

Museum of Handcar Technology
26911 Ruether Ave, Unit P
Canyon Country, CA 91351

Handcar Summary Description for Monterey Branch Line 12/2019

Summary

Museum of Handcar Technology LLC proposes to host guided tours using human powered rail vehicles across three miles of the Monterey Branch Line. We are intending to operate the event for 30 days during the month of July. The event may be delayed until August or September if an operating agreement takes longer than anticipated.

Operating Location

We intend to begin tours at the former Fort Ord freight depot that is accessed off 8th Street in the City of Marina. Participants will park in the vacant areas at the south end of the depot. At this location we will place a temporary rented pod container to store two display handcars, a table, and an easy-up tent. We will utilize one of the existing pavement embedded railroad tracks to provide short demonstration rides for participants as part of our interpretation program.

Participants will utilize the pedestrian and bicycle trail to access the loading area at the spur on the opposite side of the freeway. Passengers will load using wooden step boxes that will be fastened to the railroad ties.

Operating Route

Handcars will leave the spur and proceed south around the balloon loop and then North on the Branch Line. The handcars will reverse direction at the Highway 1 overhead crossing and follow the same route and return to the loading spur. While we propose to use 3 miles of tracks, the total length of the tour length will be 6.25 miles due to return passage as part of the round trip tour.

Preparing the Route

Approximately 1.5 miles of the track is in need to brush and weed clearance. Most of this distance is inaccessible by rubber tired vehicles. Handcars will be used for accessing these areas and to carry brush cutting equipment to the work site. Debris will be transported using a flange wheel maintenance flatbed trailer that can be human pushed or towed with a handcar. Vegetation and trash debris will be transported to staging locations to be picked up by a debris removal contractor. We anticipate beginning brush clearance within two months of receiving approval to enter the property.

There are seven mechanical railroad track switches that have not operated in twenty years. Our enterprise will require three of the switches to be in operating condition. A cursory inspection reveals the switches will need maintenance and possibly repair as corrosive sea air may have damaged parts. We will repair these

switches at our expense and any replacement parts will remain in place after we depart. We anticipate inspecting and performing repairs immediately after receiving approval to enter the property.

We intend to erect a rented 10x50 foot long chain link fence around a portion of the depot spur that we intend to operate from. We anticipate the fence being erected 14 days prior to the start of the demonstration. The fence will be removed within one week after the event closes.

Passengers will board the handcars with the aid of wooden step boxes that will be affixed to the tracks at the boarding area. These boxes will be placed 60 days prior to the start of the event and removed within 30 days after the conclusion of the event.

Within the staging area on the east side of the freeway we intend to place a rented POD storage container, portable toilets, and a trash dumpster to serve the event. These items will be placed two weeks before the demonstration begins and be removed within one week after the event closes.

Experience Description

Our tours will be primarily sold in advance. Each touring group consists of eight handcars. Each handcar carries up to four people, and each car require at least two people to operate. The lead and rear handcars are staffed with a trained guide, but we will also sell two seats on each of these cars to increase capacity. We expect most customers will book excursions using our web site. Unsold space will be made available on site for walkup customers. Each tour has a capacity to carry to 28 participants spread across eight handcars. The length of the entire experience will be about 1.25 hours.

Arriving participants will be directed to check-in and claim their reservation at our easy-up tent. Each participant will be required to sign a release of liability waiver that was written by our attorney before they will be permitted to participate in any of the handcar activities.

While participants wait for the event to begin they will be invited to enjoy a short ride aboard our traditional 1890s style handcar. This will be performed using approximately 150 feet of asphalt embedded rail situated at the staging area. At the designated tour time participants will receive a short 10 minute interpretive lecture about the history of the handcar. We will have restored handcars on display that will be used as props. After the lecture, a detailed safety briefing will be given describing how to operate the handcar and to explain the rules of the tour. Following the briefing, guests will be led on the 2.5 minute walk across the pedestrian trail to the loading area where participants will load the handcars. Before departure our guides will ensure that participants are seat belted in place and riders understand how the car operates.

The handcars will depart from the spur and proceed south around the balloon loop. The lead guide will set a pace of 8 mph to ensure that each participant can keep up with the tour. After the tour departs the spur, the rear guide will align the switch for straight travel on the branch line and also line the balloon loop exit switch for the mainline. The group will proceed north on the branch line and stop at the Highway 1 overpass. At this location the tracks have been paved over and the handcars cannot proceed further. A pair of loading step boxes will be placed here to aid in rearranging passengers aboard the handcars to ensure the brake operator is facing the direction of travel. After a short five minute break the handcars will back track the route. After the group passes the spur, the rear guide will line the switch for entry into the spur, and also line the balloon loop switch for straight travel. We expect the handcar portion of the excursion will encompass 50 minutes of the experience.

At the conclusion of the activity, guests will be led off the handcar and escorted back to the initial staging area.

Excursion Frequency

We plan to initially offer tours Thursday through Monday, with three tours scheduled per day. As tours fill up we will increase capacity by adding additional daily tours up to a maximum of six tours per day. When capacity has been reached then tours may be added on Tuesday and Wednesday if staff resources permit.

Marketing

We plan to use a combination of direct mail and local news publication advertising to spread the word concerning our excursions. We also expect that local news media will follow our progress as we clear the line of brush and trash that will drive customers to our enterprise. Our handcars will be featured in a new prime time reality television show that will air in the spring and summer on CBS. We hope to work with the network to promote the show using our handcars.

Tour Guides

Each tour will consist of two tour guides, each riding a handcar to the front and rear of the group. As required by our insurance terms, each tour will depart with at least one American Red Cross certified CPR and First Aid trained guide. We anticipate our guides will consist of six members of our family that have handcar operating experience. We may also supplement with local labor to ensure we have adequate staffing levels.

Emergency Response Plan

We have a written plan for responding to emergencies that may arise during tours. Tour guides will be equipped cell phones and FCC licensed two-way radios to communicate with each other, along with terminal personnel. This will enable efficient coordinate in the event of an emergency.

Insurance

We have been offered a \$1,000,000 per occurrence, \$2,000,000 aggregate insurance policy by Veracity Insurance Solutions. The covered limits are the industry standard for recreational activities. Rail bicycle enterprises operating in Oregon and Washington carry the same coverage limits and are accepted by the Port of Tillamook Bay and Willowa Union Railroad Authority, both public agencies.

For medical coverage we intend to carry a medical rider policy that covers \$25,000 for medical expenses and \$250,000 aggregate limit. This is the maximum coverage our carrier offers.

Business License

Our enterprise will be conducting business within the city limits of Marina. While the handcars will briefly enter unincorporated territory, all transactions will occur within Marina. We intend to attain a City of Marina business license prior to commencing operation.

Other Land Use Entitlements

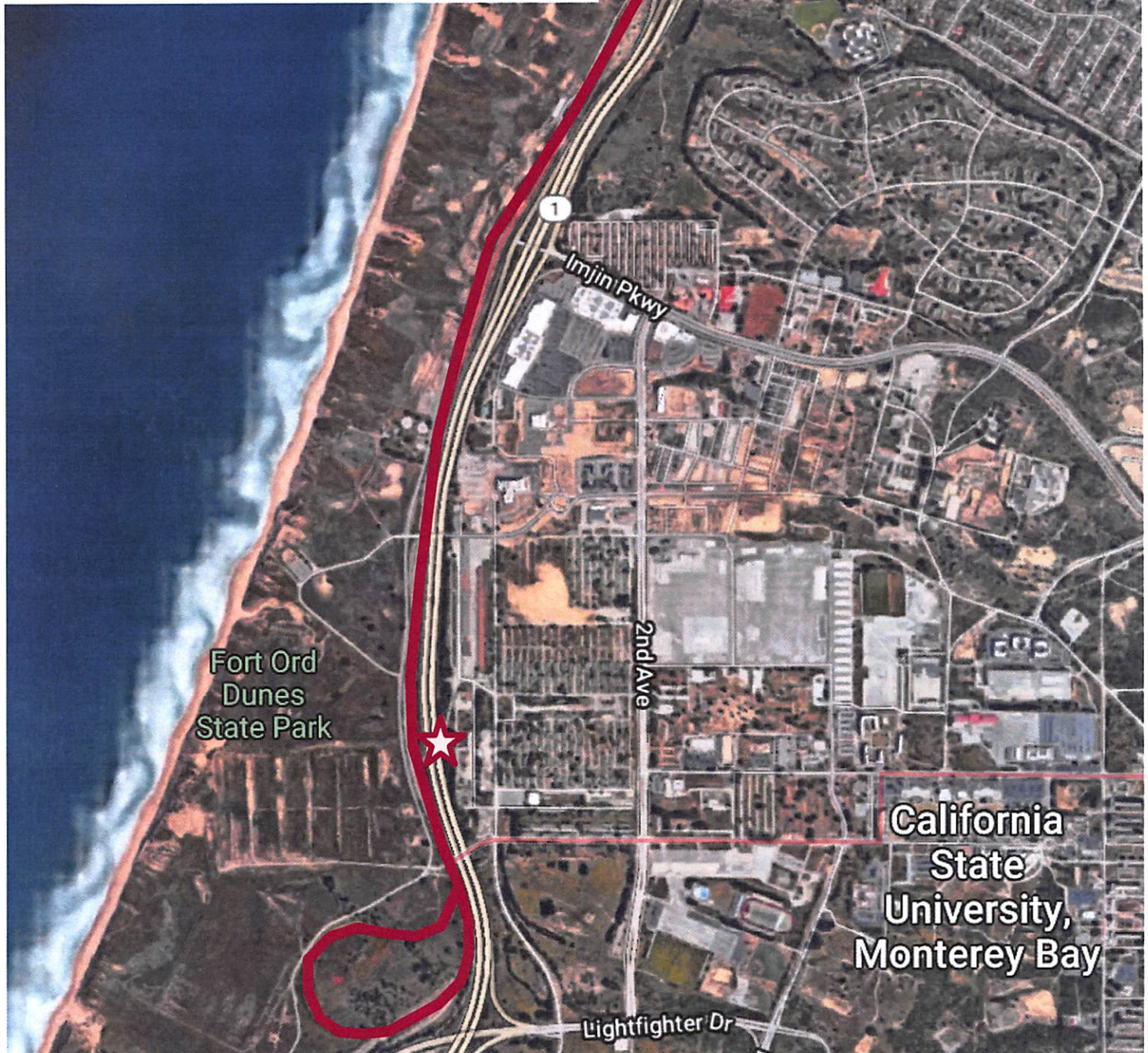
Our 30 day demonstration may be subject to coastal zone policies and may require a coastal development permit. We will obtain any land use entitlements required to operate within the City of Marina. Our project may also be subject to CEQA if the agency determines our demonstration proposal is not categorically exempt. We expect TAMC will be the lead agency in reviewing the project.

30 Day Demonstration Budget

Expenses	
Brush Clearance	\$10,000
Track repair	\$500
Temporary Fence Rental 60'x10'	\$2,500
Marketing	\$10,000
Insurance	\$5,000
Pod, toilet, and trash	\$2,500
Merchant expenses	\$2,000
Temporary Platform	\$3,000
Directional Signage	\$1,000
Agency Staff Costs	\$10,000
Tour Labor	\$3,000
Lodging Expense	\$10,000
Handcar Transport and storage	\$5,000
30 Day demonstration expenses	\$64,500
Income	
Per handcar	\$90
Cars per tour	6
Revenue per tour	\$540
Tours per day	6
Revenue per day	\$3,240
90% of capacity	\$2,916
Operating days	25
Projected Income	\$72,900
Maximum Income	\$97,200

ROUTE DESCRIPTION

Handcars begin on the former spur accessed off 8th Street. Upon departure the handcars proceed south around the balloon loop and then north towards Marina. At the Highway 1 overhead crossing the handcars will reverse direction and follow the route back around the balloon loop and back to the starting spur. Although the track length is three miles, the travel distance is 6.5 miles. The excursion will require approximately 50 minutes to complete.



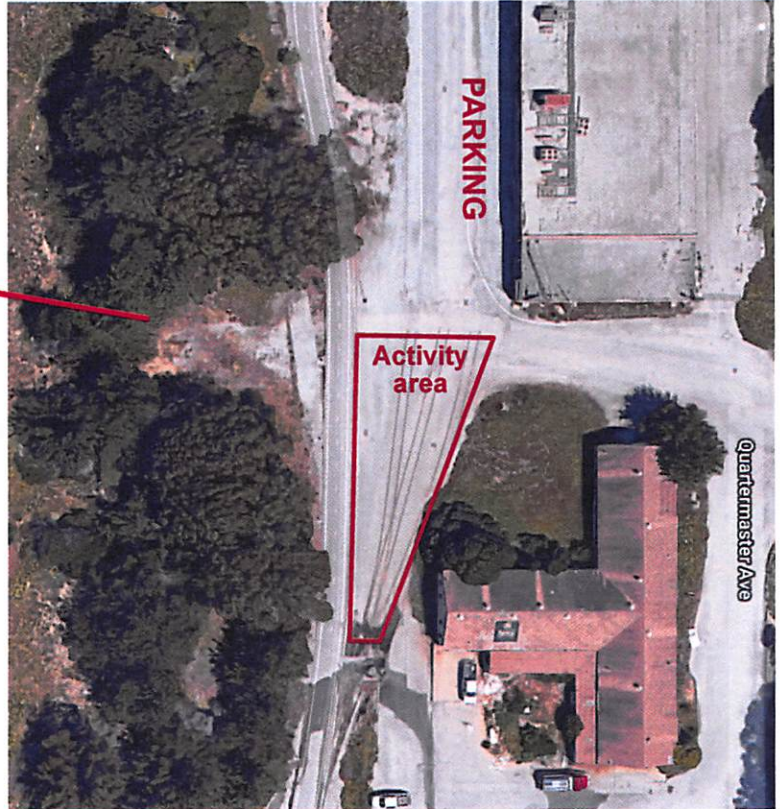
SITE PLAN OF CHECK-IN AND INTERPRETIVE AREA



To handcars, 700 foot walk, approximately 2.5 minutes.



Loading platform will consist of wooden step boxes screwed down to the ties to prevent movement.



Area on east side of freeway will be used for parking, safety briefing, and educational handcar interpretation. We will also use 150 feet of existing pavement embedded track to provide short rides for participants using a traditional pump car. Each day an easy-up tent and table will be erected for guest to check in. We will place a rented pod container to store our table, easy-up, and interpretive handcar. Area will be coned off to deter traffic from driving into activity area.



Handcar Storage Area to be chain link fenced area that measures approximately 50 feet long by 10 feet wide. Fence and gates will be installed on three sides, with the fourth side utilizing existing chain link fence. Cars will be covered nightly with plastic tarps to protect from precipitation.