



The Chesapeake Dispatcher



Semi-Annual Newsletter of the Friends of the Chesapeake Beach Railway Museum, Inc.
Museum Telephone (410) 257-3892

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May 2009



Message From the President

By Kristen Scott

We are making great strides in fund-raising to turn the interior space of the Dolores into the Loveless and Finlon Education Center (LFEC). We have raised more than \$800 in direct contributions that will be combined with the memorial funds for Bernie and Dorothy Loveless and Mildred Finlon. We are well on our way of meeting our goal of \$10,000 thanks to your generous support. Every donation is deeply appreciated by the Museum.

We will also be selling baseball caps with the Chesapeake Beach Railway emblem on the front. All proceeds will go to the LFEC fund. Look for these great hats to arrive soon in our Gift Shop!

Additionally, we are expanding our volunteer appreciation events. Our Museum would not exist without our dedicated volunteers, both past and present. This fall, we will take a day to show our appreciation and enjoy each others company. More details will be forthcoming.

I am looking forward to another fun summer at the Museum!

It Happened On June 9th, 1900

By James Tigner, Jr.

For those of us interested in the history of Chesapeake Beach, the date June 9, 1900 is not just another ho-hum day which came and went. To us, June 9, 1900 is a red letter banner day of unequalled importance, for on that day 109 years ago the resort at Chesapeake Beach was officially opened and introduced to the public.

All throughout the day, the train of the Chesapeake Beach Railway brought excursionists to the resort in Calvert County from Washington, D.C. Likewise, the steamboat *J. S. Warden* brought a large crowd down the Chesapeake Bay from Baltimore. The excursionists were full of anticipation and eager to see and experience the newest fun spot on the Chesapeake Bay. They strolled the length of the boardwalk with glee and took in all of the amusements located along it. They splashed waist deep in the salt water, lounged along the shoreline under the warm sun, and dined on

freshly caught seafood in the restaurants. The excursionists were also treated to a gravity defying balloon ascension and later as the sun dipped behind the distant trees they watched a fireworks display which celebrated all that had happened that day at Chesapeake Beach.

By all accounts, the opening day at Chesapeake Beach was enjoyed by all and a rousing success.

Have you ever wondered what newsworthy events happened on the day you were born? Well I

recently became curious as to what other events were happening in the United States and around the world while Chesapeake Beach was celebrating its big day. To do this, I simply went to an internet search engine and typed in the date June 9, 1900. It soon was apparent that President McKinley gave no big speeches on that day. Likewise there were no big battles fought, nor



Postcard showing visitors to the Chesapeake Beach Boardwalk from the early 1900's.

(Continued on page 6)



Message From the Curator's Garden

Most successful projects are backed up by hard work. A gardener knows this lesson well. Garden work produces dirt under the nails, blisters, calluses, and stiff muscles. Soil must be turned and weeds must be pulled before the project can even begin. A seed or transplanted plant needs care and hard work to nurture its growth, which will produce fruit or flowers for the gardener's enjoyment. Even when the hard work is less than successful, the gardener gains valuable lessons that will lead to success in the future. Our museum is like a garden. We must be willing to roll up our sleeves and put in hours of work to make it successful. Others before us have planted seeds and transplants, and along the way we will also choose new plantings. It is our responsibility to tend the garden, to commit to the hard work that will keep this special place alive. With love and care the garden that is our Museum will continue to produce a healthy and worthwhile outcome for many years to come. We will all enjoy the fruits of our labor.

Reconstructing the Right-Of-Way

By John Riedesel

On a sunny, breezy day in early April, eighteen railroad enthusiasts boarded a county bus for the annual Heritage Tour along the old Chesapeake Beach Railway right-of-way. The Heritage Bus Tour has supplanted the earlier annual hikes along the right-of-way as more of the original route becomes inaccessible or difficult for walking.

The excursion began at the Museum and went all the way to the District Line at Seat Pleasant, visiting a score of sites along the original 30-mile route. Participants received a packet of maps and other handouts describing many locations and historical anecdotes.

The group first visited two sites right in Chesapeake Beach: (1) a bit of fill near Brownie's Beach where the railroad builders originally planned to bring the track into town, and then abandoned the idea; and (2) the "we" near Abner's Crab house, where trains were turned around for the trip back to Washington. Then the bus picked up the right-of-way at Paris as the railroad traveled along what is now Route 260. At Route 4, the original tracks headed straight for the Patuxent, but our bus turned toward Upper Marlboro to visit sites in that area. Little by little the tour worked its



Above: Conductor John Riedesel points out landmarks of the Chesapeake Beach Railway.

Below: Harriet Stout and Lee Rogers listen intently during the Heritage Tour.



way across Prince George's County, up Brown Station Road, through the Ritchie area, and finally to Seat Pleasant.

In that locale, just off Central Avenue and Addison Road, the group viewed the site of the old railroad's roundhouse and yards, now unfortunately a shopping center. Then a short drive to the DC line took the visitors to a hill overlooking the location of District Line Station, where most beach-bound travelers boarded the train back in the old days. That site, once the location of the depot and a major building supply company, now sports a church and a gas station. One must use the eyes of imagination when trying to reconstruct the old right-of-way!

From this farthest point, the tour came back to Jug Bay Sanctuary and the place where the railroad crossed the Patuxent River. There the group enjoyed a good lunch provided by Hooligan's Deli of Prince Frederick and time to explore the area. Even though the tracks are long gone, the Heritage Tour is one way we endeavor to keep alive the spirit of the Chesapeake Beach Railway.

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The Semi-Annual Newsletter of the

Friends of the Chesapeake Beach Railway Museum

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In Memory of Don Avery

January 3, 1940—December 11, 2008

Don Avery was an important part of the early hikes that the Museum organized to explore the route of the Chesapeake Beach Railway. He hiked through from Seat Pleasant to Chesapeake Beach with a group of Boy Scouts before the Museum actually had its first hike. His knowledge of the route was of great interest, and he was able to add to the story of the Right of Way from his experience. He continued his interest in the Chesapeake Beach Railway, and he contributed to the Museum as a volunteer in other ways for many years.



The Railroad Lantern: Shining the Light on Volunteers

By Hilary Dailey

Chesapeake Beach Railway Museum volunteer Mike Zitzmann has been a "local" in these parts since the early 1970s, and a "local" at our beloved museum for almost the same amount of time.

Mike is a self-proclaimed train buff, so when he found our little Museum years ago, he was understandably interested in what we had to offer. He thoroughly enjoyed attending the Right-of-Way hikes with Bernie Loveless and was quickly charmed by Ms. Bette Quigley into becoming a Station Master. Since then, he has been a welcome fixture at the Museum the fourth Sunday of every month.

While chatting with Mike, one comes to understand his passion for trains. "I am a member of the Severna Park Model Railroad Club, and I have taken several trips solely to ride trains," he says. His voice becomes more spirited and excited as he describes two of his favorite train trips; one along the Durango and Silverton Narrow Gauge Railroad, and the other on the Cumbres and Toltec



Mike Zitzmann, a dedicated volunteer and Station Master. His passion for trains led him to become more involved in the Railway Museum

Scenic Railroad, both running through Colorado. The Durango and Silverton has been in continuous operation for 127 years and was originally constructed to haul silver and gold from

the San Juan Mountains, but the impressive view along the route now brings folks like Mike from far and wide. The Cumbres and Toltec is hidden away in a little-known corner of the southern Rocky Mountains and Mike raves about the spectacular scenery along this route as well. "I went in the fall, and the golden aspens intermixed with green pine trees was just beautiful. There was even some snow on the mountains already."

Thankfully, Mike's enthusiasm for all-things-trains extends to his Station Master duties at our Museum. "I like to talk to people when they come in, tell them the history of the [Chesapeake Beach] railway," says Mike. "My favorite thing to do as Station Master was to listen to Mildred [Finlon] tell her stories to visitors - she was great at it, even into her 90's."

Mike is getting ready to retire soon. His future plans include more train rides, and lucky for us, to continue his volunteer position. Thank You Mike, for your loyalty and friendship to the Chesapeake Beach Railway Museum!

Easy Breezy Nights

By Betty MacDonald

Our Concert Coordinator, Betty MacDonald, has arranged varied and innovative performers for the 2009 Bay Breeze Summer Concerts.

On Thursday, June 11th, the concerts commence with Clare O'Shea of Chesapeake Beach. Clare has been a professional actor, singer, writer, and producer and has performed in films, national television, and Off Broadway. How fortunate we are to have her in our midst. Be sure to reserve the date.

The U.S. Navy Band's nationally acclaimed premier country ensemble, "Country Current", will appear for the second time on Thursday July 9th. This is a favorite of presidents, appearing right here in Chesapeake Beach! See you there.

The ever-popular bluegrass band, the



The U.S. Navy Band ensemble "Country Current" being introduced by John Riedesel to an enthusiastic crowd at last summer's concert.

"Dixie Ramblers", will return once again in their regular time spot on Thursday, August 13th. This group is under direction of Mike Phipps and never fails to attract a large crowd of enthusiastic fans.

The series concludes on Thursday, September 10th with "Stardust Memories".

Four coquettish ladies from Baltimore will perform romantic melodies, upbeat tunes and patriotic songs in vintage 1940's dress. This group is fun and sure to please.

In summary:

June 11 - Clare O'Shea

July 9- U.S. Navy Band's "Country Current"

August 13 - Dixie Ramblers

September 10 - Stardust Memories

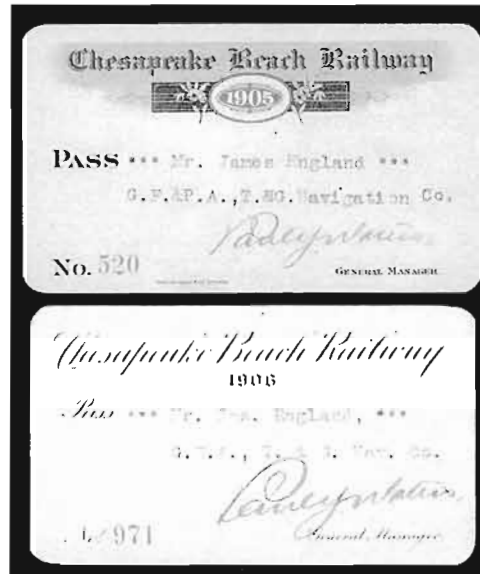
All concerts are outdoors on the museum porch starting at 7:30 PM and are free to the public. These concerts are made possible with the cooperation of the Calvert County Commissioners and the financial assistance from the HELP Associates, Inc., the Bates Grant, and our generous membership. We are grateful to all for their strong support.

Railroad Passes, Otto Mears and the Chesapeake Beach Railway: Part I

By James Tigner, Jr.

The practice by railroads of issuing complimentary annual passes is almost as old as that of railroads selling tickets for passenger fares. The sale of tickets has always been an accounting necessity and the revenue received from their sale is the lifeblood of the passenger train. However, annual passes oftentimes went unused by the recipient and had little to do with the "keeping of the books." Still the issuing of annual passes was an almost universal practice.

Railroads considered the giving away of annual passes important to improving their bottom line. High level executives of a railroad were certain to receive annual passes from many other railroads; and the passes helped promote goodwill between the oftentimes competing railroad lines. Lower level employees and their immediate family usually received an annual pass from the railroad they worked for. Local luminaries, who included town officials, lawmakers, and politicians in the geographic areas that the railroad serviced, were also prime candidates for an annual pass. Passes would be handed out to prospective clients who could use them to take a close look at the rail-



Examples of Chesapeake Beach Railway Passes.

road and its facilities before entering into contracts with the company. It can not be left unsaid that receiving a complimentary pass to ride over the rails of a railroad, free for a year, could have a positive sway on those in a position to effect change or do business with a railroad.

The earliest documentation for the issuance of annual passes in the United

States is the Philadelphia and Columbia Railroad. That railroad later became incorporated into the Pennsylvania Railroad Company. In the early years of the Pennsylvania Railroad, the line was owned by the state and as such, almost every elected official in the state from the governor on down received an annual pass. Following the Pennsylvania Railroad's lead, other railroads around the country were quick to embrace the idea of handing out free passes.

Annual passes resembled in size and shape today's common credit card. As plastic had not yet been invented, passes were typically printed on heavy card stock paper. The thickness of the card stock varied from one railroad to another. Some passes were quite bendable while others were very rigid. Passes were also printed on various colors and shades of card stock. Passes from the golden age of rail travel, the 1870s, 1880s, and the 1890s were often quite decorative affairs with printing of the highest quality afforded at the time.

In the next issue, please join us as we continue the story of railroad passes and Otto Mears

Volunteering Is Fun!

By Harriet Stout



The Annual Volunteer Training Workshop was held on March 14 this year. We had a

good turn-out of seasoned volunteers along with several new recruits. The group enjoyed refreshments to start off the day, and pizza was on order for lunch.

After briefly going over policies and procedures, Harriet Stout gave a PowerPoint presentation on the history of the Chesapeake Beach amusement parks, which is the theme of this year's Cele-

brate Summer exhibit. The volunteers enjoyed this special preview, which began with the developers plans for a "perfect daisy of a town" and concluded with the Water Park of today.

Gary Jameson and Betty Carlson-Jameson then talked about their work on restoring the kangaroo from the CB carousel that is on exhibit here in the Museum. They then answered general questions about carousels and their history.

In the afternoon a number of the workshop participants travelled up to Lontowne for a special tour. If you were not able to join us at the workshop but would like to volunteer, please call us at 410-257-3892 and let us know of

your interest. We will give you a personal orientation to the Museum and our program needs. **VOLUNTEERING IS FUN!!! SO COME AND JOIN US!!!**

Left: Kris DeGrace and Dana Watkinson look through a book of carousel restoration work.

Below: Gary Jameson and Betty Carlson-Jameson talk about their work on restoring carousels



Hand on the Throttle

By Mike Sweeney



Ever wonder what it's like to operate a real steam locomotive? Well, I had the once in a lifetime chance to do just that. On April 16th, I arrived at the Valley Railroad in Essex, Connecticut to take the controls of #40, a 1920 American 2-8-2 Locomotive, which weighed in at 89 tons. I left later in the day with an appreciation of the technology of the days when coal was king, and most importantly, a real sense of respect for those who ran these monsters.

The preparation for this event included months of study and research, with emphasis on safe and economical operation. I was sent a manual that described the workings of the locomotive, proper care and feeding of the firebox ("firing") and the boiler ("watering"), air brake systems, rules of the road, and how to handle malfunctions. These manuals were written in 1917! Once I mastered the language, I was able to figure out the technical issues. We, as students, were expected to have a good grasp as to how things worked when we got there to minimize classroom time. A challenge to say the least.

Arriving at the railroad, I met my three classmates and was introduced to our instructor. The first order of business was the safety exam, where the passing score was 100%.

I was first, so when the others left the cab, I took the engineer seat on the right side of the cab and made the necessary checks of boiler pressure (175 psi), air brake pressure (90 psi in the reservoir and brake pipe), control settings and the like. Now ready to go, Pete, the pilot engineer, gives me the

O.K. to move her out of the yard to the main track, called "the main". All on board check to make sure all persons outside are clear, and I turn the headlight on, move the brake handle to the "running" position and check that the brake pipe pressure has dropped to 0, close the steam cocks, move the reverser to the full forward position, turn the bell ringer on, give two long blasts of the whistle, and pull on the throttle handle to bring it a couple of inches past the looseness in it. I pull it a little harder, listening and watching for the Schlosser valve to close...."thwoosh", it closes and stops steaming. I hold the throttle where it is, waiting for the loco to start moving. The biggest sin at this point (and would get an engineer fired on the spot) would be to spin the wheels on startup by being too aggressive with the throttle. We start moving forward very smoothly and surprisingly quietly. Once moving, a bit more throttle gets us to our yard speed of 10mph.

Above left: Mike Sweeney in the engineer seat

Below: A 1920 American 2-8-2 locomotive, #40.



Clearing the yard, we need to whistle for our first crossing; two long blasts, one short, and another long, holding the last long blast until we are in the crossing. Going through the crossing, Pete instructs me to open the throttle a bit more and "notch back the reverser" to gain speed. "Notching back" the reverser is somewhat like shifting to a higher gear in a car, giving us more speed for less steam. We are well clear of the crossing and starting to move at a good clip, up to our authorized speed of 20 mph. Although there is no speedometer in the cab, estimating speed is

a matter of practice, and I rely on Pete to keep us legal.

Once on the main, we can adjust throttle and reverser for the most economical operation at our selected speed. We negotiate the curves and grades, adjusting the power as needed. Mike the fireman takes a look at the boiler water level glass and opens the injector to bring the water level up. Too much water in the boiler will cause it to foam and lose power, and too little water will expose the top of the firebox and cause it to explode. He checks the fire, adds a shovel of coal, and then takes his place out the left window as an extra set of eyes on the track ahead while I have the opportunity to experiment with the brakes, throttle and reverser. After about 7 miles, we stop and prepare to return to the yard.

Unlike other railroads, we will return to the yard in reverse, with the tender leading the way. This model of locomotives was built for ease of operation in reverse, so this will be no big challenge. As we head back, I feel more comfortable operating this machine, and all too soon we are slowing to enter the yard. Down to about 10 mph, we enter the yard and slowly come to a stop near the engine house. Throttle closed, brake set, bell off, reverser in neutral, steam cocks open and rear light off.

I learned that steam locos are big, lumbering, complex, loud, and heavy. At the same time, they are smooth, graceful and surprisingly responsive both in acceleration and stopping. Operating and firing the loco is an art form, not a matter of habit, rote or mechanics, where the crew becomes one with the machine; hearing and feeling the living thing they are riding.

What a ride. Days later I am still smiling, and saving my pennies and quarters to come back again. And while I had the grandest time, I cannot help but think of the men who did this for a living day in and day out in sometimes awful conditions. These men were made of the same iron as their machines.

It Happened On June 9th, 1900: continued

big battleships commissioned either. Also there were no massive floods, surging tidal waves, raging wind storms, hurricanes, tornados or the like on June 9, 1900.

As far as birthdays go, no politicians of any prominence were born on June 9, 1900. Likewise no big name baseball players, movie stars, or explorers had been born. I concluded that the most famous person born on June 9, 1900 was Fred Waring, the inventor of the Waring Blender. Another twenty minutes of scrolling and clicking on page after page of internet data went by without finding any really big and colossal newsworthy events that happened on June 9, 1900.

There were no news of mammoth proportions or interest other than in India,

a man named Birsa Munda who had been a freedom fighter against British colonialism and who also claimed to be a messenger of God had died at age 25, and at Ellis Island three immigrant families named Propp had arrived from Northern Europe.

Continuing to scroll and click, the only other newsworthy events were that in La Crosse, Wisconsin a church had been struck by lightning, in Gladwin County, Michigan corn had been cultivated, and in New York City the New York Latin Club had been formed. I continued to search for about another fifteen minutes but the articles just became increasingly more boring. Finally I started another project at the computer. However the lack of big events on June 9, 1900 still seemed odd and

filled my thoughts. Then about an hour later I came to a sudden realization. My admittedly biased view of thinking that opening day at the Chesapeake Bay resort was the most important event happening in the world on June 9, 1900 was correct. My internet search had confirmed it.

Several thousand thrill-seekers, merry-makers, day-trippers, and curious individuals descended on Chesapeake Beach on its big opening day. Yet the event did not make the news in the far corners of the globe, nor was it even noted in newspapers beyond the immediate Maryland and D.C. area. Still though, real history had been made on the Western shore of the Chesapeake Bay on June 9, 1900.

Christmas Celebrations

By Janet Bates



We started our holiday events early in December. On December 6th, several of our Mu-

seum Friends participated in the annual Christmas parade in North Beach representing the Chesapeake Beach Railway Museum (CBRM). Those attending were Kristen Scott, Kathleen Scott, Van Ireland and Dana Watkinson with her children. Dana commented that "the doughnuts and hot chocolate were greatly appreciated, as it was a rather cold day." Costumes were worn and Van's engineer outfit stood out. Much candy was distributed during the parade and the children along the route had fun collecting it. The day was a great success and was enjoyed by all who attended. Many thanks to all of our Museum friends who gave their time and energy.

The annual CBRM Christmas party was held on the 7th of December. All agreed

it was one of the best ones yet and was attended by a good number of people. Old and new members who signed up were eligible to win a basket of gift shop goodies and tickets for the spring Heritage Tour. Our members always bring delicious food and every year there are new treats for us to try. Again it was a grand afternoon, and as always, it is so nice to talk to old friends and greet new ones.

A nice group of children and parents attended our annual *Polar Express* evening on December 22nd. Again, Cindy Parker did her usual fine job reading the story, even with a sore shoulder. John Riedesel was great as the



"Conductor." His height and demeanor still have some of the children wondering whether he is the real conductor in the story. The refreshments done by the Museum's "elves", were delicious and very welcome on a cool evening.

We'll be looking forward to seeing everyone at our holiday celebrations next year.



Above left: Curator Harriet Stout and Commissioner Linda Kelley share a laugh at the Holiday Open House.

Above: Cindy Parker, "Story Teller" and John Riedesel, "The Conductor" bring The Polar Express to life.

Left: Van Ireland and Kathleen Scott at the North Beach Christmas Parade.

Celebrate Summer

During the upcoming summer season the Museum will *Celebrate Summer* 2009 with a special exhibit featuring the history of the amusement park. As with our past special summer exhibits, we will feature photos and artifacts that help to tell this story. Many photos, as well as three-dimensional artifacts, that are usually not on display will be on exhibit.



Left:
The beloved Kangaroo from the Carousel is always popular with visitors.

Once again, we are asking our friends to contribute to the exhibit by sharing photos or artifacts from your personal collections. If you have some photos from the amusement park era, please let us know. Any other documents or artifacts – maps, tickets, souvenirs, pennants, trinkets, clothing – anything from the amusement park or boardwalk here at Chesapeake Beach that would add depth and interest to the exhibit is welcome. We would also be interested in any items from other amusement parks that would help to tell the story of amusement parks in general.

Contact the curator at 410-257-3892 if you have something that you would like to loan or give to the Museum for this exhibit. We will be happy to accept either loans or gifts that help to fill out the story.

June 9th meeting

Please join us on the Museum porch at 6:30pm for our Annual Friends meeting. We will nominate board members and elect officers during this time. We will also hear from Lara Lutz on the history of amusement parks. To finish the evening we will gather and socialize over pizza.

Spring Into Fun

This year Spring Family Fun Day will explore the theme "LOCO-motion", as in the crazy way things move. It will feature a giant spirograph, the chance to encase yourself in a bubble, parachute games and a vertical maze challenge. Piper the Clown will be making balloon art, and the craft table will be set up for you to make art too. The grand finale is a performance by physical comedian, Paul Hadfield, and a raffle to win tickets to the water park. Invite your family to spend a fun day together at the Museum, or if your family is afar, think about volunteering. Volunteering is a great way to participate in Spring Family Fun Day.

Bayside Chats

To our delight, Don Shomette came to Chesapeake Beach to entertain and inform a group of people about the history of pirates on the Bay. Who knew that a week later, pirating would make national headlines! That one man can hold so much history and knowledge, led some to exclaim that Don is a walking encyclopedia. If you have ever wondered about Pirates or Maritime history, you should check out any of the 16 books that he has written. What stands out most in my mind is both the description of Blackbeard, and the fact that some governors were in cahoots with pirates. Blackbeard was really a charming man who stood over six feet tall and set himself aflame to instill fear in his enemies. He freely roamed the Chesapeake for years, but eventually his dismembered head was hung along the James River as a warning to all would be pirates.

Also on May 3rd, we had the first ever Bayside Movie. This was a showing of the movies, *The Great Train Robbery*. Both the original 1903 version and the more modern version were shown.



Thank you Sallie



The Friends would like to thank Sallie M. Keys. She is a freelance graphic designer who generously donates her time and skills to different Museum projects. From figuring out how to put the bathing beauty onto a pencil to deciding on the best layout for the *Celebrate Summer* activity books, she is our "go-to" person. Sallie grew up in Calvert County but has recently moved to Alabama where her husband is stationed in the military. She previously resided in upstate New York. But time and distance are no problem for this dedicated volunteer, whose creativity and design work is truly appreciated.

Museum Shop



Our Museum Gift Shop is pleased to offer a just published book by local author, Lara Lutz,

"Chesapeake's Western Shore Vintage Vacationland." The cover depicts our own Chesapeake Beach Park with two young people, a delightful bonus for us. Besides our own Park, the book features many other vacation spots we have known, some of which are now gone.

James Tigner Jr.'s, "Memories of Chesapeake Beach and North Beach", which we have carried for two years, is a beautiful post card book with running commentary. Both are must books for lovers of the Chesapeake Bay region. There are other fine books, DVD's and gift shop items to see and enjoy. If you are a Friend of the Chesapeake Beach Railway Museum, come on in with your membership card and take advantage of your 10% discount! See you there!

Left: Dana Watkinson, (who arranges the Bayside Chats), Curator Harriet Stout, and presenter, Don Shomette.

www.cbrm.org



Friends of the
Chesapeake Beach Railway Museum, Inc.
P.O. Box 1227
Chesapeake Beach, Maryland 20732



THINGS TO DO



At the Railway Museum

- | | |
|--|--|
| May 17th—Spring Family Fun Day (12:30—3:30pm) | July 23rd—Summer Children's Program (10—11:30am) |
| June 9th—Annual Friends Meeting (6:30—7:30pm) | July 30th—Summer Children's Program (10—11:30am) |
| June 9th—Opening of Celebrate Summer Exhibit | Aug. 13th—Dixie Ramblers Concert (7:30pm) |
| June 11th—Clare O'Shea Concert (7:30pm) | Aug. 13th—Summer Children's Program (10—11:30am) |
| June 18th—Summer Children's Program (10—11:30am) | Sept. 10th—Stardust Memories Concert (7:30pm) |
| June 25th—Summer Children's Program (10—11:30am) | Oct. 11th—Fall Family Fun Day |
| July 9th—Country Currents Concert (7:30pm) | Dec. 6th—Holiday Open House |
| July 9th—Summer Children's Program (10—11:30am) | Dec. 18th—Polar Express Reading |
| July 16th—Summer Children's Program (10—11:30am) | |

*All programs are at the Museum-unless otherwise noted