



March Newsletter

"Moving Forward"

Hot Rods!

We are happy to present our latest exhibit, "Hot Rods!" Come and see all the gorgeous custom cars and street racers. While the Museum typically places an emphasis on showing cars preserved in their original form, this exhibit provides a unique opportunity to experience all the creativity, power and muscle of the American Hot Rod. This exhibit runs until April 27th, so make plans to come to the Forney Museum today and don't miss out!



Saying Goodbye to Thunderbird

The time came to say goodbye to our fantastic exhibit, "70 years of Thunderbird!" A celebration of



the iconic Ford Thunderbird from the model's introduction in



1955 until the end of production in 2005, this exhibit was an incredible showcase for the enduring legacy of this legendary model, with examples from all eleven

generations on display. It is hard to say goodbye to such an amazing exhibit, but we are excited to present our current exhibit “Hot Rods!”



1960 Thunderbird Convertible, on loan courtesy of Pete Lansing

Who wants to win a new Corvette?

As part of a very important fundraising campaign, the Forney Museum is holding a sweepstakes drawing for one lucky person to win a 2026 Chevrolet Corvette Stingray! This is an exciting opportunity we are thrilled to offer, and money raised goes to support the Museum. There are also drawings for monthly flash prizes, so if you have already entered then you can enter again for more chances



to win! February saw one lucky winner take home a Pioneer VREC-H520DC Dashcam! So scan the QR Code to go to the sweepstakes website, or visit the web address www.forneysweeps.org and donate today! All entries to win the Stingray must be made by May 31st, 2026, so don't miss out and enter today!

This Month in Transportation History

March 4, 1890 – The Forth Bridge, spanning the estuarial Firth of Forth in Scotland, was ceremonially opened by the Prince of Wales – the future King Edward VII. The 8,094-foot cantilever railway bridge was the first major structure in Britain to be constructed of steel, and held the distinction of the

world's longest single cantilever bridge until the completion of the Quebec Bridge in Canada in 1917, and still holds the record for second-longest single cantilever span. The bridge is still in operation, with hundreds of trains crossing each day.

March 12, 1908 – The first public demonstration of a powered aircraft flight in the United States takes place above Lake Keuka near the village of Hammondsport, New York. The single seat biplane used for the flight, the Red Wing, traveled over 519 feet at about 25 to 30 miles per hour, before a section of the tail collapsed, forcing a landing. Piloted by Frederick Baldwin, from Toronto, the flight was also the first by a Canadian pilot.

March 4, 1911 – A trailblazing, record-setting journey begins as Anton L. Westgard departed from Denver, Colorado for what would be a 66-day journey to the West Coast, arriving in Los Angeles on May 9. The founder and president of the Touring Club of America, Westgard had been commissioned by the U.S. Office of Public Roads to assess conditions on western roads. Traveling 1,450 miles in a 3-ton truck named the Pioneer Freighter, loaded with lumber to assist with creeks and soft stretches of roadway, Westgard averaged 3.3 miles per hour for the trip. Setting a new record for distance covered in a truck, he later described the experience as “at the same time the most arduous and the pleasantest automobile trip of my career.”

March 17, 1929 – At Oakland Municipal Airport, now Oakland International Airport, Ira Louise McPhetridge Thaden completed a flight that would set a new women's endurance flight record, landing her Travel Air biplane 22 hours, three minutes and twelve seconds after taking off. This achievement came just months after she set her first world aviation record. Although not as famous as her friend, Amelia Earhart, Thaden continually distinguished herself as a pilot, explaining, “we had to prove women were good pilots. In an age where some men didn't think a woman should drive a horse and buggy, much less drive an automobile, it was a job to prove that females could fly.”

March 25, 1932 – The last major lighthouse erected on the West Coast, the Anacapa Island Lighthouse on the entrance to the Santa Barbara Channel, made its debut. The 39-foot tower, built on the islet's highest point, featured a variety of then state-of-the-art technologies, including a Fresnel lens and a radio compass to automatically give nearby ships their position. This lighthouse is still in operation today as a navigational aid.

March 27, 1976 – The Washington Metro debuts with the official opening of the first 4.6 miles of track, over six years after construction began. For the debut, passengers were offered free rides and an estimated 40,000 curious D.C. residents came out to ride the new subway line. Today the Washington Metro encompasses 6 lines, 98 stations, and 129 miles of track across Washington, D.C., Virginia and Maryland.

Club Contribution

The local chapter of the Model A Club, the same organization which restored Rachel Forney's 1930 Model A Rumble Seat Roadster some 10 years ago, graciously volunteered to help complete the “some assembly required” portion of the recently





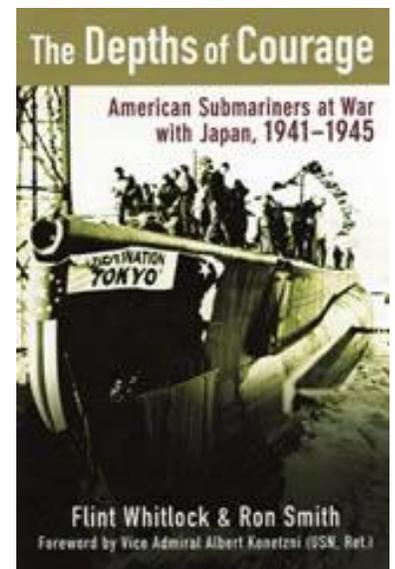
donated 1929 Ford Model A Roadster Pickup the Forney Museum received from the 4th generation of the original family in Grand Junction. The club members gathered for two Mondays in January and were able to shim the body, fit the doors & door panels, reassemble to headlamps, complete the wiring and install the side-mount spare retaining bracket. This was all done in an effort to have the pickup ready for display in time for a visit from the Bob Savoren Family; the truck's donors. This coming Spring the club plans to return and get the pickup running and road-tested. In the

meantime, the club is trying to assist the Forney Museum in sourcing a good replacement canvas top; the only major component missing in order to complete the truck. Many thanks to the Model A Ford Club of Colorado folks for continuing to support the Museum!



Forney Speaker Series

Saturday, March 21st, we are happy to host acclaimed Colorado military historian and author Flint Whitlock as he presents a talk covering his book, *The Depths of Courage*. Covering the actions of the United States Submarine Force in the Pacific Theater in World War II, as told through interviews with submariners who served, the book provides a fascinating in-depth look at the men of the "silent service" from the attack on Pearl Harbor through the end of the war. This is a book full of inspirational stories of the heroic war beneath the waves, and the men whose bravery was all that stood between the U.S. forces and defeat, and whose sacrifice helped ensure victory. Mr. Whitlock is a returning presenter in the Forney Speaker Series, and always provides a fascinating talk with a wealth of historical detail to place everything in context that you don't want to miss.



Monthly Lecture Series 2026

All presentations are to begin at 2PM, the 3rd Saturday of the month

Mar 21 – Flint Whitlock

Acclaimed historian Flint Whitlock returns with powerful stories of conflict, and human ingenuity, his book "Depths of Courage" will be discussed

Apr 18 – John "Chip" Sherman

Explore the incredible variety of American railroads, from steam power to unique modern operations across the U.S.

May 16 – Richard Lucken

Uncover the fascinating story of Pullman railcars and how they transformed travel, labor, and American society.

Jun 20 – Transit Transformations (Part 2)

An exploration of ships and trains that powered global trade and built the modern industrial world.

Jul 18 – Ashleigh Holm

A firsthand journey into earth-moving machines and how heavy equipment shaped both cities, and one woman's career.

Aug 15 – Panel Discussion

Industry leaders come together for an open conversation on how transportation has evolved and where it's headed next.

Sep 19 – Carl Enger

A deep dive into steam locomotives, from early designs to the legendary Big Boy, led by a former steam mechanic Carl Enger

Oct – Scare Walk with Terri Clark

Step into the spooky side of The Forney Museum with a guided paranormal walk through its most mysterious spaces.

These presentations are free with paid admission, and make for a wonderful opportunity to learn more about some of the lesser known sides of history. So come join us on March 21st, at 2 PM, for Flint Whitlock and his presentation of *The Depths of Courage*.

These presentations are all scheduled for 2 PM on the third Saturday of every month, and we have many wonderful speakers and special presentations on tap for 2026. So check out our Forney Speaker Series scheduled posted at left – or save a copy to your computer or phone! – and make sure you don't miss our Forney Speaker Series 2026. We'll see you there!

New Arrival

As one of the newest additions to the Collection, don't miss our 1936 Nonpareil Speed bicycle, now on display. This rare bike was manufactured by Nonpareil Manufacturing Company, a sporting



goods company based in St. Louis, Missouri which specialized in boxing

equipment and basketball rims. The design is almost identical to the Cleveland Welding Company's Roadmaster bicycle, first produced in 1935, and subsequently manufactured by several companies with their own badging. Although not a unique design, as a limited production bicycle from a company that specialized in different kinds of sporting equipment this



Nonpareil Speed is an extremely rare model, and with a deluxe package it can be seen with a Delta horn light, complete with battery tube, and a Stewart Warner Clipper speedometer – which still works!

Special thanks to Forney volunteer Lance LaCerte for research assistance for this article, and to all of the bicycle restoration team at the Museum for restoring this unique bike!



Forney Vehicle Spotlight

1950 Jaguar Mark V “Drophead” Coupe

Jaguar Cars Limited got an unlikely start when two British motorcycle enthusiasts founded Swallow Sidecar (SS) Company in 1922. From sidecars for motorcycles, SS responded to public demand and soon began building special coach bodies for automobiles. As the British automotive market began to grow, the SS Company soon pivoted to producing complete automobiles, and had changed their name to SS Cars Limited by 1931. From the SS1 in 1931, through the renowned SS100 which made its debut in 1936, SS established itself early as a player in the British market.



Like most early SS cars, the SS100 sported a converted Standard Motor Company engine, a 2.6 liter overhead-valve six, but the flamboyant body styling with exposed gas tank, and the car's reputation for speed and handling made it a sensation on both sides of the Atlantic. With the introduction of a 3.5 liter version, priced at a reasonable £445, the car could accelerate 0-60 in about 10.5 seconds, and hit a top speed around 100 MPH! Both before and after World War II, SS100s were being raced in premier British road and hill-climb races as well as rally events. It was also at this time that SS began to use the Jaguar name as a model designation, first on a 2.5 liter sports saloon (sedan), and then on the more successful 3.5 liter sport coupe, the SS Jaguar 100.



In March 1945, it was decided in a general meeting of SS Cars shareholders that the name of the company be changed to Jaguar Cars Limited. Perhaps Jaguar was considered more distinctive, or perhaps it was a reaction to the war: Chairman and co-founder of the company, William Lyons, said at the time that “unlike SS, the name Jaguar is distinctive and cannot be connected or confused with any similar foreign name.”



After the war, Jaguar saw a popular revival of their pre-war sports saloons, along with five years of pent-up demand for new cars, but faced shortages of materials, particularly pressed steel, which were issued to manufacturers by a government central planning authority. Despite these production issues, Jaguar was on a path of sustained growth and success with their sport saloon cars, but the company was about to make a big splash with a brand new Jaguar.



At the Earl’s Court Motor Show in fall 1948, Jaguar introduced the XK-120 roadster to the world, and created a sensation. The name was chosen to suggest a 120 MPH top speed, and the XK soon became known as the fastest production car in the world. This speed was powered by a new double-

overhead-camshaft straight six-cylinder engine, producing 160 horsepower, which would form the backbone of Jaguar’s post-war success. Although the XK body was originally intended as a limited-production model, just to demonstrate the new engine, the immediate success of the XK-120 led Jaguar to reconsider and quickly push the model into full production.

Not only was the XK-120 roadster practical and affordable, it also rode nicely with great handling, and the styling was a head turner. The XK also won Jaguar a slew of notable racing victories – and despite the “120” in the name sported a recorded top speed of 132 MPH! – including the prestigious 1951 Le Mans 24-Hour race with a specially-designed, modified XK-120C. Several more Le Mans victories would follow, and the sleek styling of the XK line would define Jaguar cars for decades, but William Lyons was a believer in the desirability of a sport saloon



Jaguar, and 1948 also saw the introduction of another brand new Jaguar for the 1949 model year: the Jaguar Mark V.



The models that Jaguar had offered prior to the Mark V were all introduced right after the war in 1945, and it was considered time for a refresh in design. Jaguar had wanted to use pressed steel bodies for its post-war sedans, but limited supplies meant that they had to continue with the pre-war-style steel over ash wood bodies. For the Mark V, Jaguar

introduced a new chassis for the old Standard engine and mounted a traditional-style wood and steel “interim” body. However despite the more traditional look, the Mark V saloon was as modern as the beloved XK sports car. Available in March 1949, a drophead (convertible) coupe was introduced in September of 1949.

The new chassis was built on a 120-inch wheelbase and was the first Jaguar with independent front suspension and hydraulic brakes. In the front, upper and lower wishbones with ball joints worked with longitudinal torsion bars, while the back end had the same rigid axle and semi-elliptical leaf springs found on earlier models. Headlamps were now semi-faired into the front fenders, instead of separately mounted,



framing a large grille of thick vertical bars. Fender lamps were built-in between the headlamps and grille. The front “suicide” doors had a curving front edge to complement the elegant angle of the trailing edge of the hood and the sweep of the fenders and running boards. Complementing the streamlined fenders, and in a first for the company, the rear fenders also featured “spats” (fender skirts).



Beyond the chassis, fenders and body other new features include the frame and longer rear springs, as well as the introduction of Burman recirculating ball steering. Under the bonnet (hood), the Mark V sported the same 2.5 or 3.5 liter six-cylinder engines seen on earlier models although subsequent Jaguar

saloon models would feature the soon-to-be ubiquitous Jaguar XK engine. Standard features for the Mark V included foglamps, a backup light, windshield wipers, dash-

mounted cigar lighter, self-cancelling “trafficators” (semaphore-style turn signals), and built-in “air conditioning” with a defroster/demister. The pressed-steel disc wheels were now 16-inch instead of the previous 18 inches, providing a lower appearance than predecessor models, with a total height of 62.5 inches.

The dashboard sported two 5-inch gauges: a 0-120 MPH speedometer and a tachometer. Smaller dials in between the two gauges indicated fuel level and engine temperature.

This new, simple dashboard design made it easier for Jaguar to produce both left- and right-hand drive versions. Upholstered with non-pleated “Vaumol” leather, bucket seats were installed for the front with a padded folding center armrest, adjustable driver’s seat height and a telescoping steering wheel. Polished walnut wood decorated the garnish rails, window frames and instrument panel.



A toolkit in a specially-shaped soundproof container with automatic light were found in the boot (trunk) and a spare tire could be found in a separate compartment under the tool locker. The drophead also sported large landau bars as part of the 3-position-convertible leather top.

The engine, the same Standard Motor Company 3.5 liter engine Jaguar had used since before WWII, is an

overhead-valve inline six-cylinder producing 125 horsepower. The cast iron block and head engine has a bore and stroke of 3.23 in. x 4.33 in. and a compression ratio of 7.2:1. This made it significantly more powerful than the 2.5 liter 102 hp option, but also noticeably less powerful than the XK engine’s 160 horsepower. The Mark V engine used solid valve lifters and featured two SU brand sidedraft carburetors, a 12-volt electrical system and dual exhaust. This reliable Standard engine connected to a 4-speed single-helical manual transmission newly



designed for the Mark V which transferred that power to the rear wheels. With a rated

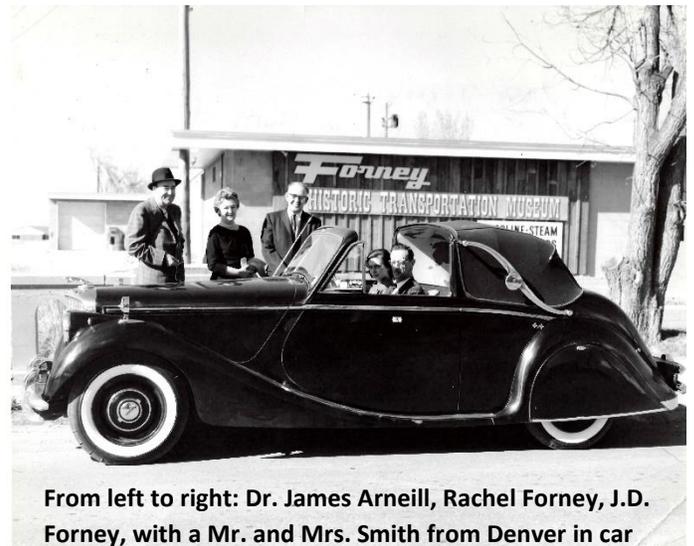
top speed of 91 MPH, a 0-50 time of 10 seconds and an acceleration of a quarter mile in 20.2 seconds, the Mark V didn't provide the same performance as the XK-120, but did



provide 18.2 miles per gallon along with Jaguar's characteristic smooth ride, superior handling and road control. All together the 1950 Mark V Drophead Coupe sold new for \$3,750 in 1950 – which is equivalent to over \$49,000 in 2026!

Jaguar would introduce the new Mark VII saloon in October 1950, as long-awaited supplies of pressed steel caught up to the company's needs to produce all-steel bodies. Up top, some similarities can be seen between the two models, but everything below the midline was brand new design. From 1949 until the end of production in 1951, Jaguar produced a total of 10,466 Mark Vs, 977 of which were 3.5 liter drophead coupes like this model. Popular in the American market, 840 of those 977 units were built for export!

This vehicle was purchased used by Denver physician and surgeon, Dr. James Arneill, Jr. in 1958. Along with serving on the Board of Directors of many community organizations, such as the Denver Wax Museum and Pine Valley Ranch Corporation, Dr. Arneill founded "Singing Rails" along with Senator John Bermingham, which would hire out personally owned locomotives and railroad cars and equipment to television and movie companies. As a fan of all things rail, Dr. Arneill founded the Colorado Transportation Museum, housed in the former Denver Tramway Powerhouse building.



From left to right: Dr. James Arneill, Rachel Forney, J.D. Forney, with a Mr. and Mrs. Smith from Denver in car



In 1969, the Colorado Transportation Museum and the Forney Museum merged to become the Forney Museum of Transportation, housed in the historic Denver Tramway Powerhouse location near the South Platte River. He would go on to serve as President of the Forney Museum, and was instrumental in coordinating the donation of Union Pacific's "Big Boy" #4005. His personal vehicle for

many years, Dr. Arneill donated his 1950 Jaguar Mark V Drophead Coupe to the

Museum in 1966, and it can still be seen on regular display as part of the Forney Museum Collection.

Featured Volunteer

The Forney Museum's Featured Volunteer for January is Ben Greene! Ben is a key contributor to our vehicle restoration team in the garage, and can frequently be found helping with special events and day to day operation of the Museum.

Ben is a Colorado native, growing up in Arvada. While he has been a professional classical bassist for over 50 years, Ben worked for the Fire Department, where he retired as a Fire Marshal after 31 years, and he continues to serve as Fire Marshal for a local volunteer fire department. As part of his career, he was involved with fire and building codes, and also worked as an OSHA instructor. This work helps him in his volunteering at the Museum as he is always ready to assist in improving fire and personal safety at the Forney.



Ben's first car was a 1950 Dodge pickup, originally pink, that he says he repainted a baby blue with a roller and house paint. Numerous vehicles have followed in the years since that first truck – as he says, “some as barn finds, and some from dealerships” – and he is currently the owner of seven vehicles, with an eighth on the way!

Ben says he first experienced the Forney Museum at the old Denver Tramway Power Building along the South Platte River, to see a dragster a friend's father had raced. Many years later he joined a book club that was hosted at the Museum, where he found out about the available volunteering opportunities. When asked what keeps him volunteering with the Forney, Ben said, “It is an interesting run. I have learned more than I thought I would ever know about trains, planes, motorcycles, bicycles, horse drawn carriages and automobiles. There is always something to challenge me and more to learn.” Thank you for everything you do for us, Ben, we couldn't do what we do without you!

Volunteer Birthdays

3/1 - James DeBartolomeis

3/15 - Robbyn Burger

3/7 - Glen Laber

3/19 - Don Stoehr

3/10 – Tom Barth

3/29 – Paul Martin

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! We have memberships in many different levels to fit your particular needs, with options available for as low 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 make great gifts, so help support the Forney by buying a membership today!

Community Rewards Program



The Forney Museum has joined the King Soopers/City Market Community Rewards Program. For those unfamiliar with this program, it allows King Soopers or City Market loyalty reward members to link a non-profit or charity to their loyalty card. For every purchase made with that card, King Soopers/City Market will donate a percentage of the amount to the organization you choose. What this means is that you can now support the Museum simply by purchasing groceries, at no cost to you! In fact, with the deals available to loyalty reward members, you can save money at the checkout and raise money for the Museum at the same time!

Please join today by simply visiting <https://www.kingsoopers.com/account/communityrewards> and log in as a member. From there you can search for the Forney Museum of Transportation and enroll. This is a fantastic opportunity, and we are thankful to King Soopers/City Market for their generosity and outreach to the local community.

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) Diesel pickup in running, serviceable condition
- 2) Enclosed trailer (20-foot or longer) to transport Forney Museum vehicles safely & securely
- 3) Modern tire changing machine in working order
- 4) Modern wheel balancing machine in working order
- 5) Late model minivan in serviceable condition

Thank you to everyone who has already donated!

The Forney Newsletter team is:

Editor-in-Chief, Christof Kheim

Publishing Editor, James Hansen

Graphics and Design Assistance, Damion Cope

Research Assistance provided by: James Hansen, Jennifer Holm, Damion Cope, Carl Enger, Dan Hays

Special Thanks to all of our readers!

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Our Website automatically gathers and stores non-personal information, which includes:

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- The name of the domain from which you accessed our Website (i.e. the page that linked you to forneymuseum.org)
- The type of browser and operating system you use to access our Website
- The date and time you access our Website

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Personal information includes information that identifies you as an individual and is linked to your name including:

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- Your mailing address
- Your telephone number
- Credit card or other financial information
- Demographic information (e.g. age, size of household)

The Museum will only collect personal information that is voluntarily and knowingly provided, such as when you fill out a membership, donation, or order forms, or if you sign up for a program or event, agree to participate in a survey, or request communications from the Museum. The Museum will use this information to respond to your inquiry. Under no circumstances should you email credit card or other secure information. Square is a secure interchange of such information.

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The Museum may invite you to participate in one of our surveys that provide the Museum with valuable feedback about our exhibits and programs as well as information about visitors' experiences, preferences and needs. These surveys may request certain personal information including household and demographic information. Participation in surveys is completely voluntary and you may choose whether or not to disclose this information to us. You may be given the opportunity during the survey to opt in to further communications from the Museum, but your contact information will not be associated with your survey responses or the provided demographic information. The Museum may use third party service providers to conduct surveys or analyze survey data; such service providers

will not use your personal information for any other purpose. We will not share any personal information gathered through a survey with other third parties without giving you prior notice and an opportunity to opt out.

Children's Information

The Museum does not knowingly collect personal information from children under 13 years of age. If personal information regarding a child is required for program participation or similar reasons, the Museum will collect this information from the child's parent or guardian. If a child sends an email to the Museum, we will only use that address and any information provided only to respond to the particular inquiry and will not retain or use the information for any other purpose.

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