

Plymouth to Kohler Rebuild

March 30 update

First load of rail was delivered on Monday March 30, 2015. This is 136# rail, which I believe will be used through the crossings. Lengths are 40 feet long. 115# rail is the weight, which will be used on 99% of the line. Total weight of rail to be used on this project will be approximately 4,500,000 pounds or 2,250. Plus the switches, spurs and passing sidings. Will be some 140 semi loads to haul it all in. Photo of rail was taken at Valley Road staging area in Plymouth.

Second photo was taken at Clifford Street staging area. Trucks are hauling in road gravel all day long, and is stock piling it for future use. After general grading is completed there will be a 9 inch compacted layer of road gravel laid down which will be approximately 10 feet wide. I did some calculations and found it will take some 16,135 cubic yards of road gravel to cover the 11 miles of line. Each quad axle dump truck can transport approximately 13 yards of gravel per load, so it will take 1,241 truckloads to move all the gravel.

Ties will be arriving before too long. They will be spaced every 21 inches for 11 miles. Will need 33,188 regular ties, plus additional ties for spurs, passing tracks and switch ties. Assuming 200 ties per semi load, we will be seeing some 165-truck loads arriving, plus a few more hauling ties for switches, spurs and passing tracks.

Ballast for the project is to be transported by MOW rail cars and dumped directly onto the laid track. After the road gravel is laid and compacted, ties and rail will be laid. Then the ballast will be dumped and railroad tampers will raise the track work to the finish elevation.

It will be important for the road crossings to be completed starting with Clifford St. in Plymouth so ballast can be moved by rail, and dumped directly onto the new track work.

Jerry Thompson



Plymouth to Kohler Rebuild

April 2 update

Today is April 2 and trucks hauling Quartzite Ballast began showing up at the Clifford Street Stage Site at 7:15am. Their goal for the day is to move 1,600 tons of rock from a Michael's Quarry in Waterloo, Wisconsin. They have 28 dedicated quad-axle or large trucks hauling today. At one point just after 12:30pm there were nine trucks lined up to dump rock. Trucks were dumping at the rate of one every four minutes. It takes one truck one hour and 20 minutes to drive from Plymouth to Waterloo and then another one hour and 20 minutes to drive back to Plymouth. I thought this ballast was to be used for road crossing construction, but in fact it will be used to construct the first 3,000 feet of main line heading east from Plymouth. Then after that, the plan is to haul ballast in groups of 25 rail cars at a time, also coming from Waterloo Quarry. WSOR has a spur to this quarry and it is the same ballast they used over the past two years to upgrade the north-south line. Reason for constructing the first 3,000 feet is so when the ballast trains start showing up, they have an area where they can be spotted until the ballast is dumped.

It should be noted, discussions have taken place and the Bemis covered hoppers (which are currently spotted for trans loading on the main line track heading to Sheboygan Falls) may be moved to the trans load site at Co. Road J near Road America for future trans loading. They would continue to trans load at that site until this fall when they will be able to be spotting on the Bemis spur in Sheboygan Falls.

Check out the quarry operations by viewing this You Tube video. Shows our new ballast going through the crushers.

Jerry Thompson



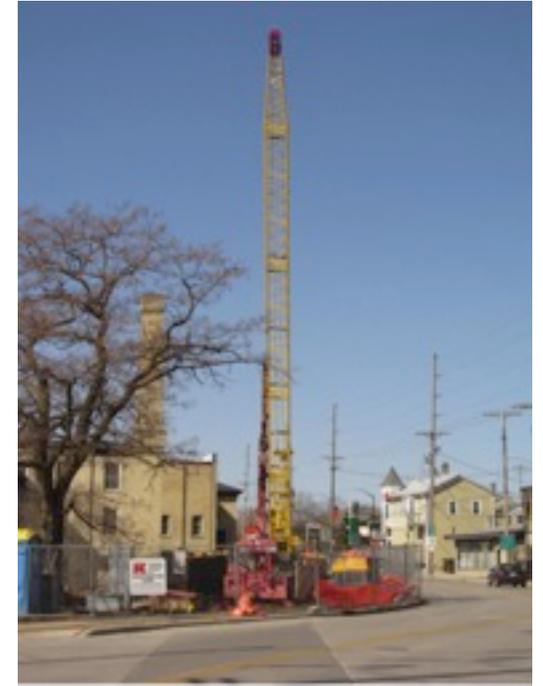
Plymouth to Kohler Rebuild April 4 update

Bridge in Downtown Sheboygan Falls:
It looks like they have removed the entire
deck of the bridge. Only the support beams
remain.

Two photos taken from the east side of the
bridge.

Have a Happy Easter Sunday!!!

John Winter



Bridge West of Co. Highway M:
They continue work on the piers putting caps on them.
The end bridge abutments are in place. . You can see the
east abutment on the far right of the photo.





Plymouth: Work progresses towards laying ties and rails as in places the sub-road bed has been spread. Here are two photos at the crossings of Pleasant View Rd. and S. Highland Ave. Both views are looking east at those crossings. My understanding from Jerry Thompson is that they will lay ties and rails on top of the sub-road bed, then run a ballast train on that track and dump ballast. They then pick up the rail and let the ballast fall through and under the track until they have it at the proper height.



Plymouth Continued: Here are photos of the two staging areas. Two are showing the Highland Ave. staging area. This area has tie plates and some rail stacked there and other material. The other is at the Clifford St. staging area where there are two huge piles; one pile of ballast and the other is sub-road bed material.