

## Society for Industrial Archeology - Industrial Heritage Preservation Grant Grant Application Cover Sheet

Date of application:	1. 02/27/2013	Title of Grant:	2. Inventory of Rail Tourism Resources in Northwestern Ohio
3. Philip Xie	4. 419-372-7595	5. pxie@bgsu.edu	

*Name of Principal Researcher (Send PDF of CV with this application)*      *Phone*      *E-mail*

6. 117 Eppler Center, Bowling Green State University	7. Bowling Green, OH 43403
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*Address*      *City, State, Zip*

8. Bowling Green State University	9. 419-372-2481	10. ospr@bgsu.edu
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*Name of Project Sponsor (Organization and contact name)*      *Phone*      *E-mail*  
*(Send PDF of letters of sponsorship or collaboration)*

11. 106 University Hall	12. Bowling Green, OH 43403	13. 34-6402018	14. Non-Profit
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*Address*      *City, State, Zip*      *Tax ID*      *Type of Tax Status*

15.	16.	17.
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*Name of Project Co-Sponsor (s)*      *Phone*      *E-mail*  
*(Send PDF of letters of sponsorship or collaboration)*

18.	19.	20.	21.
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*Address*      *City, State, Zip*      *Tax ID*      *Type of Tax Status*

22. Jamie Fager	23. 419-372-5807	24. jfager@bgsu.edu
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*Name of person or organization receiving the check*      *Phone*      *E-mail*

25. 907 Administration Building	26. Bowling Green, OH 43403
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*Address*      *City, State, Zip*

<b>27. Brief Description of Project (Send full project summary &amp; application narrative in PDF)</b> Given the prominence and potential of rail tourism, I propose to extensively investigate rail tourism along Lake Erie in Ohio by focusing upon the profiles of rail enthusiasts and economic benefits for local communities. The objective of our research is twofold: (1) identify the problems and prospects of rail tourism; and (2) Economic impact of rail tourism as it relates to substantial economic expenditures. Data analysis will be done by three specific stages: (1) the SPSS software will be used to input survey data; (2) the IMPLAN software will be utilized for economic impact analysis; and (3) the GIS software will be utilized to plot the maps of rail tourism sites, to ascertain a clear distribution of the sites, and to seek collaborations with rail tourism businesses in Ohio.
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28. Project start date:	06/01/2013	29. Project end date:	12/31/2013
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30. Is this a new proposal ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
31. Is this a resubmitted proposal ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
32. Are you a previous SIA Grant Awardee ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
33. Is this grant your only funding source ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

34. Total dollar amount requested: <i>(send PDF of full budget)</i>	\$ 3,000.00
35. Total matching funds:	\$ 3,000.00
36. Total project budget:	\$ 6,000.00

37. Print Name of Principal Researcher:	Philip Xie
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38. Signature (Please fax or scan/send PDF)	
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39. Print Name of Sponsoring Org. Official	Michael Ogawa, VP for Research & Economic Development
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40. Signature (Please fax or scan/send PDF)	
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## **Project Summary**

### **Inventory of Rail Tourism Resources in Northwestern Ohio**

Railroads are a huge part of the Ohio's tourism niche and accounts for about 6% of the tourism dollars in the State. Programs for rail tourism include short train rides, railroad park observations, museum visitations, and special events, such as rail fairs, festivals and days. Rail tourism provides potential economic benefits for these towns as a means of business and heritage identity. Despite the interest in rail tourism, little research has been done to examine the profiles of rail enthusiasts and economic impacts of rail tourism on the local communities. In particular, many towns neglect the potentials of using railroads as a tourism resource to revive the economy. Given the prominence and potential of rail tourism, we propose to extensively investigate rail tourism along Lake Erie in Ohio by focusing upon the profiles of rail enthusiasts and economic benefits for local communities. The objective of our research is twofold: (1) identify the problems and prospects of rail tourism; and (2) Economic impact of rail tourism as it relates to substantial economic expenditures.

After extensive literature reviews, site visitations will be arranged and conducted to study the selected rail destinations and museums along Lake Erie. The infrastructure, facility, tourist arrivals and expenditures will be collected and analyzed. It is anticipated that approximately 10-15 railroad destinations will be selected and extensive field trips will be undertaken in from July 2012 to January 2013. In addition, interviews will be conducted with rail enthusiasts to gauge their demographics, motivations, and spending for travel. Data analysis will be done by three specific stages: (1) the SPSS software will be used to

input survey data; (2) the IMPLAN software will be utilized for economic impact analysis; and (3) the GIS software will be utilized to plot the maps of rail tourism sites, to ascertain a clear distribution of the sites, and to seek collaborations with rail tourism businesses in Ohio.

This project will yield economic impacts of rail tourism in local communities and present a profile of rail tourists for marketing. It will reach out to various organizations across the State whose members represent employees, volunteers, museums, and collection groups centered on rail tourism. In particular, it will attract more external funding from Ministry of Transportation and local Convention and Visitors Bureaus that can benefit from the development of rail tourism.

## **Application Narrative**

### **Inventory of Rail Tourism Resources in Northwestern Ohio**

Ohio has the highest number of public highway crossings of train tracks in the US due to its flat geography and everyone in our state is approximately within 10 miles of a railroad track. Railroads are a huge part of the State's tourism niche and accounts for about 6% of the tourism dollars in the State (Sentinel-Tribune, April 19, 2006). Rail tourism provides potential economic benefits for these towns as a means of business and heritage identity. For example, the town of Deshler, Ohio located about 25 miles away from Bowling Green, was ranked as one of top ten towns for rail enthusiasts according to *Wall Street Journal* (May 19, 2007). The town caters to rail nostalgia with a city park at the diamond-shaped crossing of two busy CSX Railroad tracks with picnic facilities and a speaker to broadcast the track controllers' conversations.

Despite the interest in rail tourism, little academic research has been done in the US to examine the profiles of rail enthusiasts and the economic impacts of rail tourism on the local communities. In particular, many towns in the Midwest often neglect the potentials of using railroads as a tourism resource to revive the economy. Given the prominence and potential of rail tourism, we propose to extensively investigate rail tourism along Lake Erie by focusing upon the profiles of rail enthusiasts and economic benefits of rail tourism in local communities. In order to achieve this objective, we will engage in three research stages as follows:

1. The first stage includes an extensive literature review in the fields of regional planning and tourism policies. The status of rail tourism and the process of community engagement in Ohio will be closely examined by the history of railroads and tourism development in selected towns along Lake Erie in Ohio. Specifically, regional plans by governments related to the rail tourism initiatives will be reviewed to understand the issues of concern to planners in the region.
2. After analysis of current published literature, a variety of rail destinations will be identified for site visits and review. These include four major areas for site visitation: (1) Scenic railroads and the railroad observation parks: These are the most popular sites that attract rail tourists and enthusiasts and generate the most visible benefits for the communities. The examples are and Jefferson Depot; (2) Railway organizations for travel and tourism: By serving as Destination Marketing Organizations (DMOs), these groups raise the awareness of rail tourism and promote destination travel. Well-known organizations for rail tourism include Cuyahoga Valley scenic railroad and Midwest Railway Preservation Society in Cleveland; (3) Rail excursions companies: These companies provide tourism opportunities for individuals interested in rail tourism with short rides to selected destinations. Examples of rail excursion companies are Ashtabula's Carson & Jefferson railway; and (4) Railway museums: These sites provide representations of community culture and heritage relating to railroads. Among the museums that we will visit are the Toledo, Lake Erie and Western Railway and Museum located in Waterville and Conneaut Historical Railroad Museum.

3. Site visitations will be arranged and conducted to study the above rail destinations and museums. The infrastructure, facility, tourist arrivals and expenditures will be analyzed. It is anticipated that approximately 10-15 railroad destinations will be selected and extensive field trips will be undertaken. During the site visits, we will undertake the following research activities: (1) Survey railway infrastructure in these selected towns. The infrastructure encompasses a variety of facilities and amenities to attract tourists, such as the quality of the railway, the availability of observation areas, the quality of museums and the nearby hotels and restaurants; and (2) conduct interviews with rail enthusiasts to gauge their demographics and expenditures of travels so that we can gauge the potential economic benefits for the sites and the local communities.

The priority of this study aims to explore the estimation of the total contribution to local and regional economies attributable to rail tourism spending. Besides the SPSS software for the statistical analysis, it is proposed to use the Geographical Information System (GIS) for the spatial analysis and Impact Analysis for Planning (IMPLAN) to assess the economic impact of rail tourism in Ohio. Quantifying total employment, income, value added, taxes, and total sales will allow tourism agencies, land use planners, and policy makers to estimate benefits accrued from various land management options related to rail tourism development. With respect to spatial analysis of rail tourism, Geographical Information System (GIS) have great potential to understand the origins of the tourists, patterns of travel, and rail infrastructure in Ohio. GIS can describe and identify transportation network elements geometrically, thematically and topologically which help understand the scales of rail tourism and spatial distribution for tourism development.

Two research assistants will be hired from June 2012 to 2013 to assist the surveys. The survey is comprised of four components: (1) profiles of rail enthusiasts along Lake Erie including travel distance, factors influencing the travels, the importance of travel decision making, accommodation used for rail tourism; (2) expenditures for travel in different categories; (3) socio-demographics; and (4) open-ended comments to improve rail tourism experience.

We anticipate that rail tourism along Lake Erie provide significant revenue infusions to the region year round. Rail spending flows directly to local stores, hotels and motels, restaurants and retail outlets. There will be three major deliverables for the proposed project: (1) publication, including the detailed report to analyze collected data, feasibility study of the rail tourism along the Lake Erie, the profiles of rail enthusiasts, and economic impacts of rail tourism; (2) brochures, the published brochures mapping the location of the rail tourism destination as well as the introduction of the rail tourism. They will be distributed to the State agencies, Convention and Visitors Bureaus, hotels and motels, and the Destination Marketing Organizations; and (3) online information. The findings will be posted on the Ohio Coastal Tourism website.

## **Budget Justification**

This project will run over a 7-month period. The funding request includes support for one research assistant who will work with the principal investigator by conducting on-site surveys and assist with data inputting and analysis. The economic modeling software, IMPLAN, and the GIS software will be provided by the University. Extensive travel will be required to collect reliable data by the research assistant and investigator. The detailed budget is as follows:

1. One research assistant. He/she will work 130 hours per semester at \$10 an hour. The research assistant will work with the principal investigator by conducting on-site surveys and assist with data inputting and analysis. The total, which includes fringe benefits (17%), budget is \$1,521.
2. Travel mileage. It is estimated about 4,760 miles (at \$0.315 per mile) will be traveled by both the assistant and investigator for selected locations. The research assistant needs to travel to the same locations at various periods of time in order to conduct survey and to interview rail tourists. In addition, investigator will travel to visit Convention and Visitors Bureaus in various Counties to provide information for rail tourism. The total request is for will be \$1,479.
3. There is no request for software and supplies. The University will provide the GIS and IMPLAN to facilitate the data analysis. The internal resource will significantly reduce the cost of this research.



**BOWLING GREEN STATE UNIVERSITY BUDGET**

PI: Philip Xie  
 SPONSOR: Society for Industrial Archeology  
 PROJECT TITLE: Inventory of Rail Tourism in NW Ohio  
 DURATION: 6/1/13-12/31/13

				SPONSOR CONTRIB. (SIA)	BGSU CONTRIB. (Cost share)	TOTAL PROJECT COSTS
<b>PERSONNEL</b>						
PI:	Philip Xie					
3.28%	Fall 2013 Effort (.29 AY month)	Estimated AY Salary	\$67,337		2,206	2,206
1	Student (Grad or Undergrad)					
	Summer/Fall 2013	130 hours	\$10/hr	1,300	-	1,300
<b>TOTAL PERSONNEL</b>				<b>1,300</b>	<b>2,206</b>	<b>3,506</b>
<b>FRINGE BENEFITS</b>						
PI:	Fall 2013 Effort	<b>RATE</b>				
		36.00%		-	794	794
	Graduate Research Assistant					
	Other Fringes	17.00%		221	-	221
<b>TOTAL FRINGE BENEFITS</b>				<b>221</b>	<b>794</b>	<b>1,015</b>
<b>TRAVEL</b>						
	Mileage	4695	\$0.315	1,479	-	1,479
<b>TOTAL TRAVEL</b>				<b>1,479</b>	<b>-</b>	<b>1,479</b>
<b>TOTAL DIRECT COSTS</b>				<b>3,000</b>	<b>3,000</b>	<b>6,000</b>
<b>FACILITIES &amp; ADMINISTRATIVE COSTS</b>						
Not allowed by Agency						
<b>TOTAL COSTS</b>				<b>3,000</b>	<b>3,000</b>	<b>6,000</b>

<p><b>NOTES:</b> 1) Cost-share required 1:1 minimum                  2) Mileage rate set by Agency as \$.35/mile                  3) F&amp;A not allowed by Agency.</p>
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Internal Revenue Service  
District Director

Department of the Treasury

P. O. Box 2508  
Cincinnati, OH 45201

Date: May 15, 1992

Person to Contact:

Myrna Huber

Telephone Number:

(513) 684-3947

Refer Reply to:

EP/EO

Employer Identification Number:

34-6402018

Bowling Green State University  
Gaylyn J. Finn, Treasurer  
907 Administration Building  
Bowling Green, OH 43403

Dear Mr. Finn:

This is in response to your request for a letter of determination.

We have no record of having issued a determination with respect to this matter. However, your letter indicates that you are a governmental instrumentality or political subdivision of a state.

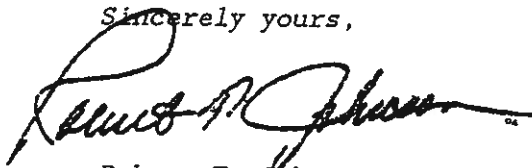
Governmental instrumentalities and political subdivisions of states are not subject to federal income tax because they are described in section 115 of the Internal Revenue Code of 1986.

Governmental instrumentalities and political subdivisions of states may receive donations which are tax deductible to the donors under section 170(c) of the Code.

Organizations which are described in section 501(c)(3) of the Code may make grants to governmental instrumentalities and political subdivisions of states. Such grants do not jeopardize the exempt status of the grantors because section 170(b)(1)(A)(v) of the Code provides that governmental instrumentalities and subdivisions of states are not private foundations.

If you have any questions on this matter, please call me at the telephone number shown above.

Sincerely yours,



Robert T. Johnson  
District Director

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MAY 13 1992

Treasurer's Office