



May 2026 Newsletter

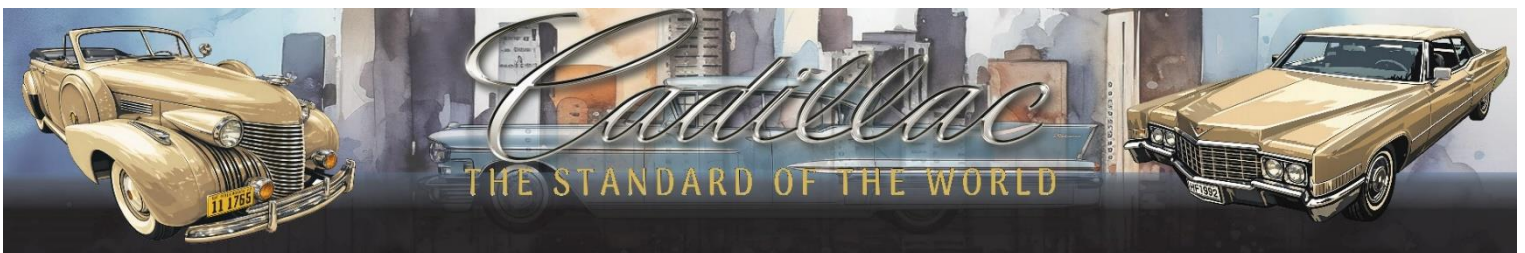
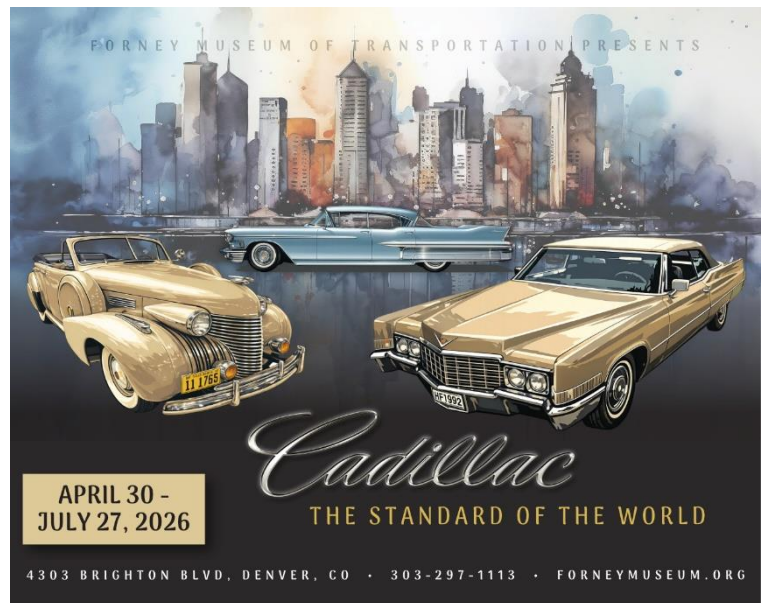
"Moving Forward"

Cadillac

Running through July 27th, we are excited to present our newest exhibit, "Cadillac: The Standard of the World". Founded in 1902, Cadillac is one of the oldest surviving automotive marques, and has long stood for class, elegance and luxury, earning the early slogan "the Standard of the World."

Models on display range from a 1906 Cadillac Model M Victoria Touring, representing the pre-General Motors era, through a 2002 Eldorado custom convertible, on display courtesy of Harry Tran and Michael Evans of Denver, Colorado. With 22 classic Cadillacs on display, showcasing nearly a century of refinement in design, you definitely don't want to miss this exhibit!

Only on display until July 27th, make plans today to come to the Forney Museum and see "Cadillac: The Standard of the World" before it's over.



Who wants to win a new Corvette? Time Is Running Out!

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. This is the final month for entries to the drawing, if you haven't entered yet there is still time! 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

May 2, 1810 - The groundbreaking ceremony for the Washington City Canal, in what is today southeast Washington, D.C., was held with President James Madison in attendance. Designed to link the Anacostia River with the Potomac, in 1833 the canal was extended and connected with the Chesapeake & Ohio Canal via a new lock northwest of the city, with a lockkeeper's house at the location. Falling into disuse in the 1850s, by 1930 all portions of the former canal had been filled in or covered over. The one intact portion of the Washington City Canal is the lockkeeper's house, standing at Constitution Avenue and 17th Street, which holds the distinction of being the oldest existing structure on the National Mall.

May 12, 1875 - The first fireboat built for the Fire Department of New York City, the William Frederick Havemeyer, went into service. The 106-foot, wooden-hulled, steam-powered Havemeyer could pump up to 6,000 gallons of water per minute, and had a permanent crew living on board with five firemen. Although not the first fireboat in the United States, the Havemeyer's service to FDNY convinced the city to keep acquiring fireboats, and by 1940 New York City owned the largest fleet of firefighting vessels in the country.

May 22, 1899 - The first known use of the French word "automobile" in the United States appeared in the first of a series of articles by Charles Shanks of the Cleveland Plain Dealer newspaper. Shanks was reporting on a road trip he was taking from Cleveland to New York with automobile magnate Alexander Winton in one of Winton's cars. The word automobile quickly caught on with the public, ultimately replacing the term "horseless carriage" to describe the vehicles showing up in ever increasing numbers throughout the United States.

May 21, 1901 - In response to the ever increasing number of automobiles on the roads, Connecticut passed the first state speed limit law. Requiring automobiles to stay under 12 miles per hour within cities, and 15 mph elsewhere, the law also required motorists to slow when approaching horse-drawn vehicles – and come to a stop if they were scaring the horses! Speed limit laws had existed for non-motorized transportation going back to colonial times, and several jurisdictions within the United States had enacted motorized speed limit laws by this time, but Connecticut’s law was the first legal measure for automobile speed limits that applied to an entire state.

May 9, 1932 - Aviation history was made at Wright Field in Dayton, Ohio when US Army Air Corps Captain Albert Hegenberger became the first person to make a “blind” (instrument only) flight from takeoff to landing with no copilot. Hegenberger had designed the blind instrument landing system himself, and after his successful test flight the system was widely adopted for military and civilian use, becoming standard on all large airplanes and major airports. The flight also earned Hegenberger his second Distinguished Flying Cross medal.

May 2, 1952 - The world’s first regular jetliner service debuted when a De Havilland DH 106 Comet operated by British Overseas Airways Corporation departed from London, England for Johannesburg, South Africa. The history-making 6,724 mile flight across the airspace of three different continents was completed when the jet touched down in Johannesburg 23 hours and 37 minutes later, having made multiple intermediate stops en route.

Forney Speaker Series

These presentations are free with paid admission, and make for a wonderful opportunity to learn more about some of the lesser known sides of transportation history.

All of our presentations are scheduled for 2 PM on the third Saturday of every month, and we have many wonderful speakers and special presentations on tap for the rest of 2026. So make sure you don’t miss our Forney Speaker Series 2026. We’ll see you there!

Monthly Lecture Series 2026

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

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.

Forney Vehicle Spotlight

1906 Cadillac Model M Victoria Touring

Cadillac, one of the oldest surviving automotive brands in the world, was the product of American engineer Henry Leland. Born in Vermont in 1843, Leland got his start working with Samuel Colt in Connecticut and Browne and Sharpe, makers of tools and machinery in Rhode Island. In 1890, Leland moved with his family to Detroit, Michigan where fine machining was virtually unknown and increasingly in demand. Leland would form a partnership with the wealthy lumberman Robert Faulconer and the tool designer Charles Norton, forming the Leland, Faulconer and Norton company. Although Norton would leave a few years later to become a successful manufacturer of crankshaft grinders, Leland & Faulconer Manufacturing Company would spend the next decade growing from a specialty precision gear manufacturer to a producer of steam engines for Detroit streetcars and internal combustion gasoline engines for marine use.



Having made a name for themselves in Detroit for precision machining, Leland and Faulconer Manufacturing was contracted by Olds Motor Works in June 1901 to produce engines for the curved dash Oldsmobile runabout. Leland came up with a



refined version of the engine that produced 23 percent more horsepower, designed in large part by company engineer Alanson Brush, but Olds ultimately rejected the engine for fear that retooling for it would further delay production that was already delayed due to a factory fire in March of 1901. It would appear that Leland and Faulconer Manufacturing was out of the automobile business, but as fate would have it, they

were just getting started.

In March 1902 Henry Ford was having financial trouble with his Henry Ford Company, and the company's financial backers were growing concerned. The Henry

Ford Company seemed to excel at producing prototypes and racing cars, but was



failing to generate revenue or commercial models, and after a series of disputes with the investors, Henry Ford left the Henry Ford Company along with several key partners. The automotive company he would go on to found, Ford Motor Company, would make history in its own right, but the financial backers of the Henry Ford Company were left with little but a distressed asset.

In August 1902 William Murphy and Lemuel Bowen, who were among the investors left in control of the company, reached out to Henry

Leland to appraise the manufacturing plant and equipment in preparation of liquidating the company's assets. After appraising the plant, Leland approached the pair to demonstrate the single-cylinder engine he had designed for Olds – which the company called the “Little Hercules” – and suggested that they continue manufacturing automobiles using Leland's proven engine design. The new Cadillac Automobile Company – named for Antoine Laumet de La Mothe, sieur de Cadillac, the French explorer who had founded Detroit in 1701 – was established August 22, 1902, converting the former Henry Ford Company factory in Detroit.

The new company gave much of the task of designing their new cars to the same young Leland and Faulconer engineer who had assisted in developing the “Little Hercules” engine, Alanson Brush. Working quickly, the very first Cadillac was completed in October 1902. A somewhat conventional horseless carriage design, the car was available as a two-seater Runabout or a four-seat Tonneau model, powered by the sturdy and reliable 10 horsepower single-cylinder Leland engine, these first cars proved the concept and Cadillac was ready for business.



In January 1903, Cadillac sales manager William Metzger – formerly of Olds Motor Works, and later the “M” of E-M-F Automobiles – took the new Cadillac models to the New York Automobile Show, where they immediately became a sensation. Orders for

a stupendous 2,286 Cadillacs were made before the company declared mid-week that the Cadillac was “sold out.” What made the Cadillac so attractive, beyond Metzger’s incredible salesmanship, was its refinement and precision manufacturing. With precision came reliability, a Cadillac was simply a better made vehicle than many of its competitors, and in a time when many automobiles had an unfinished machine shop look to them, the Cadillac looked like a gem – and the price was only \$750!



Although only just fast enough to travel at reasonable speed on the roads of the time, the Cadillac earned an early reputation for reliability, ease and economy of maintenance and remarkable pulling and climbing capability. Early publicity

photos showed Cadillacs pulling loaded wagons up rugged slopes, and climbing the steps of public buildings. The first Cadillac exported to England was entered in the July 1903 Sunrising Hill Climb, “the worst hill in England,” and finished seventh in a field of seventeen – despite being the only single-cylinder vehicle in a field made up of two- and four-cylinder cars with up to four times the engine displacement. The same car was entered in the September 1903 One Thousand Mile Reliability Trial in England and finished fourth in its price class on points, but first in its price class on reliability scoring!

Through 1903, 2,497 Cadillacs were built, and in January 1904 Cadillac introduced a new model, the Model B. The original Cadillac design would continue production for the rest of 1904, and so came to be known as the Model A to distinguish between the two. The Model B was mostly a refinement of the Model A design, with a slightly longer wheelbase and pressed steel frame and axles, powered by the same single-cylinder engine as the Model A – although rated for more horsepower despite possessing the exact same engine. Both the Model B and the



original Cadillacs were sold as a Runabout, four-seater Tonneau with optional Surrey top, or as a two-seater with a delivery vehicle body.



1905 would see four more Cadillac models released. The Model F was the primary Cadillac for 1905, and featured a sharper hood and radiator along with small changes in body design with the same 76 inch wheelbase as used in the Model B. The new front end of the Model F spurred the Model C, to replace both Models A and B, which was essentially a Model B with a shorter 72 inch wheelbase and the same hood and radiator as the Model F. The third

new model for 1905 was the Model E, which was a light 1,100 pound two-seat runabout built on a 74 inch wheelbase – splitting the difference between the Model C and Model F. Interestingly, one of the first fully enclosed coupes was built using a Model E, called the Cadillac Osceola. Leland had requested C.R. Wilson Company to develop a prototype to determine the feasibility of a car body closed to the elements. Construction of the prototype was overseen by brothers Charles and Fred Fisher, who would later go on to found Fisher Body, producing bodies for many manufacturers in Detroit. The fourth new model in 1905, the Model D was the first Cadillac with a different engine: a five-passenger touring car with a four-cylinder inline L-head engine that was rated for 30 horsepower.

All together, 1905 was a very busy year for Cadillac, and the company soon found itself in trouble. The deal made with the financial backers had been for Leland and Faulconer to merely supply engines, transmissions and steering gears for Cadillac, and that arm of operations moved with characteristic Leland-like



precision and efficiency. But at the Cadillac factory, chassis and body assembly was beginning to lag behind. In October of 1905, Cadillac Automobile Company merged with Leland and Faulconer Manufacturing to become the Cadillac Motor Company, with Henry Leland as general manager. It was also at this time that Alanson Brush left

the company and extracted lump sum and royalty payments for use of his patents, which would set the company on a course to purge Cadillac designs of Brush influence to save money on royalties.



To simplify operations, Cadillac offered only two single-cylinder models in its lineup for 1906: the 74 inch wheelbase Model K, and the 76 inch wheelbase Model M. Bodies were restyled as well, all single-cylinder passenger car bodies for 1906 were “Victoria” style to streamline production. The shorter-wheelbase Model K only came as a two-seat runabout, the Model M as a two-

door, 4-seat Touring car like the green one featured here or a two seat delivery vehicle.

Although broadly the same as the 1905 Model F, 1906 saw the spark control move to the steering column and straight-side Dunlop tires were standard equipment. The dash was now pressed steel and along with corners of the “hood” were rounded. This “hood” and dash treatment was preserved on all future single-cylinder Cadillacs. The Model M came with 23 inch 12-spoke wood artillery-style wheels and featured mechanical brakes on two wheels that contracted on inboard drums. 1906 Cadillacs can be identified by the long muffler and severe cant to the nose of the front fenders.

Tops were not shown in catalogs but were almost certainly available, Cadillac was setting up its own top department and were offering Cadillac-made tops by 1907. This 1906 Model M features the optional “Cape Cart”-style folding top; “Cape Cart” referring to a self-supporting top with leather restraining straps at the front. Other options seen on this Model M include a bulb horn and headlamps. The interior featured leather upholstery and door panels with wood dash and accents.



The engine on the 1906 Model M was little changed from the “Little Hercules” engine that had started it all. The 98.2 cubic inch single-cylinder engine is mounted

horizontally, the one cast-iron cylinder to the rear with a copper water jacket,



mechanical valve lifters, and carbureted by an updraft mixer manufactured by Cadillac and produced an advertised 10 horsepower – although since Cadillac always used conservative horsepower ratings, the true power was a bit higher than advertised. The bore and stroke is a “square” 5 x 5 inches.

That engine power was transferred to the wheels by a two-speed

planetary transmission – with reverse gear – with a disc clutch. A chain drive powered the rear wheels with a spur gear differential. Different combinations of driving and driven sprockets were supplied which gave ten possible ratios from 3.1:1 to 5:1, lower ratios for runabouts on smooth, level roads and higher ratios for loaded delivery vehicles on rough, hilly roads. Instructions for changing sprockets were even furnished to owners, but the change involved disassembly of the transmission and rear axle – not a “quick change” set up!

The Model M was sold for \$950, or \$1,065 as equipped here which is equivalent to about \$35,885 in 2026 dollars. The Model M continued for the 1907 model year, but by 1908 was only sold as a delivery body, replaced by the Cadillac Model T, and by 1909 Cadillac had ceased all production of Models with the venerable “Little Hercules” single-cylinder engine. In 1908 three 1907 Model Ks were used in the famous



Dewar Trophy test of the Royal Automobile Club of England, where the cars were disassembled, the parts mixed, and then reassembled and ran without problems. The test earned Cadillac the Dewar Trophy in 1908 – a first for an American manufacturer – and also cemented Cadillac’s reputation for precision and quality, helping it to become the “Standard of the World” as later marketing would proclaim.



Museum Collection.

Ironically, the reliability of the single-cylinder Cadillac was proven on the world stage just one year before Cadillac stopped producing them. Altogether Cadillac built approximately 16,000 single-cylinder vehicles in the first six years of the company, and a few hundred still exist today in the hands of collectors worldwide.

This 1906 Model M “Victoria” Touring car can be seen on display as part of the Forney

Volunteer Birthdays

5/2 - Don Schloesser

5/25 - Ben Greene

5/19 - Jennifer Warren

5/26 - Brian English

5/22 - James Beck

5/28 - Paul Breeding

The Museum needs YOU!

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

Forney Bike Giveaway

On June 6th, from 12 until 4 PM, the Forney Museum will be returning to the I-70 park by Swansea Elementary for our Neighborhood Bike Giveaway. With over 100 bicycles ready to go to new homes, a Forney grill-out with burgers and several vendors on hand this will be a fun day for everyone – and all for a great cause! Contact our Education Coordinator, Jennifer Holm at education@forneymuseum.org if you would like to help out. We'll see you there!

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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- 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:

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

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Survey Responses

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.

How to Opt Out of Museum Communications

You may opt out of receiving further communications from the Museum at any time. Any communication sent to you by the Museum will include an unsubscribe link or other instructions that will allow you to opt out of future communications.

Information Security

The Museum takes industry-standard precautions to protect the personal information it receives, both online and offline, from unauthorized access, as does the third party service providers who may work with us.

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