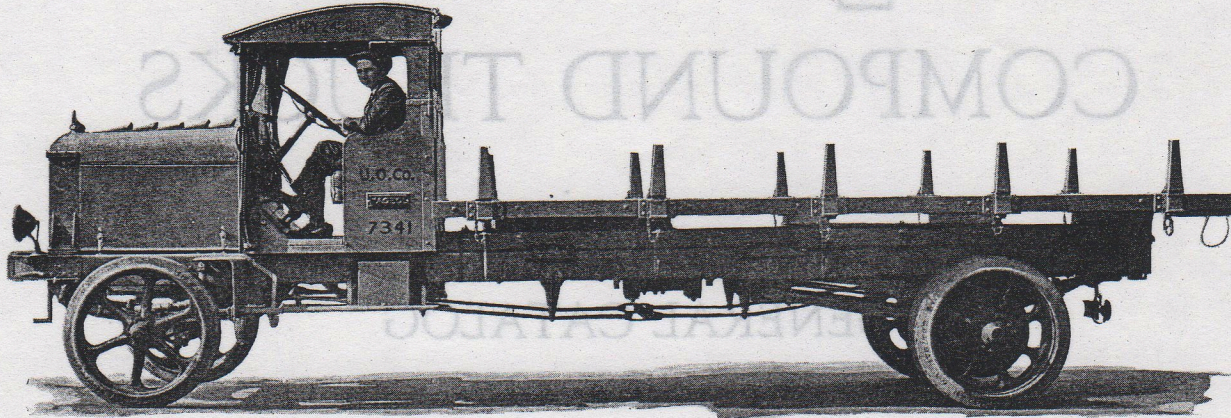


*Speed, dependability and the power to withstand terrific strains make
Fageol Trucks ideal for oil field work.*

Manufactured by
FAGEOL MOTORS COMPANY
OAKLAND, CALIFORNIA, U. S. A.



Fageol Compound Trucks



CHASSIS VIEW MODEL 445 FAGEOL TRUCK WITH FLAT BED BODY.
One of the Union Oil Company's Field Fleet.

IF ALL loads were normal loads, and all conditions of operation were ideal, there would probably be no Fageol Trucks. But all over the Pacific Coast, and in the islands of the great western ocean, there are jobs going on under the most difficult conditions that test to the last ounce the strength, durability and **POWER** of freight transport equipment. Forests are being leveled, and great logs eight, and ten, and twelve feet in diameter, weighing many tons, are being taken out by motor trucks over uneven, steep, and often soft ground. Great dams are being built miles from the nearest railroad—and as dams are commonly built up instead of down the rivers, there are thousands of tons of cement to carry up over steep primitive dirt roads, where the truck often goes from nearly

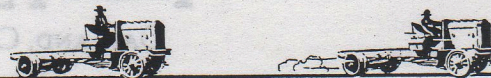
sea level to a mile or more in elevation in a few miles of strenuous pulling—masses of machinery to harness the mad rush of the rivers—dynamos that weigh dozens of tons—all manner of brute loads that must be moved up the mountains by the great throbbing engines of motor trucks.

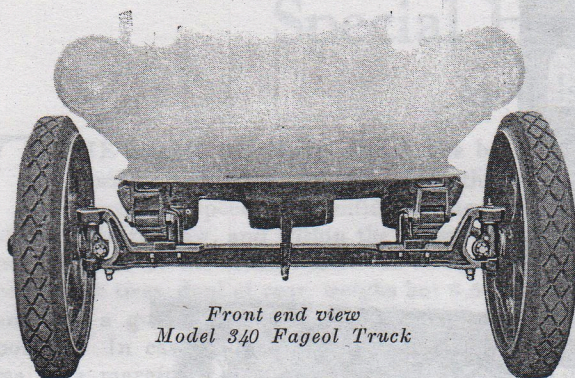
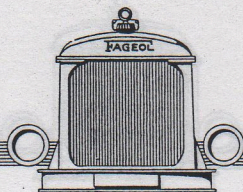
Then there is another side to the picture—up and down the highways that lead to and from our cities roll hundreds of motor trucks laden with perishable produce. The strawberries that you ate for lunch, fresh, crisp, and delicious, may have been on your table because a motor truck had sped through the long hours of the night from the berry patches in some valley a hundred and fifty miles away. Such is not an “ordinary” class of work. A few months of such hauling, and

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK

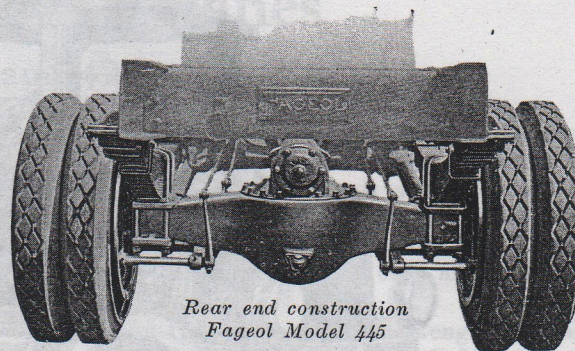
More Road Speed

Other mechanical features remaining the same, the Fageol Compound Transmission adds 36% to the speed of the truck at the same engine speed on account of the “compound high” gear. You can move heavy loads faster, thus saving time and expense.





*Front end view
Model 340 Fageol Truck*



*Rear end construction
Fageol Model 445*

the truck not built to withstand the effects of speed will vibrate itself to pieces, for this type of service is strenuous—often the truck runs at touring car speed for hours, loaded “to the guards,” often towing a big load on a trailer. Some of the hauls are so long that the driving must be done in shifts, and the engine scarcely has a chance to cool off between trips.

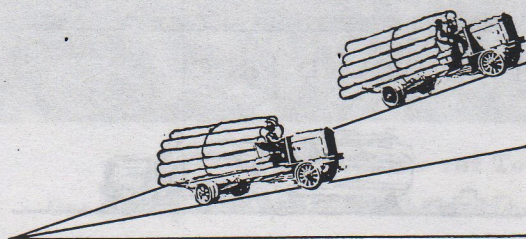
These are the two extremes of service that test the power and stamina of a motor truck. Will the truck stand such tests as these—and keep on year after year? It is a significant fact that many of the extremely heavy construction and truck logging contracts on the Pacific Coast depend for their motor transportation on Fageol Trucks. It is equally significant that most of the successful long distance hauling of perishable produce is likewise the work of the Fageol.

Trucks that will withstand the punishment of carrying great overloads under difficult conditions, or operating at touring car speeds, year after year, with scarcely a break or a halt, must be exceptional trucks. Such are the Fageols.

Men buy them for these supreme labors, and basing their estimates on experience with other trucks, figure their depreciation on the basis to which they are accustomed—100,000 miles of fast contract hauling, or two years of rough and tumble service, such as lumbering or construction work in the mountains. Years go by, and the purchase price of the trucks is completely charged off in depreciation. But the Fageols still go about their daily labors, rendering years, or hundreds of thousands of miles of economical transportation service beyond the time when they were expected to wear out.

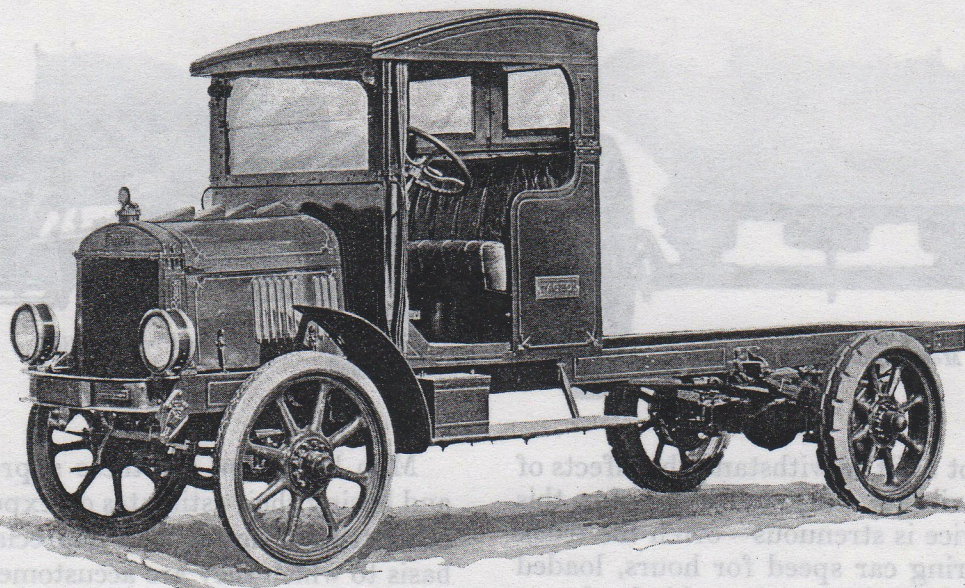
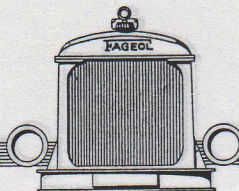
The measure of a truck's worth is in its ability to meet these two extremes of operation—handling tremendous overloads, or operating for years at maximum speed. Fageol Trucks are designed for these kinds of super-service, consequently they prove more durable, and more flexible under ordinary hauling conditions, such as drayage, city delivery, or construction work where the hauling is mostly done on highways. Their depreciation in service is bound to be less.

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK



More Power on the Hard Pulls

Other mechanical features of the truck remaining the same, the Fageol Compound Transmission adds 91% to the power of the truck, on account of the “compound low” gear. You can haul heavier loads over the same grades or the same loads over the steeper grades.



THE MODEL 230 FAGEOL TRUCK CHASSIS.

What Gives the Fageol Its Greater Durability?

THE life of a motor truck depends upon the extent to which its design and construction relieve it of excess strains and undue friction and vibration in operation. Great POWER is necessary for successful truck operation, but unless it is properly harnessed it becomes one of the largest factors in wearing the truck out before its time. There must be no jerk to strain the entire mechanism of the truck when the power is applied.

In Fageol Trucks the power is applied through a set of gears selected to fit road and load conditions that reduce the strain of starting the load by nearly half. The clutch is as smooth as velvet.

By the Fageol multiple speed transmission the power is applied much more gradually, the strain upon the engine, power transmission system, and rear axle, is greatly reduced,

and damaging effects of the most destructive strain to which a truck is subject are minimized.

The second great force that destroys motor trucks is vibration due to excessive engine speeds. The motors used in Fageol Trucks are designed so they deliver tremendous power at low speeds, and are governed so they cannot speed up to the vibration point. Vehicle speed is obtained by the overgear through the Fageol Compound Transmission, which enables you to operate to the legal limit of speed without racing the engine and with a great saving of fuel and oil.

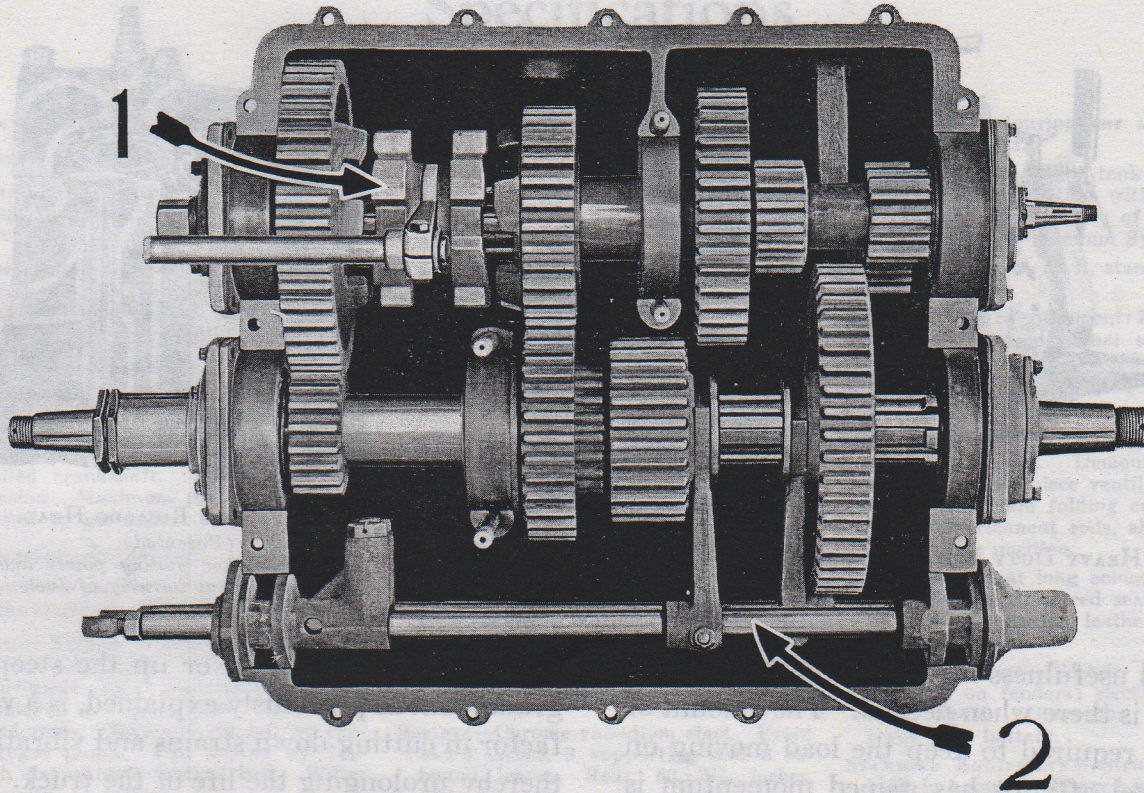
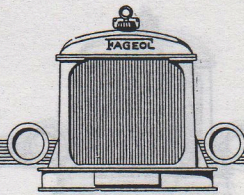
Fageol Trucks are built up to a standard of honesty and excellence that for the past eight years has maintained their position as the leader in Truckdom in advanced design, reliability and performance. Check each unit and you will find the best the American manufacturing specialists have to offer.

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK

Less Vibration

The Fageol Compound Transmission enables the Fageol Truck to make its full speed without racing the engine. You can move your load faster with less wear and tear on the engine and power transmission parts.





THE FAGEOL MULTIPLE SPEED TRANSMISSION

- 1—The "compound," controlling the variable speed countershaft.
2—The gear shifts operating in the conventional way.

What Gives the Fageol Its Greater Operating Range?

SUPPOSE that you were hauling heavy building materials a distance of forty miles over practically level roads, but with a very steep hill for the last mile. The load should move fast over the level 39 miles, but it must also be taken up the steep hill at the end. Suppose that the truck were equipped with the customary three speed

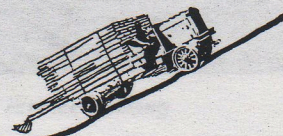
transmission. Gear it to move the heavy load up the mile of steep hill, and the speed of the truck for the other 39 miles would have to be very slow, with a consequent waste of time and fuel. Gear the truck to make speed on the 39 miles of level road, and it cannot carry its full load up the last mile of very steep hill.

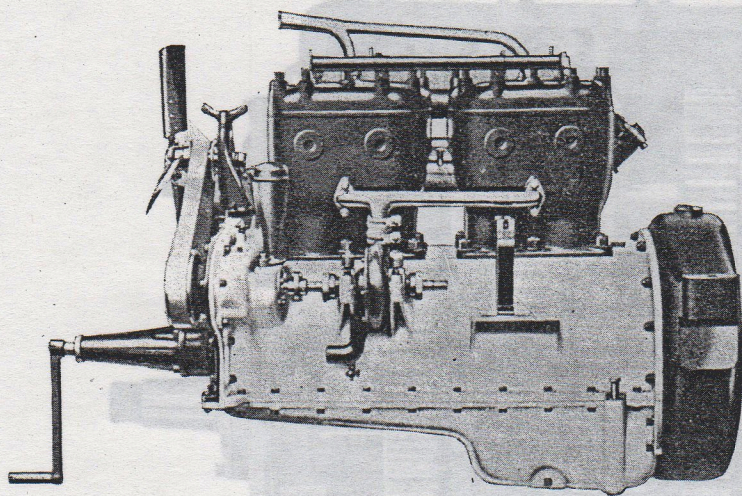
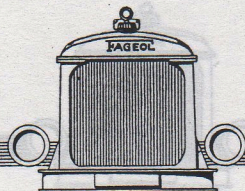
Super-power is seldom required, yet the

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK

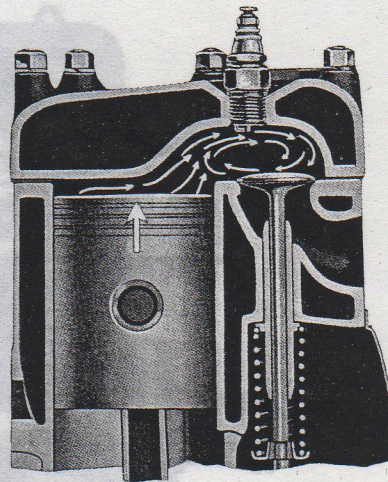
More Speed and Power in the Same Truck

Being geared for speed does not limit the power of the Fageol on the tough pulls, and being geared to carry overloads over the steepest hills does not interfere with the truck's speed on the long, straight runs. You get both speed AND power in the Fageol Truck, because it has the Fageol Compound Seven-Speed Transmission.





HEAVY DUTY MOTOR USED IN FAGEOL TRUCKS.



THE FAMOUS RICARDO HEAD.
(Patented)

*Gives smoother pulling power and
more efficient burning of fuel.*

truck's usefulness is limited unless the extra power is there when needed. The amount of power required to keep the load moving on the level after it has gained momentum is very small, and the engine could easily supply it at a lower speed.

The ideal truck must have sufficient operating range to meet both of these extremes of speed and power, with even the very heaviest loads. In designing the Fageol Multiple Speed Transmission, we built it with extra gears both below and above the full range provided by the ordinary transmission, giving 91% more power in the extreme low speed and 36% more road speed in the overgear, at the same number of revolutions of the engine.

The Fageol Compound Transmission not only enables Fageol Trucks to carry heavy

loads at express speeds, or up the steepest grades, but as previously explained, is a vital factor in cutting down strains and vibration, thereby prolonging the life of the truck.

Motors

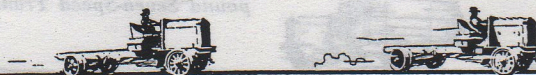
The motors used in models 230, 340, 445 and 645 Fageol Trucks are the famous Waukesha engines with patented Ricardo head. They are more expensive than most other truck motors, but their design and construction renders them more durable, and more economical. These engines deliver an unusual amount of power at low speeds, and since this power is applied through a much wider range of transmission ratios to meet the varying needs of all kinds of operation, there is never any occasion to speed the engine up fast enough to cause a damaging vibration.

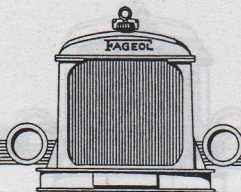
Different sizes are used, but all are alike in their tremendous output of power at low speeds. Lubrication is by pressure through drilled crankshaft to all main and connecting rod bearings. The crankshafts

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK

More Miles per Gallon

*Reduces consumption of fuel and engine
oil about one-third on the long haul, because
the engine turns over about one-third slower.*





are of heat treated chrome nickel steel, and the connecting rods are of 35 carbon steel "I" beam section. Cylinders are cast in pairs, with detachable "L" heads. The cylinders are made separate from the upper crank case to make service work easier, and more economical.

Fageol Springs

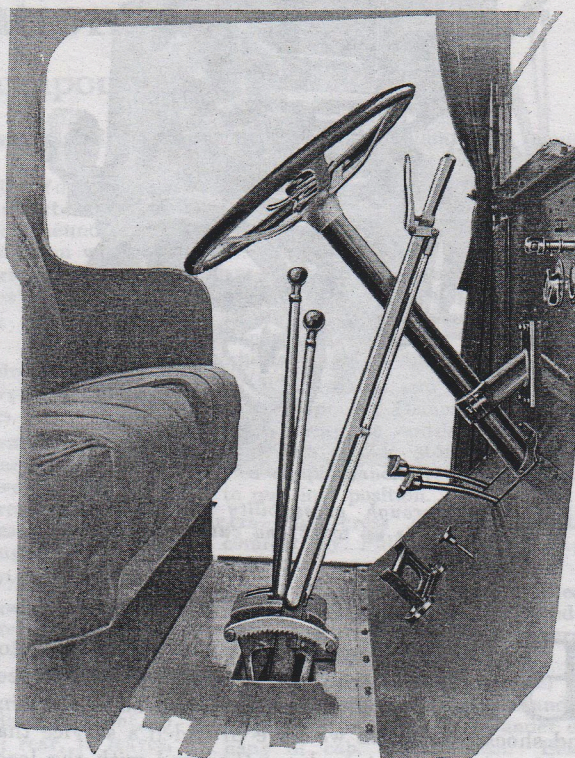
The life of the truck also depends upon how well it is protected against the constant battering of road shocks. Fageol springs are from eight to twelve inches longer than those used on nearly every other truck, giving a great deal more spring action and protection to the truck. In addition to the greater length, the larger models are equipped with Myers magazine lubricators, contained within the spring hangers. These not only keep the tips of the springs lubricated, but also provide a sufficient flow of oil to penetrate between the leaves, keep them at their maximum flexibility by doing away with the friction between the leaves, and greatly reduce the amount of breakage. All the care that these spring oilers require is an occasional filling with oil, and that which you drain out of the crank case is entirely suitable.

Fageol Brakes

Timken type, four-shoe internal expanding brakes for both service and emergency, are regular equipment on Fageol Trucks. The efficiency of this type of brake is well known and their superior qualities for heavy transportation equipment is unquestioned. Fageol brakes hold securely whether the truck is empty or overloaded, and headed up-hill or down-hill.

More Easily Operated

One of the most important phases of truck operation, and the one that has probably been given the least consideration, is that which makes the driver's work as easy, comfortable and efficient as possible. All Fageol Trucks now come equipped with a two-piece adjustable windshield, demountable cab, and storm tight accordion type curtains carried perma-



INTERIOR OF FAGEOL CAB.

Showing automobile type of upholstery, steering post at touring car angle and convenience of controls. (7-speed controls shown.)

nently in position to pull out and button at a moment's notice. The seat is full width, full automobile type upholstery on both seat and back, and finished in durable genuine leather over curled hair and coil springs. The steering gear is the most powerful type on the market, and the steering column is tilted as in a touring car. Spark, throttle, and electric horn controls are mounted above the steering wheel, and all other controls, switches and instruments are within easy reach on the dash.

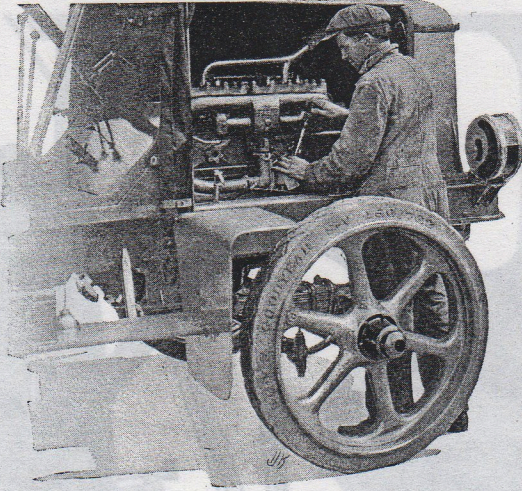
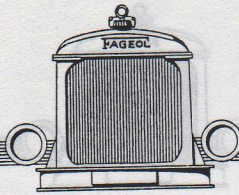
The abuse or respect of your expensive truck equipment often depends on the driver's comfort. Fageol drivers are universally Fageol boosters. Their work is made safe and comfortable by the thoughtfulness in Fageol design.

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK

Less Deterioration of Perishables en Route



Because of the greater speed and lessened vibration, together with the longer, more efficient, lubricated springs, you can carry perishable products to market farther, faster and with less damage.



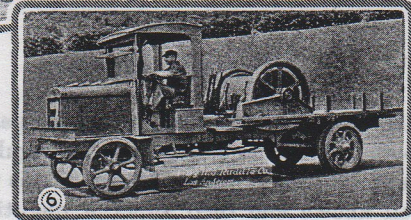
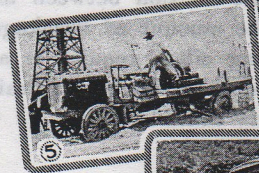
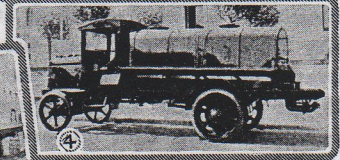
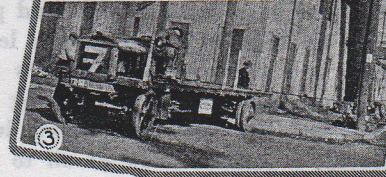
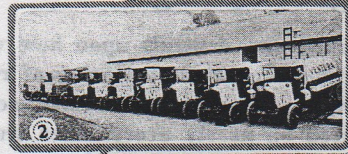
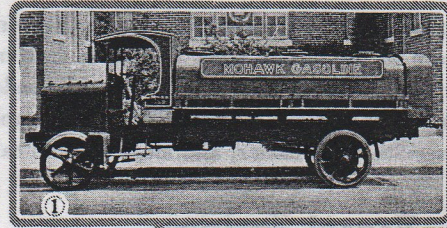
The thorough accessibility of the Fageol Truck speeds up work and cuts down maintenance expense.

Fageol Service

BECAUSE we know what it costs the operator to lay up a truck for repairs, we build Fageol Trucks to withstand the most severe strains and shocks, and then we have provided a service that enables them to get back on the road with the least possible delay in case of accident or unavoidable repairs.

Fageol frames, for example, are fabricated from structural and channel steel stock that is heavier and stronger than is considered necessary by other manufacturers for trucks of similar capacities. We use in Fageol Trucks such units as Waukesha Motors, Timken Axles, Timken Tapered Roller Bearings, Ross Steering Gears, Spicer or Blood Universal Joints and Brown-Lipe Clutches—equipment of known quality and efficiency, having facilities for parts service provided by manufacturers in practically every community.

Fageol Service is something more than a promise. Our centralized location in the Pacific Coast territory, thoroughly covered by reliable local dealers, who carry complete stocks of ordinary repair parts and maintain experienced mechanics, enables us to give to both dealers and Fageol owners the immediate and efficient service essential to satisfactory truck operation.



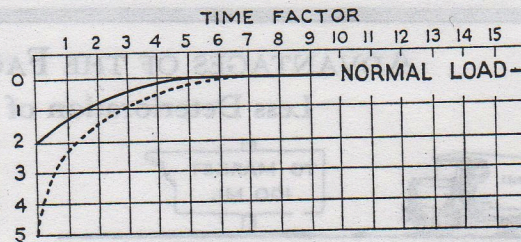
Some Fageol Trucks in Service

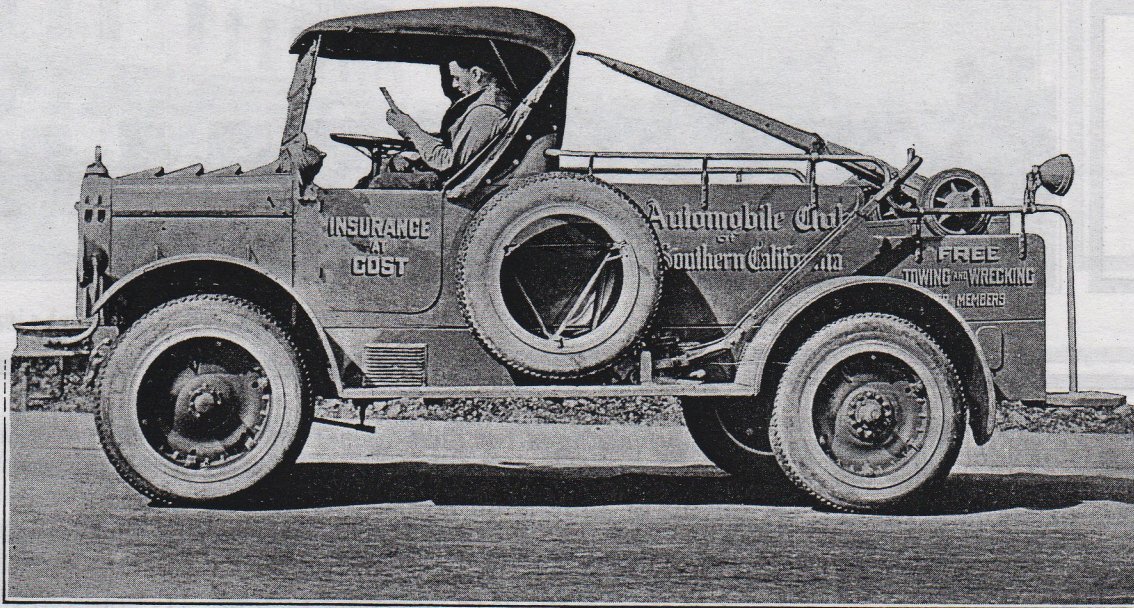
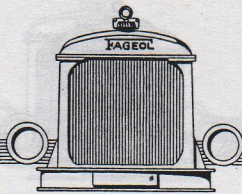
1. Fageol 3 1/2 Ton Truck in service station work. Capacity 1250 gallons. 2. Portion of Ventura Oil Company's fleet of Fageol 3 1/2 Ton Tank Trucks. 3. Fageol 3 1/2 Ton Truck used in rigging up huge stack with winch. 4. Fageol 5-6 Ton Truck, 1500-gallon capacity, used for hauling fuel oil for plantation R. R. (Honolulu). 5. Fageol 5-6 Ton Truck with portable hoist used to haul supplies and pull casings, as seen here, by Dunlop Oil Company, Taft, California. 6. Fageol 5-6 Ton Truck with portable hoist used in contracting service.

ADVANTAGES OF THE FAGEOL COMPOUND TRUCK

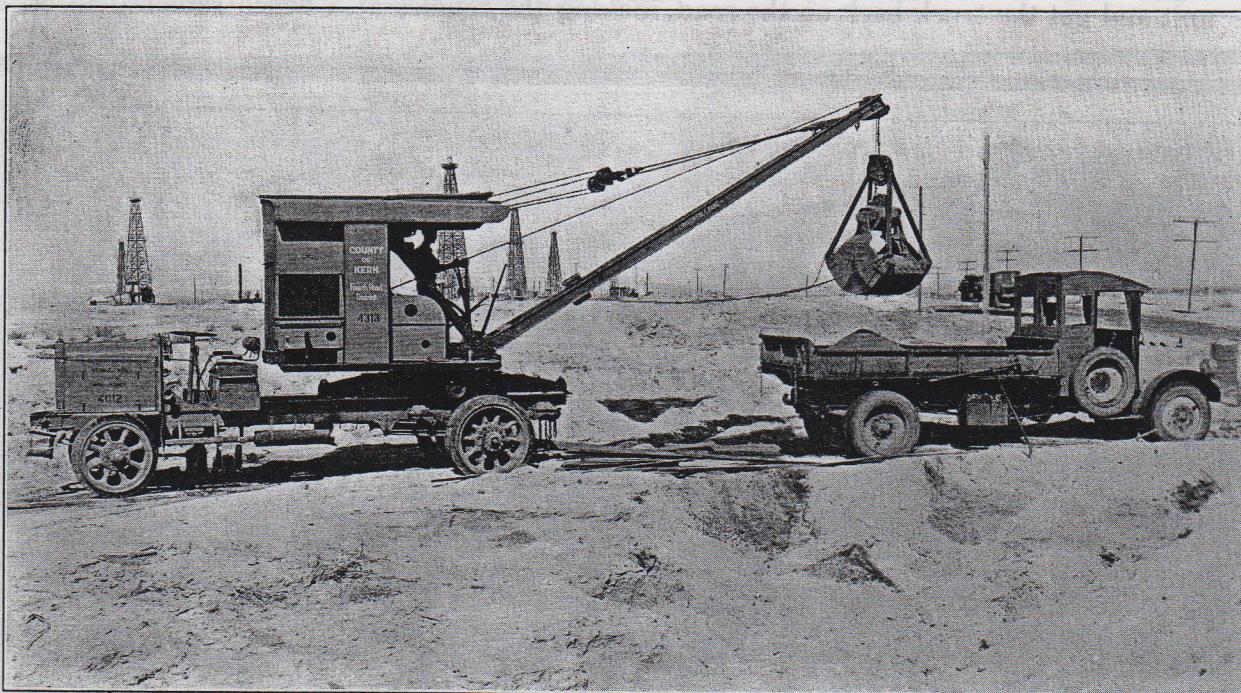
Less Strain Starting the Load

The "compound low" gear of the Fageol Compound Transmission reduces the strain of starting a heavy load almost one-half, due to the 91% greater reduction of gears. You can also start heavier loads on softer or rougher ground.



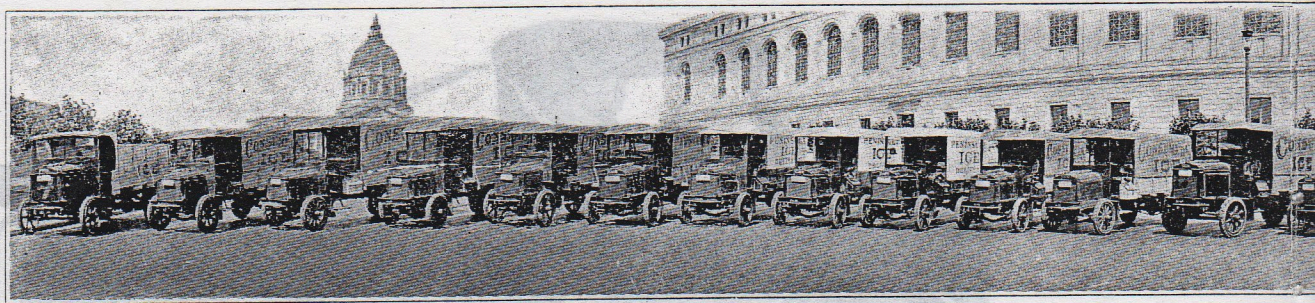
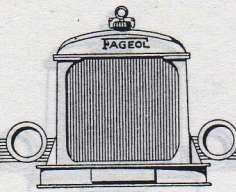


The Automobile Club's strenuous service constantly demonstrates the value of the excess speed and power of this Fageol Truck. The Club has since bought two Model 360 Fageol Trucks.



Two of the fleet of Fageols owned by the Fourth Road District (Kern County, California)

The illustrations on this page show the adaptability of the Fageol to the two extremes of truck service—fast running, at touring car speeds, and the heavy road work.

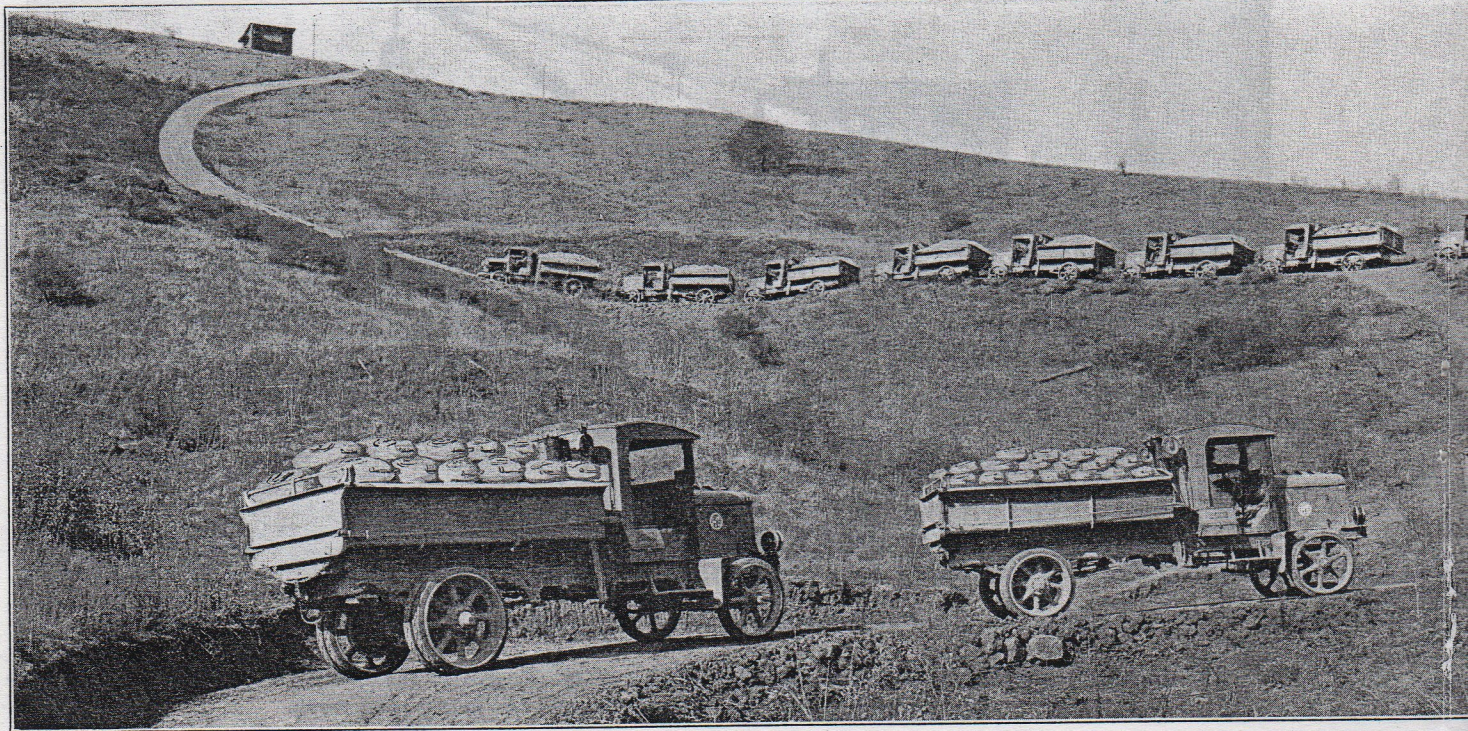


The Consumer's Ice Co. of San Francisco has been

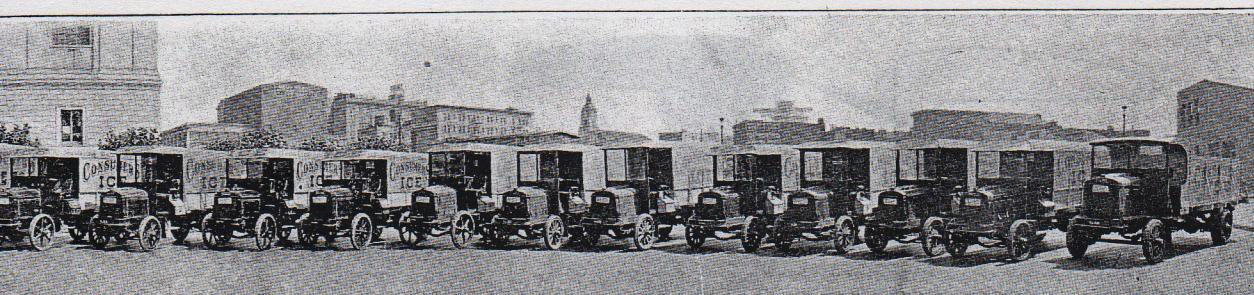
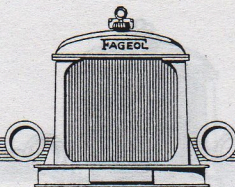
FAGEOL Trucks have many advantages for fleet operation. The saving of time on the road, and the wider operating range made possible by the high speed of the FAGEOL are factors of prime importance. A saving of time is an increase in earning power.

Greater freedom from breakdowns, on account of the FAGEOL features that lessen strain and vibration, is another strong point in favor of the FAGEOL.

A truck can earn money only while it is on the road, carrying freight. Its hours in the repair shop represent a dead loss. Many fleet owners are therefore adopting the practise of carrying a stock of emergency parts and units in their repair shops, to insure themselves against needless delay in case some vital part should break or wear out, as they sometimes do in the best of trucks. It sometimes happens that a break occurs in such a location that it would save truck time to substitute a spare unit and get the truck back on the road, making the repairs at a bench rather than on the truck.



The City of Los Angeles owns more than fifty Fageol Trucks. The

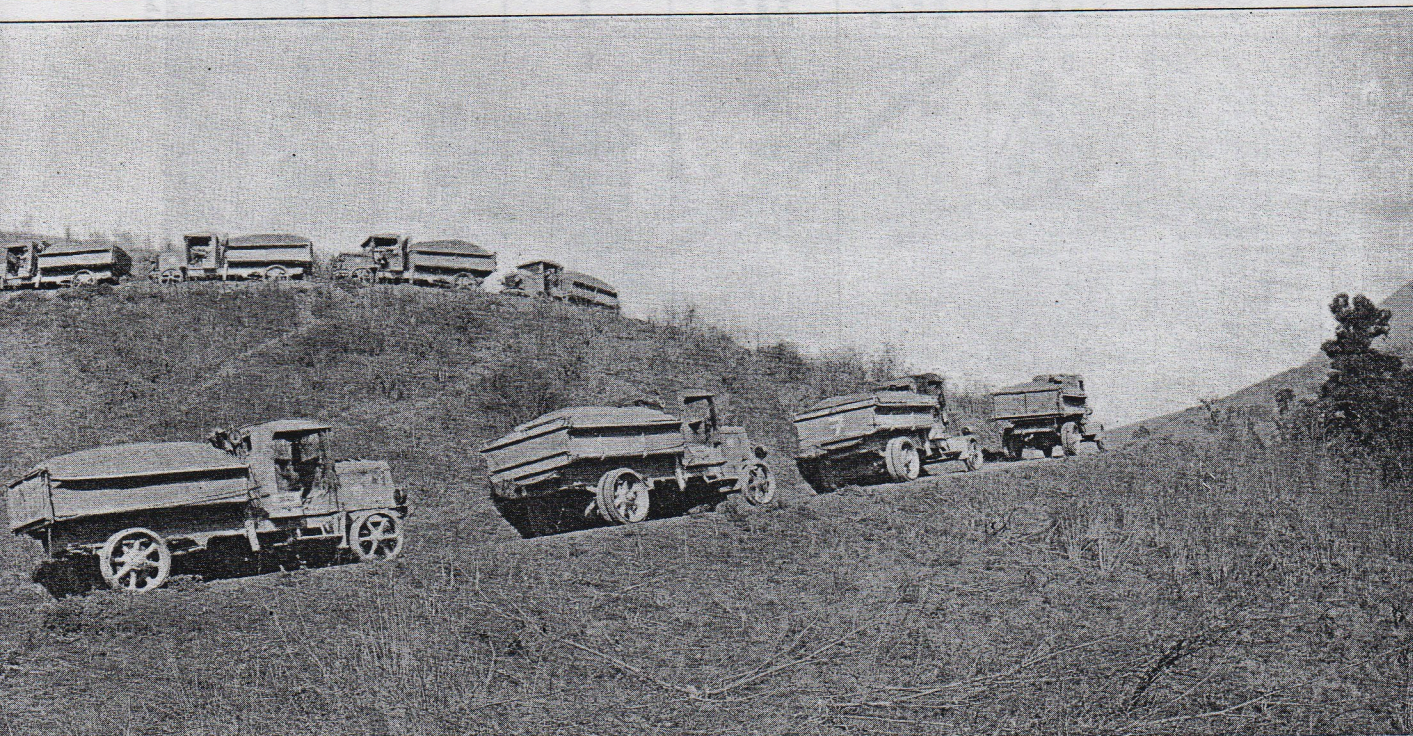


... buying Fageol Trucks for the past seven years.

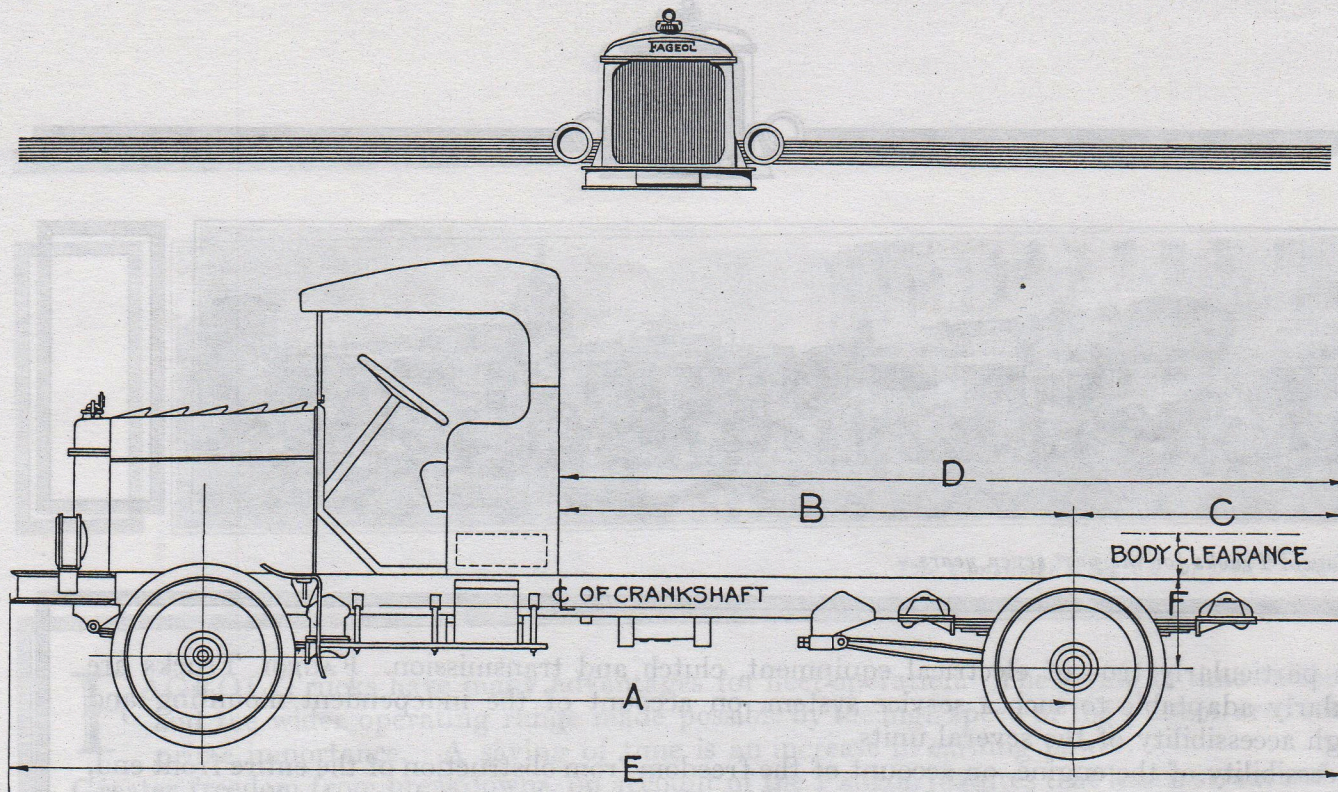
This is particularly true of electrical equipment, clutch and transmission. FAGEOL Trucks are particularly adaptable to such a service system, on account of the independent mounting and thorough accessibility of the several units.

The accessibility of the engine, on account of the freedom from obstruction of the entire front end, is another important factor in fleet economy, since the mechanic can lubricate, adjust, or make repairs in less time than would be required if he had to crawl over long, curved fenders, or work from outside the wheel.

FAGEOL design makes it possible for fleet operators to save a great deal of the expense they would otherwise have, either through the necessity of losing productive truck time, or hiring extra equipment, or carrying a larger reserve of spare trucks. FAGEOL Trucks can be kept on the road, ready to earn revenue, a greater number of days during the year.

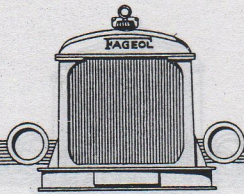


seventeen shown here hauled the materials for the great Weid dam.



Body Builder's Dimensions, All Models

Model	Wheel Base	Distance back of Driver's Seat to Center Line of Rear Axle	Distance Center Line of Rear Axle to End of Frame	Total Distance Back of Driver's Seat to End of Frame	Length Over All	Frame Width	Height from Center Line of Rear Axle to Top of Frame—Loaded	Clearance Required Above Tires
	A	B	C	D	E		F	
230	150"	82"	48"	130"	227"	34"	13 ⁵ / ₈ "	8"
235	108" opt.	40"	39"	79"	181 ¹ / ₄ "	34"	14 ¹ / ₈ "	8"
	136 ³ / ₄ "	68 ³ / ₄ "	51 ¹ / ₄ "	120"	222 ¹ / ₄ "	34"	14 ¹ / ₈ "	8"
	150"	82"	62"	144"	246 ¹ / ₄ "	34"	14 ¹ / ₈ "	8"
	172 ³ / ₄ "	104 ³ / ₄ "	81 ¹ / ₄ "	186"	288 ¹ / ₄ "	34"	14 ¹ / ₈ "	8"
340	119" opt.	51"	39"	90"	192 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
	150"	82"	59"	141"	243 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
	172"	104"	76"	180"	282 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
	190"	122"	58"	180"	282 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
445	154"	84"	59 ¹ / ₂ "	143 ¹ / ₂ "	252 ³ / ₈ "	37 ³ / ₄ "	17"	8"
	172"	102"	57 ¹ / ₂ "	159 ¹ / ₂ "	268 ³ / ₈ "	37 ³ / ₄ "	17"	8"
	190"	120"	69 ¹ / ₂ "	189 ¹ / ₂ "	298 ³ / ₈ "	37 ³ / ₄ "	17"	8"
	205"	135"	54 ¹ / ₂ "	189 ¹ / ₂ "	298 ³ / ₈ "	37 ³ / ₄ "	17"	8"
645	154"	84"	59 ¹ / ₂ "	143 ¹ / ₂ "	252 ³ / ₈ "	37 ³ / ₄ "	14 ⁷ / ₈ "	8"
	172"	102"	57 ¹ / ₂ "	159 ¹ / ₂ "	268 ³ / ₈ "	37 ³ / ₄ "	14 ⁷ / ₈ "	8"
	190"	120"	69 ¹ / ₂ "	189 ¹ / ₂ "	298 ³ / ₈ "	37 ³ / ₄ "	14 ⁷ / ₈ "	8"
	205"	135"	54 ¹ / ₂ "	189 ¹ / ₂ "	298 ³ / ₈ "	37 ³ / ₄ "	14 ⁷ / ₈ "	8"
360	150"	79 ¹ / ₈ "	59"	138 ¹ / ₈ "	243 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
	172"	101 ¹ / ₈ "	76"	177 ¹ / ₈ "	282 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
	190"	119 ¹ / ₈ "	58"	177 ¹ / ₈ "	282 ¹ / ₄ "	34"	15 ³ / ₄ "	8"
490	172"	101 ¹ / ₄ "	51 ³ / ₄ "	153"	268"	37 ³ / ₄ "	15 ³ / ₄ "	8"



Specifications

Model 230 Fageol Compound Truck

GROSS CAPACITY—4000 pounds.

WEIGHT—5200 pounds.

FRAME—Six inch rolled structural steel channel, weighing 8 pounds per foot, hot riveted throughout.

WHEELBASE—Standard, 150 inches. Optional short and long wheelbase at extra cost.

MOTOR—Four water-cooled cylinders, cast in block. Detachable "L" head. Bore, 4 inches; stroke, 5 inches; horsepower, 25.60 S. A. E. rating. Three point suspension. Force feed lubrication to all main and connecting rod bearings, through hollow crankshaft.

CARBURETOR—Zenith, L-4.

IGNITION—Generator and distributor, unit type.

COOLING SYSTEM—Radiator of cellular type, four-piece cast iron housing, cushioned on frame by thick thermoid pads. Eight gallon capacity. Water circulated by centrifugal pump. Fan driven by 1½-inch flat chrome leather belt.

CONTROLS—Spark and throttle levers mounted above wheel on steering column. Gearshift levers and emergency brake at center. Improved brake and clutch pedals. Straight thrust accelerator pedal with stationary rest under driver's instep. Switch, ammeter, oil gauge, and instrument light on dash.

CLUTCH—Brown-Lipe dry plate multiple

disc, completely enclosed in bell housing.

TRANSMISSION—Brown-Lipe four-speed transmission optional direct on fourth or overdrive. Fageol compound seven-speed unit type transmission with five forward and two reverse speeds, selective type, optional at extra cost.

Spicer universal joints and propeller shaft.

FRONT AXLE—Timken drop forged "T" beam axle of extra large cross section. Timken roller bearings.

REAR AXLE—Timken worm-gear fixed hub type. Worm of hardened steel, mating with bronze gear. Lower part of housing forms large oil reservoir. Filler plug automatically presents overfilling. Timken bearings throughout.

RATIO—6 to 1, 7¾ to 1, 9¼ to 1, optional.

BRAKES—Service and emergency brakes, Timken four shoe, internal expanding on rear wheels. Size, 16 inches diameter, 3¼ inches wide. Asbestos wire woven brake lining.

SPRINGS—Chrome vanadium. Front, 8 leaves, 41 x 2½ inches; rear, 12 leaves, 56 x 3 inches.

CHASSIS LUBRICATION—Critz or Alemite high pressure system, optional.

STEERING GEAR—Ross cam and lever type, with 20-inch Shellerite wheel. Steering post at touring car angle. Ball thrust bearings.

FUEL SUPPLY—31-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 36 x 4. Rear, single solid 36 x 7. Pressed on type. Pneumatic tires optional at extra cost on Budd disc wheels, single or dual rear.

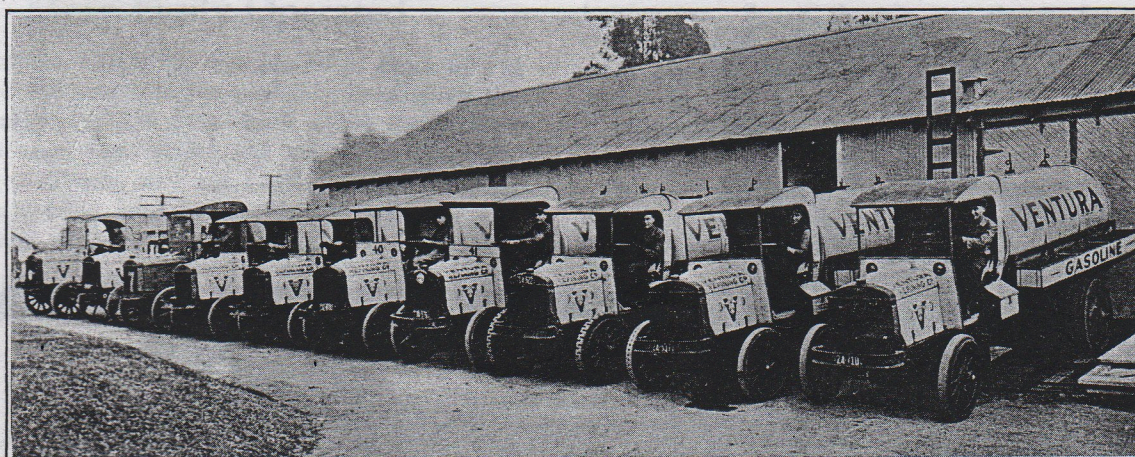
CAB, WINDSHIELD, AND CURTAINS—Standard equipment. Demountable, armored cab. Two-piece ventilating windshield, accordion folding storm curtains carried on permanent rods, always ready to pull into position.

SEATS—Full cross seat, seating three comfortably. Fully upholstered in genuine leather over coil springs.

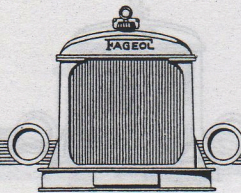
ELECTRIC LIGHTING SYSTEM—Electric lights with legal lens, mounted on frame. Electric tail light, generator, and 6-volt battery, truck type.

STANDARD EQUIPMENT—Structural steel bumper. Fenders. Metal tool and battery boxes on step boards under overhang of cab. Metal dash. Electric horn, tool kit in roll, wheel wrenches, heavy duty ratchet screw jack and oil can. Hinged hood.

SPECIAL EQUIPMENT—Electric starter, power tire pump, draw bar, tow hooks and other special equipment at extra cost.



TEN OF THE VENTURA REFINING CO.'S FAGEOL FLEET.



Specifications

Model 340 Fageol Compound Truck

GROSS CAPACITY—7,000 pounds.

WEIGHT—7,000 pounds.

FRAME—6-inch structural steel, weighing 10 pounds per foot. Hot riveted throughout.

WHEELBASE—Standard, 172 inches. Optional short wheelbase. Long wheelbase at extra cost.

MOTOR—Waukesha heavy-duty. Four water-cooled cylinders, cast in pairs. Detachable "L" head. Bore, $4\frac{3}{8}$ inches. Stroke, $5\frac{3}{4}$ inches. Horsepower, 30.63 S. A. E. rating; actual, 40 at 1,100 R. P. M. Pressure feed lubrication through drilled shafts, with pump circulation. Three-point suspension. Maximum motor speed controlled by governor.

CARBURETOR—Zenith, L-5.

IGNITION—Magneto with automatic impulse starter.

COOLING SYSTEM—Radiator of vertical finned tube type, extra thick core. Four-piece cast aluminum housing, cushioned on frame by thick thermoid pads. Water circulated by centrifugal pump. Fan driven by $1\frac{1}{2}$ -inch flat chrome leather belt. Water capacity, 11 gallons.

CONTROLS—Spark and throttle levers mounted on steering column above wheel. Gearshift levers and emergency brake at center. Improved type clutch and brake pedals. Straight thrust accelerator pedal with stationary rest under driver's instep. Switch,

ammeter, dash light, and oil gauge on dash.

CLUTCH—Brown-Lipe multiple dry disc type, completely enclosed in bell housing.

TRANSMISSION—Standard Brown-Lipe, direct on fourth. Low ratio, 5.35:1; reverse, 6.25:1, with Brown-Lipe "60" Compound Fageol seven-speed "mid-ship type" transmission optional.

Spicer universal joints and propeller shaft.

Rear axle ratios, 6:1, $7\frac{3}{4}$:1, $8\frac{1}{2}$:1, $9\frac{1}{4}$:1, optional.

BRAKES—Service and emergency brakes, Timken 4 shoe internal expanding on rear wheels. Size, 18 inches diameter, $3\frac{1}{2}$ inches wide. Asbestos wire-woven brake lining.

FRONT AXLE—Timken drop forged "I" beam axle of extra large cross section. Timken bearings in steering spindles and wheels.

REAR AXLE—Timken 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 overfilling.

SPRINGS—Chrome vanadium steel. Front, $41 \times 2\frac{1}{2}$ inches; 11 supporting and 3 rebound leaves. Rear, 56×3 inches; 15 supporting and 3 rebound leaves.

CHASSIS LUBRICATION—Critz or Alemite optional.

STEERING GEAR—Ross cam and lever type, with 20-inch Shellerite wheel. Left

hand drive. Steering post at touring car angle. Ball thrust bearings.

FUEL SUPPLY—31-gallon tank, mounted under seat. Fitted with three-way valve holding 3 gallons of reserve fuel. Stewart Vacuum System.

WHEELS—Steel, S. A. E. standard, spoke type.

TIRES—Standard equipment: Front, single solid, 36×5 ; rear, 36×10 single, or 36×5 dual, solids, pressed on.

RADIUS RODS—Standard equipment, ball and socket type.

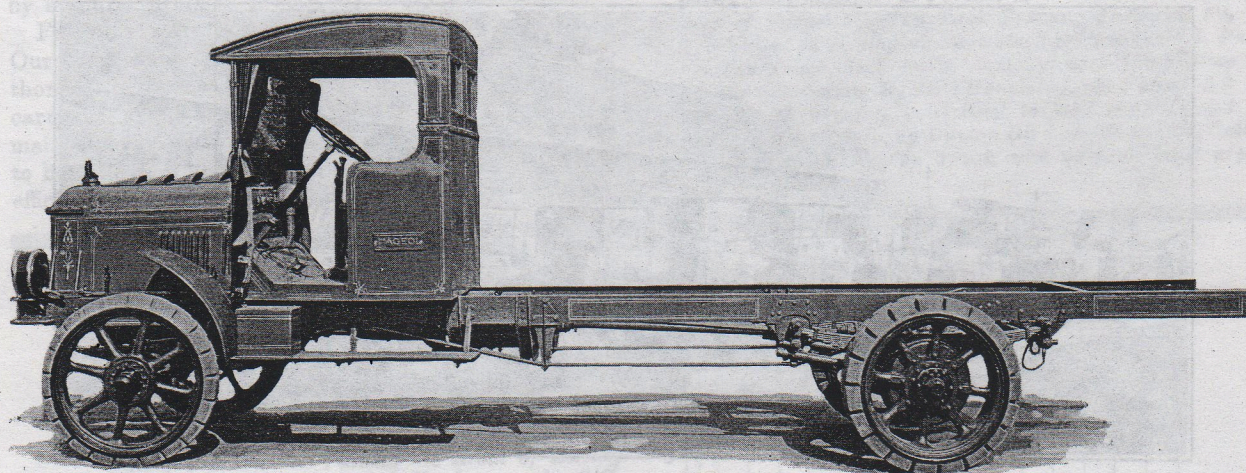
CAB, WINDSHIELD, AND CURTAINS—Standard equipment. Demountable cab, armored. Two-piece ventilating windshield, accordion folding curtains carried on permanent rods, always ready to pull into position.

SEATS—Cross seat long enough for three men. Full upholstered seat and back, in genuine leather over coil springs.

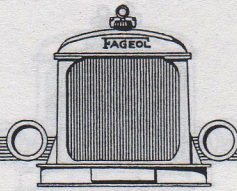
ELECTRIC LIGHTING SYSTEM—Electric head lights, mounted on bumper. Electric dash and tail lights, generator, and 6-volt battery, truck type.

STANDARD EQUIPMENT—Structural steel front bumper. Motometer. Hinged hood. Metal tool and battery boxes on step boards under overhang of seat. Metal dash. Electric horn, tool kit roll, grease gun, wheel wrenches, heavy duty ratchet screw jack, and oil can.

SPECIAL EQUIPMENT—Electric starter, steel disc wheels with pneumatic tires, power tire pump, and other special equipment, at extra cost.



THE 340 FAGEOL TRUCK CHASSIS.



Specifications

Model 445 Fageol Compound Truck

GROSS CAPACITY—9,000 pounds.

WEIGHT—8,525 pounds.

FRAME—Pressed steel channel, 8 inches deep, $\frac{1}{8}$ -inch thick, 3-inch flange. Hot riveted throughout.

WHEELBASE—Standard, 172 inches. Optional short wheelbase. Long wheelbase at extra cost.

MOTOR—Waukesha heavy-duty. 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, 45 at 1,000 R.P.M. Force feed lubrication through drilled crankshaft. Three point suspension. Maximum motor speed controlled by governor.

CARBURETOR—Zenith, L-6.

IGNITION—Magneto with automatic impulse starter.

COOLING SYSTEM—Radiator of vertical finned tube type, extra thick core. Four-piece cast aluminum housing, cushioned on frame with thick thermoid pads. Water circulated by centrifugal pump. Fan driven by $1\frac{1}{2}$ -inch flat chrome leather belt. Water capacity, 14 gallons.

CONTROLS—Spark and throttle levers mounted on top of steering post. Gear-shift levers and emergency brake at center. Improved type clutch and brake pedals. Straight thrust accelerator pedal with stationary rest under driver's instep. Switch, ammeter, oil gauge, and dash light, all on dash.

CLUTCH—Brown-Lipe multiple dry disc type, completely enclosed in bell housing.

TRANSMISSION—Standard Brown-Lipe, direct on fourth. Low ratio, 5.35:1; reverse, 6.30:1, with Brown-Lipe "60" Compound. Fageol seven-speed "mid-ship type" transmission optional. Spicer universal joints and propeller shaft.

Rear axle ratios, 6:1, $7\frac{3}{4}$:1, $8\frac{1}{2}$:1, $9\frac{1}{4}$:1, optional.

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

FRONT AXLE—Timken drop forged "I" beam axle of extra large cross section. Timken bearings in wheels and steering spindles.

REAR AXLE—Timken 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 overfilling.

SPRINGS—Chrome vanadium steel. Front 44×3 inches, 9 supporting and 3 rebound leaves. Rear, $60 \times 3\frac{1}{2}$ inches, 15 leaves.

SPRING LUBRICATION—Springs and spring bolts automatically lubricated by Myer's Patented Magazine Oiling System.

CHASSIS LUBRICATION—Critz or Alemite, optional.

STEERING GEAR—Ross cam and lever type, with 22-inch Shellerite wheel. Steering

post set at touring car angle. Ball thrust bearings.

FUEL SUPPLY—31-gallon tank under driver's seat. It is fitted with three-way valve holding 3 gallons of fuel in reserve. Stewart Vacuum System.

WHEELS—Steel, S. A. E. standard, spoke type.

TIRES—Standard equipment: Front, single solid, 36×6 ; rear, dual solid, 36×6 , or single, 36×12 . Pressed-on type.

RADIUS RODS—Cast steel "I" beam section, with swivel ends.

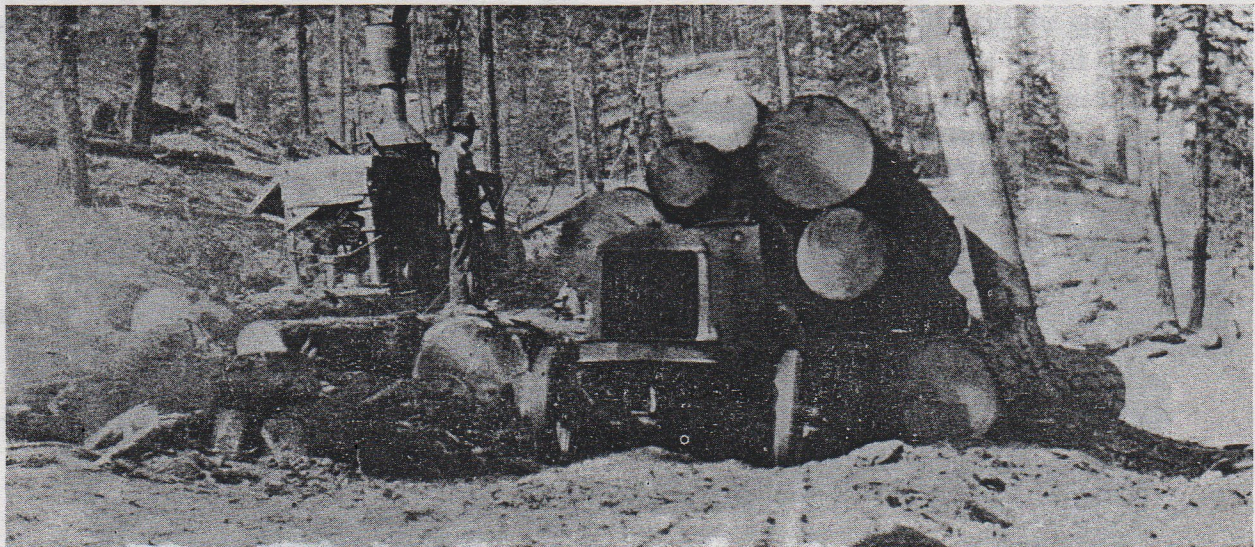
CAB, WINDSHIELD, AND CURTAINS—Standard equipment. Demountable cab, armored. Two-piece ventilating windshield, accordion folding curtains carried on permanent rods, always ready to pull into position.

SEATS—Cross seat long enough for three men. Full upholstered seat and back, finished in genuine leather over coil springs.

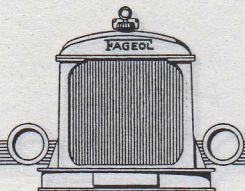
ELECTRIC LIGHTS—Electric head lights mounted on fenders; electric tail and dash lights. Generator and 6-volt truck type battery.

STANDARD EQUIPMENT—Structural steel built-in bumper. Hinged hood. Metal tool and battery boxes on step boards under overhang of seat. Metal dash. Electric horn, tool kit in roll, motor, wheel wrenches, heavy-duty ratchet screw jack, grease gun and oil can.

SPECIAL EQUIPMENT—Pneumatic tires, trussed frame, power tire pump, and other special equipment, at extra cost.



This early Model 445, owned by the Spanish Peak Lumber Co., still in service hauling truck-killing loads over spring-breaking roads.



Specifications

Model 645 Fageol Compound Truck

GROSS CAPACITY—12,000 pounds.

WEIGHT—9,750 pounds.

FRAME—Pressed steel channel, 8 inches deep, $\frac{1}{8}$ inches thick, 3-inch flange. Hot riveted throughout.

WHEELBASE—Standard, 172 inches. Optional short wheelbase. Long wheelbase at extra cost.

MOTOR—Waukesha heavy-duty. 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, 45 at 1,000 R. P. M. Forced feed lubrication through drilled crankshaft. Three-point suspension. Maximum motor speed controlled by governor.

CARBURETOR—Zenith, L-6.

IGNITION—Magneto with automatic impulse starter.

COOLING SYSTEM—Radiator of vertical finned tube type, extra thick core. Four-piece cast aluminum housing, cushioned on frame with thick thermoid pads. Water circulated by centrifugal pump. Fan driven by $1\frac{1}{2}$ -inch flat chrome leather belt. Water capacity, 14 gallons.

CONTROLS—Spark and throttle levers mounted on top of steering post. Gear-shift levers and emergency brake at center. Improved type clutch and brake pedals. Straight thrust accelerator pedal with stationary rest under driver's instep. Switch, ammeter, oil gauge, and dash light on dash.

CLUTCH—Brown-Lipe multiple dry disc type, completely enclosed.

TRANSMISSION—Standard Brown-Lipe, direct on fourth. Low ratio, 5.35:1; reverse, 6.30:1, with Brown-Lipe "60" Compound. Fageol seven-speed "mid-ship type" transmission optional.

Spicer universal joints and propeller shaft.

REAR AXLE RATIOS, $9\frac{1}{4}$:1, $10\frac{1}{8}$:1, $11\frac{1}{2}$:1, optional.

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

FRONT AXLE—Timken drop forged "I" beam of extra large cross section. Timken bearings in steering spindles and wheels.

REAR AXLE—Timken 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 overfilling.

SPRINGS—Chrome Vanadium steel. Front, 44×3 inches, 9 supporting and 3 rebound leaves. Rear, 60×4 inches, 16 leaves.

SPRING LUBRICATION—Springs and spring bolts automatically lubricated by Myer's Patented Magazine Oiling System.

CHASSIS LUBRICATION—Critz or Alemite, optional.

STEERING GEAR—Ross cam and lever type, with 22-inch Shellerite wheel. Steering

post set at touring car angle. Ball thrust bearings.

FUEL SUPPLY—31-gallon tank under driver's seat, fitted with three-way outlet valve, which holds 3 gallons of fuel in reserve. Stewart Vacuum System.

WHEELS—Steel, S. A. E. standard, spoke type.

TIRES—Standard equipment: Front, single solid, 36×6 . Rear, dual solid, 40×7 , or single solid, 40×14 . Pressed-on type.

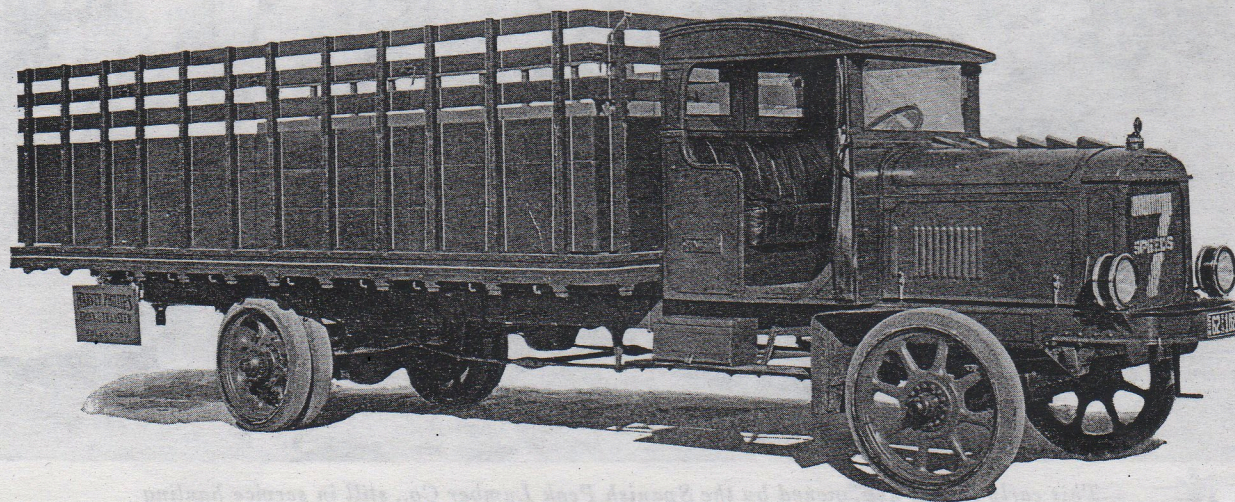
RADIUS RODS—Cast steel "I" beam section with swivel ends.

CAB, WINDSHIELD, AND CURTAINS—Standard equipment. Demountable cab, armored. Two-piece ventilating windshield, accordion folding curtains carried on permanent rods, always ready to pull into position.

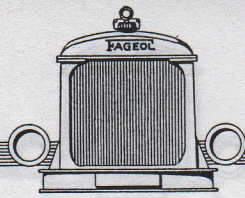
SEATS—Cross seat long enough for three men. Full upholstered seat and back, finished in genuine leather over coil springs.

ELECTRIC LIGHTS—Electric head lights mounted on bumper. Electric tail and dash lights. Generator and 6-volt truck type battery.

STANDARD EQUIPMENT—Structural steel front bumper. Hinged hood. Metal tool and battery boxes on step boards under overhang of seat. Metal dash. Electric horn, tool kit in roll, grease gun, wheel wrenches, heavy-duty ratchet screw jack, oil can, and motor.



A 645 FAGEOL TRUCK WITH STAKE BODY.



Special Hall-Scott Engines

Models 360 and 490

THE Fageol 360 Model Truck has been developed to enable the trucks to carry three tons or more at a speed of 30 miles per hour and still stay within the law, and within the range of practical performance of the truck itself. It is equipped with pneumatic tires, dual at rear, weighs but 6,500 pounds, and has a guaranteed gross load capacity of 7,000 pounds. In case of emergency loads, there still remains a margin of 2,500 pounds under the 16,000 pound limit allowable for high speed trucks in the State of California.

The Fageol 360 Truck is equipped with the Fageol-Hall-Scott 4 cylinder engine, which provides 50 per cent more power than the average engine used in trucks of this capacity.

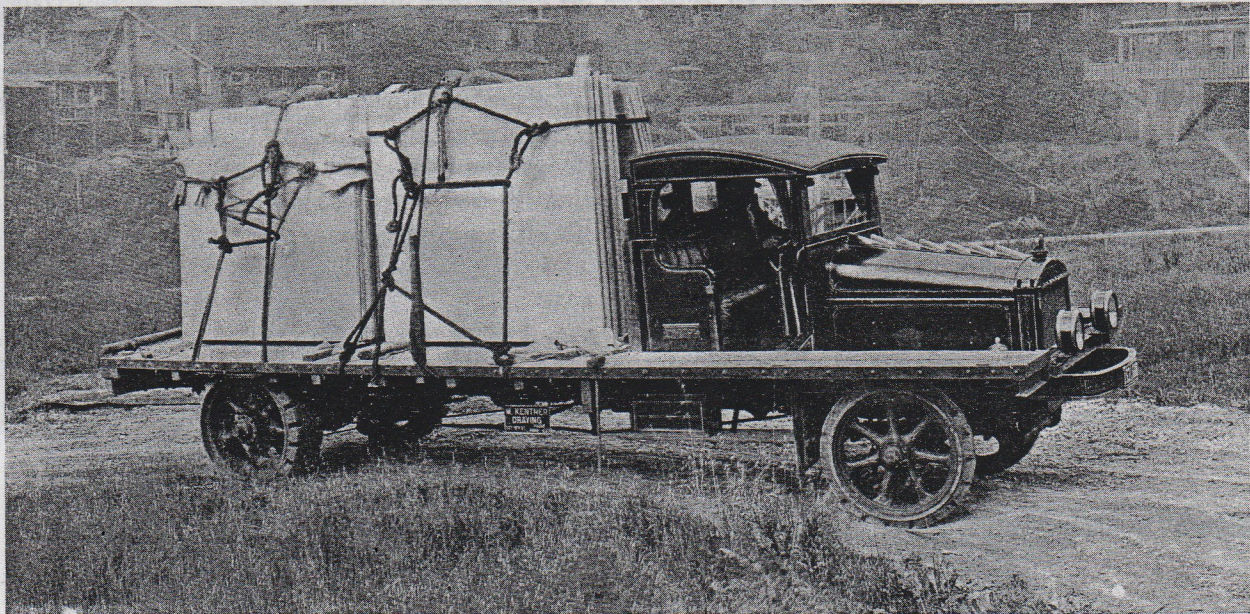
The design of this engine is extremely simple, the units being arranged so that any necessary maintenance or repair work is extremely easy and fast. The head, containing the entire cam and valve mechanism, lifts right off, so valve grinding can be done at the bench. Should the cylinders ever need reboring, we are prepared to furnish a new cylinder block at less than the cost of reboring, thereby keeping all parts of standard dimensions.

The Fageol 490 Model Truck has been developed from one of the heavy duty Fageols, retaining the essential features of the chassis and installing the Fageol-Hall-Scott 6 cylinder engine. This truck has created a reputation for amazing performance, being able to carry very heavy loads and make fast return trips.

The Fageol-Hall-Scott 6 cylinder engine actually develops more than 100 horsepower. It has the same unit construction as the Fageol-Hall-Scott 4 cylinder engine. The crankshafts in both the 4 and 6 cylinder engines are much heavier than is customary, and are hardened a great deal more. This not only reduces the wear on the crankshaft, but also lengthens the life of the bearings, since their durability is in exact ratio to the hardness of the crankshaft.

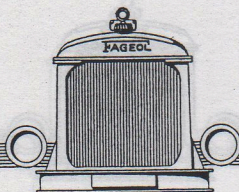
The Brown-Lipe direct on fourth, unit type transmission used in conjunction with the Brown-Lipe "60" compound, gives the truck nine practical working speeds and a range in road speed from 2 miles to 35 miles per hour.

On a recent test before officials of the oil industry the 490 truck pulled a 21,305 pound load up a 25 per cent grade at a speed of 4.5 miles per hour.



GIVE THE TOUGHEST JOBS TO FAGEOL.

One of many loads of marble slabs used to complete the Highland Hospital, Oakland, California.



Specifications

Model 360 Fageol Truck

GROSS CAPACITY—7,000 pounds.

WEIGHT—6,500 pounds.

FRAME—6-inch structural steel channel, weighing 13 pounds per foot. Hot riveted throughout.

WHEELBASE—Standard, 172 inches. Optional short wheelbase. Long wheelbase at extra cost.

MOTOR—Fageol-Hall-Scott; four water-cooled cylinders, cast en bloc. Horsepower rating, 28.9 S. A. E.; actual at governed speed of 1,750 R.P.M., 60. Overhead cam and valve mechanism. Lubrication by forced feed through drilled shaft to all main and connecting rod bearings. Overhead camshaft and rocker arms operate in oil bath.

OIL FILTER—Special Hall-Scott patented filter removes all foreign matter from the engine oil.

CARBURETOR—Zenith.

IGNITION—Delco system. Battery distribution.

COOLING SYSTEM—Radiator, finned tube type, in cast aluminum four-piece shell. Water circulated by centrifugal pump. Fan driven by silent chain, completely enclosed. Water capacity 6½ gallons.

CONTROLS—Spark and throttle levers mounted on steering column above wheel. Gearshift levers and emergency brake at center. Improved type clutch and brake pedals. Straight thrust accelerator pedal with stationary rest under driver's instep. Switch, ammeter, dash light, and oil gauge on dash.

CLUTCH—Brown-Lipe multiple dry disc, completely enclosed in bell housing.

TRANSMISSION—Standard Brown-Lipe, direct on fourth with Brown-Lipe Compound. Fageol seven-speed "midship type" transmission optional.

Spicer universal joints and propeller shaft.

Rear axle ratios, 9¼:1, 10⅜:1, 11⅝:1, optional.

BRAKES—Service and emergency brakes, Timken 4-shoe internal expanding on rear wheels. Size, 18 inches diameter, 3½ inches wide. Asbestos wire-woven brake lining.

FRONT AXLE—Timken drop forged "I" beam axle of extra large cross section. Timken bearings in steering spindles and wheels.

REAR AXLE—Timken 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 overfilling.

SPRINGS—Chrome vanadium steel. Front, 41 x 2½ inches, 11 supporting and 3 rebound leaves. Rear, 56 x 3 inches, 15 supporting and 3 rebound leaves.

CHASSIS LUBRICATION—Critz or Alemite, optional.

STEERING GEAR—Ross cam and lever type, with 20-inch Shellerite wheel. Steering post set at touring car angle. Ball thrust bearings.

FUEL SUPPLY—31-gallon tank, mounted under seat. Fitted with three-way valve holding 3 gallons of reserve fuel. Stewart Vacuum System.

WHEELS—Budd-Michelin pressed steel demountable disc wheels, held on hub

by eight studs. Rims integral with wheels.

TIRES—Standard equipment, 36 x 6 pneumatic, dual at rear; 38 x 7 single tires at rear optional.

RADIUS RODS—Ball and socket type.

CAB, WINDSHIELD, AND CURTAINS—Demountable armored cab, two-piece ventilating windshield, accordion folding curtains carried on permanent rods, always ready to pull into position.

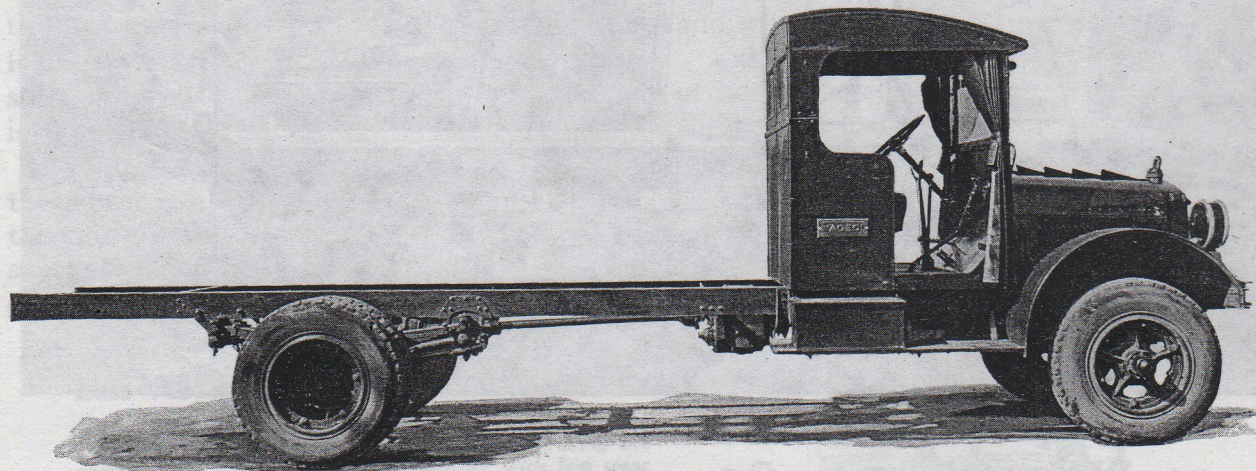
SEATS—Cross seats long enough for three men. Full upholstered seat and back, finished in genuine leather over coil springs.

LIGHTS—Head lights mounted on fenders. Electric tail and dash lights.

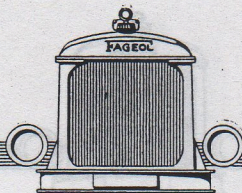
ELECTRIC SYSTEM—Delco electrical equipment throughout—starter, generator, ignition, lighting, 12-volt battery, truck type.

STANDARD EQUIPMENT—Electric Klaxon, Motometer, structural steel bumper, extending clear across front of truck. Fenders extend from step board to front bumper, completely skirted with sheet steel. Stewart speedometer, front wheel drive, instrument located on dash. Metal tool and battery boxes on step boards under overhang of seat. Hinged hood. Metal dash. Tool kit roll, wheel wrenches, heavy-duty ratchet screw jack, grease gun, oil can, and motometer.

SPECIAL EQUIPMENT—Power tire pump, trussed frame, 4-ton brakes 21" x 4", and other special equipment, at extra cost.



THE 360 FAGEOL TRUCK CHASSIS.



Specifications

Model 490 Fageol Truck

GROSS CAPACITY—9,000 pounds.

WEIGHT—9,300 pounds.

FRAME—Pressed steel channel, 8 inches deep, $\frac{1}{8}$ -inch thick, 3-inch flange. Hot riveted throughout.

WHEELBASE—Standard, 172 inches. Optional short wheelbase. Long wheelbase at extra cost.

MOTOR—Bore, $4\frac{1}{4}$ inches. Stroke, $5\frac{1}{2}$ inches. Horsepower, 43.3 S. A. E. rating; actual, 100 at 1,750 R.P.M. Force feed lubrication through drilled crankshaft. Maximum motor speed controlled by governor.

CARBURETOR—Zenith, L-7.

IGNITION—Delco starting and lighting system.

COOLING SYSTEM—Long radiator of vertical finned tube type, extra thick core. Four-piece cast aluminum housing, mounted as unit with motor. Water circulated by centrifugal pump. Fan gear driven.

CONTROL—Spark and throttle levers mounted on top of steering post. Gearshift levers and emergency brake at center. Improved type clutch and brake pedals. Straight thrust accelerator pedal with stationary rest under driver's instep. Switch, ammeter, oil gauge, and dash light on dash.

CLUTCH—Brown-Lipe dry plate, 13 molded asbestos discs, completely enclosed in bell housing.

TRANSMISSION—Brown-Lipe model 55 transmission, 4 speed, low ratio 5.35:1,

reverse ratio 6.30:1, with Brown-Lipe "60" midship compound.

Rear axle ratios, $9\frac{1}{4}$:1, $10\frac{1}{3}$:1, $11\frac{2}{3}$:1, optional.

DRIVE SHAFT—Spicer 600 size joints.

FRONT AXLE—Timken drop forged "I" beam axle of extra large cross section. Timken bearings in wheels and steering spindle.

REAR AXLE—Timken 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 overfilling.

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, 44×3 inches, 9 supporting and 3 rebound leaves. Rear, $60 \times 3\frac{1}{2}$ inches, 15 leaves.

SPRING LUBRICATION—Springs and spring bolts automatically lubricated by Myer's Patented Magazine Oiling System.

CHASSIS LUBRICATION—Critz or Alemite pressure fitting.

STEERING GEAR—Ross cam and lever type with 22-inch Shellerite wheel. Steering post set at touring car angle. Ball thrust bearings.

FUEL SUPPLY—31-gallon tank under driver's seat. It is fitted with three-way valve holding 3 gallons of fuel in reserve. Stewart Vacuum System.

WHEELS—Steel, S. A. E. standard, spoke type.

TIRES—Standard equipment: Front, single solid, 36×6 ; rear, dual solid, 40×7 . Pressed-on type.

RADIUS RODS—Cast steel, "I" beam section, with swivel ends.

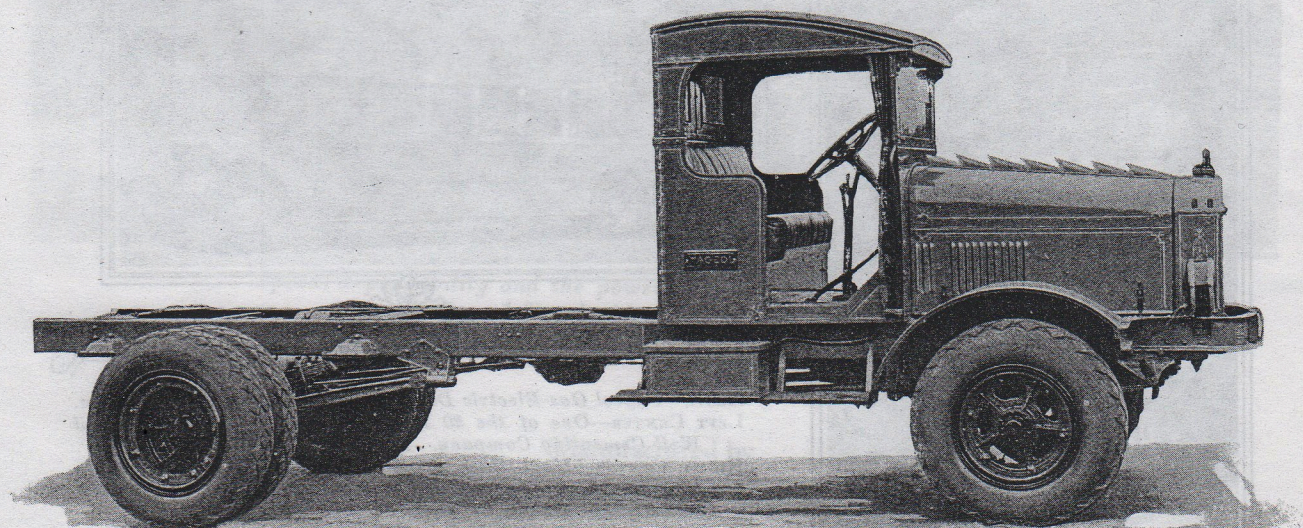
CAB, WINDSHIELD, AND CURTAINS—Standard equipment. Demountable cab, armored. Two-piece ventilating windshield, accordion folding curtains carried on permanent rods, always ready to pull into position.

SEATS—Cross seat long enough for three men. Full upholstered seat and back, finished in genuine leather over coil springs.

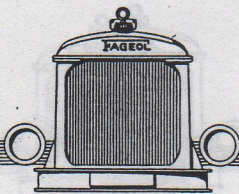
ELECTRIC LIGHTS—Electric headlights, mounted on fenders; electric tail light. Generator and 12-volt truck type battery.

STANDARD EQUIPMENT—Structural steel bumper extending clear across front of truck. Fenders full crown type, completely skirted with sheet steel. Hinged hood. Metal tool and battery boxes on step boards under overhang of seat. Metal dash. "Protectomotor" air clarifier on dash. Klaxon electric horn, tool kit in roll, wheel wrenches, heavy-duty ratchet screw jack, speedometer, and oil can.

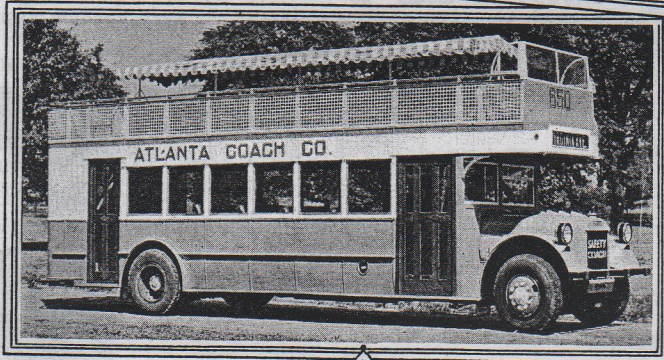
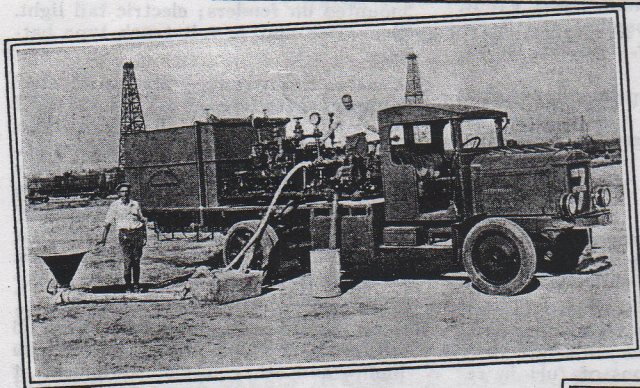
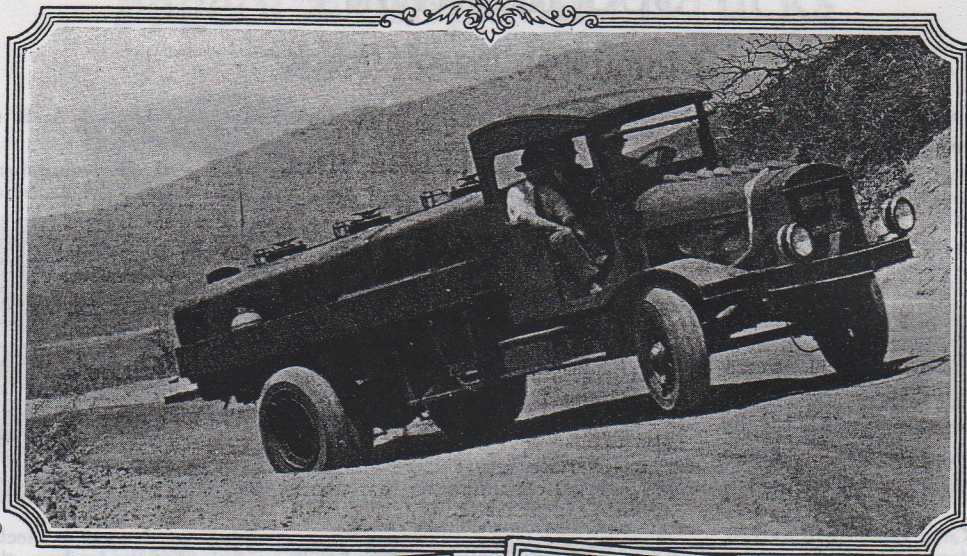
SPECIAL EQUIPMENT—Pneumatic tires, 36×8 dual or 40×8 dual, power tire pump, and other special equipment at extra cost.



THE 490 FAGEOL TRUCK CHASSIS.



Top—Twice daily this Fageol Truck, owned by Shell Oil Co., hauls a 7-ton load 17 miles to Lake Arrowhead, high in the San Bernardino mountains. Model 490.



Above—Fageol Gas-Electric Double Deck operating in Atlanta, Ga.
Left Center—One of the 20 Fageols owned by the Perkins Oil Well Cementing Company. Model 445.

Right Center—More than one hundred Fageols are owned by the City of Los Angeles. This crane on a Model 645 handles 3500-pound sections of cast iron pipe with ease.

At Left—Inter-City Model Fageol Safety Coach in the Santa Cruz mountains.

Men whose business is the moving
of heavy loads have come to say:

*“Give the Toughest
Jobs to the Fageol”*