

FORNEY

MUSEUM OF TRANSPORTATION

Newsletter October 2024

"Moving Forward"



Current Exhibit – Final Month!

If you haven't done so, come check out the cars of the Forney Retro Used Car Lot. Featuring the weird and wonderful and cast-offs of yesteryear there is so much to see and experience as part of the "As Is – No Warranty" exhibit, on display until October 28th.

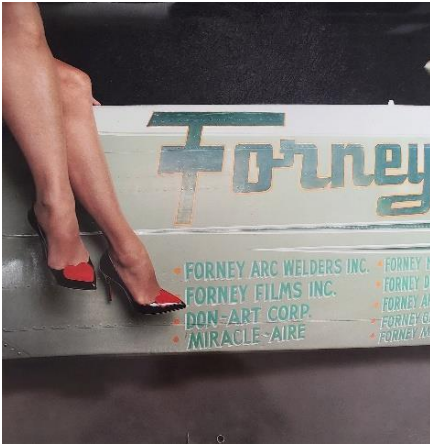


On display, and priced to stay (cars are not actually for sale!), you will see such classic vehicles as a black 1937 Packard Super-Eight hearse, to carry someone in style (lots of cargo space!) or the 1952 Crosley Farm-O-Road. If you thought Crosley only made inexpensive radios, then you will be surprised to find they made (also inexpensive!) utility vehicles as well.

A standout is the turquoise 1965 Studebaker Lark Commander. With 8 cylinders of Studebaker power, you'll be surprised (one way or the other!) by the get-up-and-go under the hood of this seemingly unassuming little family car. Or the timeless yellow 1976 Sebring Vanguard electric CitiCar. Now in an age where demand and support for electric cars has never been stronger, the visionary CitiCar was definitely ahead of its time (or possibly any time!) With so much and more, don't miss "As Is – No Warranty: Retro Used Car Lot" at the Forney Museum.



Forney Museum Calendar



It's not too early to start thinking about gift ideas for Christmas! In addition to many other wonderful items in the gift shop, the Forney Museum now has an exclusive 2025-26 Pinup Calendar. Only \$20, calendars can be purchased in the Museum Gift Shop or online at forneymuseum.org, and all proceeds benefit the Museum. Fun, flirty and for a great cause, get your calendar today and help out the Forney Museum! Special thanks to all the wonderful volunteer models who helped make the calendar possible.

This Month in Transportation History

October 12, 1492 - After a 33-day voyage, Genoese explorer Christopher Columbus made his first landfall in the New World in the Bahamas. He named the first land sighted as El Salvador, claiming it in the name of the Spanish Crown.

October 20, 1892 - The National League for Good Roads is founded after a meeting of over 1,000 advocates from all across the U.S. gathered at Central Music Hall in Chicago. The meeting was held in conjunction with the dedication ceremonies of the Chicago World's Fair, which was opening the next day and expected to draw large numbers of people. Press from the time stated, "The objects of the league are to awaken interest in the improvement of public roads, to determine the best methods of building and maintaining them, to secure state and national legislation and to conduct such publication as may serve those purposes."

October 20, 1914 - Archibald D. Campbell and Lawrence S. Campbell applied for a patent for an innovative camping trailer that they had developed for their Los Angeles-based business, the Campbell Folding Camping Trailer Company, to be sold for recreational purposes. The Campbells were granted U.S. Patent 1,185,981 on June 6, 1916. This made their invention the first folding tent trailer to be patented, manufactured, and sold explicitly as an automotive camping trailer.

October 24, 1923 - The Pacific Highway was officially opened in Olympia, Washington. This international highway would ultimately extend from Vancouver in British Columbia to San Diego in California. There were 1,687 miles (2,715 kilometers) of the Pacific Highway in place by 1926, making this route the longest continuously paved road at that time.

October 22, 1934 - A Union Pacific M-10001 diesel-electric streamliner train departed Los Angeles at 10:00 p.m. to set a still-unbroken record for transcontinental rail travel in the United States. Delivered to Union Pacific only 10 days earlier, the M-10001 was the company's first diesel-powered train (and the first Pullman-sleeper-equipped passenger train in North America), and reached speeds up to 120 MPH during the 3,334 mile journey. Arriving at Grand Central Terminal in New York City at 9:57 a.m. on October 25, the trip beat the previous record, set in 1906, by 13 hours and 30 minutes.

October 4, 1957 - The Space Age began as the Russians launched the first satellite into orbit. Sputnik I weighed just 184 lbs. and transmitted a beeping radio signal for 21 days. The remarkable accomplishment by Soviet Russia sent a shockwave through the American political leadership resulting in U.S. efforts to be the first on the moon.

October 19, 1960 - The U.S. embargo of Cuba began as the State Department prohibited shipment of all goods except medicine and food. Along with the heavy economic and humanitarian toll the policy has taken on the Cuban people, this policy is why no U.S. cars built since 1959 can be seen on Cuban roads, and a rich classic car culture has taken deep root in the country.

October 29, 1983 - The streamlined electric locomotive known as the GG1 was retired from active service once and for all. The bidirectional GG1s, distinguished by such features as their sculptured bodies and contoured hoods, had been created between 1934 and 1943 in response to the need for locomotives able to pull more than 12 to 14 passenger cars at a time at speeds of up to 100 MPH. The locomotives that New Jersey Transit used on that day are three of only 16 GG1s that are still around and intact today.

Holiday Afternoon Tea

Join us for our very special annual fundraiser. There is limited seating and tickets sell quickly! Visit www.forneymuseum.org today to reserve your seats.



Holiday Afternoon Tea

at the Forney Museum of Transportation

*December 14th & 15th
at 1 pm*

Celebrate the holidays with a proper
British Afternoon Tea
in a unique setting among a plethora of
vintage transportation
& holiday decor!

Limited seating available.

303.297.1113

forneymuseum.org



Forney Speaker Series

Saturday, October 19th, at 2 PM, the Executive Director of the Forney Museum, Christof Kheim, will be back to present the second part of “The History of Studebaker,” his special presentation of the history of the Studebaker Corporation. The second installment covers the years of WWII through the end of automobile production. Studebaker helped spearhead the automotive industry’s efforts to innovate and explore new designs in the postwar years, which defined the company’s lasting image, the troubled merger with Packard in the 1950s and the eventual end of automotive production in 1966.



These presentations are free with paid admission, and make for a fantastic opportunity to learn more about some of the lesser known sides of history. So come join us on October 19th, at 2 PM, for the presentation of “The History of Studebaker: Part II” with Museum Director Christof Kheim.

The Forney Museum Out & About

At the invitation of volunteer Kris Diaz, the Museum participated in the 3rd Annual Cadillac Coalition Kickback & Cruise in Berkeley Park on September 28th. Any and all Cadillacs were welcomed and it was a perfect day to take the 'Amherst Blue' 1948 Cadillac Series 75 limousine on a drive to the park and be on display. In addition, volunteer Mac Willett joined in, displaying his stunning 1978 Eldorado finished in 'Aztec Gold Firemist'.



The afternoon was spent passing out Forney coupons, socializing and checking out the great variety of Cadillacs on display. The cars ran the gamut from bone stock to lowriders to lead sleds to daily drivers to current new models. There was facepainting for the kids, raffles, entertainment and free food including cake!! The organizers were excited to have the Forney Museum present with one of our

Cadillacs and have invited us back for next year's Kickback & Cruise! Which Cadillac to show next year?



Forney Vehicle Spotlight

1948 Cadillac Series 75 Fleetwood Limousine

With an enduring legacy of class, elegance, and design, Cadillac is one of the marquee brands in American automobiles, and were once sold as “The Standard of the World.” This may have originated from the Cadillac Motor Car Company’s early adoption of, and development of, standardized and interchangeable parts, or perhaps simply a nod to Cadillac’s reputation for quality.



The fourth-oldest automotive manufacturer in the United States, Cadillac was formed



when Henry Ford got into a dispute with the investors in his first Henry Ford Company. Ford would leave his own company in March 1902, and the financial backers of the company turned to engineer Henry M. Leland, of Leland and Faulconer Manufacturing Company, to appraise the company’s factory and equipment in preparation of liquidation. After seeing the facilities, Leland pitched the investors on a

different idea: forming a new company building automobiles with Leland’s own, proven single-cylinder engine. The new company, established in August 1902, was named Cadillac Automobile Company, after Antoine de La Mothe, Sieur de Cadillac, the French explorer who was the first European to describe the land that would later become Detroit, Michigan.

The first cars rolled off the production line on October 17, and quickly became a sensation. What distinguished the Model A Cadillac was its notable refinement. Although the single-cylinder, 10 hp, engine was unique, much of the rest of the car was built using conventional techniques, and it was the visual design that helped the Cadillac stand out. With a price of \$750.00, Cadillac began to sell more units than the struggling factory could produce, and so Cadillac Motor Car Company was consolidated with Leland and



Faulconer Manufacturing Company for more streamlined production in 1905, with Henry Leland as general manager.



In 1908 the Royal Automotive Club of England staged a demonstration where three Cadillacs were dismantled, the parts scrambled, and then three complete cars were reassembled. After these reassembled cars were run on a track, it provided a bold statement of the advantages of precision manufacturing and interchangeable parts. This achievement helped cement the

Cadillac's reputation for quality and refinement, as well as earning the car the 1908 Dewar Trophy, the first ever won by an American company.

This explosive growth, and reputation for quality, caught the attention of General Motors and William C. Durant, who proceeded to purchase Cadillac for \$5.5 million (about \$200 million adjusted for inflation.) When Durant's aggressive expansion threatened GM with disaster in 1910, it was Cadillac that helped save the company from financial ruin.



In 1912 Cadillac became the first automobile manufacturer to produce a standard electrical system that powered starting, ignition and lighting, and 1915 saw the introduction of the Cadillac V8. Although not the first production V8, the Cadillac V8 was a sophisticated engine that would become the hallmark of Cadillac for many decades. After seeing some use in World War I, Cadillac



continued to experiment with bigger and bigger engines, introducing a V12 and a V16 in the years leading up to WWII. Other innovations from the Cadillac design team included ride control, no-draft ventilation, and independent front suspension, as well as being early adopters of air conditioning and an automatic transmission.

Cadillac seemed to weather the Great Depression better than most manufacturers, but the company still suffered along with the greater economy, and company general manager Nicholas Dreystadt came up with a plan to streamline operations and cut costs. By 1941 Cadillac

was offering seven different V8 models mounted on three wheelbases, when the company shifted to military production in 1942 for the duration of WWII.

For the first couple of post-war years only minor cosmetic changes marked the years, but 1948 saw major design changes, inspired by GM design chief Harley Earl, such as the introduction in that year of “tailfins”. Inspired by the Lockheed P-38 fighter airplane, these tailfins would go on to help define American automotive design until they were phased out in the mid-1960s.



For the 1948 Series 75 Fleetwood, placed at the top of Cadillac’s line, minor changes such as a new background for the hood emblem, new Cadillac script on the fenders,



and stainless steel running boards contrasted with the base models. Curiously, the series 75 did not feature the new tailfins, but did offer the new “rainbow” style dashboard and instrument panel finished in a faux burled leather pattern. A wheelbase of 136 inches, and an overall length of 226 inches, along with styling more reminiscent of pre-war Cadillacs, gave the top-of-the-line Series 75 a timeless feel that contrasted with the

lower-priced lines.

As a limousine model, this Cadillac has a chauffeur’s compartment upholstered in black leather, and a passenger compartment finished in a refined worsted wool grey broadcloth. Two folding jump seats were built into the rear compartment to accommodate extra passengers, and a divider window separates the two compartments. Power windows, a heater and defroster, push-button radio, dashboard clock and fender skirts add to the limousine package.



The engine is a 346 cubic inch Flathead V8 that produced 150 horsepower. Bore and stroke is 3½x4½ inches in a cast iron block, with hydraulic valve lifters and a Stromberg AA V-26 two-barrel carburetor. This was

the last year that Cadillac featured this flathead 346 engine, turning to an all-new overhead valve 331 cubic inch V8 in 1949. A column-shifted dual-range 4-speed Hydramatic automatic transmission helped transfer that power to the wheels. The end



result was a top speed of about 80 mph, and at an estimated 11 miles per gallon; this car was intended solely for the luxury and commercial markets.

After the engine redesign in 1949, the Series 75 Fleetwood Cadillac of that year looked similar to the previous year's model, but was radically different under the hood. This change marked the first real development in engine design since the end of World

War I, and also signaled the end of an era as Cadillac shifted to meet changing automobile standards as America headed into the 1950s. This new engine would define the next 30 years of Cadillac, slowly increasing displacement into the 1970s.

Today, the collector or car historian might view the newest Cadillacs as a symbol of a company in decline. However, the models created by Cadillac in the first thirty years after World War II are considered outstanding automobiles that maintained the brand's "Standard." As the luxury division of GM, Cadillac is still an active brand, making them the second oldest continually active automobile manufacturer in the United States after Buick, a fellow General Motors marque.

This unrestored 1948 Cadillac Series 75 Fleetwood Limousine is one of only 225 built and was originally sold to William W. Myer, owner of Myer Drug Stores in Denver. Finished in the factory "Amherst Blue" there are only 45,000 miles on the odometer, making this a true survivor. This vehicle was donated to the Forney Museum in 2016 by Rod Brewer and his family, and can be seen on display as part of the Forney Museum Collection.



Volunteer of the Month

The Forney Museum would like to recognize Don Stoehr as our Featured Volunteer of the Month. Born in Chicago, Don was raised in Wisconsin, before moving to Colorado in 1974 (Happy 50 years, Don!) Career experiences in financial services, banking, software development, and auditing have provided Don with the expertise he brings to the Forney Museum in his role as our head of Ebay fundraising sales operations.



Interested in cars from a young age, and growing up in a classic era of car design, Don's first car was a lime green 1969 Ford Torino notchback. He says his favorite cars were a 1972 Opel Sports Coupe "Manta" and a 1992 Miata. His current daily driver is a 2013 Fiat 500 Sport. This love of cars brought Don to the Forney Museum, where he says, "I enjoy seeing a wide variety of cars and interacting with the knowledgeable volunteers." Thank you Don for everything that you do for the Museum, we couldn't do what we do without you!

Volunteer Birthdays

10/1 - Frederick Hansen

10/29 - David Hughes

10/26 - Jim Amos

10/30 - Jim Lane

10/28 - Gail Dins

The Museum needs YOU!

Anyone interested in volunteering or donating please reach out to us at the museum or email volunteer@forneymuseum.org

Memberships

Become a Forney Museum Member TODAY! With many options available for as little as \$50, the right membership for you can be purchased in the museum gift shop or online at forneymuseum.org. Memberships are good for one year and also make great gifts!

General Museum Needs

We are putting out the call for several items that are needed here at the museum. If you see anything in this section that you think you would be able to donate to the museum to help us with our operations please reach out to our Assistant Director, Dan at asstdirector@forneymuseum.org, or call the museum at (303) 297-1113.

- 1) Enclosed trailer (20-foot or longer) to transport Forney Museum vehicles safely & securely
- 2) Modern tire changing machine
- 3) Modern wheel balancing machine

Thank you to everyone who has already donated!

Have a Happy and Safe Halloween!

