

# FORNEY

## MUSEUM OF TRANSPORTATION

### Newsletter January 2024

*"Moving Forward"*



#### Ho Ho Holidays

Dashing through the snow on a 23-horse open sleigh, like the Forney Museum's Honda Dream, Santa never had it so good. The holidays came and went at the Forney Museum, bringing lights, trees and lots of snow – the artificial kind, that is! Our volunteers really pitched in to assist our Design Coordinator, Michael Ferreira, with our seasonal



1965 Honda CA77



1928 Oakland Produce Truck

display. Come to the museum to see all of our rotating and seasonal displays, which like the snow are only here for a limited time!



1800's Canadian-Russian Sleigh



December also saw the return of the annual Holiday British High Teas, proper afternoon teas that took place directly in our holiday display, surrounded by the cars and sleighs and trees. Always a big hit, the 2023 edition was no different.



There were also many private holiday parties hosted here at the museum as well, including one event so big we had to move all 80 of our motorcycles to make room! It really shows how much work the team here at the museum will put in to ensure that these events are exactly what the client is hoping for. The museum might just make the perfect venue for your next event. Inquiries can be sent to our event coordinator Adrienne at [events@forneymuseum.org](mailto:events@forneymuseum.org)

And as the season comes to a close, and you begin to take down your own holiday displays at home, the museum is looking for donations of holiday trees, décor or lawn decorations to make our display even better next year. If you are looking for an excuse to get a new tree, we would be happy to accept your old one. Questions can be sent to our Assistant Director, Dan, at [asstdirector@forneymuseum.org](mailto:asstdirector@forneymuseum.org).

## Our newest arrival!

This 1948 Kaiser, now on display, was industrialist Henry Kaiser's attempt at an all new post-war car. Designed by Howard "Dutch" Darrin, it is easily distinguished by the large 'K' hood badge over the chrome profile of an American buffalo. With a 226 cubic inch inline 6-



cylinder, the Kaiser Special Sedan would have provided 100



horsepower, and had a base cost of \$2,244 in 1948, equivalent to \$28,648 today. This beautiful all-original is a true survivor with just 31,000 miles!

## This Month in Transportation History

**January 17, 1773** - The ship *Resolution*, sailing under Captain James Cook, became the first vessel to cross the Antarctic Circle.

**January 10, 1863** - The world's first underground railway service opened in London, the Metropolitan line between Paddington and Farringdon.

**Jan 29, 1886** - Benz Motorwagen patented. Considered the first practical modern automobile, and the first car put into production, the Motorwagen cost 600 imperial German Marks in 1886, equivalent to \$4,900 today.

**January 10, 1912** - The flying boat airplane, invented by Glenn Curtiss, made its first flight at Hammondsport, New York.

**January 21, 1954** - The *USS Nautilus*, the world's first nuclear powered submarine, was launched at Groton, Connecticut.

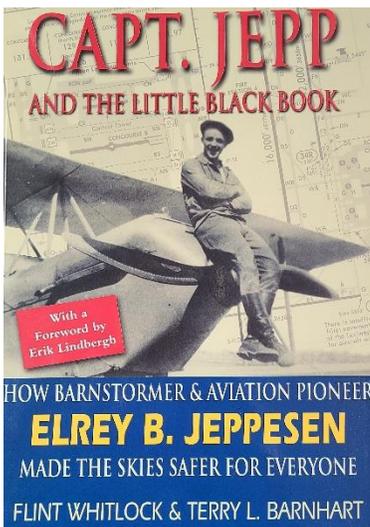
**January 25, 1959** - An American Airlines Boeing 707 made the first scheduled transcontinental U.S. flight, traveling from California to New York.

**January 17, 1966** - A Hydrogen bomb accident occurred over Palomares, Spain, as an American B-52 jet collided with its refueling plane. Eight crewmen were killed and the bomber then released its H-bomb into the Atlantic.

**January 5, 1972** - President Richard Nixon signed a bill approving \$5.5 billion over six years to build and test the NASA space shuttle.

**January 21, 1976** - The Concorde supersonic jet began passenger service with flights from London to Bahrain and Paris to Rio de Janeiro, cruising at twice the speed of sound (Mach 2) at an altitude up to 60,000 feet.

## Forney Speaker Series



The new year also brings the continuation of our Forney Speaker Series, beginning on Saturday, January 27<sup>th</sup> at 2 PM, with Colorado author Flint Whitlock as he presents “The Little Black Book”, the story of Captain Elrey Jeppesen and the invention of aerial navigation. Captain Jepp, as he was known, began his career in the 1920s as a flight instructor, barnstormer and stunt pilot before joining the fledgling United Air Lines.

Find out how his notes about every airfield into which he flew grew into a multimillion dollar international enterprise, used by virtually every pilot and airline in the world, and why the National Aviation Hall of Famer had the main terminal of the

Denver International Airport named in his honor.

The presentation is included with admission, so come join us, January 27<sup>th</sup>, at the Forney Museum or on Facebook Live for this fascinating look at the early days of flying and the life of this formerly unsung hero of the skies.

## Tri-Five Power

The Chevrolet exhibit continues to be a popular attraction. With 25 post-war Chevys on display, it is no wonder. A feature of the exhibit is a line-up of the classic Tri-Five Chevrolets. The 1955, 1956 and 1957 models are some of the most recognizable of classic cars and seeing them all side by side it is easy to see why.

A glance at the front of these cars is all you need to recognize one, with several cosmetic changes year-to-year in the face of the model within much the same lines.



The 1955, such as this turquoise 4-door Bel Air Sedan, has a rounded rectangular window grille with oval marker lights offset to the side. Along with the rounded headlights, everything is framed in chrome. This car is on display courtesy of Ben Greene and Nancy Lauth of Parker, CO.

The 1956 model, represented by this two-tone “Nassau Blue” over “Indian Ivory” Bel Air Sport Coupe, has a wide rectangle of a grille set next to rectangular side lights within a chrome “window” across the whole front above the bumper. Round headlights in a deeper cutout complete the look. This car is on display courtesy of Chuck Trautman of Denver, CO.



The 1957, as seen in this gorgeous “Tropical Turquoise” and “Polo White” Bel Air 2-door, has a rounded rectangular grill across the entire width of the front with small, round marker lights mounted on a chrome bar in the middle. The grille is completely framed by an oval of chrome underneath round headlights, suspended inside an even deeper inset. This car is on display courtesy of Wayne Maddox of Westminster, CO.

Now when you see a Tri-Five drive by, in a car show or museum, you can impress your friends by identifying it from just a glance at the front. These cars, along with the rest of the “See the USA in your Chevrolet” exhibit are on display until January 29<sup>th</sup>, so come and see them before they’re gone!

## Forney Vehicle Spotlight

### 1913 Indian Twin

Founded as Hendee Manufacturing Company by George Hendee in 1897 to manufacture bicycles. The name “American Indian” – eventually shortened to just “Indian” – was used from 1898 onward for greater recognition in global markets. In 1900 Oscar Hedstrom joined the company, and the two began work to design a motorcycle.



By 1901 a 1.75 bhp, single-cylinder prototype had been built. A public demonstration was held near the company headquarters in Springfield, Massachusetts on Saturday, June 1, 1901.



The first Indian motorcycles, chain-driven with a single-cylinder engine, went on sale in 1902. 1904 saw the introduction of the deep red color that would become an Indian trademark. In 1905, Indian introduced its first V-twin factory racer, with a street version going on sale in 1907. Used extensively for

competition, Indian gained acclaim after taking the first three places in the Isle of Man TT in 1911. By 1913, Indian was the world’s largest motorcycle manufacturer. In 1914 Erwin “Cannonball” Baker rode an Indian motorcycle very similar to this one from San Diego to New York in a record 11 days, 12 hours, establishing the brand’s reputation for durability.



From a single F-head (inlet over exhaust) engine, by 1913 the Twin had an OHV 4-valves-per-cylinder, F-head design. Displacing about 61 cubic inches the 1913 had a bore and stroke of 3.25” x 3.67” and generated about 8 horsepower, for a top speed of about 50 miles per hour.

This 1913 bike utilizes a magneto ignition with a pedal crank start. Indian experimented in 1914 with an all-electric starter, but discontinued after one year due to deficiencies in existing storage battery design. 1913 was one of the last years to feature a pedal-crank start, pedals were all but gone by the introduction of the Powerplus model in 1916.



Although considered an advanced feature in the early days of motorcycling, chain drive was used by Indian right from the very beginning.



Another standout feature of this bike is the front and rear leaf-spring suspension. The first bike with front and rear suspension, it's possible the "cradle spring frame" was too bouncy since no form of damper was used with the leaf springs. The design lasted a few years, before being changed back to a rigid frame until the introduction of the plunger design in the 1940s.

All controls consist of U-joints and shafts, with a rear band brake, and hand-controlled in-drive sprocket clutch. With a wheelbase of only 59 inches and a weight of 355 pounds, this is a compact, lightweight machine of incredibly durable simplicity. It is easy to see why the brand was so popular, and the brand really took off after the introduction of the Scout in 1920 and the Chief in 1922.



Indian ended production and filed for bankruptcy in 1953. Various companies have tried to resurrect the brand with little success in the years since, most recently being purchased by Polaris Industries in 2011. Despite the fall in fortunes, the early era Indians have earned a special place in the heart of riders and collectors for decades. This motorcycle is part of the Forney Museum Collection, donated by the Walter Timme Family Foundation, and is currently on display at the Forney Museum of Transportation.

## Holiday Tea

As mentioned earlier, the holidays saw the return of the Annual Forney Holiday Afternoon Teas. These events were a great success with over 70 satisfied guests over

two days. They got to experience a proper afternoon tea within our holiday display with snacks and so many wonderful desserts. These teas have become a tradition here at the museum, so don't miss the chance to take part next December.



Several of our volunteers came to help make this event so successful this year, lead by volunteer, and Board Member, Sharon Robinson. Sharon has helped to organize these events since the beginning, doing much of the cooking and preparation as well. We couldn't do these without her leadership, so a big "Thank You" to Sharon for everything she does!

Sharon also had a message for the rest of our volunteer team and staff who took part this year:

"A huge and heartfelt thank you to each and every one of you who dedicated your time & energy to make the Annual Forney Holiday Tea at the Museum a resounding success. I am truly grateful for your help, commitment and enthusiasm.

This event is a testament to the power of teamwork. It wouldn't have been possible without your hard work and dedication. From setting up the fabulous decorations, ensuring the food presentation was perfect, to creating a warm and welcoming atmosphere, making our guests feel that this was a truly special afternoon, and of course setting up and the dreaded clean up, your efforts made a significant impact on creating a memorable experience for all our guests.

I am quite honestly humbled, and I deeply appreciate everyone who has helped make this Holiday Tea a success – it is truly a team effort and a lot of work for everyone – I hope you enjoyed it & more importantly got enough to eat! THANK YOU again for making it a fantastic event for the Forney

You are Amazing!"

Thanks again to everybody who contributed, like Museum Director Christof Kheim, seen here during clean up wielding a push-broom. It was a lot of work making such an amazing experience come together, and we couldn't do it without you!





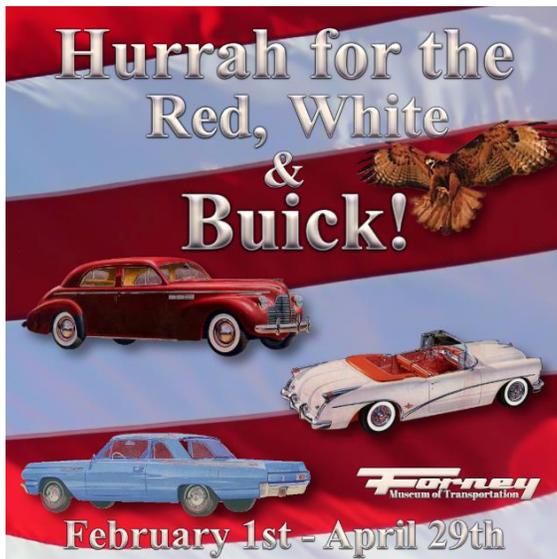
From left: Rex Osborn, Christof Kheim, Paul Martin, Ben Greene, Jennifer Holm, Kai Sodke, Steve Girkins, Dan Hays



From Left: Ben Greene, Glen Laber, Lori Melamedas, Christof Kheim, Rex Osborn, Brian English, Dan Hays, Sharon Robinson, Kai Sodke, Paul Martin, Andrew Janiesch, Steve Girkins. Not Pictured: Kitty Janiesch, Jay and Deb Hokanson.

## The Museum needs YOU!

Anyone interested in volunteering or donating please reach out to us at the museum or email [volunteer@forneymuseum.org](mailto:volunteer@forneymuseum.org)



## Wouldn't you really rather have a Buick?

"Hurrah for the Red, White & Buick!" will be starting February 1<sup>st</sup> 2024, and running until April 29<sup>th</sup>. One of the oldest automobile brands in the world, and the oldest in the United States to still be active, come see what has made Buick such an enduring standard of quality and refinement.

## Forney Memberships

Consider becoming a Forney Museum Member today! With many options available, the right membership for you can be purchased in the museum gift shop, or online at [forneymuseum.org](http://forneymuseum.org). Memberships are good for one year, and also make great gift ideas!

## The Cars of Summer

As the Colorado winter settles in to stay, it is the perfect time to start thinking about next summer! The Forney Museum will be hosting our "Top Down Fun II" exhibit May 2<sup>nd</sup> through July 29<sup>th</sup>, 2024, and we are still looking for convertibles to display. If you would like to participate, email [director@forneymuseum.org](mailto:director@forneymuseum.org) to submit your convertible for consideration. Thank you!