

Forney

Belongs to: ○ ○

FORNEY Museum of Transportation Denver, Colorado

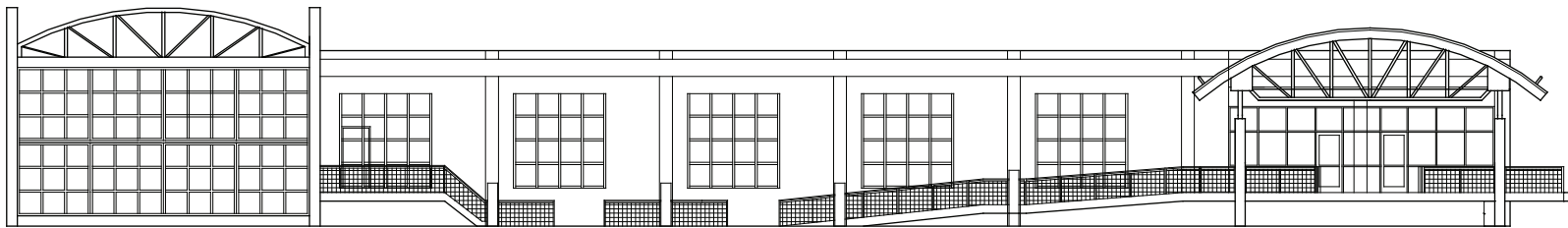


Table of Contents

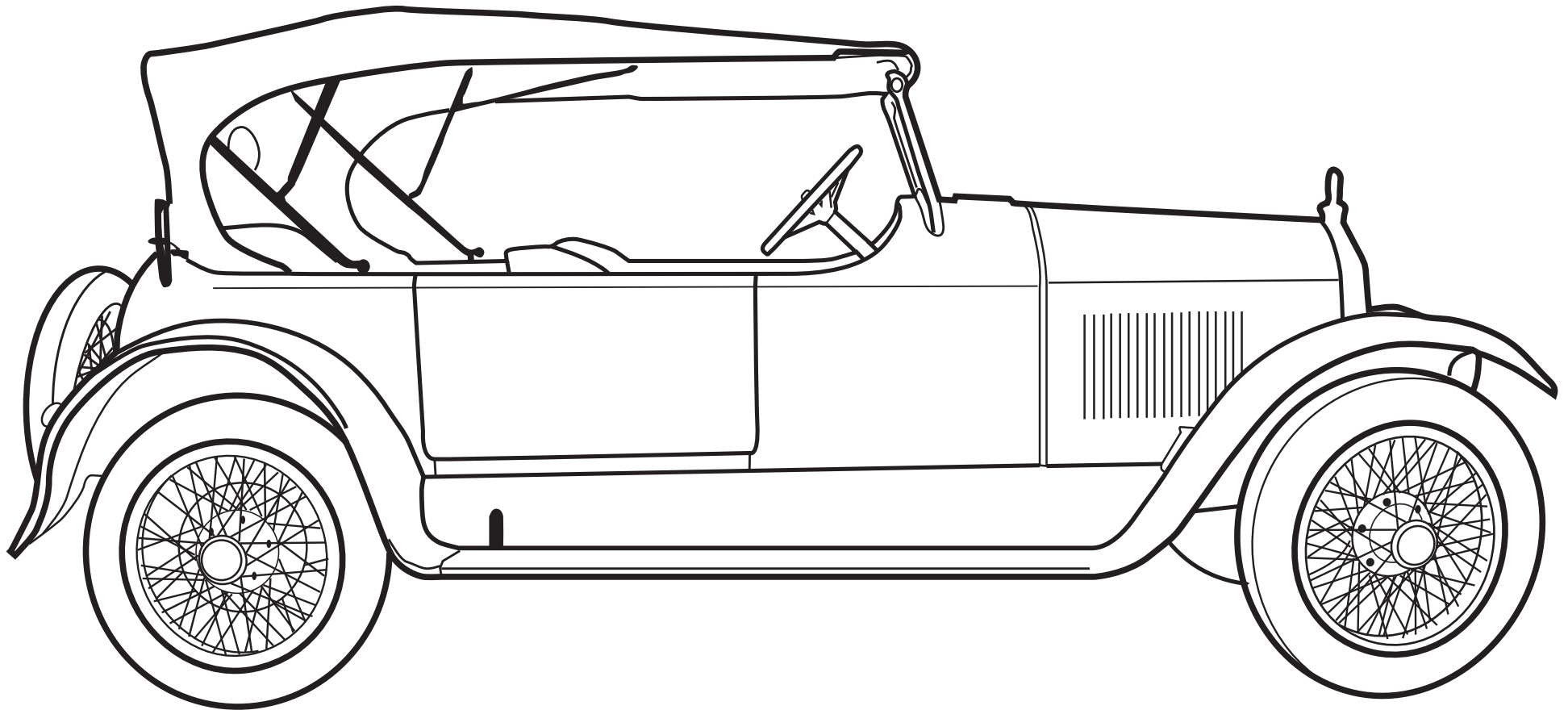
	1921 Kissel Tourster.....	Page 1
	1955 Messerschmitt.....	Page 2
	1840 Festive Cart.....	Page 3
	1918 Cole.....	Page 4
	1908 Overland Runabout.....	Page 5
Cover Art, Illustrations Art Direction By	1953 Mercedes-Benz.....	Page 6
	1886 La Clede Cable Car.....	Page 7
	1916 Detroit Electric.....	Page 8
	1957 Lincoln Premiere.....	Page 9
Violeta Cruz	1941 Union Pacific Big Boy.....	Page 10
	1880 Hearse.....	Page 11
	1949 Gerry's Special.....	Page 12
	1930 Ford Model A Roadster.....	Page 13
	1920 Ner-A-Car.....	Page 14
	1923 Hispano-Suiza.....	Page 15
	1937 Cord Beverly Model 812.....	Page 16
	1959 Martin Air Car.....	Page 17
	1850 Wagon.....	Page 18
	1970 Ford Mustang Boss 302.....	Page 19
	1923 Kissel Speedster.....	Page 20
	Forney Museum of Transportation History.....	Page 21

Copyright © 2007 By Forney Museum of Transportation
All Rights Reserved

No part of this publication may be reproduced by any means without the express written consent of the publisher and illustrator. All national and international rights reserved on the entire contents of this publication.

www.forneymuseum.org

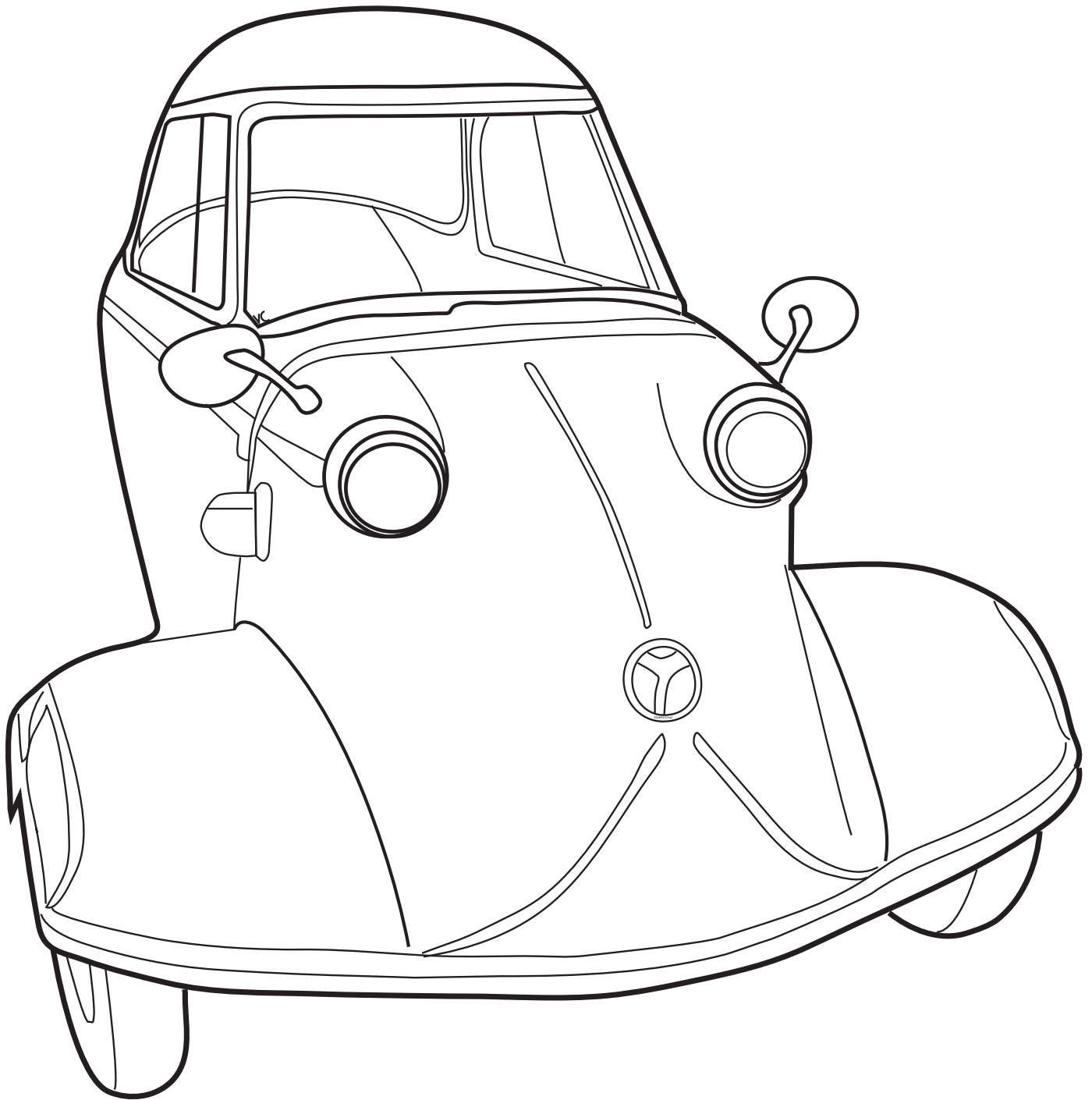
Printed in the United of States of America



1921 Kissel Tourster Model 6-45

The first Kissel Kar was produced in 1905. (Kar was dropped in 1919.) Kissels were known for their high quality.

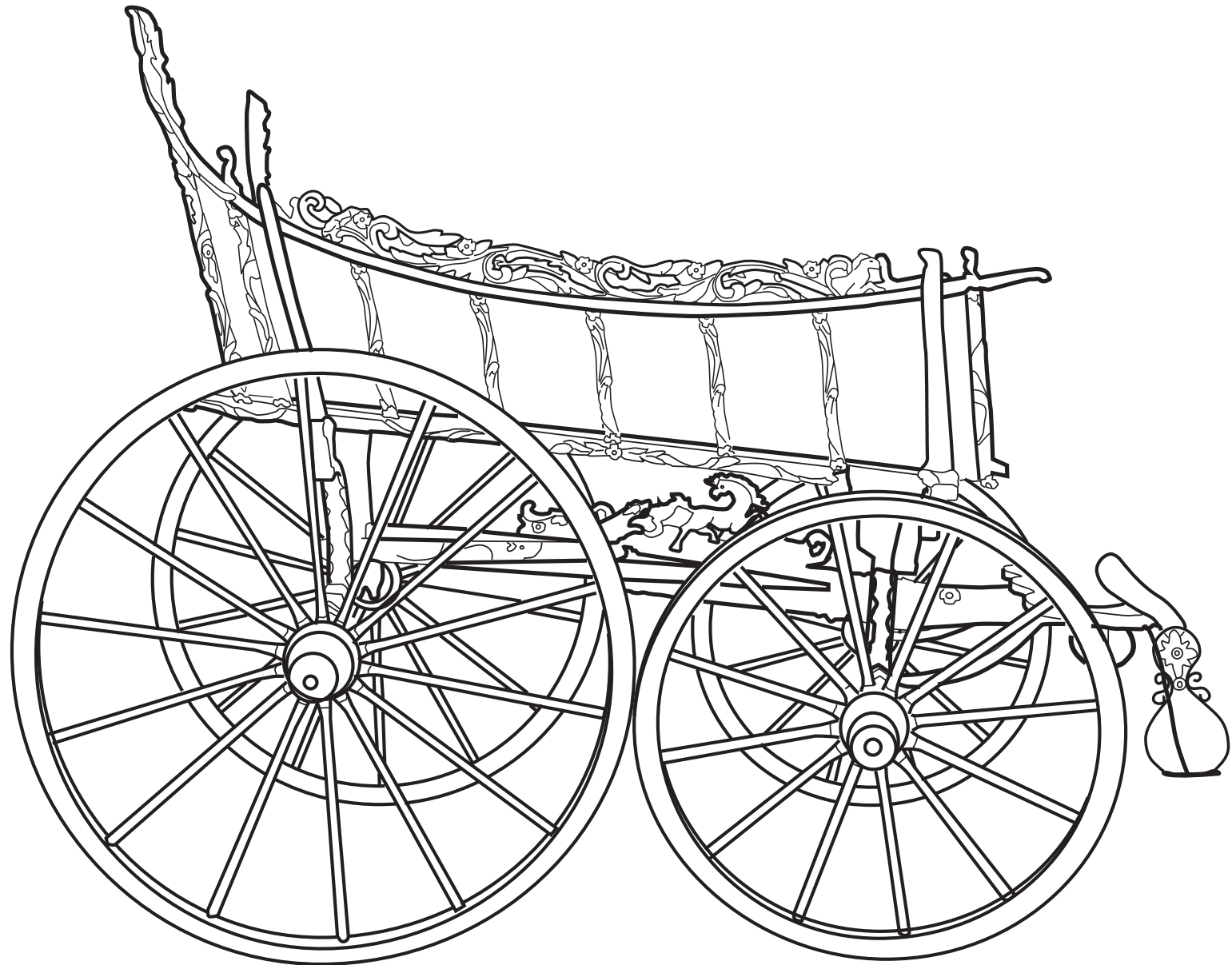
Purchased by J.D. Forney's wife and son, this 1921 Tourster was the foundation of the collection that became the Forney Museum.



1955 Messerschmitt KR-200

The company best known for its German fighter planes during World War II produced automobiles in the 1950s.

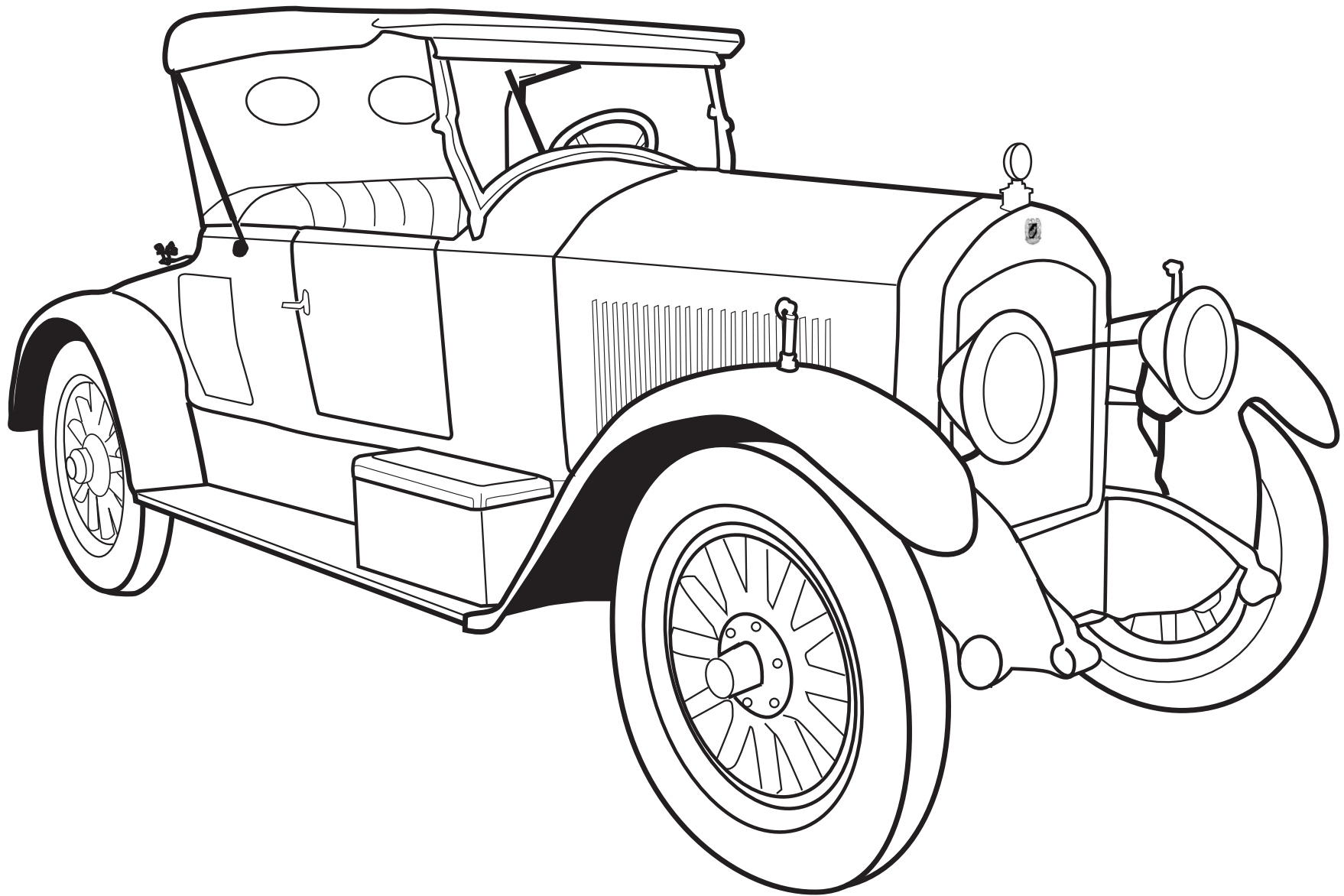
These small enclosed scooters (steering is by a handle bar) were excellent in the small, twisting streets of European old cities.



1840 Festival Cart

Carved and painted carts have been used in Northern Europe since Viking times. Filled with prize produce, important people, and/or religious icons they are paraded through the streets.

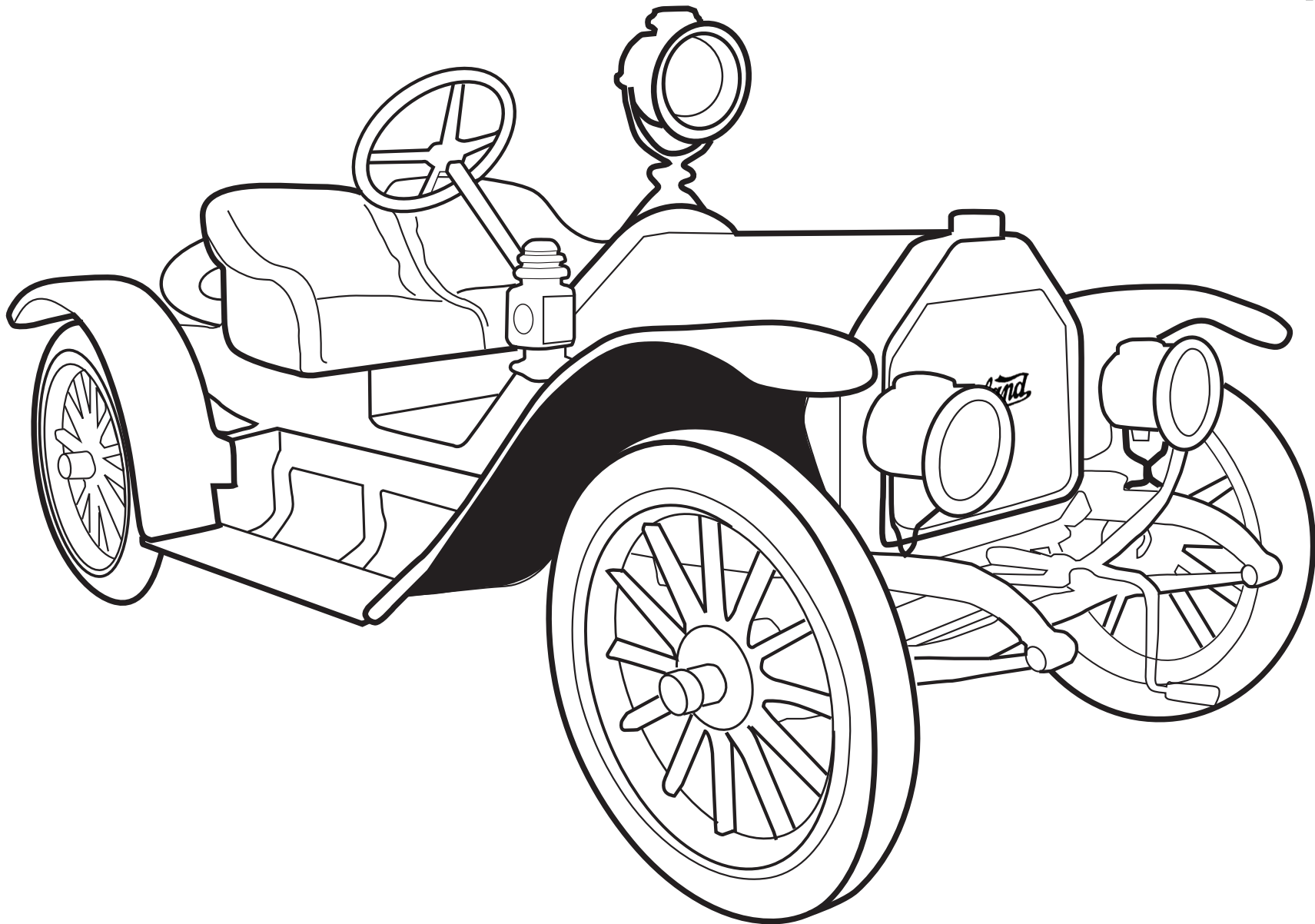
This cart was imported to the U.S. by William Randolph Hearst. It was long identified as of Austrian origin but is more likely Norwegian.



1918 Cole Roadster

J.J. Cole produced his first automobile in 1909. The 1918 model was the first automobile to have aluminum pistons and the second to have 8 cylinders.

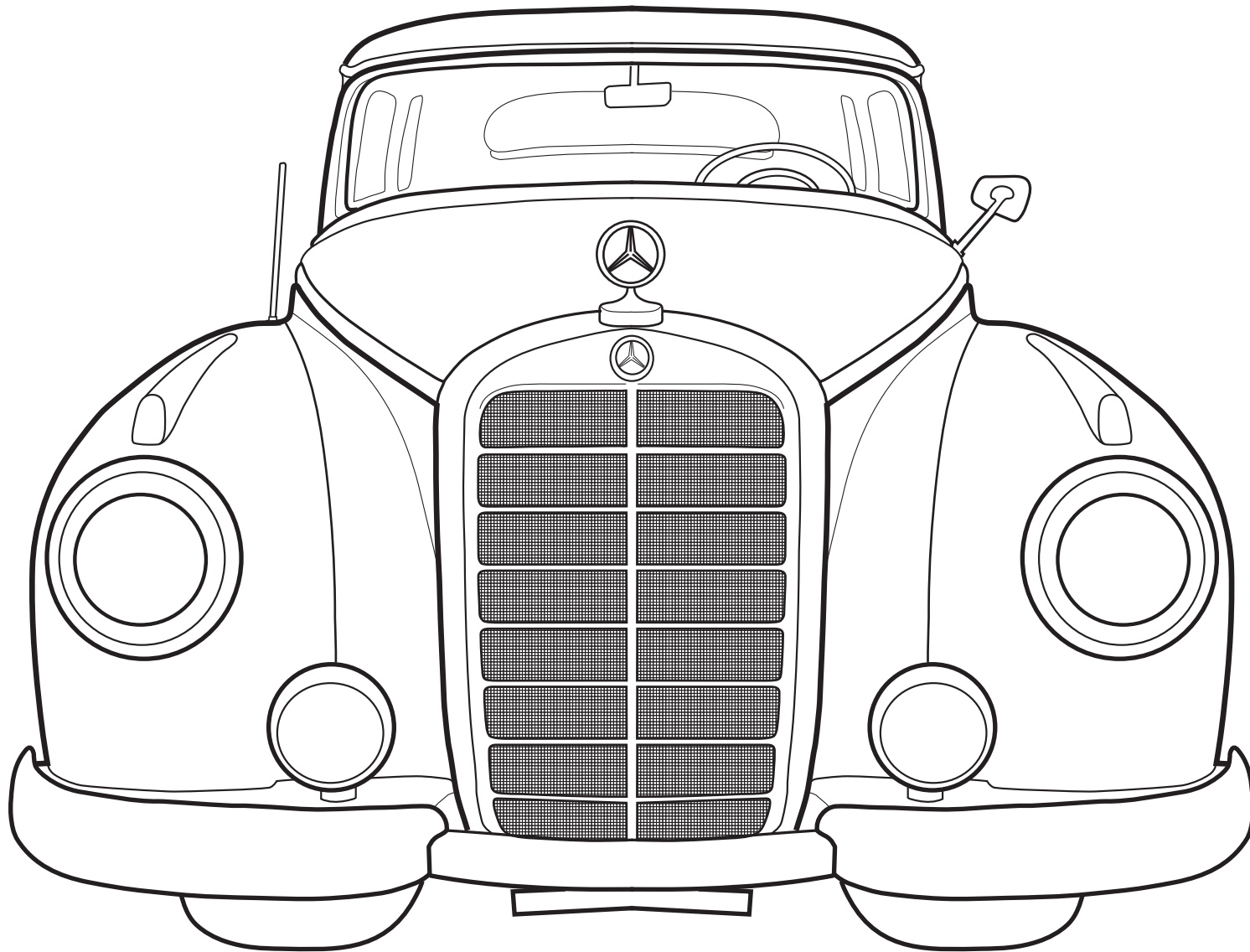
Coles, with their powerful V-8 engines, were very popular as taxis in 1920s Denver.



1908 Overland Runabout Model 24

The Overland was first produced in 1903. It had a revolutionary water-cooled, single-cylinder engine and a removable electric switch plug for security.

This Overland is one of 465 built in 1908 with 4-cylinder engines rated at 20-24 horsepower.



1953 Mercedes Benz 300 Four Door Sedan

The first Benz was produced in 1886. It was the first vehicle powered by an internal combustion engine.

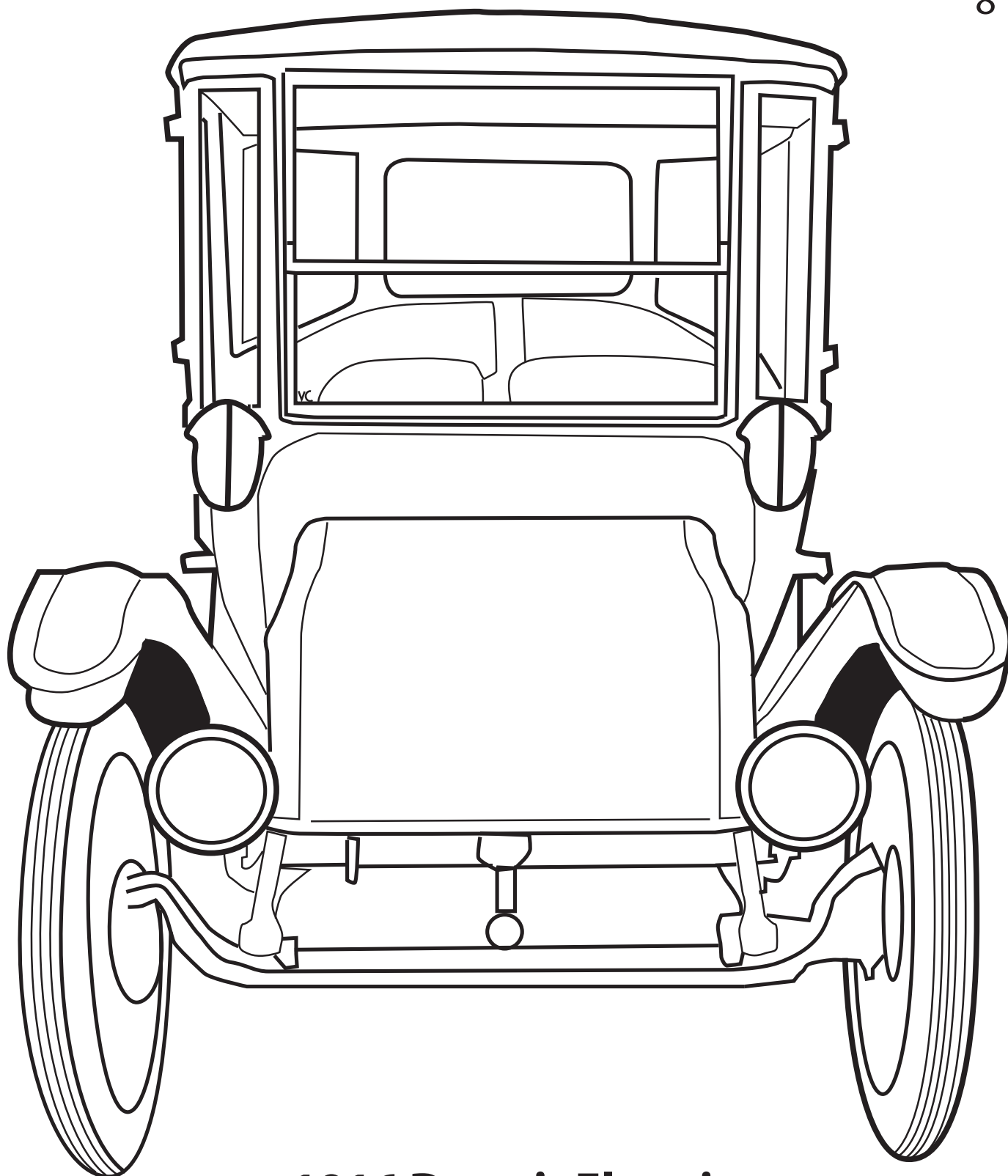
This 1953 model is the improved version of the 1951 model which was the first Mercedes Benz made in Germany for the American market after World War II.



1886 La Clede Cable Car

The La Clede Car Company of St. Louis built many of the trains, streetcars and trolleys used in Denver.

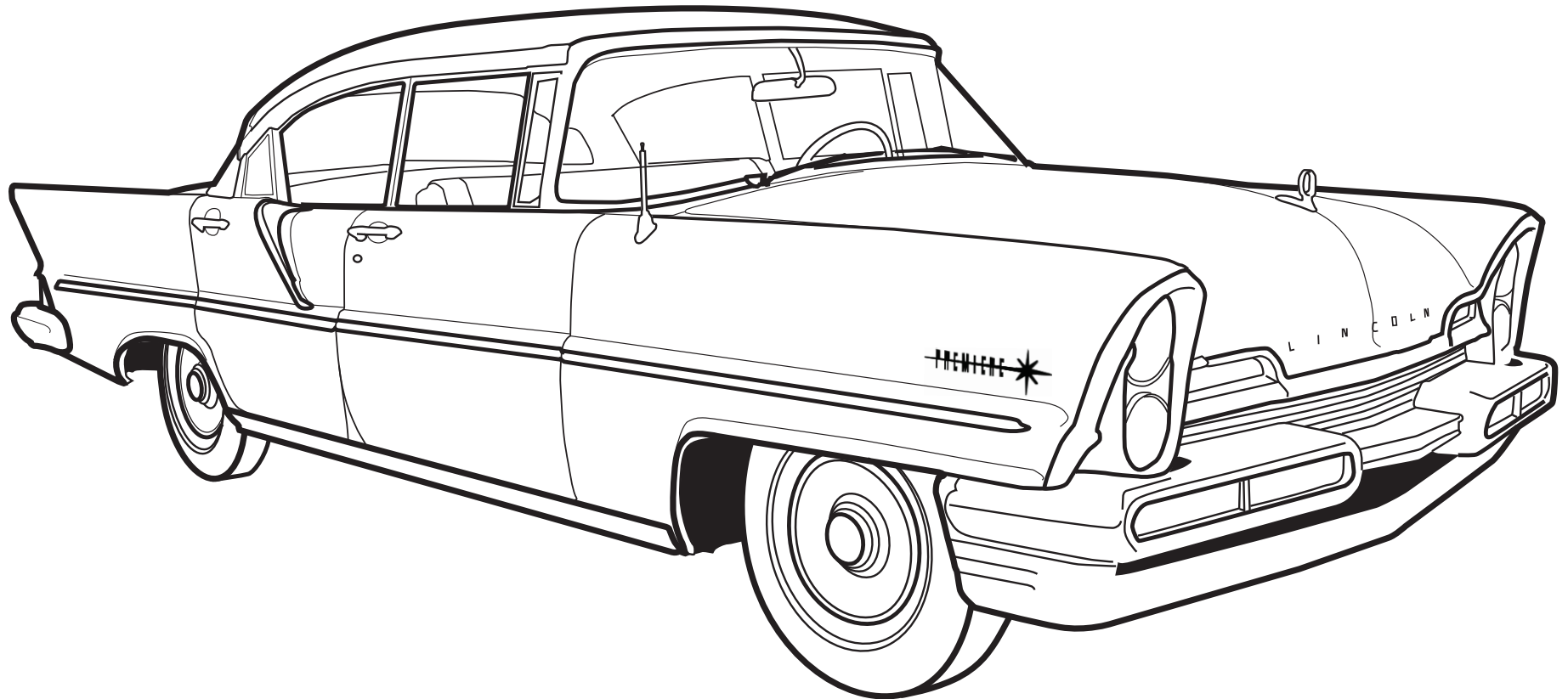
The Denver Tramway Company used this car only one year, 1888-89, before Cable cars were replaced by electric trolleys. This tram traveled 15th St (now Colfax).



1916 Detroit Electric

Detroit Electric produced its first auto in 1907. America's longest lived and most famous electric car quietly ceased production in the late 1930s.

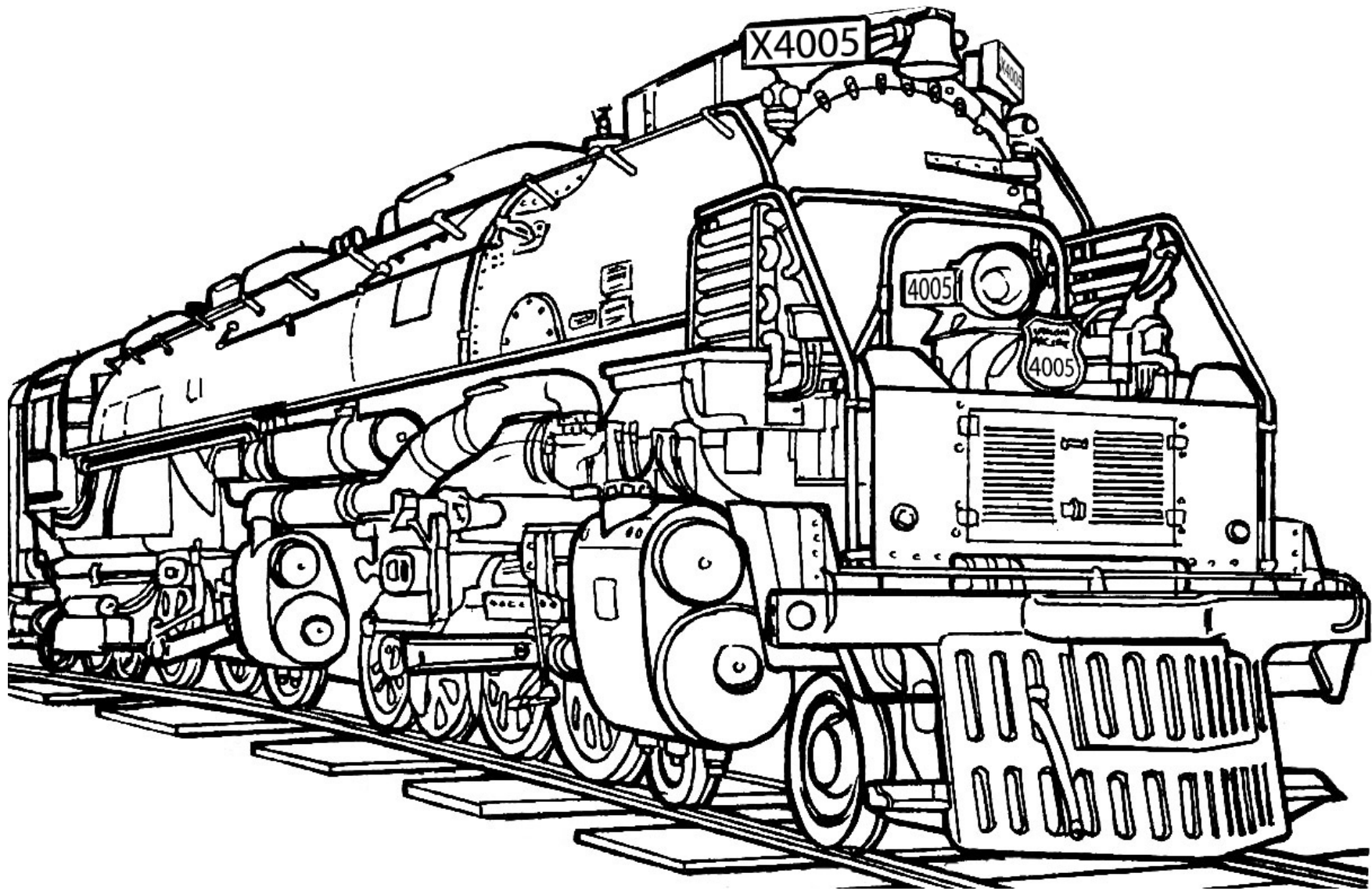
This battery powered car could travel 80 miles on one charge. It was especially popular with women drivers.



1957 Lincoln Premiere Model 57B Four Door Landau Hardtop

The first Lincoln was produced in 1920, so named by maker Henry M. Leland for the first president for whom he had voted.

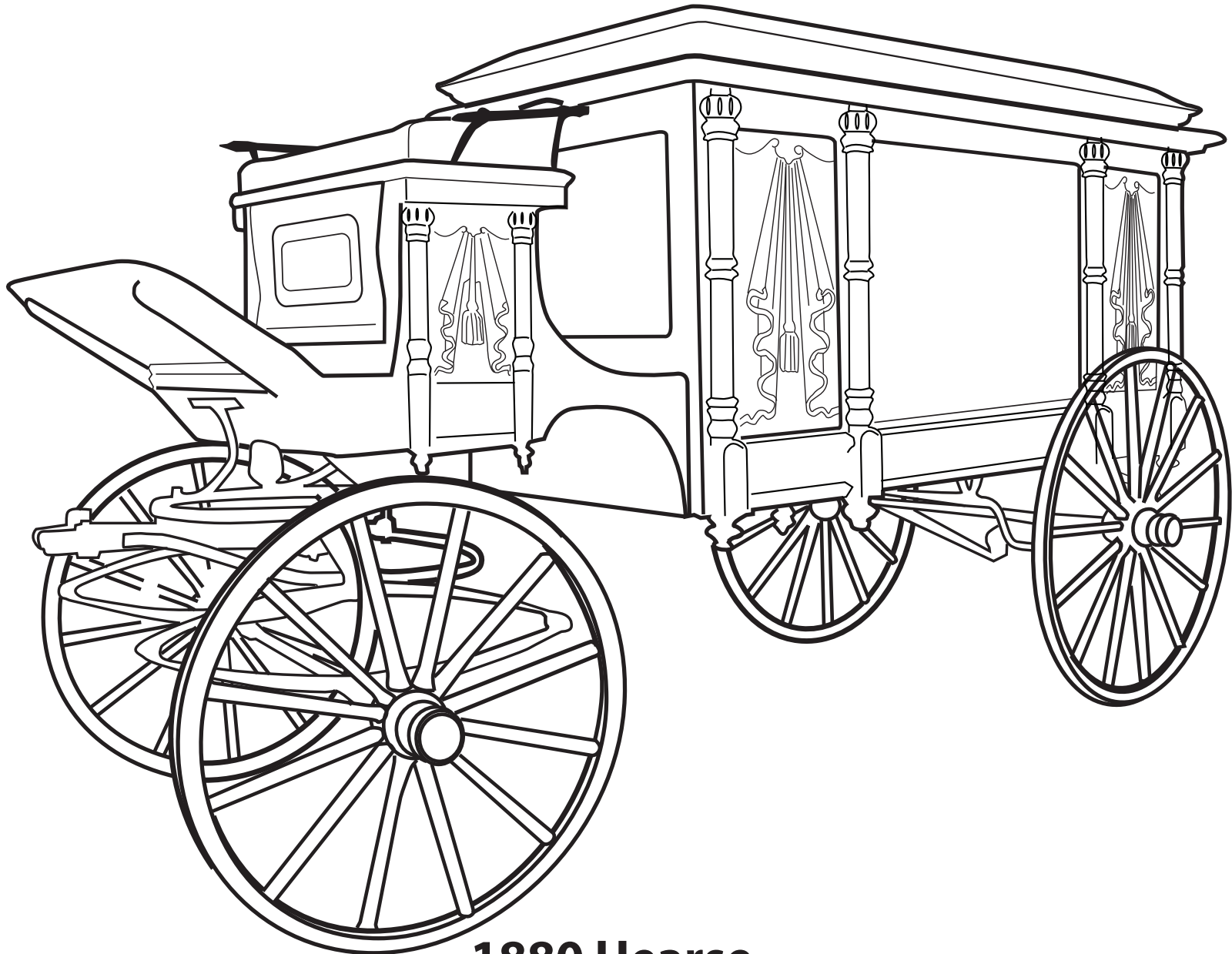
This 1957 Premiere is a classic example of the heavy, large, high-horsepower American autos popular when gasoline cost 23¢ per gallon!



1941 Union Pacific #4005

"Big Boys" are the world's largest steam locomotives. 25 were built beginning in 1941. 8 remain in museums around the U.S. Big Boys are 132 ft. long and weigh 1 million pounds.

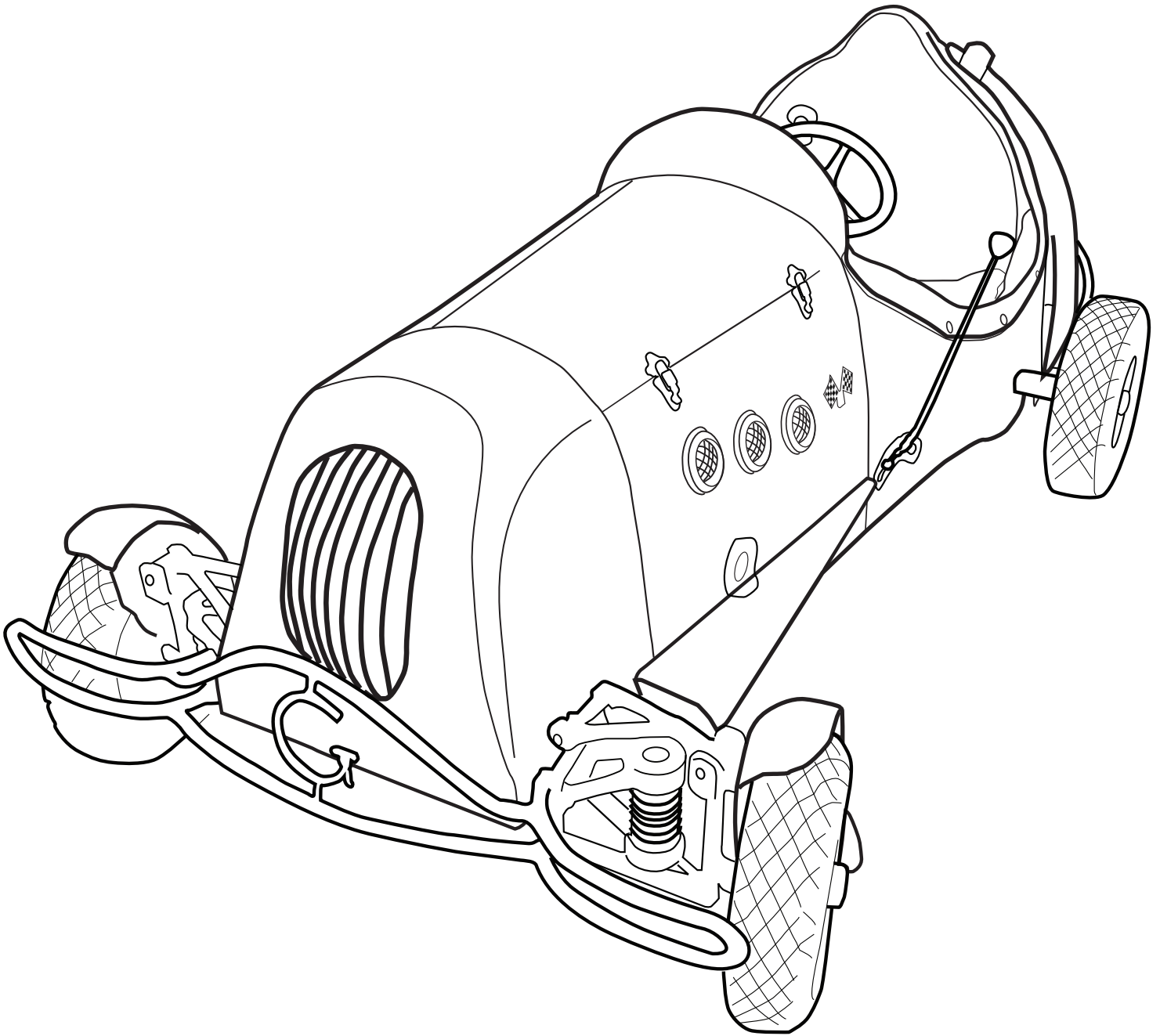
#4005 arrived at the Forney in 1970. It was the only Big Boy to be converted to oil burning, and then converted back to coal. It also was the only Big Boy to be involved in a wreck!



1880 Hearse

Made by the California Casket Company
of the O'Brien and Sons Corp. in San Francisco.

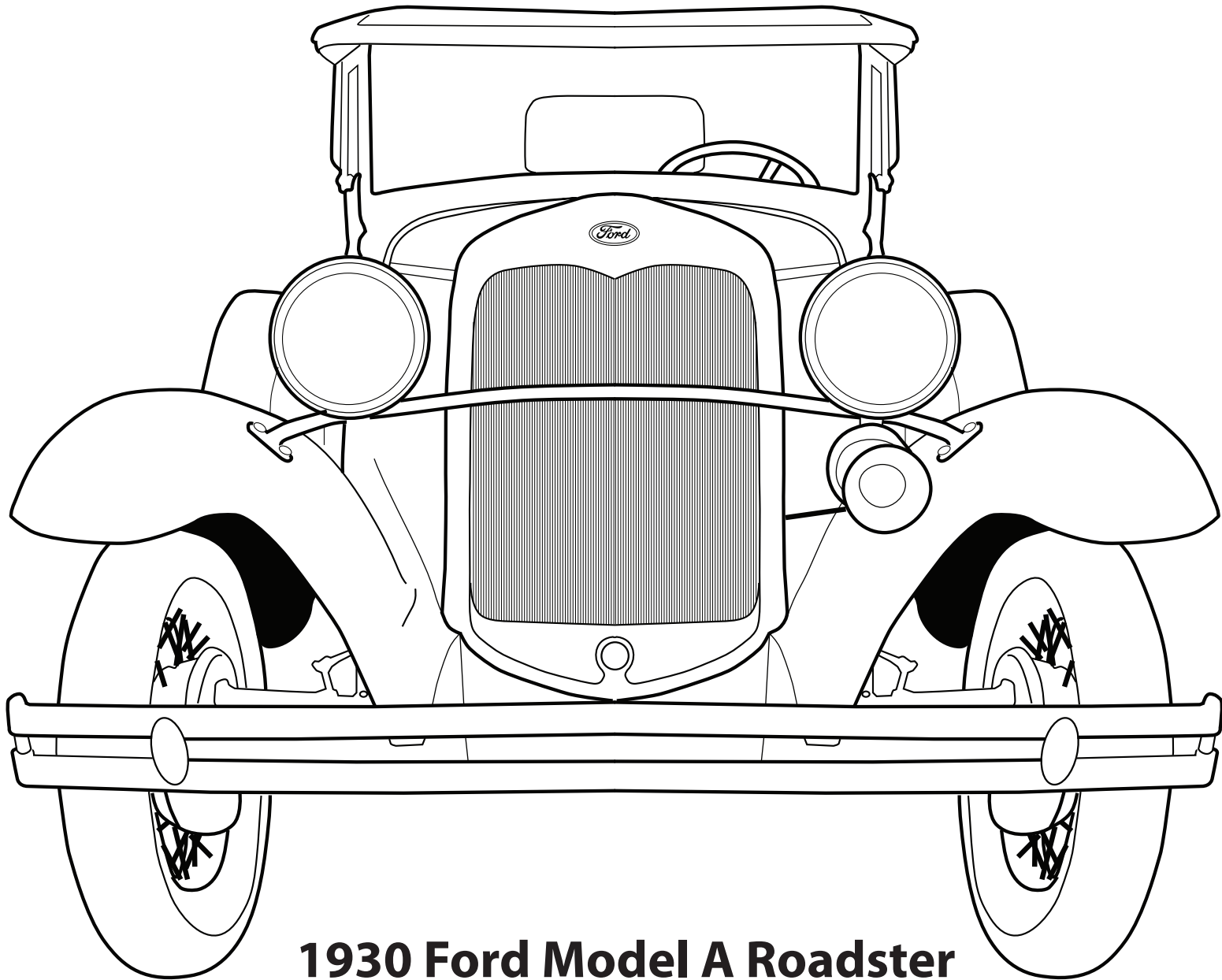
This Hearse has intricately carved
"drapery" panels on either side of the large
windows. It was pulled by 6 black horses.



1949 Gerry's Special

Gerry's Special took three years to build from spare tires. With a top speed of 30 m.p.h., it was never driven at night or on busy streets.

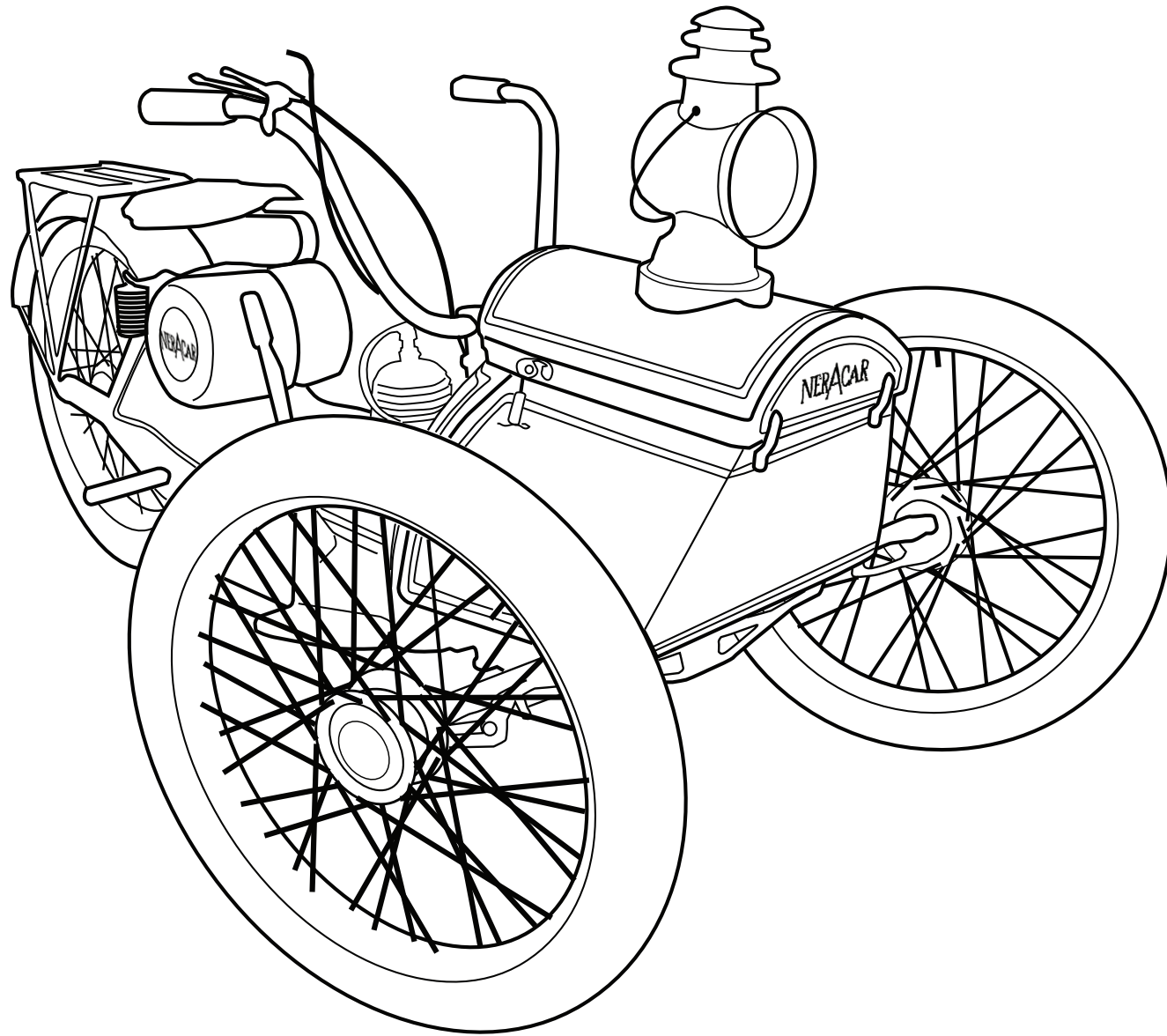
Gerard Nelson built the Gerry's Special for his son Gene's 6th Birthday.



1930 Ford Model A Roadster

The Ford Model A, larger and more powerful than its big brother the Model T, was produced from 1927 through 1931.

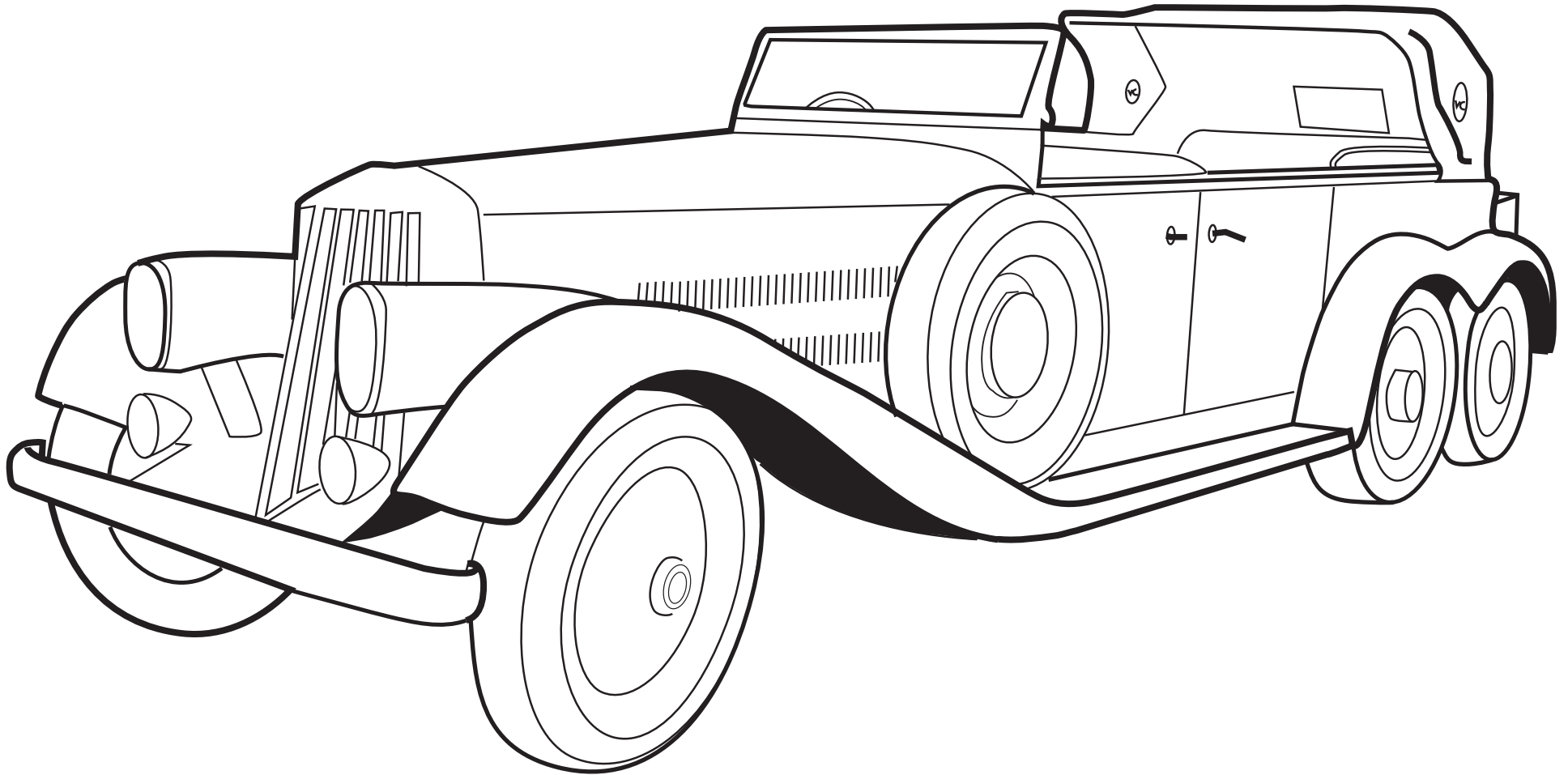
This Roadster model was a very popular style body type.



1921 Ner-A-Car

The Ner-A-Car was produced from 1921 through 1924.

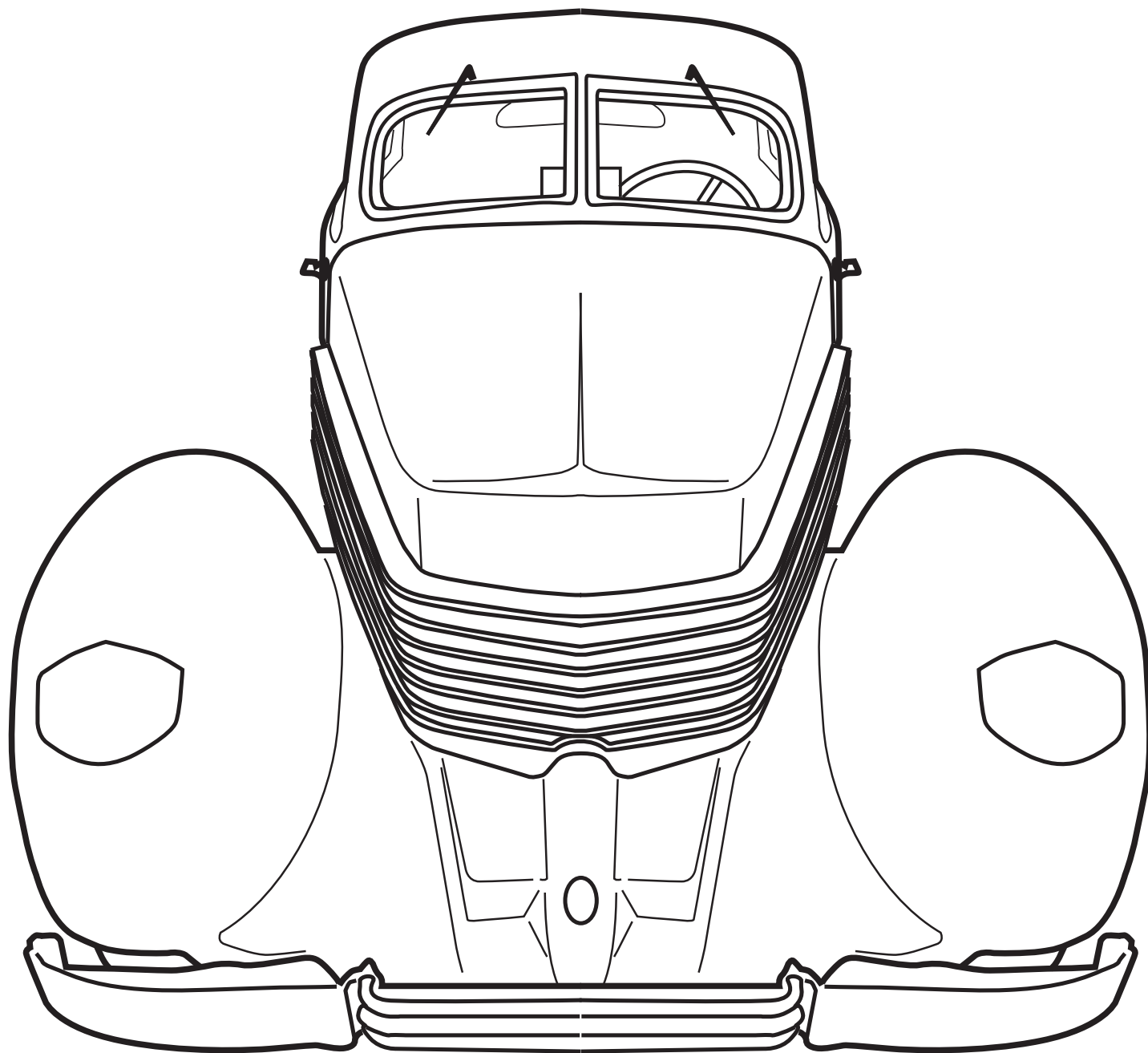
This is the only 3 wheel Ner-A-Car ever built; all others had a 2-wheel motorcycle configuration.



1923 Hispano - Suiza Model H6B

Hispano - Suizas were the most expensive automobiles made, with the most elegant bodywork of the 1920s. The two extra wheels were added in the 1940s.

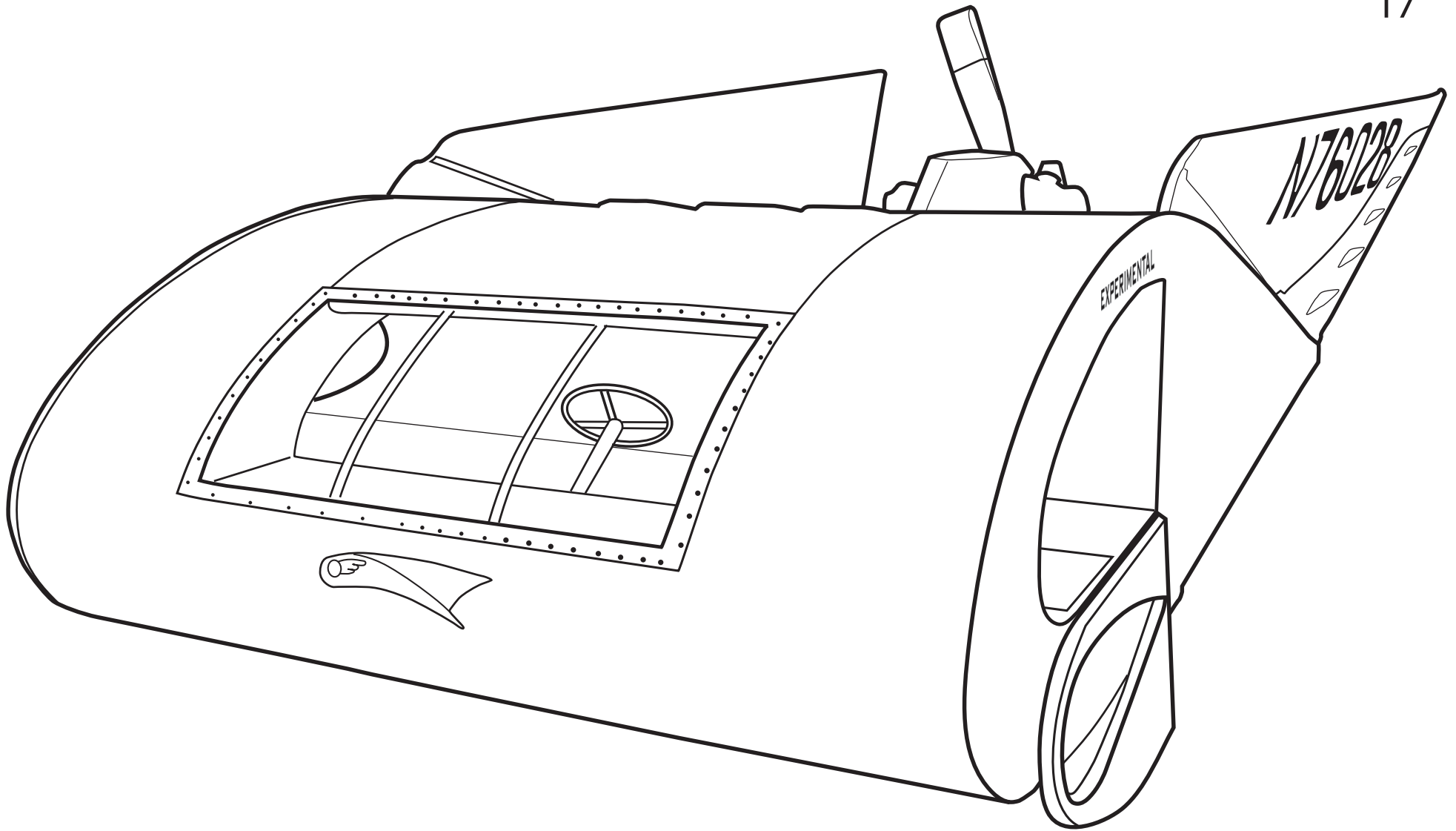
This model was owned by Hollywood director and founder of United Artist studios, D.W. Griffith. It appeared in several films.



1937 Cord Beverly Sedan Model 812

Cords were produced from 1936 thru 1937 in Auburn, Indiana. It is probably the best known American front-wheel drive auto.

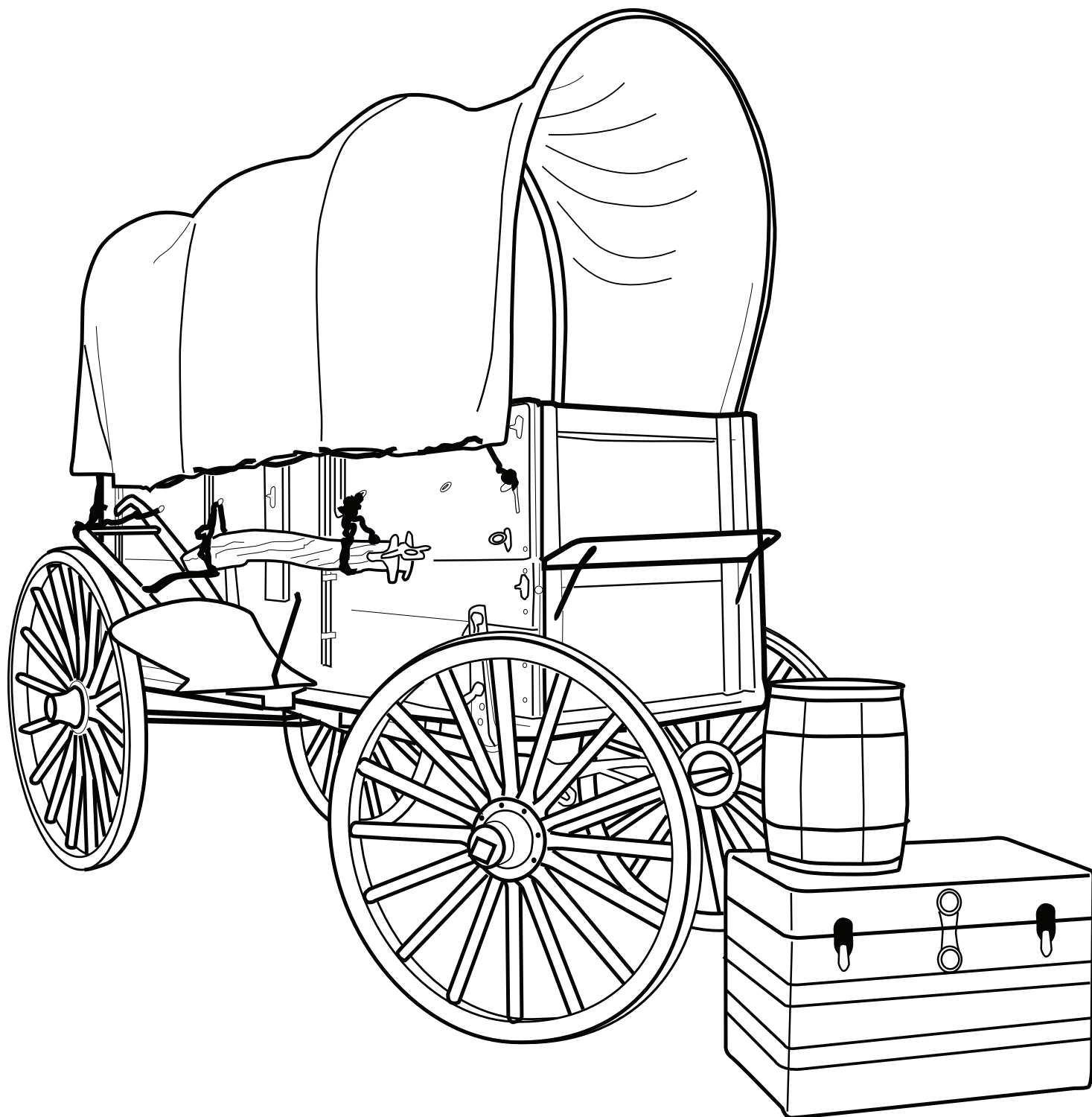
This luxury car is a prime example of Art Deco styling with smooth curves and strong horizontal lines.



1959 Martin Air Car

This experimental car was built and patented by Ogden Lee Martinson in Nebraska. It flies, drives, and floats.

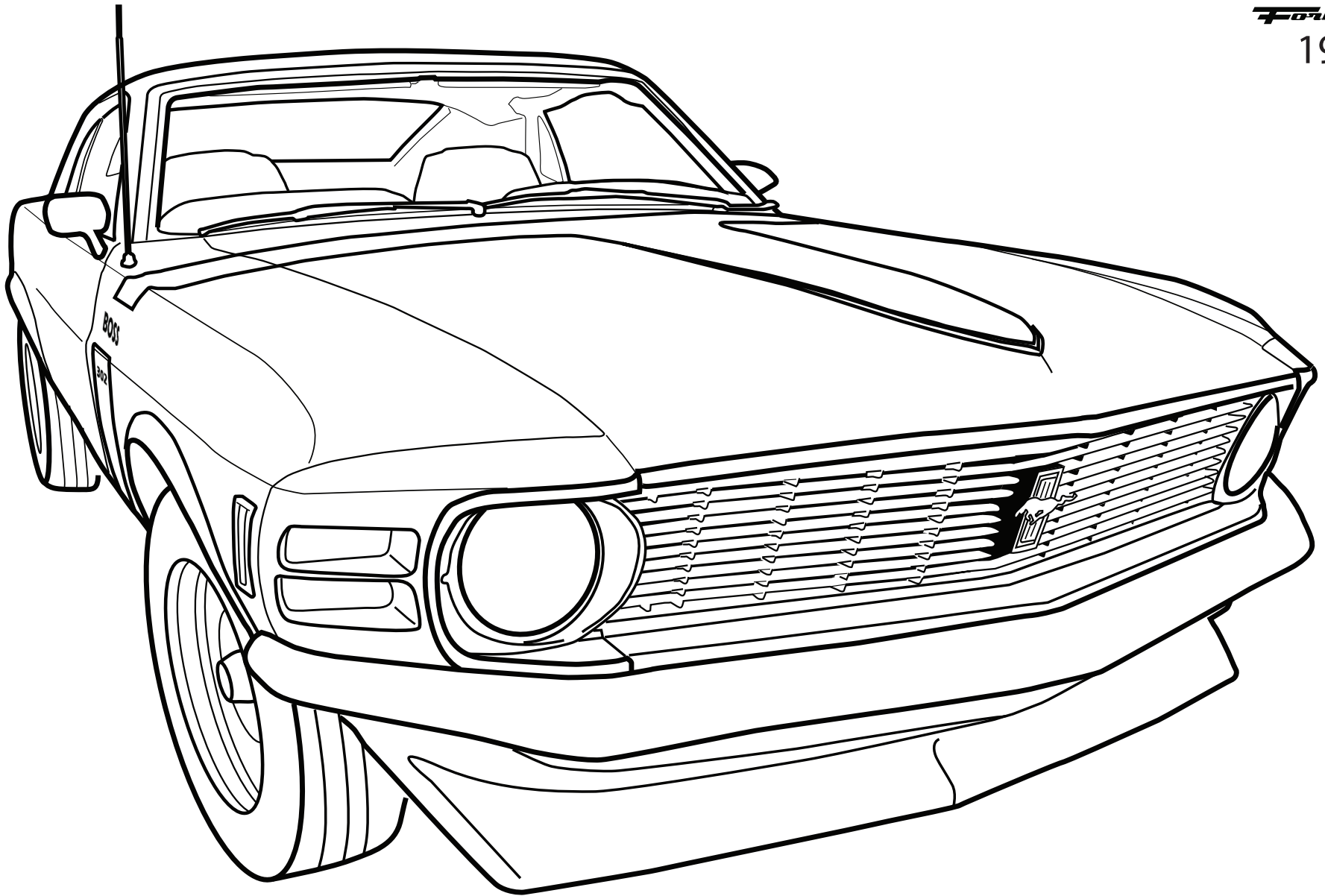
Featured in Popular Mechanics, this vehicle never received enough financial backing to be produced.



1850 Wagon

Built of wood with metal fittings, this wagon was pulled by 4-6 horses or 2-4 oxen.

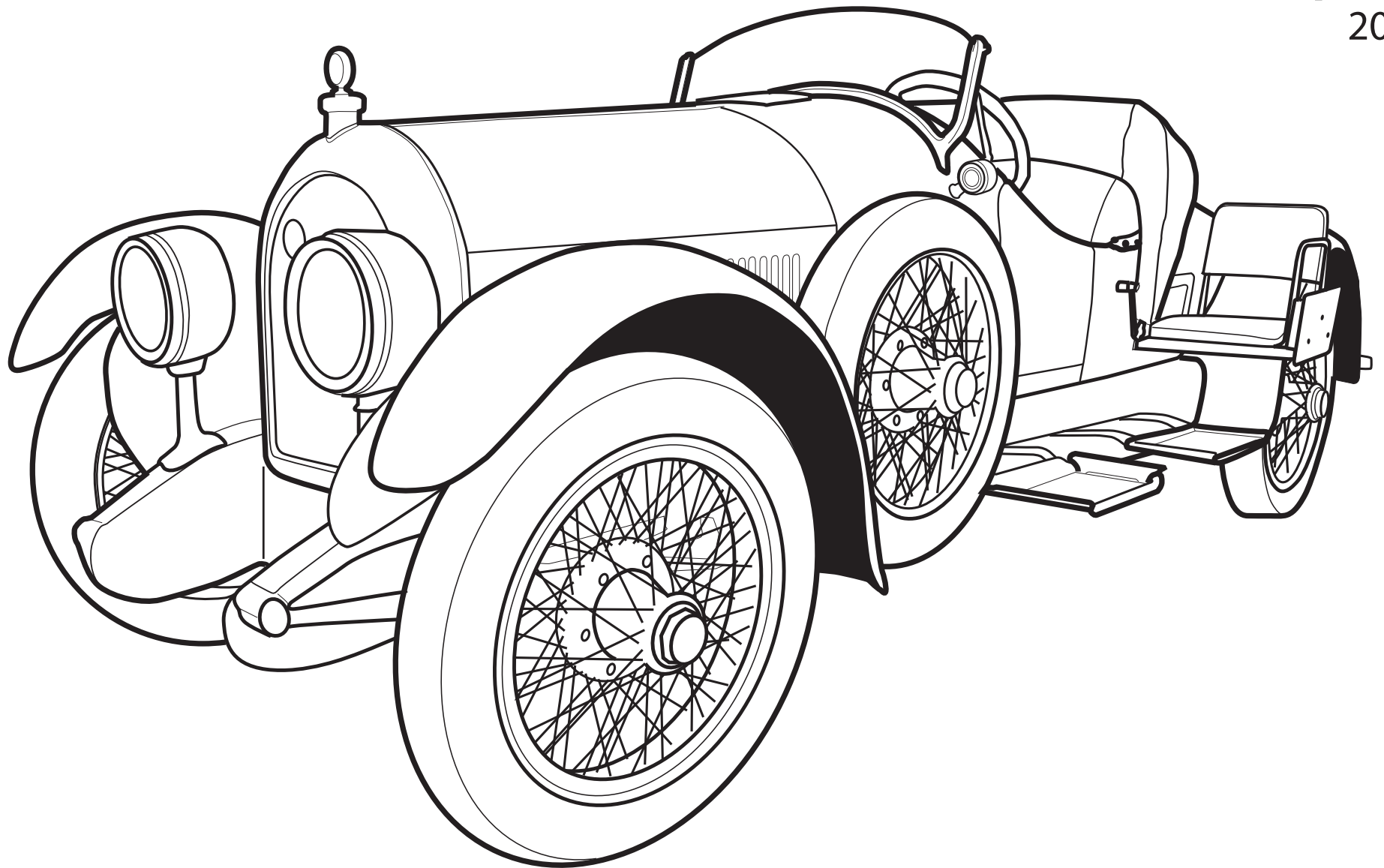
This heavy farm wagon is of the type used by millions of settlers to cross the plains to new homes in the American West.



1970 Ford Mustang Boss 302

The first Mustang was produced in 1964, ushering in the Pony Car era. Today's Mustang, still very popular, clearly echoes the original body style.

The Boss featured special cylinder heads, new front and rear styling, a simulated hood scoop, and the "Hockey Stick" stripe.



1923 Kissel Speedster Model 45

The Kissel was manufactured in Hartford, Wisconsin from 1907 until 1931. Very reliable but not expensive, these "custom built" cars were popular with Hollywood stars of the 20s.

This Speedster was Amelia Earhart's first automobile. She fondly called it "The Kizzle" or "The Yellow Peril."

Forney Museum History

The Forney Museum of Transportation began as a private collection that expanded into one of the finest transportation collections in the country.

In the 1930s, J.D. Forney created an electric welding machine that operated from small rural transformers. The average farmer could repair broken machinery in his own workspace rather than load and haul into town. The welders were made at J.D.'s new company, the Forney Manufacturing Company, in Ft. Collins, Colorado. Under J.D.'s management the company soon grew into a collection of affiliated companies manufacturing electric soldering irons, central vacuum systems, auto generators, battery chargers, generators of all sizes, and airplanes (the Fornair Coupe) under the name Forney Industries. The best-known products were, and still remain, the welding machines and welding supplies.

In 1950, J.D.'s wife, Rae, and son Jack, decided that J.D. needed a diversion from the business. They presented him a 1921 Kissel of the same make and model he had driven when courting Rae. The *Forney Flashes*, a company newsletter, featured a photo of J.D. and Rae in the Kissel-- and the "diversion" took on a life of its own. J.D. began getting calls from farmers with the proverbial "old car out in the barn" that they would be willing to trade for a welding machine. The company delivery trucks regularly dropped off a machine on a remote farm and loaded up the a car, truck, or tractor to haul back to J.D. Rae collected vintage clothing to complement the cars.

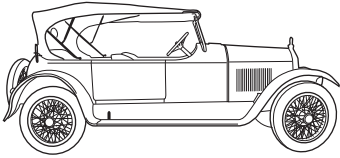
As the collection grew, J.D. began receiving invitations requesting the presence of his automobiles in parades and events in nearby communities. The family delighted in dressing in the vintage clothing to participate.

Their ever-growing private collection moved from the family garage, to a second garage purpose built, to a large building at the Industries site. When local residents and employees expressed interest in viewing the collection, a museum was born. The Forney Museum was open two days per week beginning in 1955.

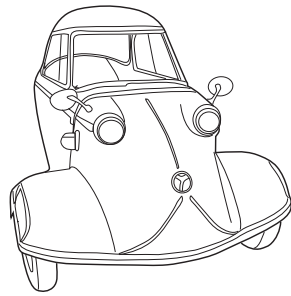
As J.D. and his son Jack continued collecting, space continued to be an issue. In 1967 the Forney Museum moved from Ft. Collins to the basement of a new shopping mall on the south side of Denver, Cinderella City, but still didn't have grow-room. J.D. purchased the 1901 Denver Tramway Power House building near the South Platte River and moved once again in 1968. The Museum remained in this location next to I-25 for the next 30 years. While at this location, the collection branched out to cover all of the 7 modes of transportation: trains, planes, autos, bicycles, trolleys, boats, and carts and carriages; "Anything on Wheels," as J.D. proclaimed. Inevitably, this location eventually became too small and also needed major, expensive restoration.

In 1998, the Museum sold the Platte Street building to REI Sporting Goods and undertook a massive move. The Forney reopened in its current spacious 140,000 square foot facility early in 2001. 70,000 sq. ft of is currently used for exhibition and administrative purposes with the remainder used for storage, work areas, and other operations.

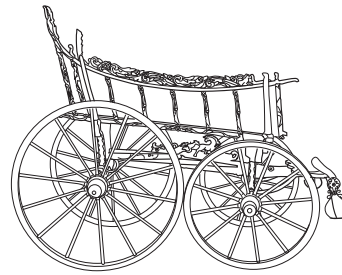
With the option of giving some items a rest in a dark storage area on a regular basis, not all the collection will be seen on one visit. Come back often to see what's "new" from the great collection of old things.



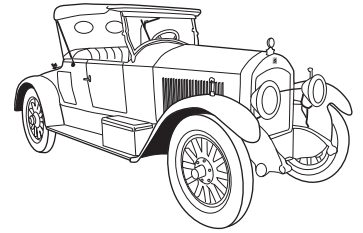
1921 Kissel Tourster



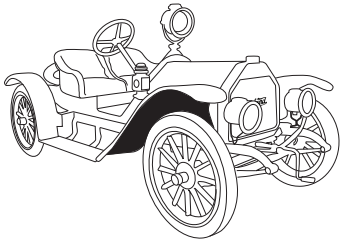
1955 Messerschmidt



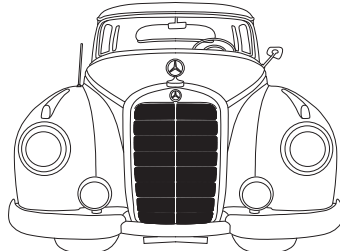
1840 Festive Cart



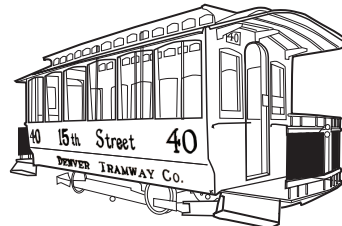
1918 Cole



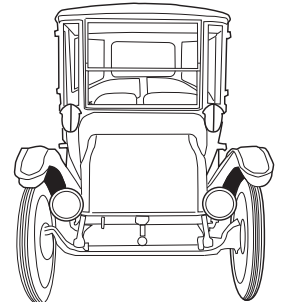
1908 Overland Runabout



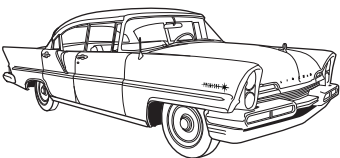
1953 Mercedes-Benz



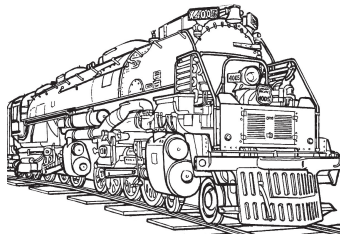
1886 La Ciede Cable Car



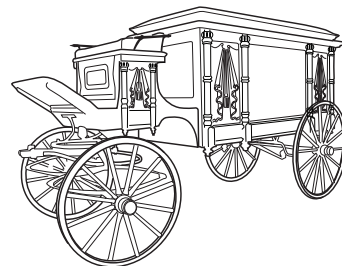
1916 Detroit-Electric



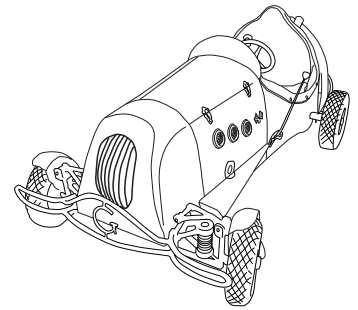
1957 Lincoln Premiere



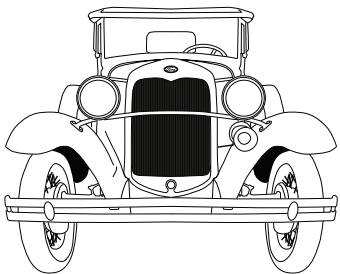
1941 UP Big Boy



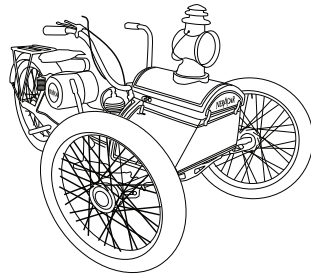
1880 Hearse



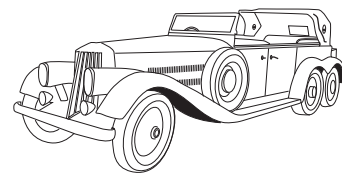
1949 Jerry's Special



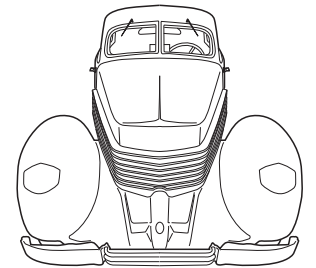
1930 Ford Model A



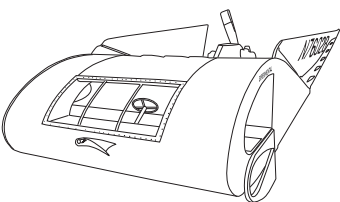
1920 Ner-A-Car



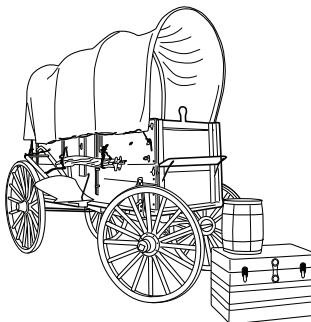
1923 Hispano-Suiza



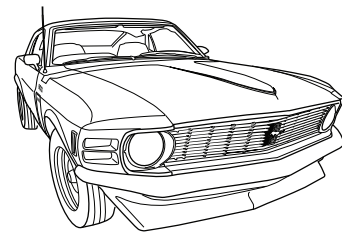
1937 Cord 812



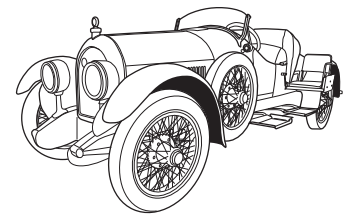
1959 Martin Air Car



1850 Wagon



1970 Mustang Boss 302



1923 Kissel Speedster

