



KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF PLANNING

TC 59-115
Rev. 10/2024
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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW

PROJECT TITLE

Restoration of the Official Steam Engine of the Commonwealth of Kentucky

APPLICANT LEGAL NAME

Kentucky Railway Museum

APPLICATION YEAR

2025

APPLICANT TYPE

Rail Served Industry

COUNTIES IMPACTED BY THE PROJECT

Nelson & Larue

PROJECT PHYSICAL ADDRESS

136 S Main ST, New Haven KY, 40051

RAILROAD(S) SERVING THE SITE

CSX

ENTITY OWNING PROJECT SITE (if different from applicant)

TOTAL PROJECT COST

\$ 115,587

**KIASI FUNDING
REQUESTED**

\$ 57,793

APPLICANT MATCH

\$ 57,794

**APPLICANT MATCH %
(50% Minimum)**

50 %

Will the proposed project be matching awarded federal funds? ☒ NO ☐ YES

Does applicant plan to use their own manpower, equipment, or materials on the project (Force Account) or competitively bid out all work related to the project? Combination

DESCRIPTION OF PROPOSED PROJECT (Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)

The restoration of L&N Steam Engine 152 is crucial to preserving Kentucky's railroad heritage. As the Commonwealth's official steam locomotive, it symbolizes the state's industrial growth and transportation history. The restoration fulfills the KRM mission to educate through preservation and operation. A working Engine 152 would offer hands-on learning, boost heritage tourism, and honor railroad workers' legacy. Without restoration, this historic artifact risks being lost. Investing in its revival safeguards an irreplaceable piece of Kentucky's past, ensuring future generations can experience and appreciate the golden age of steam railroading.

DESCRIPTION OF HOW PROJECT WOULD PROVIDE KENTUCKY COMMUNITIES AND INDUSTRIES WITH

TRANSPORTATION OPTIONS, CONNECTIVITY AND OPPORTUNITIES (Text is limited to the space provided below.)

Restoring L&N Steam Engine 152 will boost Kentucky's economy through tourism, business growth, and historic preservation. Excursion routes will connect communities, attract visitors, and support local industries. Heritage rail travel offers unique transportation experiences while celebrating the state's railroad legacy. Schools and organizations will benefit from hands-on educational programs in history and engineering. Reviving Engine 152 preserves Kentucky's past while creating new economic, cultural, and transportation opportunities for future generations.

DESCRIPTION OF HOW PROJECT WOULD ENHANCE RAIL LINE CORRIDORS TO INCREASE ON-TIME PERFORMANCE

(Text is limited to the space provided below.)

Restoring L&N Steam Engine 152 will not impact on time performance, but will have an economic impact through heritage tourism.

DESCRIPTION OF HOW PROJECT WOULD IMPROVE RAIL SERVICES TO EXISTING INDUSTRIES AND ENCOURAGE

INVESTMENT IN THE COMMONWEALTH (Text is limited to the space provided below.)

Restoring Engine 152 would boost Kentucky's economy by attracting tourists, creating jobs, and inspiring investment. A working locomotive would draw visitors, benefiting local businesses and heritage sites. The restoration process itself supports skilled labor and education in preservation and engineering. A fully operational engine enhances Kentucky's cultural appeal, strengthening its identity and encouraging public and private investment in tourism and infrastructure. Engine 152 symbolizes Kentucky's industrial heritage while driving economic growth, making the state a more attractive place to visit, live, and invest.



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SECTION 1: PROJECT OVERVIEW (CONTINUED)

DESCRIPTION OF PROPOSED PROJECT READINESS, OR HOW SOON AFTER AWARD CAN CONSTRUCTION BEGIN AND HOW LONG WILL THE PROJECT TAKE TO COMPLETE *(Text is limited to the space provided below.)*

These tasks are expected to be completed by October of 2025.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
James Lundgren	5025495470	executivedirector@kyrail.org	
MAILING ADDRESS	CITY	STATE	ZIP
PO Box 240	New Haven	KY	40051

If awarded, will signatory be different from the Primary Contact? ☒ NO ☐ YES *(Provide signatory information.)*

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL	
MAILING ADDRESS	CITY	STATE	ZIP

If awarded, will Project Manager be different from the Primary Contact? ☐ NO ☐ YES *(Provide information.)*

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL
Rob Minton, KRM Board Member and Crew 152 leader.	678-617-3543	robm2716@yahoo.com

SECTION 3: PROPOSED PROJECT PERMITS/APPROVALS/READINESS

A. Have consultations with state or federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, or others) determined the need for permits? Not Applicable

B. Have all required permits been obtained? Not Applicable

C. Will the proposed project have ANY impacts on a public road (City, County, State, US)? ☒ NO ☐ YES

D. Have all necessary roadway authorities been notified about the proposed project? ☐ YES ☐ NO ☒ N/A

E. Has preliminary engineering been completed for the proposed project? ☐ YES ☐ NO ☒ N/A

What engineering still needs to be done and when will it be completed? NA

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION

A. If the project will provide new and/or increased service to an industrial park:

Total acres of the industrial park	Total amount of developable acres	Acres that may be served by project
0	0	0

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SECTION 4: ECONOMIC DEVELOPMENT INFORMATION (CONTINUED)

B. Utility infrastructure in place to the site to be served by the project:

☐ Electric ☐ Natural Gas ☐ Water ☐ Wastewater ☐ Fiber/telecom

C. Provide listing of the names of existing companies currently served/to be served by the project along with the number of existing full-time jobs, potential new full-time jobs to be created, and potential capital investment to be incurred for each company.

	COMPANY NAME	FULL TIME JOBS		CAPITAL
		CURRENT	POTENTIAL	INVESTMENT
1				\$
2				\$
3				\$
4				\$
5				\$
6				\$
7				\$
8				\$
9				\$
10				\$

D. Are there any companies considering location or expansion of a potential project on the site to be served?

☐ YES ☒ NO ☐ N/A

If YES, provide details of the potential project for each company (e.g., potential new full-time jobs to be created and potential capital investment to be incurred).

SECTION 5: SUBMISSION CHECKLIST *(See KIASI Guidance Document, Section VI, for details.)*

- ☒ Kentucky Industrial Access and Safety Improvement (KIASI) Project Application (TC 59-115)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Project Schedule/Timeline
- ☐ Diagrams/maps depicting proposed project
- ☐ Rail Connectivity Letter (as applicable)
- ☐ Detailed engineering assessment report (as applicable)
- ☐ Aerial Photographs and photographic documentation of crossing location and condition
- ☐ Plans, schematics, details, drawings of the proposed project (as applicable)
- ☐ For equipment purchases, a price quote on letterhead from vendor OR for construction projects, a detailed estimate for the project
- ☐ Road authority consultation letters (as applicable)
- ☐ Public Interest Finding (as applicable)
- ☒ Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.



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SECTION 6: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE (Required **ONLY** if applicant is a railroad.)

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted TC 59-102, *Kentucky Railroad Annual Report*, in compliance with the provisions of 603 KAR 7:090 at the time of this application to be considered an eligible applicant. If it is determined I am not an eligible applicant at the time of this submission, I agree that this application shall be immediately rejected without consideration and returned to me without review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
James Lundgren		3/7/2025

SECTION 7: BUSINESS STANDING CERTIFICATION

I hereby certify that the applicant is a business entity in good standing with the Office of the Kentucky Secretary of State or under the laws of the jurisdiction(s) in which the entity is organized or authorized to conduct business and is not delinquent in taxes owed to any taxing entity. Applicants not in good standing or delinquent in taxes are subject to this application immediately being rejected without consideration and returned to me without further review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
James Lundgren		3/7/2025

SECTION 8: APPLICANT CERTIFICATION

I have read the Kentucky Industrial Access and Safety Improvement (KIASI) Projects guidance document, and I understand and agree to abide by what is stated therein. I also hereby certify, subject to the provisions of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME AND TITLE	SIGNATURE	DATE
James Lundgren		3/7/2025

Submission Directions: Applicants must combine their completed application and all required attachments into a single PDF and submit it electronically via email to address provided in call for projects. It is the responsibility of the applicant to ensure delivery of the emailed submission.

Restoration of Kentucky's Official Steam Engine – Boiler and Cylinder Work

Statement of Work:

Purpose of the Project

The restoration of **Louisville & Nashville (L&N) Steam Engine 152**, the **official steam locomotive of the Commonwealth of Kentucky**, is a vital effort to preserve a significant piece of the state's rail heritage while promoting tourism, economic development, and workforce training. Built in **1905**, Engine 152 represents Kentucky's role in **America's industrial and transportation history** and serves as a symbol of innovation and progress. On **March 1, 2005**, it was officially recognized for its historical significance to the state.

The **Kentucky Railway Museum Inc. (KRM)** owns L&N Engine 152. KRM is a 501 (C) 3 non-profit organization chartered in the Commonwealth of Kentucky. The purpose of KRM is the education of the public regarding the history and heritage of Kentucky's Railroads and the people who built them, through the Acquisition, Restoration, Preservation, Display, And Operation of the rail equipment and artifacts.

This multi-year restoration project, funded on a **project-by-project basis**, is dedicated to **returning Engine 152 to full operational status**. By restoring this locomotive, we will ensure its **long-term preservation**, revitalize Kentucky's **heritage rail industry**, and create **new economic opportunities** in tourism and workforce development.

Why This Restoration is Being Undertaken

The restoration of **L&N 152** is essential for **preserving Kentucky's railroad legacy**, enhancing **heritage tourism**, and supporting **economic growth**. This project will:

1. Preserve a Nationally Significant Historic Asset

Engine 152 is a **rare surviving example of early 20th-century steam technology**, representing the golden age of American railroading. Restoring it ensures that **future generations can experience living history**, fostering appreciation for the state's industrial past.

2. Expand Heritage Rail Tourism

A fully restored, **operational** steam engine will drive tourism revenue by attracting **rail enthusiasts, families, and educational groups** to the **Kentucky Railway Museum (KRM)** and surrounding communities. Increased visitor engagement will benefit **local businesses**, from hotels and restaurants to historic sites and retail stores.

3. Support Workforce Development & Education

The restoration process offers **hands-on training** in **welding, machining, and historic rail mechanics**, providing valuable skills to **apprentices, students, and professionals** in the rail and industrial sectors. This initiative fosters interest in **rail-related careers** while preserving a critical aspect of Kentucky's mechanical heritage.

4. Preserve and Enhance Rail Infrastructure

Restoring **Engine 152** will **revitalize historic rail corridors**, ensuring their continued use and preventing **rail line abandonment**. The project also aligns with **long-term plans to extend KRM's track** along the **historic Lebanon Branch**, further **preserving Kentucky's railway infrastructure** for future generations.

Tourism as Economic Development

Tourism is a **key economic driver** in Kentucky, supporting **jobs, small businesses, and local tax revenue**. The restoration of **Engine 152** will position Kentucky as a **premier destination for heritage tourism**, benefiting multiple industries:

- **Historic Rail Excursions** – Attracting visitors from across the U.S. and internationally, increasing **hotel bookings, restaurant sales, and retail spending**.
- **Complementary Tourism Attractions** – Strengthening **regional tourism**, including **Bourbon Trail tours, historic sites, and cultural events**.
- **Local Business Growth** – Stimulating **entrepreneurship and job creation** in tourism-related industries including restaurants, hotels, specialty retail stores and fuel stations.

By leveraging its rich railroad history, Kentucky can drive **sustainable economic growth** while preserving its **cultural and industrial heritage**.

L&N 152 Restoration Project: Grant Proposal Progress Report

Project Overview

The restoration of **L&N 152** is a critical effort to **preserve Kentucky's rail history** while promoting **heritage tourism, economic development, and workforce training**. Since launching this initiative in **2014**, we have made **significant advancements**, with work conducted at the **Kentucky Steam Heritage Corporation (KSHCO) campus in Irvine** and specialized rail facilities nationwide.

To date, **over \$500,000** has been invested in this project, successfully acquiring and manufacturing key components necessary for the locomotive's return to operation. Funding has primarily come from **private donations** and a **Federal TAP Grant**, though no federal funds will comprise the match for the specific tasks outlined in this request.

Recent Project Milestones

Through **strategic planning and industry partnerships**, we have acquired and are preparing for the installation of critical locomotive components, including:

- **Driving Boxes** – Two new steel boxes cast and ready for machining, with bronze shoe and wedge blanks forthcoming.
- **5½" Superheater Flues** – Delivered to the **Tennessee Valley Railroad Museum (TVRM)** for final sizing; expected to arrive at **Kentucky Railway Museum (KRM)** in the coming months.
- **2" Boiler Tubes** – 130 tubes (plus extras) arrived at **KRM** in **February 2025** and are securely stored for installation.
- **Boiler Barrel and Dome** – Nearing completion and will soon be shipped to Irvine for reattachment to the firebox, which will include:
 - New crown sheet
 - New inner and outer throat sheets
 - Several hundred new stay bolts
- **Driving Wheel & Axle Overhaul** – The **#1 axle** will be replaced, and the wheels will be sent to the **Age of Steam Roundhouse** for machining. **New forged tires** will also be installed.

Current Project Needs

To maintain progress, the next phase of work will focus on **critical boiler and cylinder restoration**, including:

- **Backhead Brace and Front & Back Sheet Braces** – Structural reinforcements to ensure long-term boiler integrity.
- **Tube Sheet Fabrication** – Precision machining of front and rear tube sheets to fit **2” boiler tubes**, ensuring compliance with **FRA standards**.
- **Dry Pipe Reconfiguration** – Optimizing steam flow for improved efficiency.
- **Cylinder Liner Replacement** – Includes piston machining and new rings, with work conducted on-site at **KRM**.

Timetable for the Boiler Reassembly plan

1. New boiler shell composed of three courses has been ordered – Nov 2024
2. New dome has been ordered – Jan 2025
3. Separate the existing boiler shell from the firebox assembly - April 2025
4. Fabricate and Install new **backhead braces** – May or June 2025
5. Install new crown sheet – June 2025
6. Install new inner and outer throat sheets – July 2025
7. Rivet new boiler shell to firebox assembly – Aug 2025
8. Install new **rear tube sheet** - Sept. 2025
9. Fabricate and Install **rear tube sheet belly braces** to between boiler shell and rear tube sheet – Sept 2025
10. Install front tube sheet in boiler shell – Oct 2025
11. Fabricate and Install **front tube sheet braces** – Oct 2025
12. Install **reconfigured dry pipe** - Oct. 2025
13. Install throttle valve. – Oct 2025
14. Attach new dome – Nov 2025
15. Ship boiler assembly to KRM - Nov 2025
16. Fabricate new main reservoir – Nov 2025
17. Install new main reservoir into 152 frame. – Jan 2026
18. Install ash pan into frame - Jan 2026
19. Lift boiler and firebox assembly onto frame – Jan 2026
20. Install boiler tubes and superheater flues. Jan-April 2026
21. Hydrostatic test – May 2026
22. Install grates and firebrick – June 2026
23. Install superheaters – July 2026
24. First boiler fire up – August 2026

Timetable for Frame and running gear plan

1. Take initial tram measurements – April 2025
2. Remove existing cylinder liner – May 2025
3. Take measurements, have **new cylinder liner cast** – June-August 2025
4. Install new cylinder liner – Sept 2025
5. Bore cylinder liner-establish thrust centerline – Sept 2025
6. Set up tram lines, prepare pedestal faces – October 2025
7. Fit shoes and wedges – Nov 2025
8. Re-wheel locomotive frame -Jan 2026

Funding Needs & Grant Justification

Restoring L&N 152 is a **multi-year, large-scale** project that requires **specialized materials, skilled labor, and strict compliance with FRA safety regulations**. While we have made **significant progress**, additional funding is needed to complete this phase.

To date, **over \$500,000** has been invested in this effort. This grant request covers the following **critical restoration components**:

Item	Cost
Backhead Braces, Front and Back Sheet Braces	\$27,000
Tube Sheet Fabrication	\$17,000
Dry Pipe Reconfiguration	\$3,600
Cylinder Liner Replacement	\$67,987
Total	\$115,587
KIASI Grant	\$57,793
KRM Match	\$57,794

By **funding this restoration**, grantors will **preserve Kentucky's railroad history**, expand **heritage tourism**, and support **workforce education and economic development**. The successful return of **Engine 152** will serve as a **catalyst for investment**, strengthening Kentucky's reputation as a **leader in historic preservation and cultural tourism**.

Call to Action

We respectfully request **grant funding** to complete this essential phase of the **L&N 152 restoration project**. Your **support** will help bring this historic locomotive back to life, ensuring it continues to educate, inspire, and drive economic growth for **generations to come**.

Thank you for your consideration.

Required Affidavit for Bidders, Offerors, and Contractors



Required Affidavit for Bidders, Offerors and Contractors (KRS 45A.110 & 45A.115)

Rev. 9-16-22

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

Signature

Printed Name

Title

Date

Bidder or Offeror Name: _____

Address: _____

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this _____ day of _____, _____.

State of: _____ Notary: _____

County of: _____ My Commission Expires: _____