

**Pacific Southwest Railway Museum Association, Inc.**  
**Board of Directors Meeting Continuation Minutes**  
**Zoom**  
**July 26, 2025**

**1. Call to Order – Hager**

Hager called continuation of meeting to order at 18:05. Board members Hager, J. Brooker, C. Brooker, Schweikert, and Lundquist present via Zoom.

**2. Introduction of Guests – Hager**

Guests in attendance were Cass Witkowski, Justin Hyland, and Alyssa Andersen via Zoom.

**3. Additions, Corrections, & Adoption of this Agenda – Hager**

Hager made a MOTION to adopt the agenda as submitted. 2nd by J. Brooker. Motion carried 5-0-0.

**NEW BUSINESS**

**20. Railbikes at Campo Railroad Museum – Lundquist**

Lundquist led the discussion after asking if board members had reviewed the information presented by Handcar Tours. Hager discussed with other board members in the week since the previous meeting. Handcar Tours was scheduled to cease operations in Monterey by August 29th. They would like to ship their operation to Campo right away and PSRMA would have to pay for shipping down to Campo from Monterey. Schweikert recalled that Handcar Tours stated that they wouldn't have any upfront costs for shipping and setup, and that Handcar Tours stated that they would pay for half of the cost and PSRMA could reimburse their half of the shipping costs during operation.

Hager and C. Brooker discussed concerns in the event that Handcar Tours' equipment is shipped to Campo and MTS later declines to permit railbike operations. The board agreed that Handcar Tours should be responsible for all the shipping costs and that PSRMA would have to provide them a timeline to remove their items from Campo. The board discussed the delineation of duties for railbike maintenance. Hager stated that PSRMA needed to ensure that this was detailed in the contract. J. Brooker then discussed employees required to operate the railbikes. She noted that she would like to find out if Handcar Tours could be tasked to hire and retain employees because PSRMA was not current capable of doing so. Hager mentioned that portions of the Campo Railroad Museum are not OSHA compliant and hiring employees could subject PSRMA to numerous compliance issues, especially if the employees are working in the yard or car shop. Lundquist discussed the logistics of running the railbike operation and, if using volunteers, cutting the Golden State down to 2 trains a day and introducing 2 railbike tours.

Hager raised concerns about the additional administrative burden that operating railbikes would place on PSRMA's all-volunteer board. To demonstrate this, Hager pointed out that PSRMA's

alcohol license had added new responsibilities to the board of directors, especially every time there is turnover. Every executive member of the board now had to complete LiveScan fingerprinting and submit a personal affidavit to the California Department of Alcoholic Beverage Control. In addition, PSRMA has to submit a corporate update and pay fees to ABC every time executive director turnover occurs.

J. Brooker raised another concern; after reviewing their website, she noticed that Handcar Tours is in active litigation as a plaintiff and a defendant and it could impact their ability to do business. Lundquist suggested that PSRMA could limit liability by only leasing PSRMA's rail and community space and have Handcar Tours run the operation or have PSRMA stand up a new company to operate the railbikes insular from PSRMA. J. Brooker countered that pursuing a separate company would require a lot of work and doesn't believe that volunteer bandwidth exists to do so. J. Brooker discussed a concern that Handcar Tours could go directly to MTS and cut PSRMA out the business deal altogether.

C. Brooker stated that he is in favor of pursuing the railbikes and that even though there may be pitfalls, with an attorney to look over the contract, it would be worth the effort. Schweikert, Lundquist, and J. Brooker agreed. Hager stated that he was generally behind the idea but doesn't want to lose the original focus of PSRMA, restoring and operating historical trains and equipment. Schweikert agreed with that as well, but the potential revenue of operating railbikes could allow for much more resources to restore historical equipment. Lundquist observed that it appeared that all 5 present board members backed the idea, and suggested that the next step was to present the idea to MTS; if MTS disapproves then the entire plan would fail. Hager mentioned again that Handcar Tours needed to move their equipment by the end of August and questioned how PSRMA should move forward with Handcar Tours in the short term. Lundquist suggested that PSRMA has 100 acres in Campo and that PSRMA could offer Handcar Tours free storage for six months while MTS makes its decision. If MTS denies the operation, then PSRMA would dictate that Handcar Tours has X amount of time to remove their equipment from PSRMA property.

*~C. Brooker joined J. Brooker on a single connection at 19:27*

The board agreed that PSRMA should present to Handcar Tours an initial storage contract allowing Handcar Tours to move and store their equipment to Campo while awaiting a decision from MTS with a non-compete clause stating that Handcar Tours would not pursue another operating location while waiting for the decision from MTS. C. Brooker suggested that Handcar Tours may bring an attorney to contract discussions and PSRMA should be ready to have an attorney if such a case arises. C. Brooker mentioned that PSRMA could benefit from having Handcar Tours be present for discussion with MTS but that PSRMA should try to prevent Handcar Tours from directly engaging with MTS and cutting out PSRMA.

The initial action would be to agree by consensus and respond to Handcar Tours that PSRMA is interested in having Handcar Tours operate at the Campo Railroad Museum and open to further discussion. Lundquist would contact Handcar Tours by phone and discuss that PSRMA is interested, and we would like to draft a letter of intent to allow Handcar Tours to ship their

operation to Campo and enter a storage contract. The board agreed by CONSENSUS. The board entered into closed session.

## **OTHER**

### **50. Carry Forward Items: 20**

### **51. Closed Session**

The board discussed legal considerations related to railbikes in Closed Session.

### **52. Adjournment**

Lundquist made a MOTION to adjourn the meeting. 2nd by J. Brooker. Motion carried 5-0-0.  
The meeting adjourned at 19:41.

*Minutes taken by Secretary Duke Schweikert*