June 2026 Newsletter

"Moving Forward"

Cadillac; The Standard of the World

On display now, "Cadillac: The Standard of the World" will run until July 27th. There are 22 classic Cadillacs, showcasing almost 100 years of design development. With so many Cadillacs on display, there is sure to be something to interest everyone!

Such as this lavender 1957 Cadillac Coupe de Ville, on display courtesy of Shannon Mallette and Thomas Stecklein of Denver, Colorado. Showcasing the design aesthetic of the late 1950s—with tailfins, chrome and a big 365 cubic inch V8!—the elegant Coupe de Ville shows why the model became an icon of the Cadillac lineup. Power brakes and power steering came standard, emphasizing comfort and ease of driving, and the Coupe de Ville's design had eliminated the B-pillar, providing a more open and airy appearance with the windows down. Luxury, elegance, power and comfort all come together in a Cadillac!

Don't miss this light-blue 1915 Cadillac Type 51 Sedan, part of the Forney Museum Collection. By 1915, Cadillac had established itself as in industry leader in precision and innovation prized for durability and meticulous craftsmanship. This vehicle is powered by Cadillac's groundbreaking 314 cubic inch L-head V8, introduced in 1914,

which offered smoother and more powerful performance than the four- and six-cylinder engines common among competitors. Demonstrating the transition of the automobile from mechanical novelty to practical luxury, this sedan foreshadowed the fully enclosed technological marvels that would come to dominate the American automobile market.

Check out this 1958 Cadillac Eldorado Biarritz convertible, finished in a rose gold "Alamo Beige," on display thanks to the generosity of Pete Lansing of Denver, Colorado. As Cadillac's top of the line car, the Biarritz combined advanced engineering with bold styling. Sweeping tailfins, extensive chrome and distinctive rear "jewel-like" taillights highlight the era's fascination with jet age aesthetics. With only 815 produced in 1958, this rare Cadillac Eldorado Biarritz is an iconic blend of prestige, performance, exclusive luxury and exuberant design.

This exhibit will only be on display until July 27th, so make plans today to come to the Forney Museum and see "Cadillac: the Standard of the World" before it's gone.

This Month in Transportation History

June 13, 1888 - Construction on a swing-span railroad bridge connecting Staten Island, New York with New Jersey was completed. Although not formally opened until January 1890, the Arthur Kill Bridge was the only land connection with Staten Island until 1928. At the time of completion, the bride was 800 feet long, making it the world's largest drawbridge at that time. The Arthur Kill Bridge would remain in operation until 1959, when the Arthur Kill Vertical Lift Bridge was completed nearby.

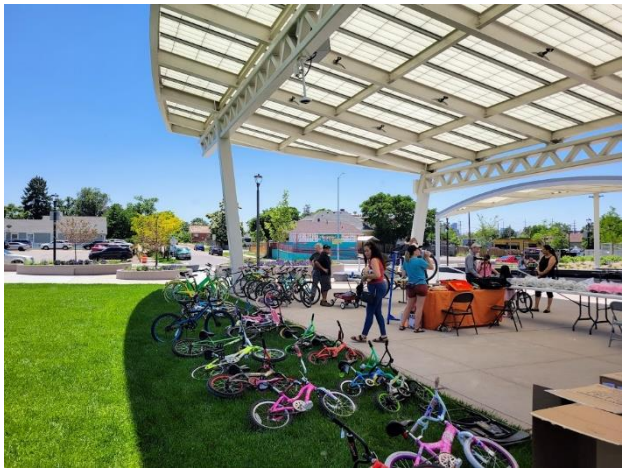
June 11, 1895 - One of the first major multiday automobile races began in Paris, France, as about 30 entrants competed in a round trip from Paris to Bordeaux in the southwest of the country, and then back again to Paris. Covering a total distance of over 730 miles, the Paris-Bordeaux-Paris Trail Race of 1895 saw engineer and automotive pioneer Emile Levassor, in a Panhard et Levassor vehicle he helped develop, finish first with a time of 48 hours and 48 minutes. The race ended in some controversy as industrialist Paul Koechlin, finishing over 11 hours after Levassor, was declared the official winner—the race rules had called for a four-seat vehicle, and Levassor's design had only two seats!

June 6, 1933 - The first open air drive-in movie theater opened in Camden, New Jersey. Designed to accommodate up to 400 vehicles at one time, the theater ingeniously used ramps at 5% grade to angle the cars towards the 60-foot screen, to prevent the view of the screen from being blocked by the row in front, and strategically placed speakers to provide sound. This idea for combining movies and automobiles caught on slowly, with only about 50 drive-in theaters nationwide a decade later, but after WWII the industry took off, with at least 1,000 drive-in theaters in the country by 1949.

June 15, 1962 - A new lighthouse on Sullivan's Island, at the northern entrance of Charleston Harbor in South Carolina, was first lit. The only lighthouse in the country built with a triangular tower, a design feature intended to weather hurricane-force winds, the structure was the last onshore staffed lighthouse to be built by the federal government, and when first lit had a light of 28 million candelas, making it the second-brightest lighthouse in the western hemisphere. Although the light was eventually reduced after complaints from local residents, Charleston Light also produced several other notable firsts, including being the world's first lighthouse equipped with an elevator—standing at 140 feet, Charleston Light is one of the world's tallest lighthouses and the elevator was a decidedly welcome design for the US Coast Guard crew that staffed it! Automated in 1975, Charleston Light is still in active operation today.

June 12, 1979 - The ultralight aircraft *Gossamer Albatross*, piloted by cyclist Bryan Allen, became the first human-powered aircraft to cross the English Channel. Using pedals to drive a two-bladed propeller, Allen completed the 22.2 mile crossing in two hours and 49 minutes, achieving a recorded top speed of 18 miles per hour at an average altitude of five feet. The backup craft built for the crossing, *Gossamer Albatross II*, while not used at that time, set a record of its own in the Houston Astrodome by completing the first controlled indoor flight by a human-powered aircraft.

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 hot dogs and several vendors on hand this will be a fun day for everyone—and all for a great cause! For more information, contact our Education Coordinator, Jennifer Holm, at education@forneymuseum.org. We'll see you there!

Forney Speaker Series

Saturday, June 20th, at 2 PM our Education Coordinator, Jennifer Holm, will be putting on a very special presentation, "Our Identities Through History, and the Cars That

Determined Them." Take a guided trip through the history of the automobile, as reflected in how we see ourselves in them.

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. So come join us on June 20th, at 2 PM, for Jennifer Holm and this presentation of the history of the automobile.

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 make sure you don't miss our Forney Speaker Series 2026. We'll see you there!

Interstate's 70th Anniversary

By Richard A. McComb

June 29 is the 70th anniversary of the Interstate System. On that day in 1956, President Dwight D. Eisenhower signed into law the **Federal-Aid Highway Act of 1956**, also known as the **National Interstate and Defense Highways Act** (Public Law 84-627). This legislation authorized $25 billion (about $250 billion in 2026 dollars) for the construction of **41,000 miles** of the U.S. Interstate Highway System over a 20-year period, making it the largest public works project in American history at the time.

Eisenhower's interest in a national highway system began in 1919 when he participated in the U.S. Army's first transcontinental motor convoy. As an Army Lieutenant Colonel, Eisenhower had accompanied a military convoy across the United States and saw the poor condition of our Nation's roads. Later, during his World War II stint as Commander of the Allied Forces, his admiration for Germany's well-engineered Autobahn highway network reinforced his belief that the United States needed first-class roads. As a result, Eisenhower formed internal committees to study the idea, enlisted the Nation's Governors to offer suggestions, and met with Members of Congress to promote the proposal. Robert Moses in New York City had developed a series of Parkways in the 1920's and 1930's. New Jersey had developed the Garden State Parkway in the 1940's and in Connecticut there was the Wilburn Cross Parkway and the Merritt Parkway that dated back to 1938. These parkways were for automobiles only, but contained many of the design features incorporated into the Interstate System, including controlled access and dual lanes.

As he began to promote creation of the Interstate Construction Program, the Nation's Governors made clear to him that they did not want to be forced to increase State taxes to pay the additional matching funds for the national program. Therefore, the President proposed to increase funds for the Interstate System, while boosting the Federal share to 90 percent. Eisenhower saw the need for a modern, limited-access highway network to improve civilian transportation and national defense. The idea had roots in earlier acts, such as the **Federal-Aid Highway Act of 1938** and the **1944 Federal-Aid Highway Act**, but these provided only partial Federal funding. The 1956 Act changed that, guaranteeing 90% Federal funding with states covering the remaining 10% (In the western States with large amounts of untaxed public land, the Federal share could be increased to 95 percent.) The States

own and operate the Interstate highways. They are responsible for the planning, design, construction and maintenance.

Following enactment of the *Federal-Aid Highway Act of 1956*, officials of the U.S. Bureau of Public Roads (BPR) and the American Association of State Highway Officials (AASHO) agreed that AASHO should apply numbers to the Interstate System, as it did to the U.S. numbered highways. In fact, the numbering plan for U.S. numbered highways was the model for the Interstate System—but in mirror image. For example, U.S. 1 is on the East Coast, while I-5 is on the West Coast; U.S. 10 is in the north while I-10 is in the south. Odd numbered Interstate routes run north-south beginning on the west coast, even numbered Interstate routes run east-west beginning in the south. Major Interstates end in 0 or 5. Beltways have 3 numbers with the first number even. Spurs have 3 numbers with the first number odd. There is no I-50 nor I-60 because of the possible confusion with US-50 and US-60 in the middle center of the country.

Safety: One of the primary reasons for building the Interstate System was to improve the safety for the highway users: drivers, passengers, and pedestrians. Over the past 70 years, the Interstate System has done much to make highway travel safer and more efficient. Relative safety is measured by the "fatality rate" (fatalities per 100 million vehicle miles traveled, a measure used so data can be compared as traffic volumes change). The Interstate System is the safest road system in the country, with a fatality rate of 0.8—compared with 1.46 for all roads in 2024.

When the Interstate Construction Program began in 1956, the national fatality rate was 6.05. Improvements in safety have been the result of many factors working together: the shifting of traffic onto the safer Interstate highways and technological advances in safety, such as wider shoulders; skid-resistant pavements; better guardrails, signs, and markings; clearer sight distances; no obstructions within 30 feet of the lane's edge; and breakaway sign posts and utility poles. In addition, many other factors have contributed to improved safety on the Nation's highway system, including new vehicle safety features, such as shatter proof glass, collapsible steering columns, padded interiors, safety belts and air bags; programs to reduce impaired driving; and the combined, coordinated efforts of many private organizations and public agencies working together to make the Nation's highways even safer.

The Act launched the 70-year build-up of the Interstate System, transforming American travel, commerce, and urban development. It spurred urbanization, boosted economic growth, and reshaped the nation's infrastructure. In short, Eisenhower's June 29, 1956 signature marked the beginning of the modern U.S. highway era, setting the stage for one of the most trans-formative infrastructure projects in American history. Information for this article is based on several FHWA publications and my personal experience.

Featured Volunteer

The Featured Volunteer for June is Richard McComb, whose guest article on the 70th Anniversary of the Interstate system can be found above. In his own words:

> I was a junior in high school when Eisenhower signed the 1956 Act. I knew from the time I was 6 or 7 that I wanted to be an engineer. When I graduated from high school in Manchester,

Connecticut in 1957, a good friend of my parents gave me a slide rule, the basic calculating instrument for engineers until the 1970's. The friend was a welding engineer from Penn State whose expertise was used in the development of the Manhattan Project. I graduated from UConn in 1961 with a degree in Civil Engineering. I was in Army ROTC and was commissioned as an Artillery Officer and spent two years at Ft. Sill, Ft. Knox and in Korea where I was Battery Commander of six 105mm Howitzers. After the Army I went back to UConn and with a teaching assistanship, I got a Masters Degree in Transportation Engineering in 1966. I then got a job with the Bureau of Public Roads in the US Department of Commerce. It became the Federal Highway Administration when the US Department of Transportation was formed in 1967. I spent most of my career as a Highway Research Engineer at the FHWA Research Station in McLean, VA where I specialized in research on pavement design and rehabilitation, accelerated road testing and the implementation of new technologies. I am a Professional Engineer and a Life Member of the American Society of Civil Engineers. I retired in 1998 after 32 years of Government service. I moved to Hedgesville, WV where my wife and I invested in rental properties, ran a very successful rental business as well as managing a self storage facility. I retired again for the second time in 2022 when the last rental property was sold and then moved to Colorado. My wife of 58 years, Bonnie, passed away in 2024. I have two sons, 4 grandchildren and one great-grand child. I spend time between Colorado, West Virginia and Portumna, Ireland where my daughter-in-law's family resides. I live in Westminster and have recently become a volunteer at the Forney Museum. My interests are steam trains and automobiles. My first car was a 1947 Plymouth Special Deluxe 2 door coupe. The same body style as the pre-war models. When I returned from my tour of duty in Korea, I bought a brand new 1963 MGB, red of course. The pay grade for a Second Lieutenant at that time was $222.30 a month and I had saved enough to pay cash for the car. The sticker price was around $2,900. My most recent acquisition is a 1929 Model A Ford 2 door Business Coupe. One owner, 58,000 original miles, fully restored.

Thank you, Richard, for all that you do for the Forney Museum!

Volunteer Birthdays

6/1 – Steve Anderson

6/5 – Bruce Stover

6/6 – Bob Kennedy

6/20 – David Fisher

6/23 – Wayne Maddox

6/26 – Duina Schloesser

6/29 – Deb Hokanson

6/30 – Brian Canada

The Museum needs YOU!

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

Forney Vehicle Spotlight

1907 Orient Buckboard

Charles H. Metz, an engineer and machinist from Waltham, Massachusetts, got his start in 1886 manufacturing parts for bicycles. In 1893, after years of learning the trade and making connections, Metz led a group of local Waltham businessmen to finance and organize a new company, Waltham Manufacturing Company, to produce Orient branded bicycles. This was the perfect time to get into bicycle manufacturing in America, and business for Waltham Manufacturing was good. Towards the end of the 1890s, as the American automotive industry was in its infancy, Metz encouraged two of his employees to use part of the WMC plant to develop a design of their own for a light, steam-powered buggy.

The Waltham Steam, built by George Tinker and John Piper, was exhibited at the Boston Automobile Show in 1898. With a very light 50 pound, two-cylinder, double acting steam engine, the Waltham Steam produced about 3 horsepower. The copper condenser weighed in at 110 pounds, but by cutting down the body to the bare minimum, the total vehicle weight was only 600 pounds.

An early investor and controlling shareholder in the company was Charles Coffin, the first president of General Electric, and seeking new markets for GE products he

convinced Metz, Tinker and Piper to develop a light electric buggy. This prototype sat on a tiny 60 inch wheelbase, with a GE motor, and was presented at the New York Cycle & Automobile show in 1899, but ultimately no one involved was excited by the design, and no more electric vehicles were to be developed by the company.

Instead, Tinker and Piper left Waltham Manufacturing with support from, and consensual agreement with, Charles Metz, to start their own business. Under Tinker and Piper, the Waltham Automobile Company began producing small steam-powered Stanhope buggies that sold for $750. Waltham Automobile would stay in production

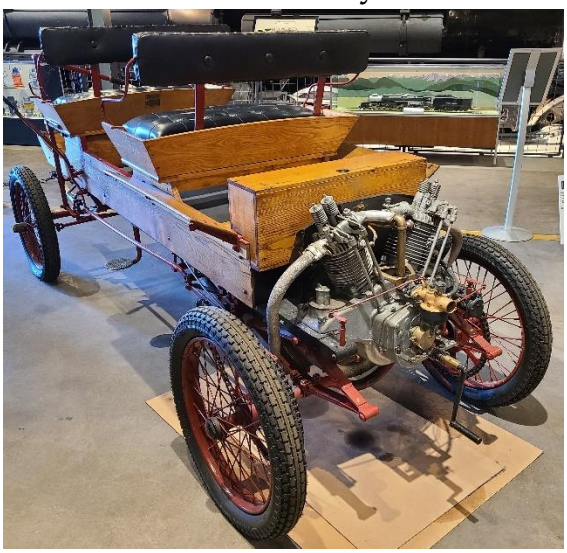
until 1903, and of the unknown number of vehicles produced there is at least one Tinker & Piper Stanhope still in existence.

Metz in the meantime, as a lifelong bicycle manufacturer, was beginning to experiment with motorized bicycles. Metz imported French Aster engines, and managed to secure the U.S. distribution for De Dion-Bouton engines, as well as importing the French company's motorized tricycles and quadricycles. Using the De Dion patents, and keeping the established Orient brand name from their bicycles, WMC would release the Orient Autogo, a motorized tricycle, and the Orient Autogo Quad in 1899. Next would come the Orient Aster, one of the first U.S.-built motorcycles. The famous French bicyclist Albert Champion helped advertise the new designs by contracting to come to America as one of the first professional motorcycle racers. In fact, the first use of the term "motor cycle" is often credited to Metz in trying to describe his new designs. Metz would also begin designing and building his own engines—in part to avoid paying royalties to the French companies—at this time.

Although Metz's passion would continue to be motorcycles, the industry at the dawn of the 20th Century was leading towards the development of the automobile, and with the experience of building powered buggies such as the Waltham Steam, WMC was in a unique position ahead of much of the rest of the industry. The first WMC automobile was a small motor buggy named the Orient Victoriette, and by 1902 the company had introduced a new runabout. This new car was a modest success, with about 400 being built.

Metz left WMC in 1902 to found the Metz Motorcycle Company and C.H. Metz Company, and WMC elevated the engineer Leonard Gaylor to succeed him. With Metz's departure and the release of a new model runabout that did not sell well—only 50 were produced in total—Gaylor was looking for a new product. He found what he was looking for in a new model of extremely light horseless buggy, with a single-cylinder engine powering a friction drive, introduced in 1903: the Orient Buckboard.

A “buckboard” is a four-wheeled, horse-drawn vehicle characterized by simple construction, with long thin boards running between front and rear axles acting as a suspension. Perhaps because of their simplicity, buckboards were extremely common in America and eventually the word became as common in usage as the word “buggy.” Although the word would be used to describe all sorts of vehicles, when a vehicle is built with rigid sideboards and a tailboard or tailgate it is not a buckboard wagon. So although the name was a bit of a misnomer, it implied a simple, minimalist, light and affordable vehicle.



The early Orient Buckboards had seating for two and sold for just $425, equivalent to about $14,500 in 2026, which made it the lowest-priced automobile commercially available at the time. On an 80 inch wheelbase, the wood-bodied car weighed in at just 500 pounds, and was steered with a tiller. The vertically-mounted, air-cooled, single-cylinder engine displaced about 46 cubic inches and produced an estimated 4-5 horsepower. With a 3 gallon gas tank, the car was advertised as having a range of 100 miles, but the complete lack of bodywork and suspension springing would have made it somewhat uncomfortable for long trips. The Buckboard was a modest success, and the car seemed to cement WMC as a growing automotive manufacturing concern.

The next years saw several incremental improvements to the Orient Buckboard design, while staying true to the minimalist aesthetic to maintain the affordable price. However Waltham Manufacturing found itself at a crossroads in 1905. WMC released new models at this time, much more conventional automobiles featuring front-mounted, water-cooled inline 4-cylinder engines, which produced about 16 to 20 horsepower. The engines were actually a unique WMC design that consisted of essentially four single-cylinders mounted on a shared crankcase, but the cars themselves—larger and heavier, with runabout, touring and limousine models—simply looked like a car in a way the Buckboard did not. These new cars were sometimes referred to as Orients, and sometimes as Walthams, but WMC seems to have decided

that the Orient name was well established with the public as a buckboard type and released future cars as Walthams. Occasionally the new cars were referred to as Waltham-Orients, which only added to the confusion. The Buckboard would continue to be produced for a couple more years, but Orient was now simply the model name.

1906 saw big changes at the company, and the beginning of the end for the WMC brand. Plant manager and chief engineer, Leo Melanowski, left for another company and a young manager at Locomobile in Connecticut was brought in, William Little. This is an interesting intersection of automotive history, as Little would leave WMC later in 1906 to become manager and plant supervisor at Buick in Flint, Michigan. Little would go on to become a key figure in the early history of Buick, General Motors, Chevrolet and cofounded Little Motor Car Company, but before he left for Michigan, he spent his brief time at WMC designing a new model car.

This car was a small runabout with a V-twin two-cylinder engine that produced about 10 horsepower—very similar to the twin engine seen on this Buckboard—and driven by a friction drive. Little left soon after finishing the design, and with his departure there was a sudden lack of automotive knowledge and business acumen at WMC. The company decided to push ahead with the new design, retiring the Buckboard, but introducing a new single cylinder runabout in its place. However, before production could begin on the new car—but crucially, after a large stock of new parts had already been manufactured—WMC fell into financial trouble.

To avoid bankruptcy, the financiers negotiated with Charles Metz to step back in to save the company he had helped found. In 1908, C.H. Metz Company bought WMC, placing Metz in the position of suddenly owning one of the larger automotive manufacturers then operating in the U.S. The new company was reorganized as the Metz Company, and creative plans to reach solvency were put into action.

With such a large stock of inherited parts, and no finished vehicles, Metz came up with the idea of offering the "Metz Plan,"; a form of kit car. Although Little's small car, which came to be known as the Metz Two, was not the first kit car—most notably preceded by the

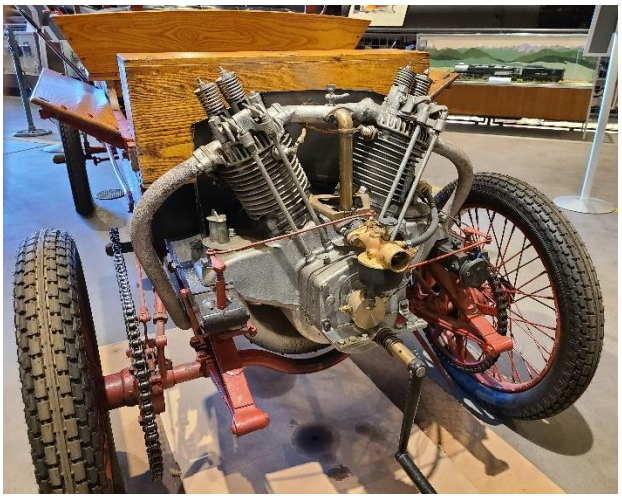
Sears & Roebuck Catalog's 1908 Motor Buggy high-wheeler, an example of which is on display in the Forney Museum Collection, and previously chronicled in this Forney Vehicle Spotlight column—Metz pioneered a new wrinkle by offering an installment plan. The buyer would buy 14 "packages" of parts, which would be assembled with the plans and tools supplied with the packages, for $27 each. The total price of the Metz Plan Car was $378, one of the cheapest automobiles available in the American market. Remarkably, the Plan worked and the company was out of debt within the year, and managed to sell all of the huge stock of parts.

The Metz Company would continue production of various models until 1922, when market pressures from the American Big 3 automotive manufacturers and the economic downturn following World War I would force the company out of business. Charles Metz would file for bankruptcy in August 1922, and that was the end of the Waltham Manufacturing story.

This 1907 Buckboard is a very late model, from the last year of production, and consequently features many improvements over the bare-boned original single-cylinder Buckboard of 1902. The body has been somewhat modified or rebuilt by a previous owner, and is also missing the wide fenders characteristic of the original. However, the chassis and drivetrain are original.

As opposed to the early Orient Buckboard models, this one has an improved elliptical spring suspension for a more comfortable ride. A tiller control is used to steer the vehicle, which was not uncommon for the era, although some late Orients feature a steering wheel. In place of the original drive belt, the late Buckboards featured two chains to transmit power directly to the rear wheels, the direct chain drive also serving as a transmission. The brakes are a simple mechanical

chain brake. Sitting on an 80 inch wheelbase, the light Buckboard only weighs about 550 pounds.



The engine on this 1907 Orient Buckboard is a rear-mounted, air-cooled 2-cylinder engine displacing about 45 cubic inches. To modern eyes, the engine resembles a "V-Twin" motorcycle engine—perhaps fitting for a company that began by producing bicycle parts. Small but mighty, this two-cylinder engine produced an estimated 8 to 12 horsepower, which was impressive for such a small engine of that era. This would have provided the Buckboard a top speed of about 40 miles per hour, although given the condition of most roads in America in the early 1900s and the extremely open nature of the unenclosed body, it is doubtful it would have typically operated at such a high speed. For an interesting contrast, the Ford Model T, introduced in 1908, had a 177 cubic inch inline four-cylinder engine which produced about 20 horsepower for an estimated top speed of about 42 miles per hour, only 2 miles per hour more than the Buckboard! Clearly, the economy and minimalism of the Buckboard design helped to squeeze every bit of efficiency from the engine—just look at the rated 100 mile range with a 3 gallon gas tank!

The Orient Buckboard, though only in production for five years, sat at a crucial crossroads in American automotive development, and embodies design features that clearly show the horse-drawn beginnings of vehicle design as well as features that herald the massive change that was to come. The Buckboard represents the tail end of the "horseless carriage" era, just one year before Ford's Model T would come along and define the next era of American car design. This 1907 Orient Buckboard was acquired from Austin Clark in May 1963 and can be seen on display as part of the Forney Museum Collection.

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 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.

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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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