

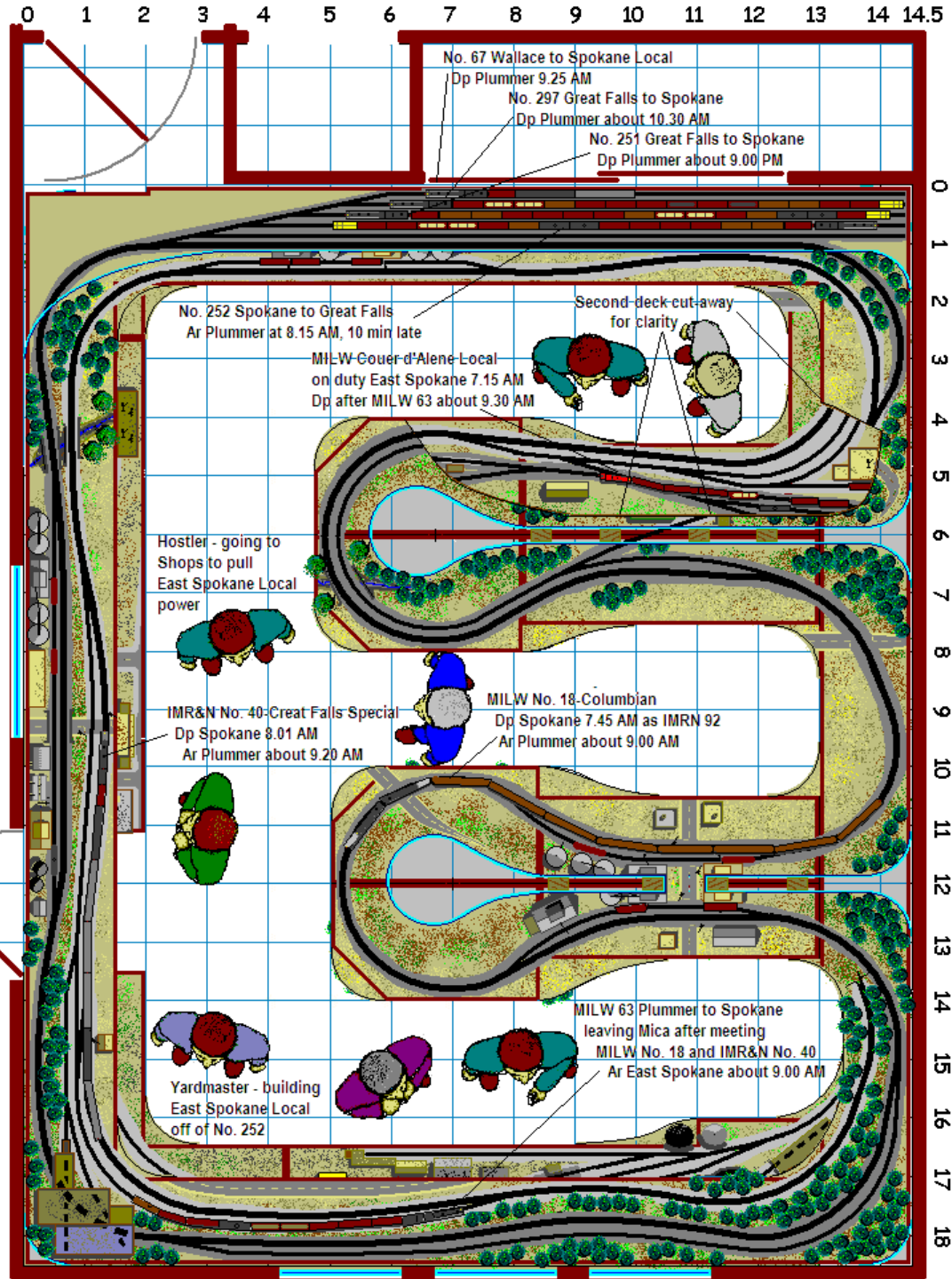
# **Mainline to Shortline:**

## **Creating the Camas Prairie Railroad**

Version-3

In preparation for the Sacramento NMRA 2011  
National Convention, I built the  
**Idaho-Montana Railway & Navigation**  
representing the Union Pacific and Milwaukee  
Road in the Spokane Washington Area.

This joint **UP/**  
**MILW** railroad  
compressed  
40-miles of  
trackage rights  
railroading into  
200-feet of  
mainline on 2-1/2  
decks in a  
**14-1/2 by 18-1/2**  
foot space.





The Convention  
experience highlighted  
the lack of  
"people space" for  
visitors and operators.

After mulling solutions  
we tore down a three deck  
peninsula...

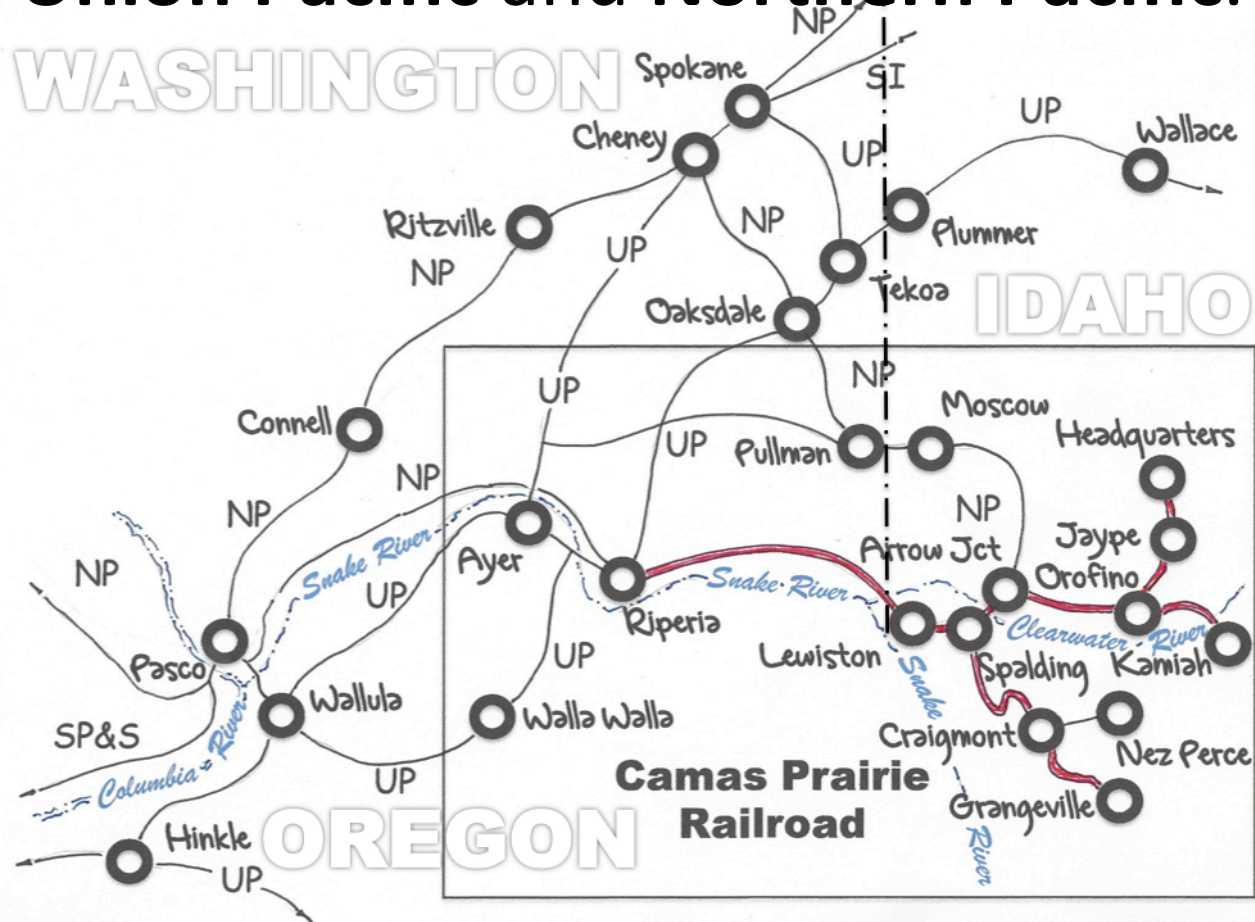






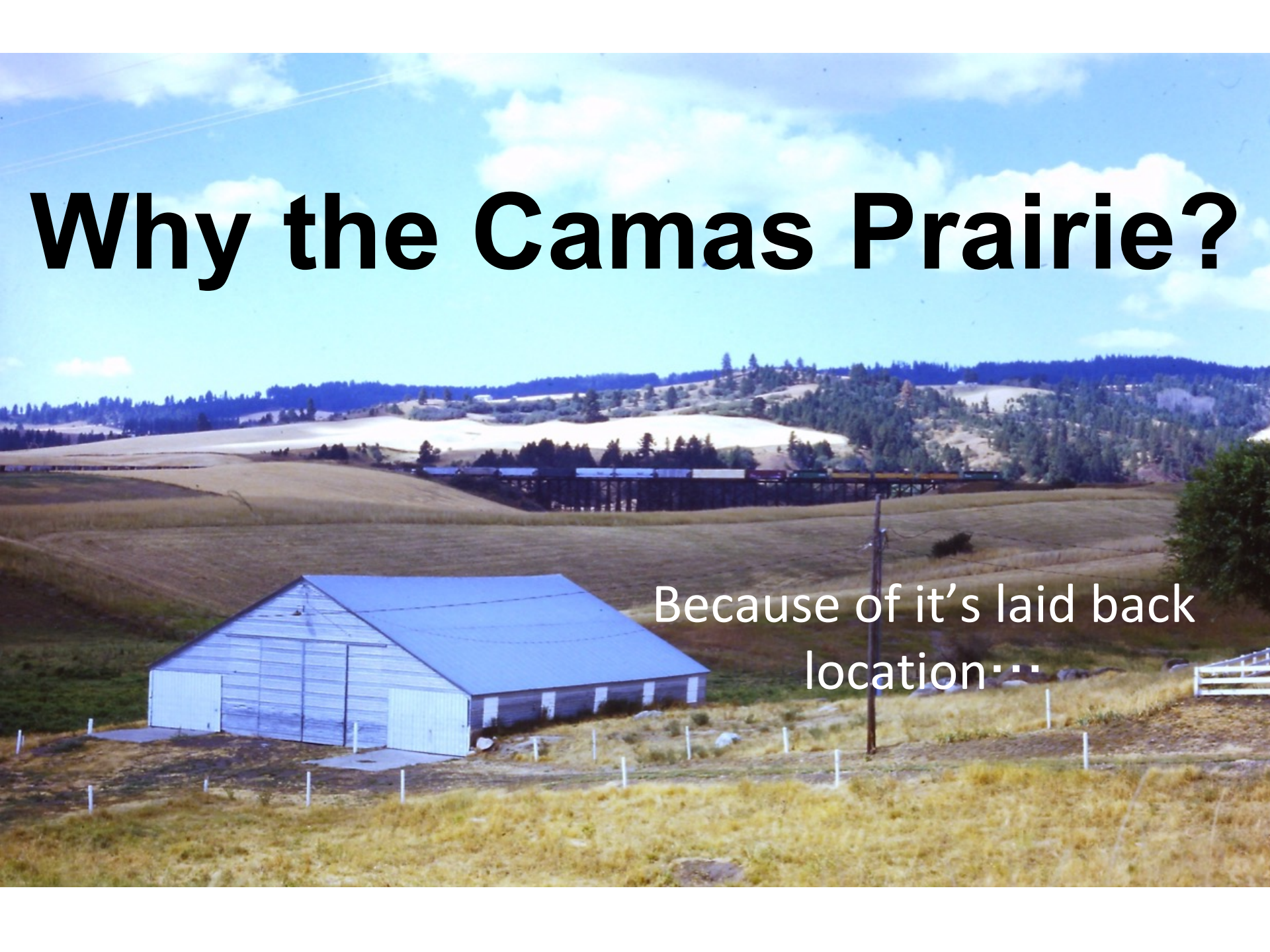
...a 10 by 10-foot  
people space.

With the peninsula gone,  
the design effort began on my third iteration  
of the **Camas Prairie Railroad**, a northern Idaho  
shortline jointly owned by the  
**Union Pacific and Northern Pacific.**



# Why the Camas Prairie?

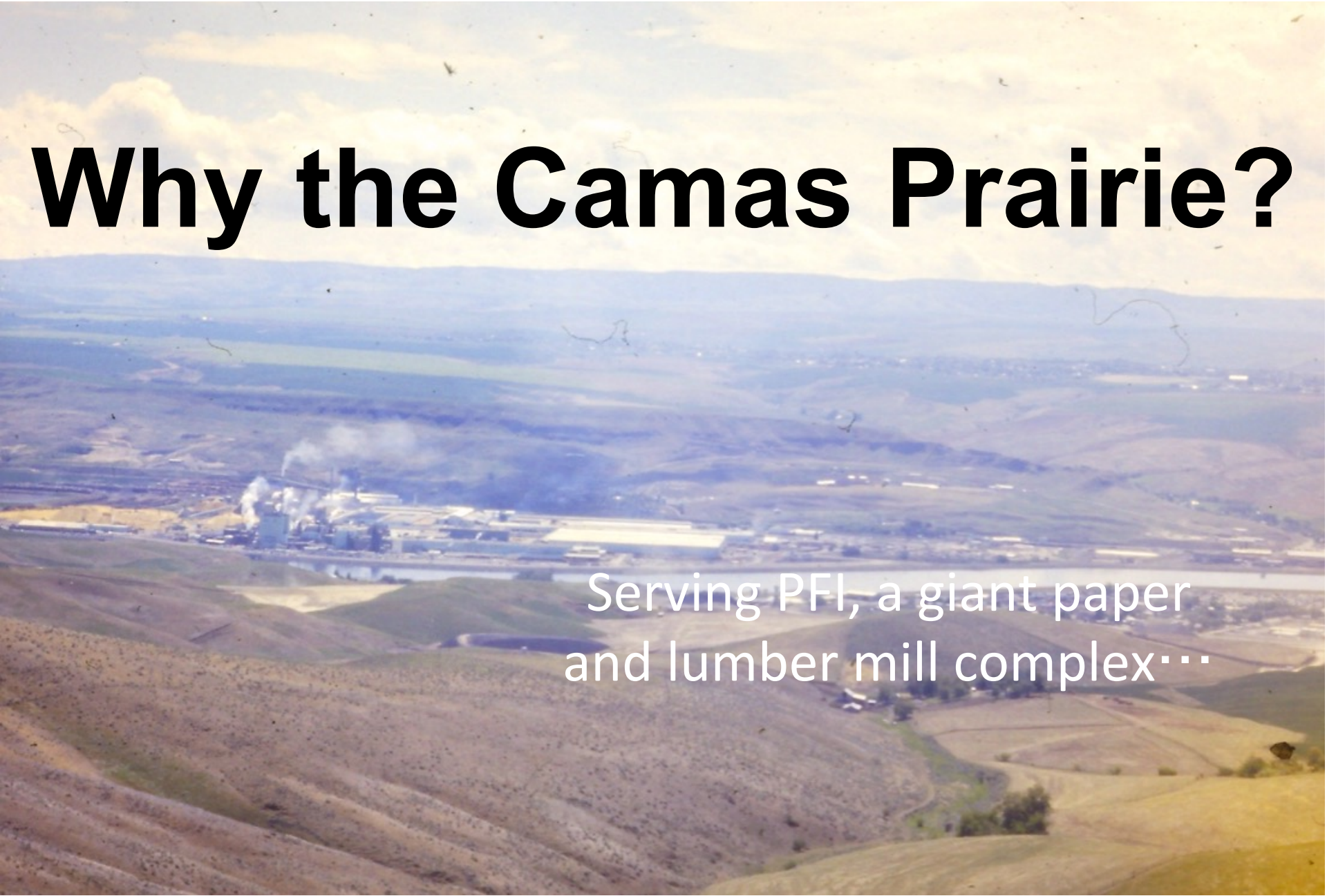
Because of it's laid back location...





# Why the Camas Prairie?

Serving PFI, a giant paper  
and lumber mill complex...

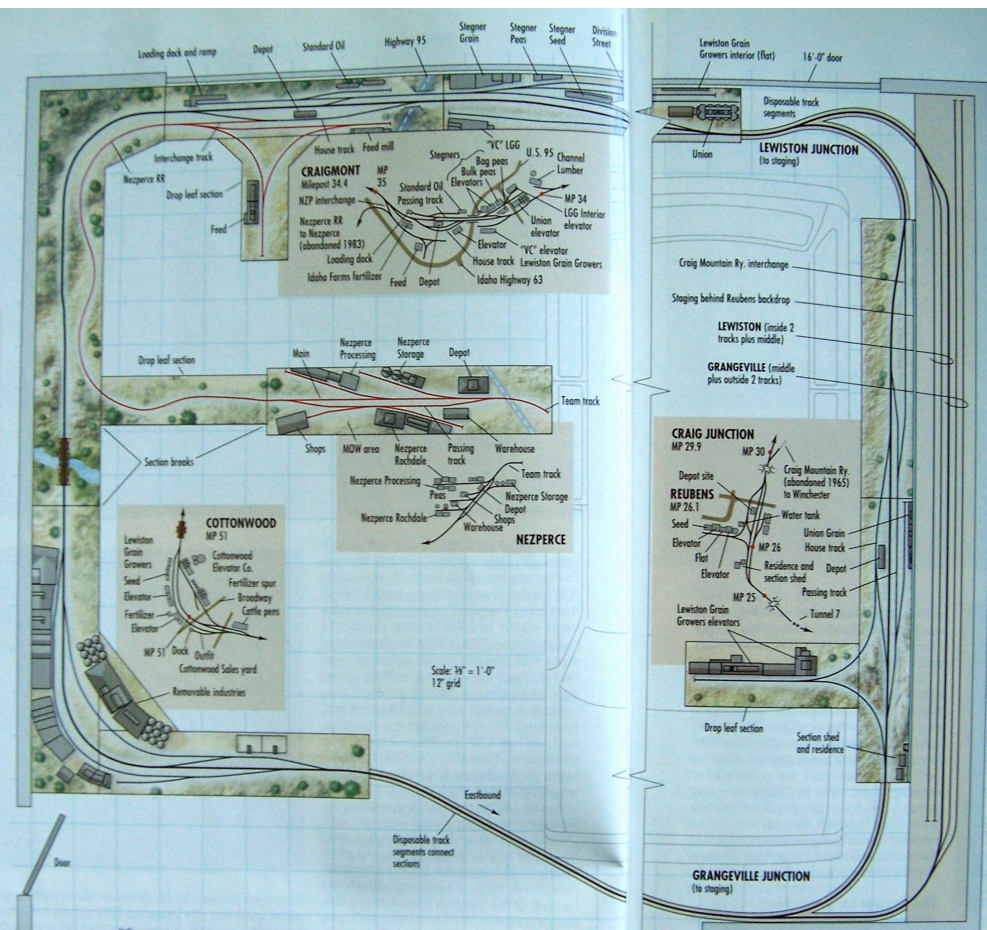


# Why the Camas Prairie?



Jointly serving it's parents  
Union Pacific and  
Burlington Northern (ex-NP)

With the peninsula gone,  
the design effort began on my third iteration  
of the **Camas Prairie Railroad**, a northern Idaho  
shortline jointly owned by the  
**Union Pacific and Northern Pacific.**

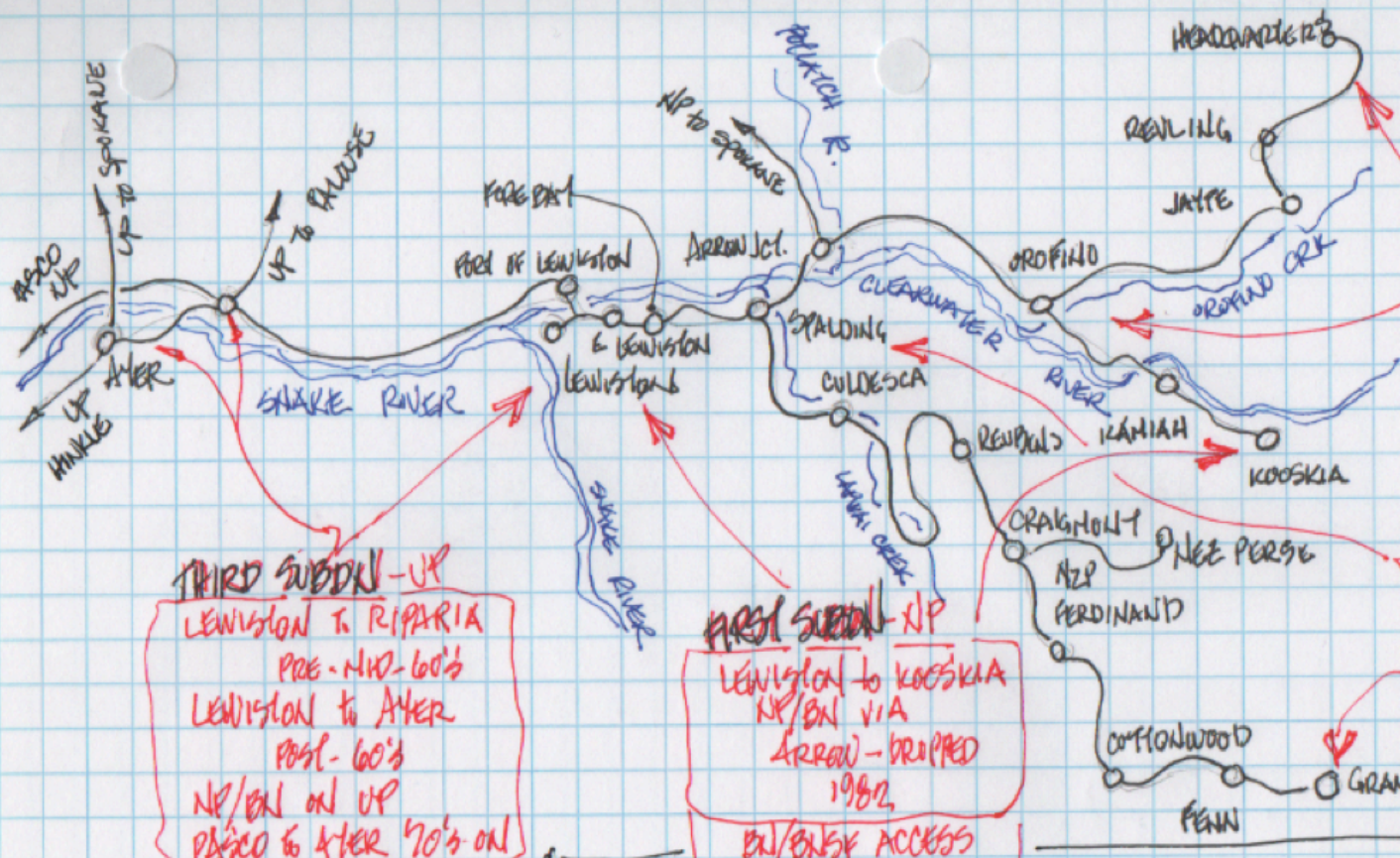


Version - 1:  
Second Subdivision  
Grain Gathering  
Fremont Garage  
Model Railroad Planning  
1998

With the peninsula gone,  
the design effort began on my third iteration  
of the **Camas Prairie Railroad**, a northern Idaho  
shortline jointly owned by the  
**Union Pacific and Northern Pacific.**

Version - 2:  
Second Subdivision  
and Nez Perce RR  
on peninsula  
circa NMRA Convention  
San Jose 2000





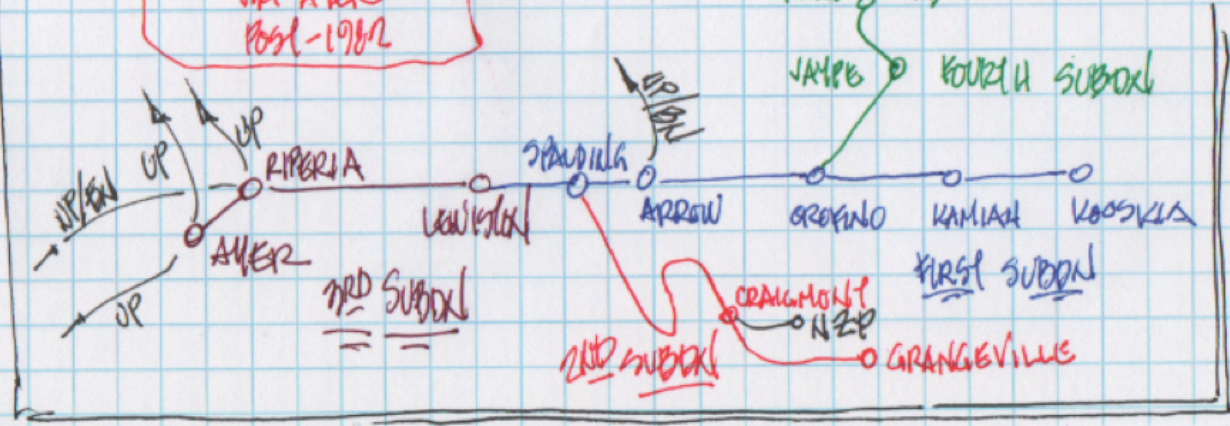
FOURTH SUBLINE  
 OROFINO - HEADQUARTERS  
 OROFINO - REWILING 1982  
 OROFINO - JAYPE 1990  
 ABANDONED EAST OF OROFINO 1998

THIRD SUBLINE - UP  
 LEWISTON TO RIPARIA  
 PRE-MID-60's  
 LEWISTON TO ATHER  
 POST-60's  
 NP/BN ON UP  
 PRICO to ATHER 70's ON

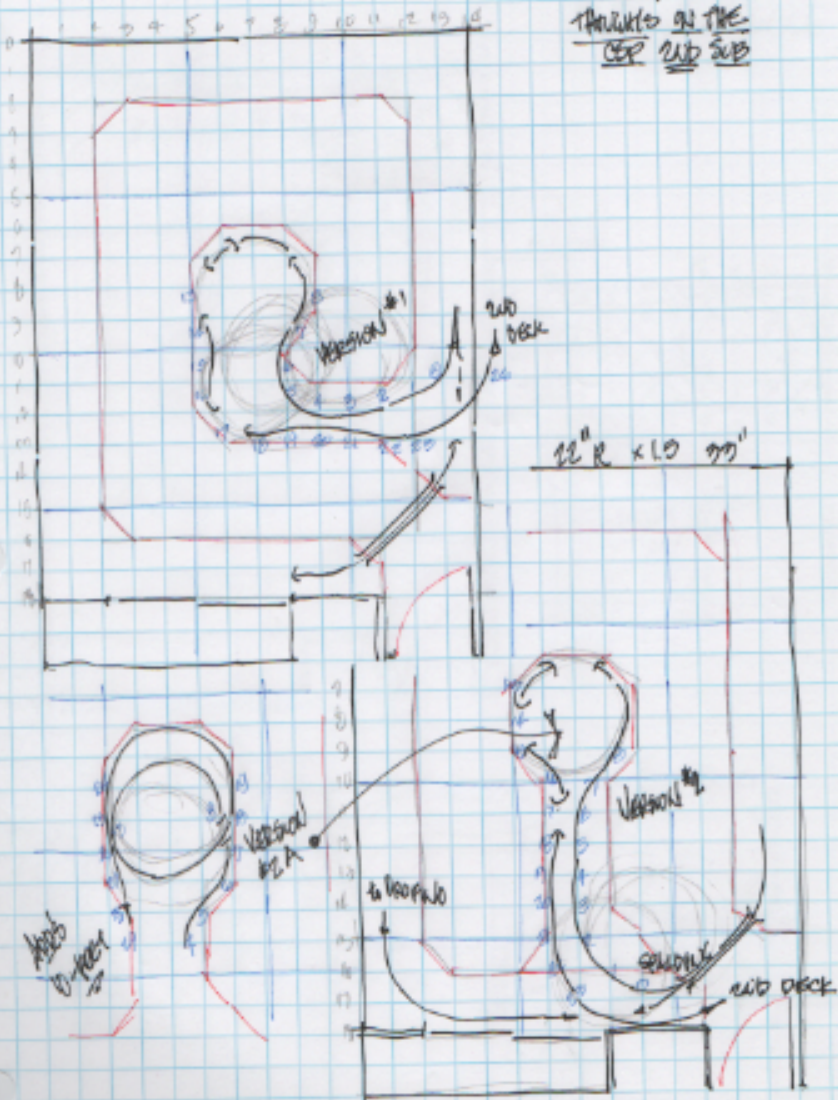
FIRST SUBLINE - NP  
 LEWISTON TO KOOSKIA  
 NP/BN VIA  
 ARROW - DROPPED  
 1982  
 BN/BN/SK ACCESS  
 VIA ATHER  
 POST-1982

SECOND SUBLINE  
 SPALDING - GRANGEVILLE  
 SCRAPPED COTTONWOOD  
 GRANGEVILLE '98  
 ABANDONED CULDESACA  
 EAST 2000  
 (SPEEDER RIDE  
 2006 - MOREFIELD)

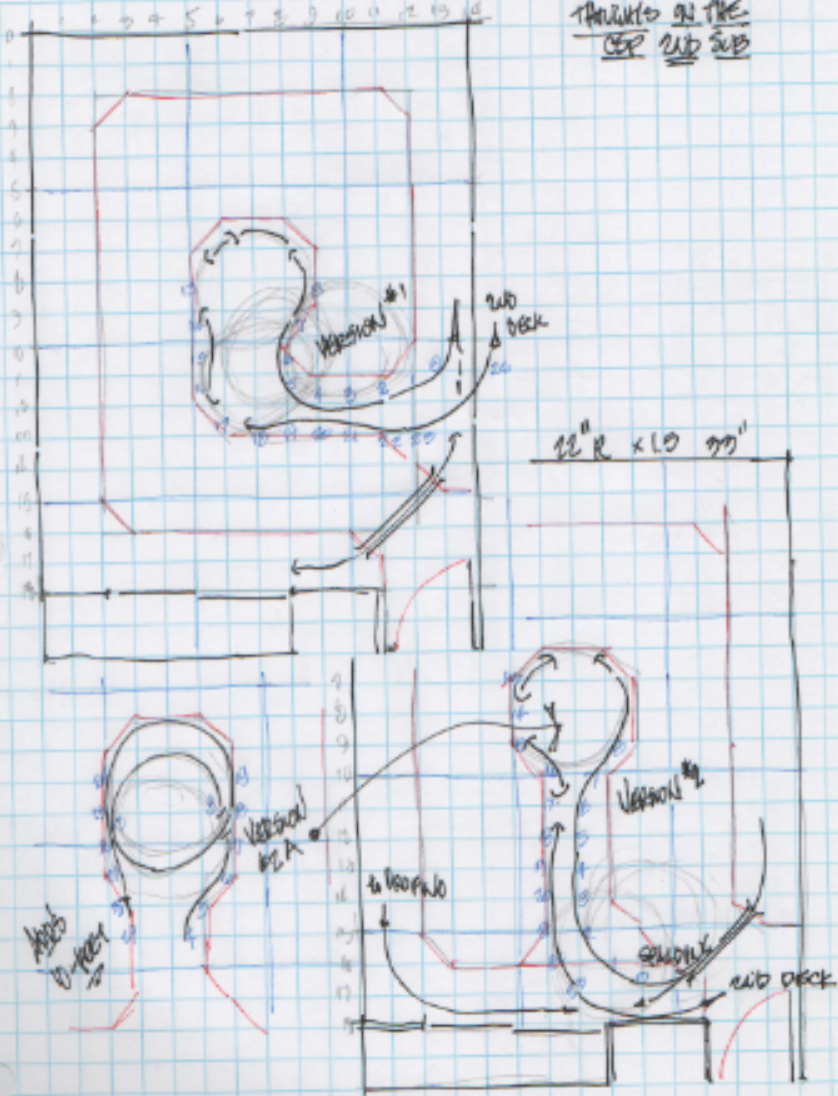
CAMAS PRAIRIE  
 RAILROAD  
 1909 to 2005



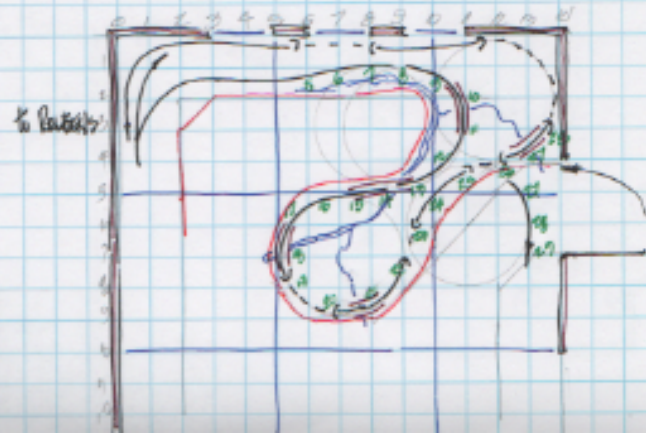
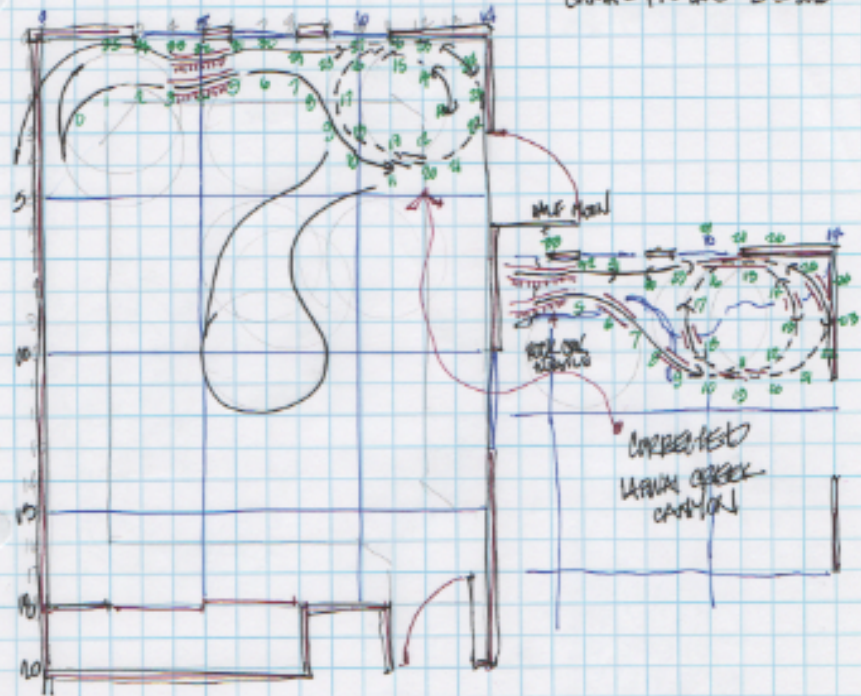
Yigis  
THINKS ON THE  
CER 210 210



Yn/Is  
 THOUGHTS ON THE  
 CER 2ND SUB

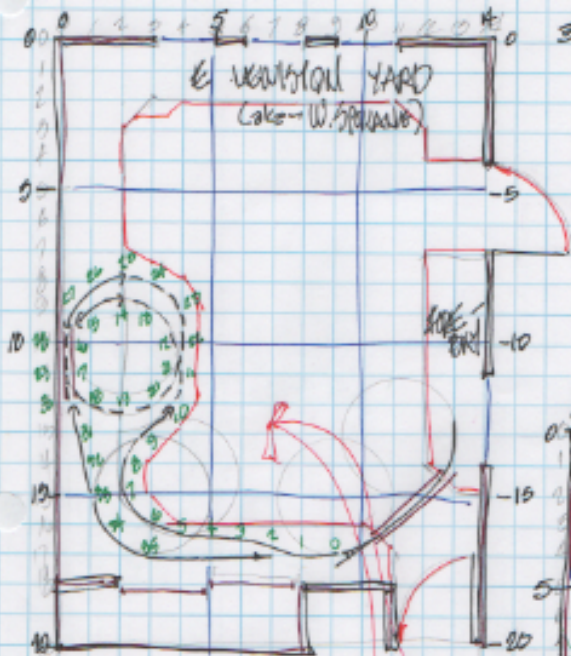


Yn/Is  
 THOUGHTS ON THE  
 CANALS PROPOS 2ND SUB

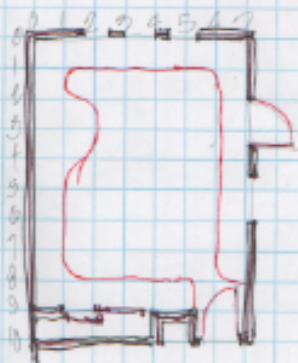


1/19/10

3x 1 1/2 - 40'



DRAINAGE OPTION



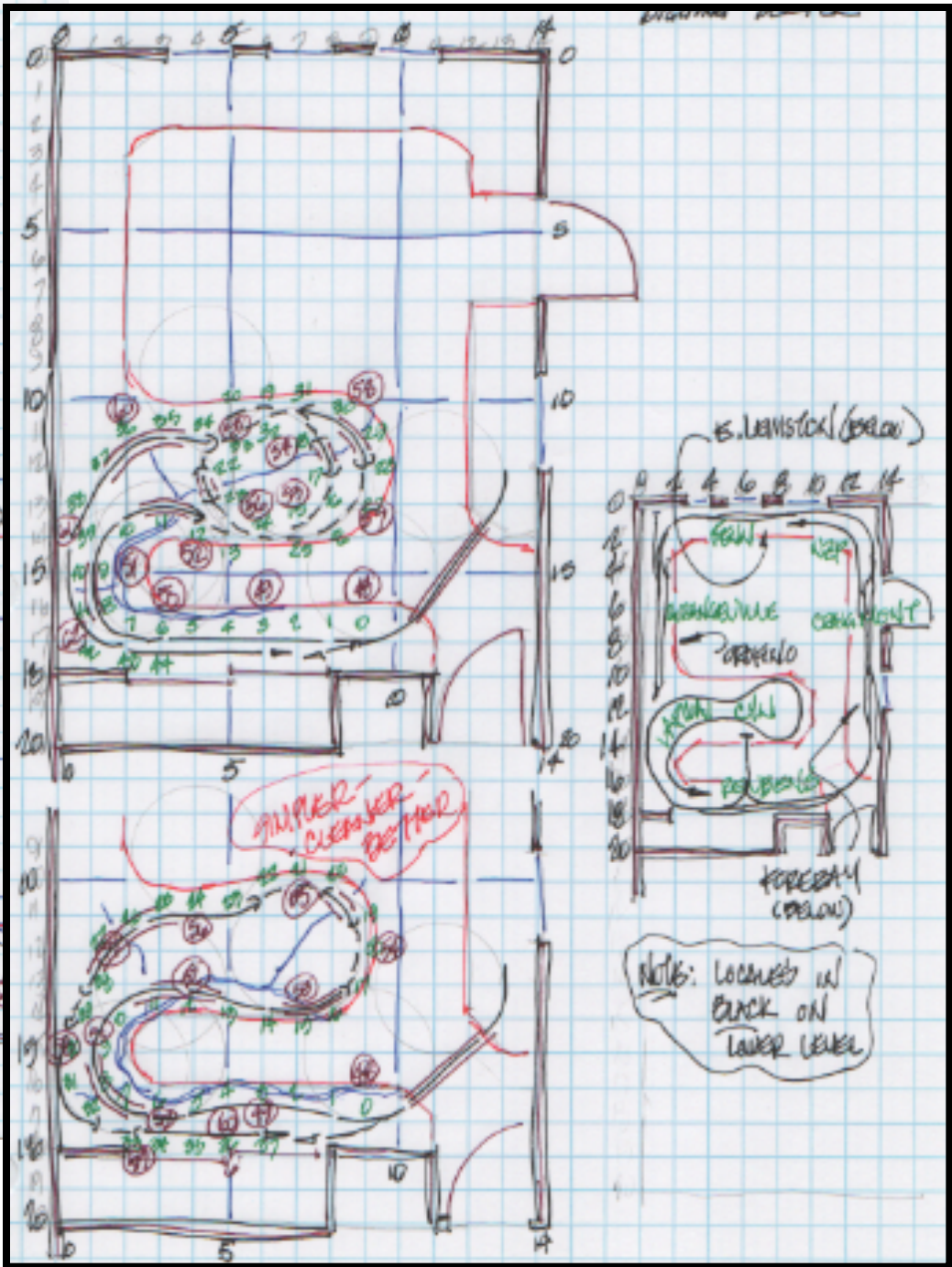
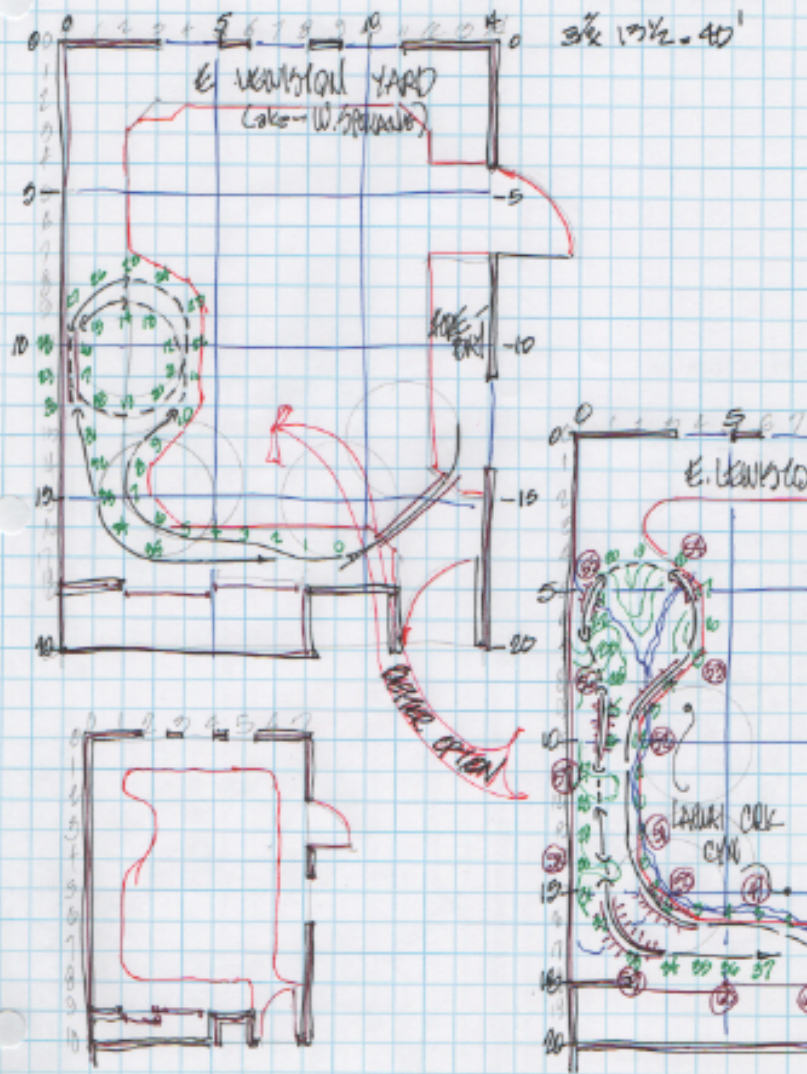
E. LEWISTON

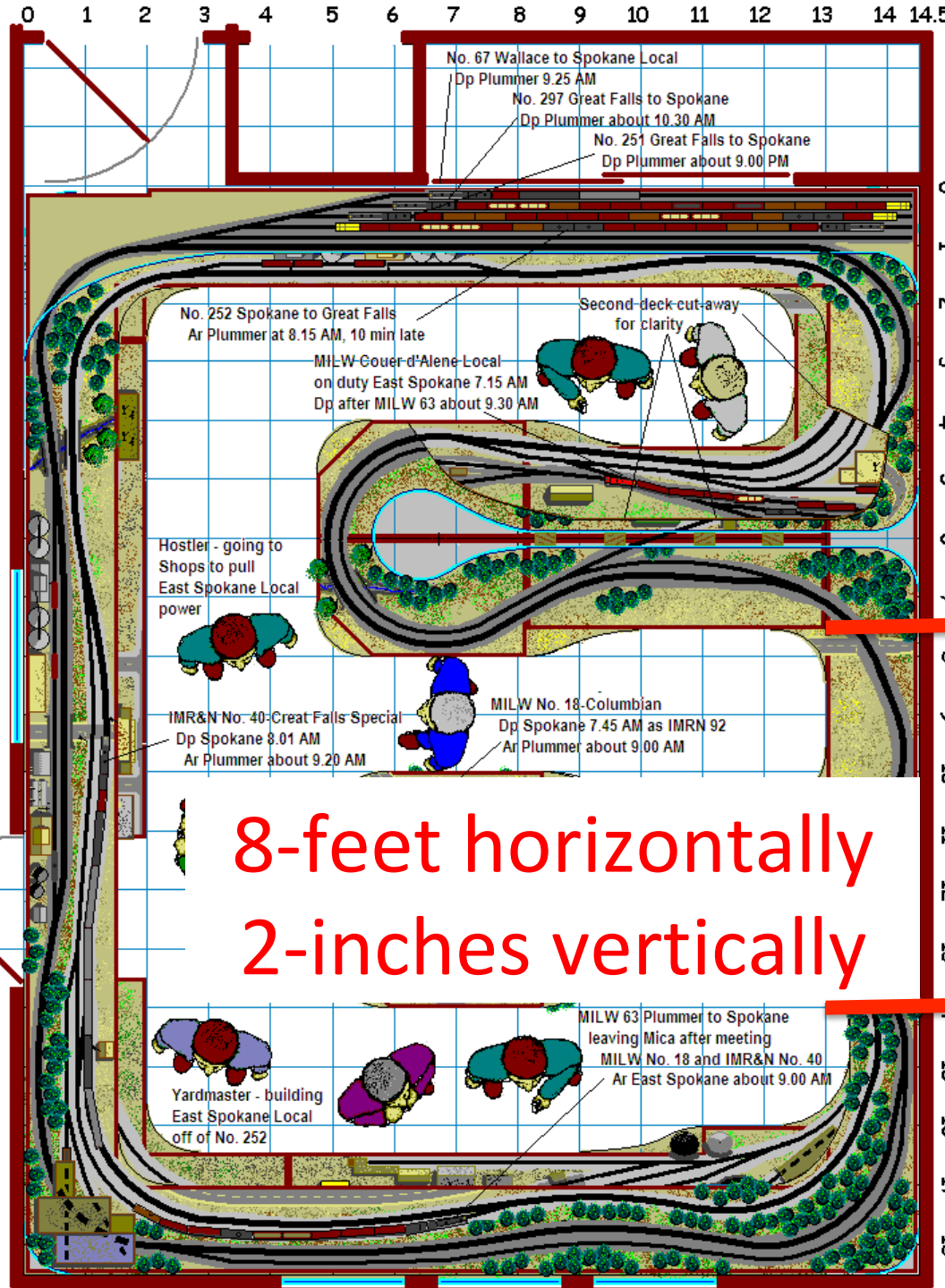
LARGE CIRC CYN



1/19/10

3 1/2 x 40'

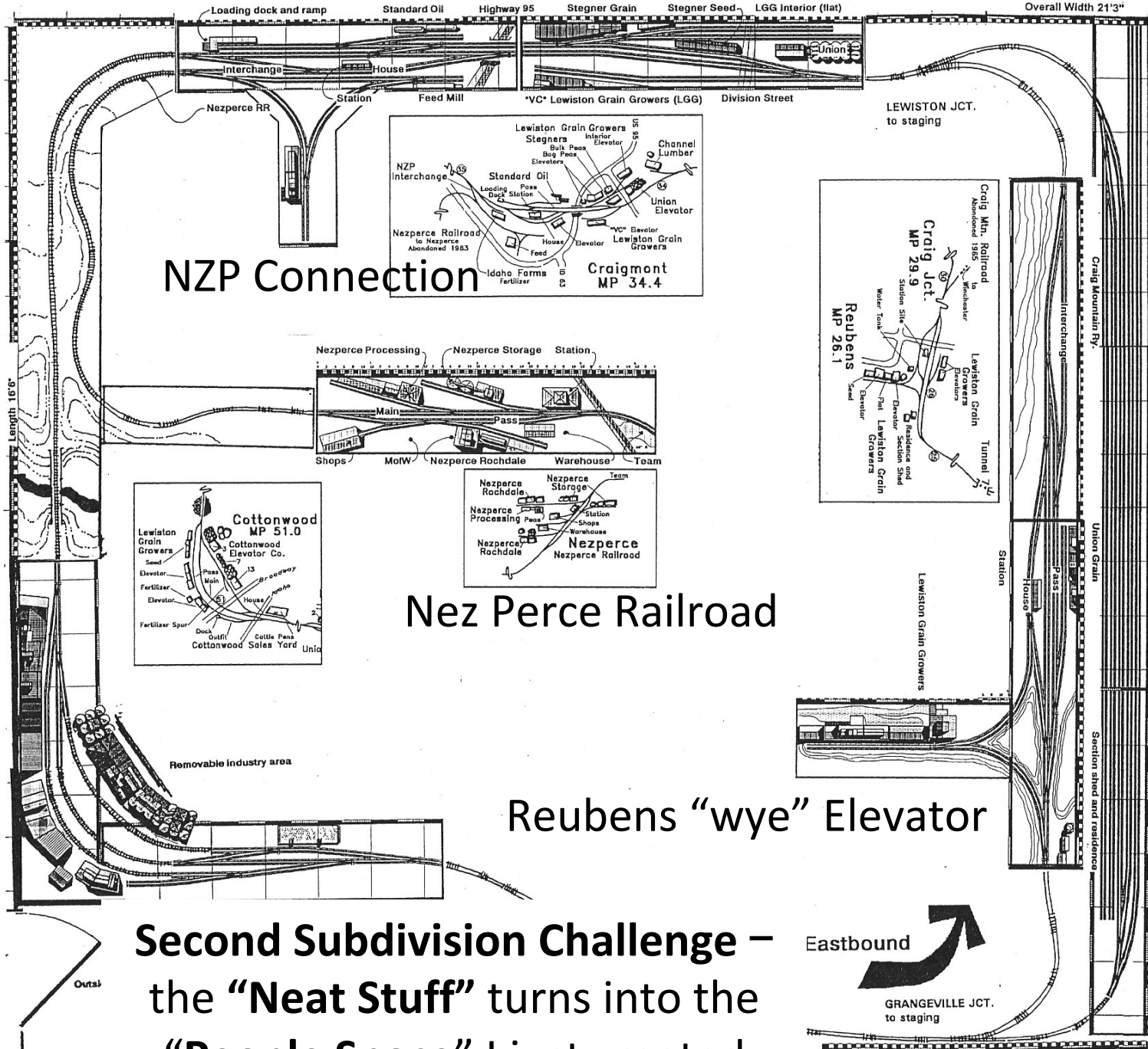




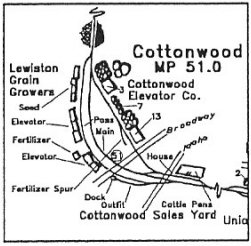
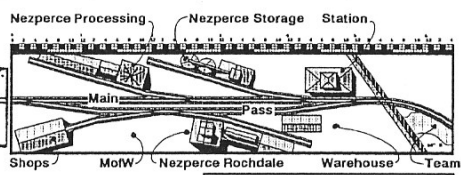
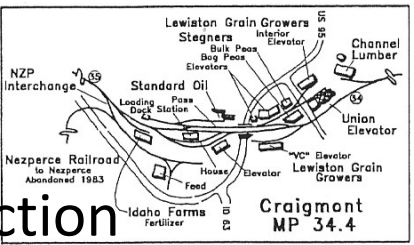
8-foot horizontally  
2-inches vertically



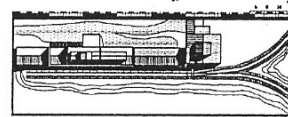
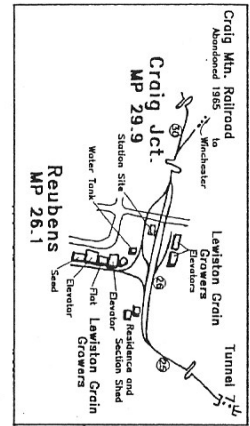
Lapwai Creek Canyon  
Testing Elevations for the  
climb to the Second Deck -  
Second Subdivision  
on the "Prairie"



## NZP Connection



## Nez Perce Railroad



## Reubens "wye" Elevator

**Second Subdivision Challenge – the "Neat Stuff" turns into the "People Space" I just created**



Overall width 19'-6"

Staging (behind Reubens backyard)  
Lewiston inside 2 tracks plus middle, Grangeville inside 2 tracks

Overall Width 21'3"

Length 9.91

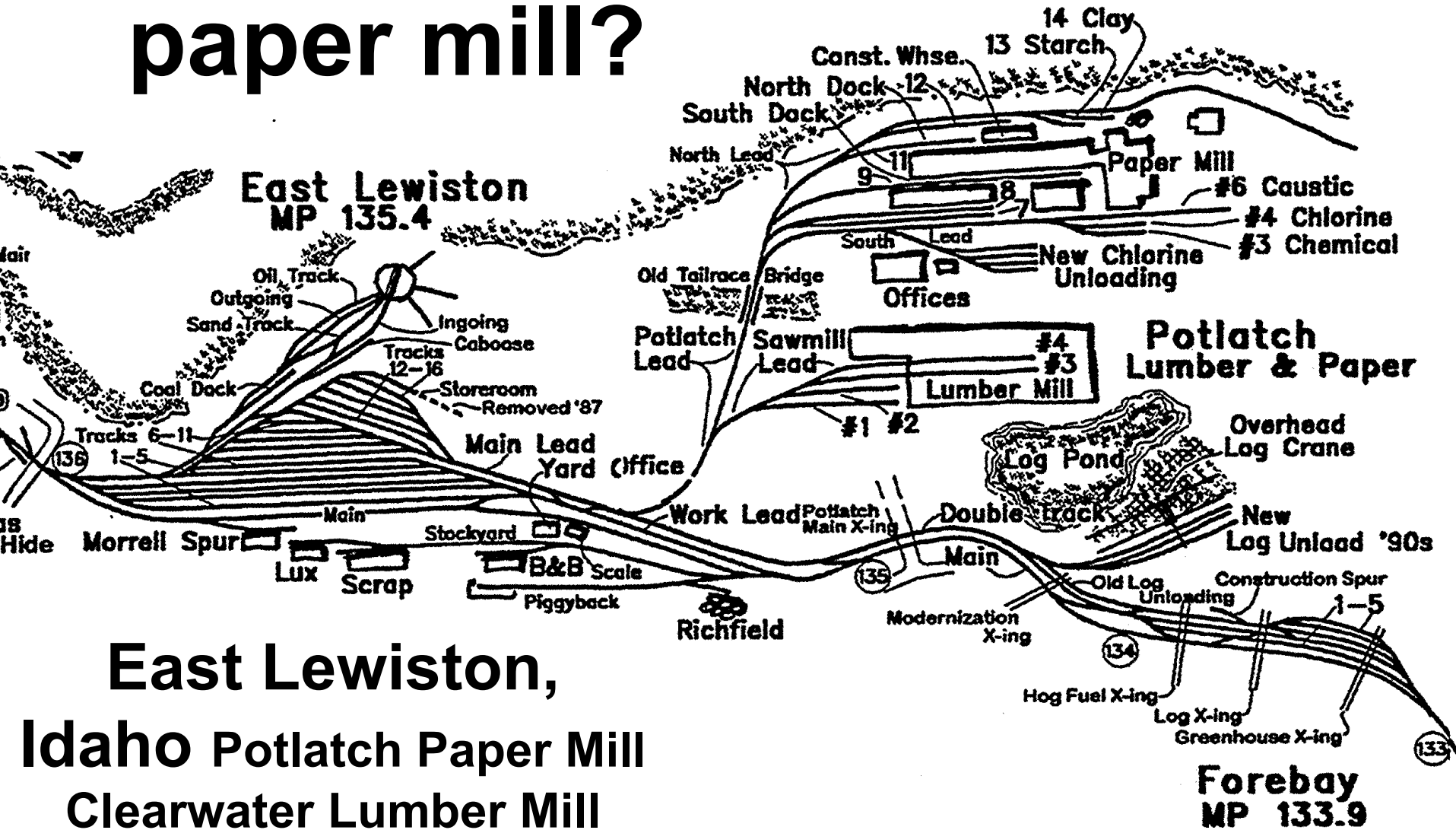
Outs

***So what other Camas  
Prairie options  
do we have?***



**Paper Mill Inspiration  
Joe Green's  
C&O Ryder Subdivision**

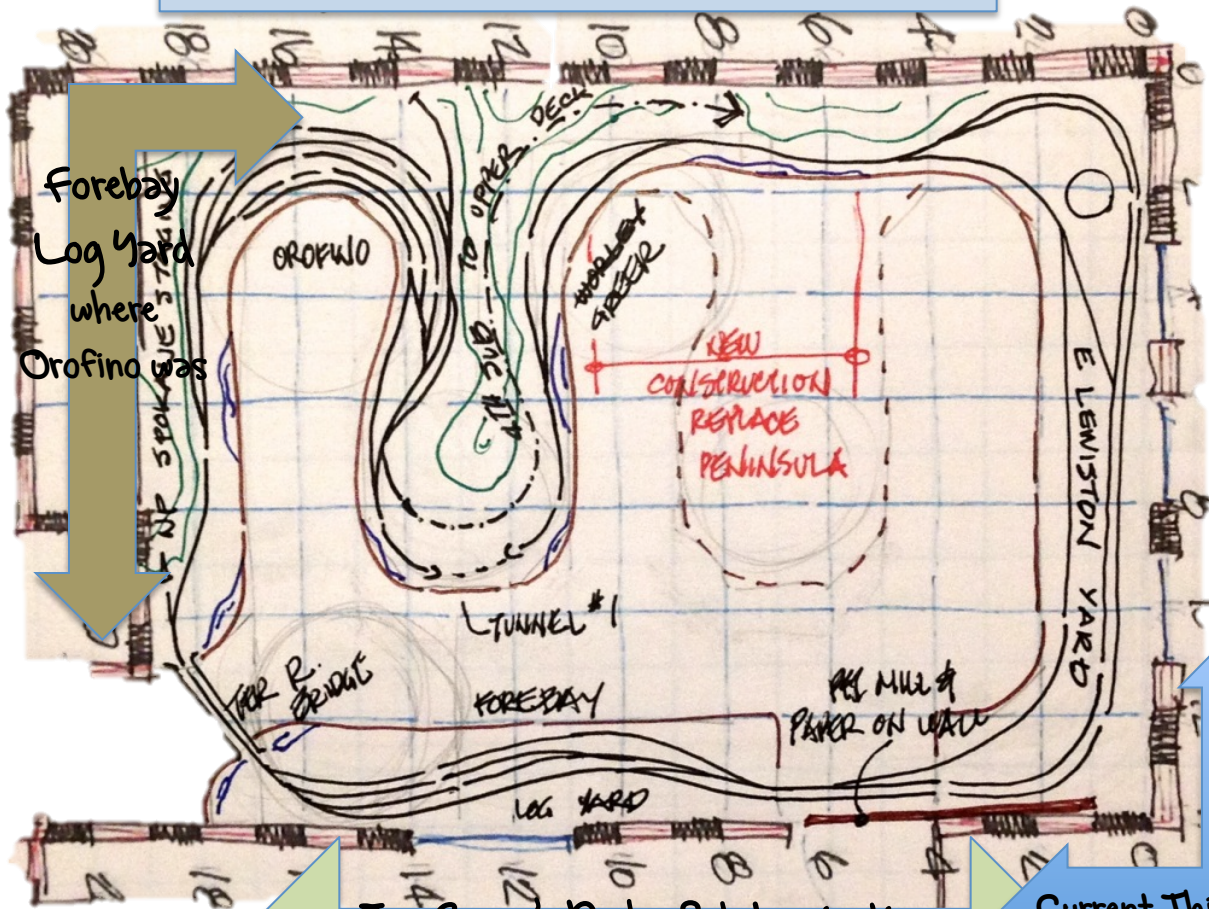
# Could I do a paper mill?



**East Lewiston,  
Idaho Potlatch Paper Mill  
Clearwater Lumber Mill  
Forebay Log Yard**

# Camas Prairie East Lewiston Options

E. Lewiston on 3-walls - 4<sup>th</sup> Sub Main on Second Deck



## Paper Mill Elements:

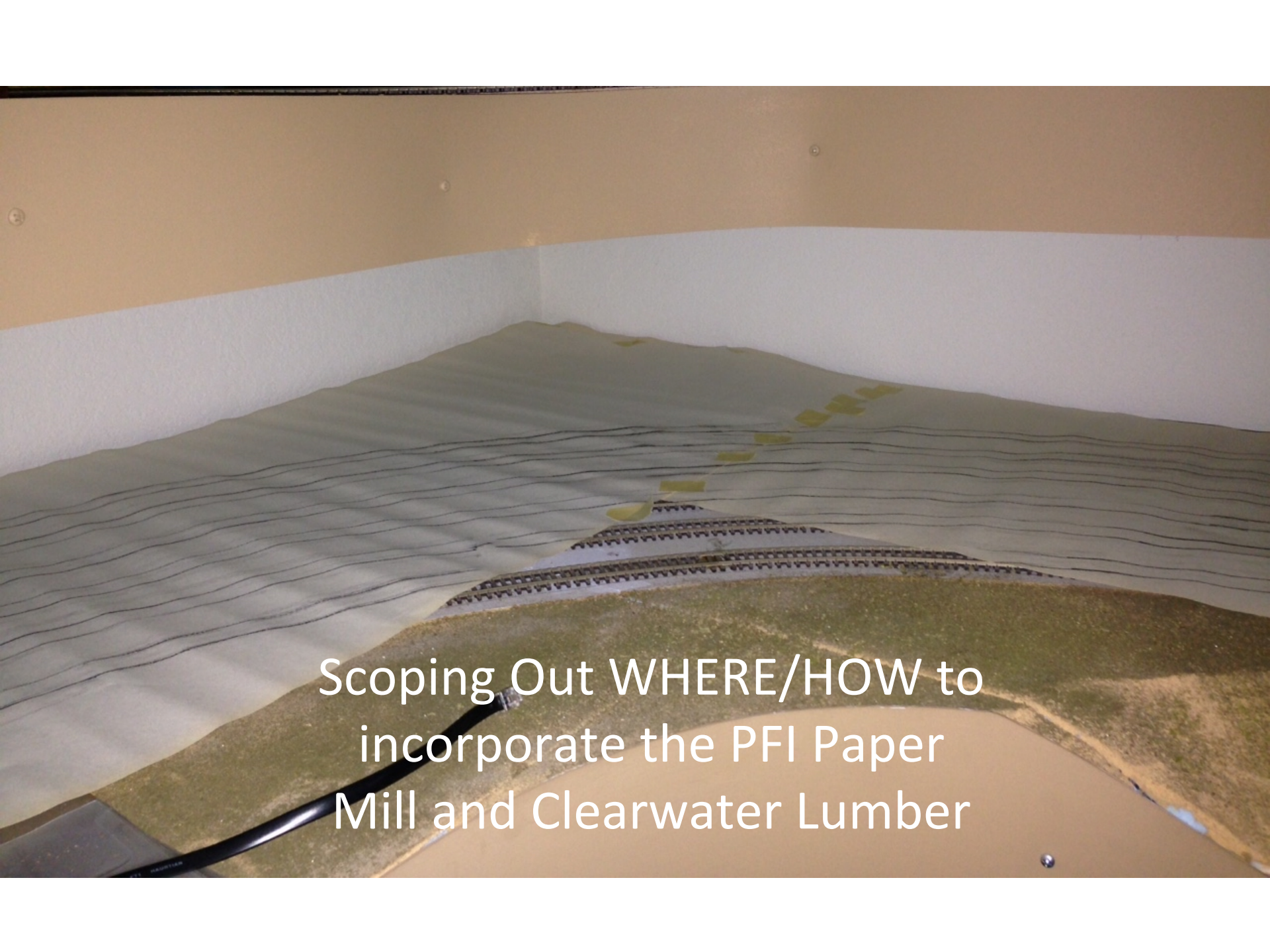
- 1-Clay Track
- 2-Starch Track
- 3-North Dock
- 4-South Dock
- 5-Chip Dock-'til 70's
- 6-Caustic Track
- 7-Chlorine Track
- 8-Misc. Chemicals

## Lumber Mill Tracks:

Tracks #3 + #4  
inside  
Note: Lumber tracks  
can cross the Door

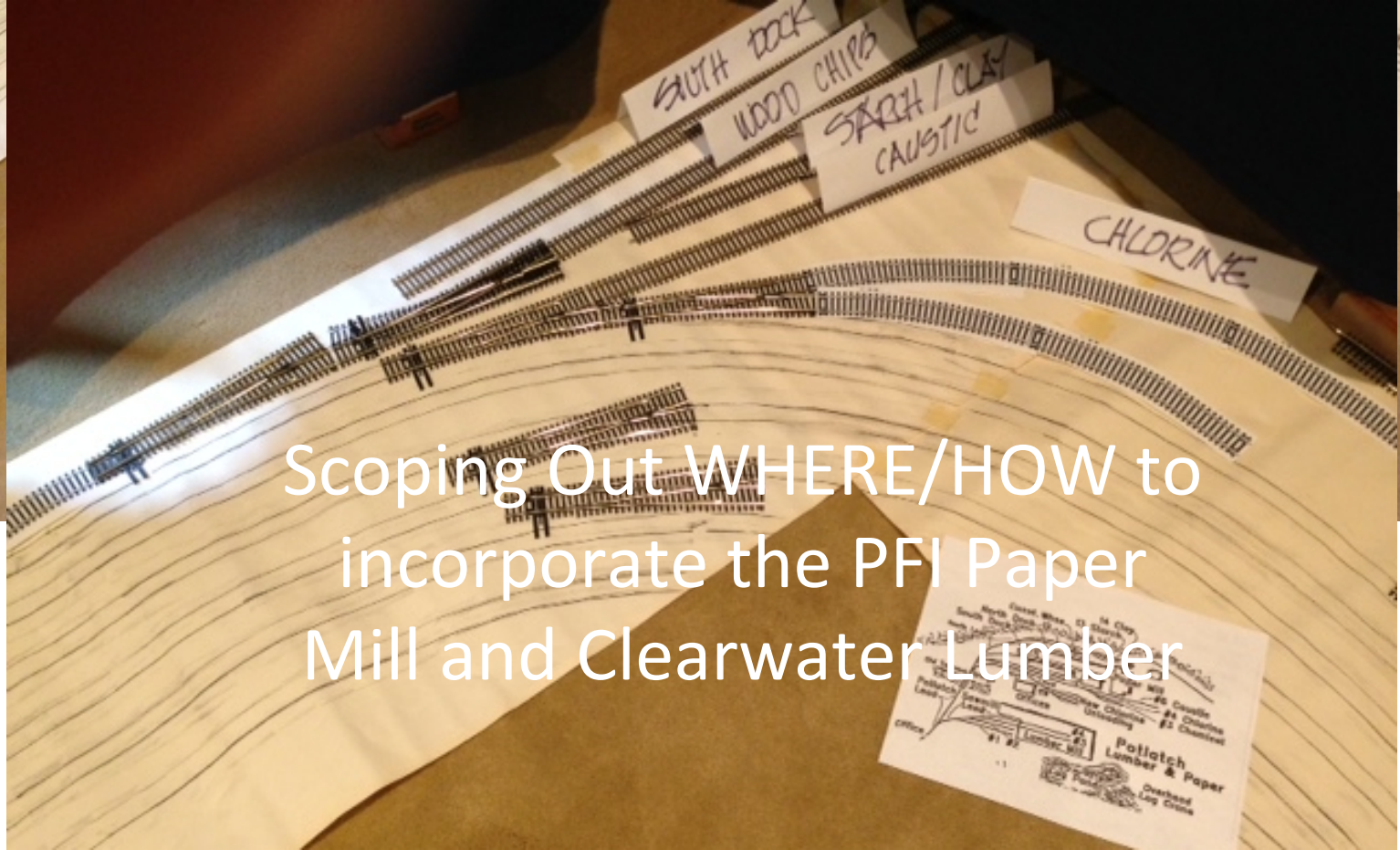
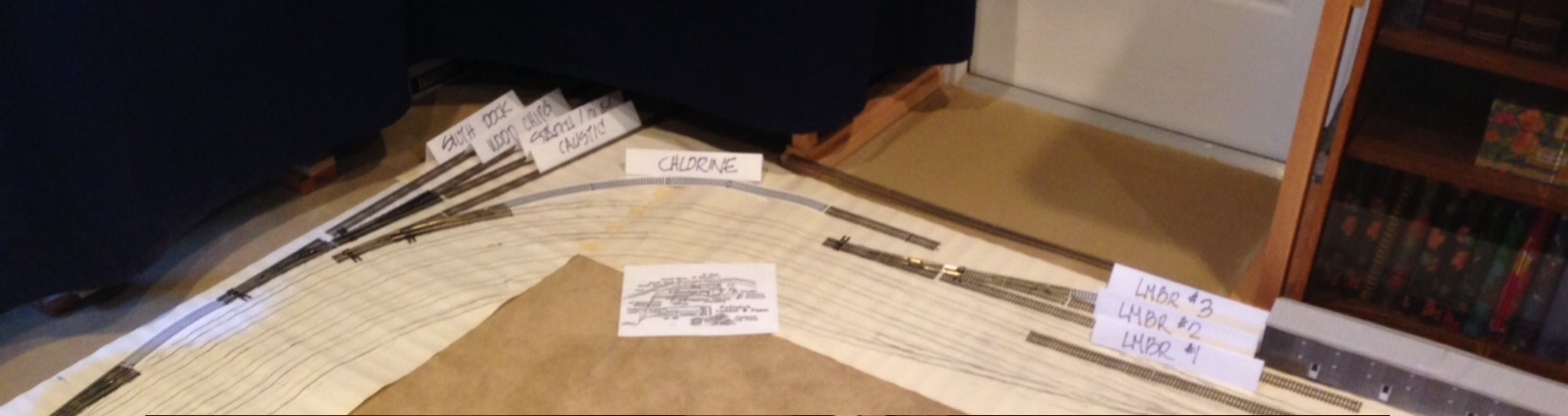
Joe Green's Ryder Sub Inspiration-  
Paper and Lumber Mill about 16-feet long  
on this wall = mostly 2D

Current Thinking put in this  
corner-Windows across side door

A topographic map model is mounted on a wall. The map shows a landscape with a river, a dam, and a road. The river is a light brown color, and the dam is a dark grey structure with a series of small rectangular openings. The road is a dark grey line. The map is mounted on a wall with a white border. The background wall is a light brown color. The text "Scoping Out WHERE/HOW to incorporate the PFI Paper Mill and Clearwater Lumber" is overlaid on the map in white font.

Scoping Out WHERE/HOW to  
incorporate the PFI Paper  
Mill and Clearwater Lumber

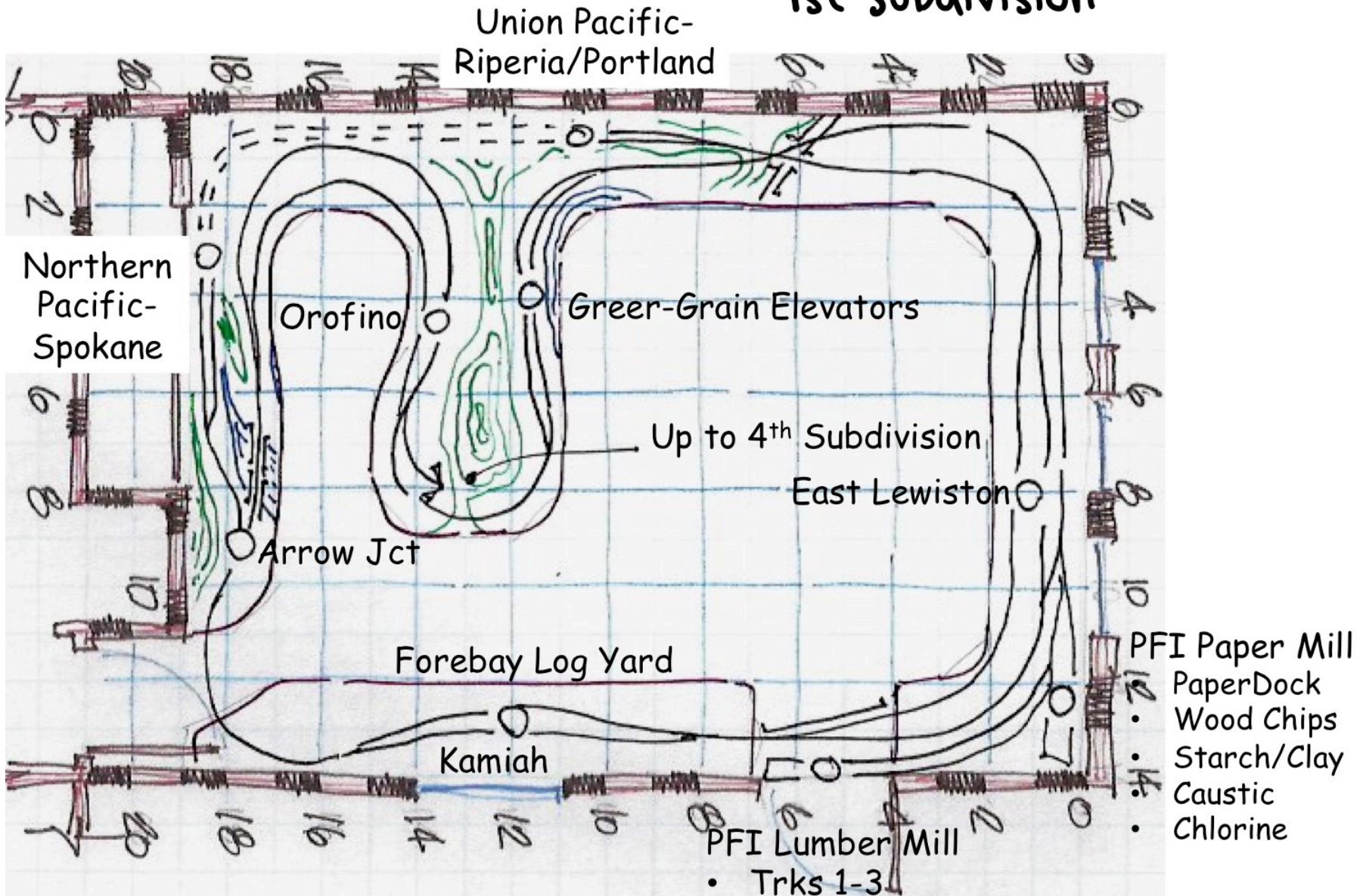


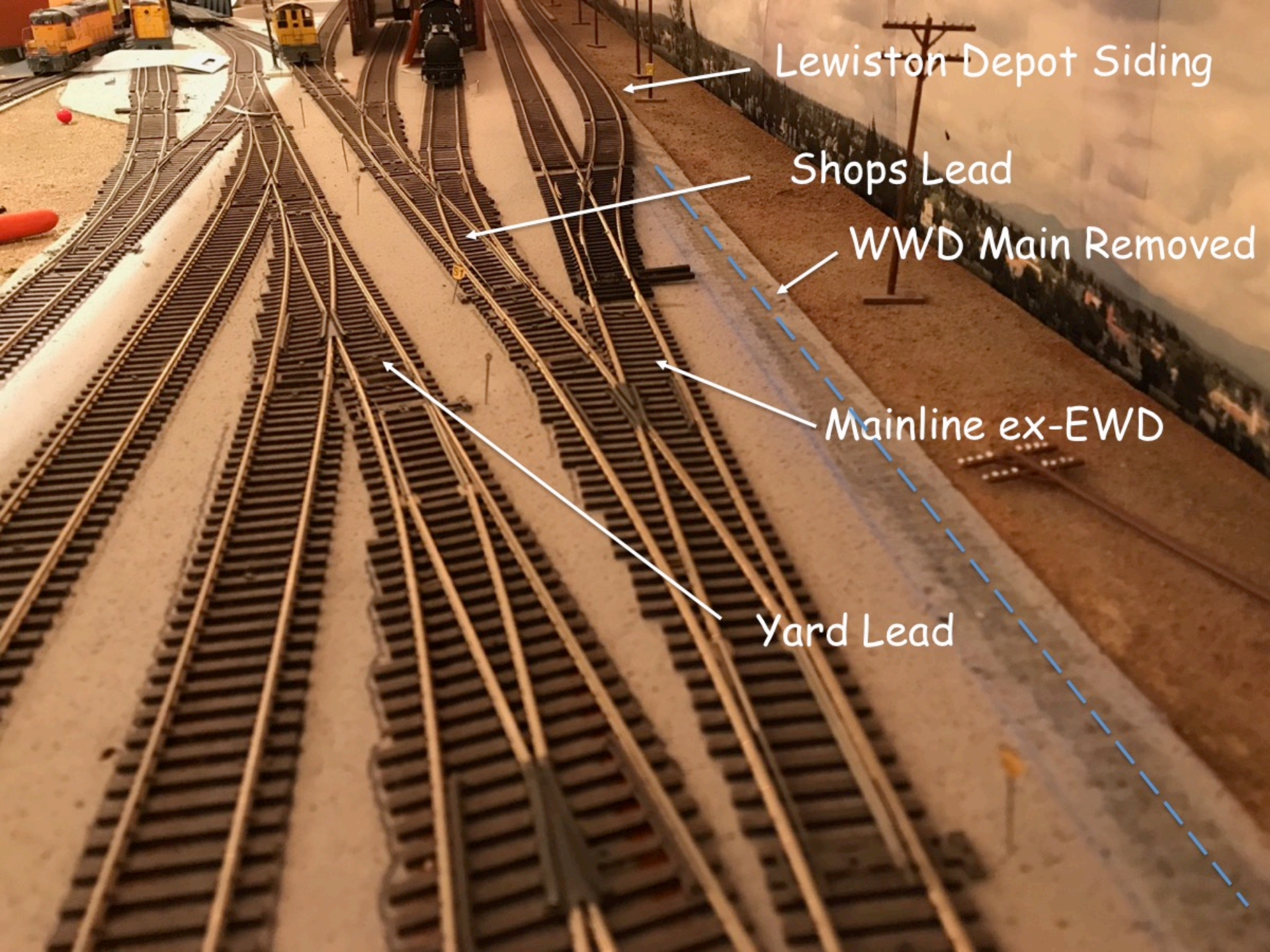


Scoping Out WHERE/HOW to incorporate the PFI Paper Mill and Clearwater Lumber

# Camas Prairie Railroad

## 1st Subdivision





Lewiston Depot Siding

Shops Lead

WWD Main Removed

Mainline ex-EWD

Yard Lead

South Dock - Paper Warehouse

Wood Chips

Soda/Clay

Caustic Soda

#4

#3

#2

#1

Main

PFI Lead



Lumber Mill  
Load outs #1-3

Main Double Track

#4

#3

#2

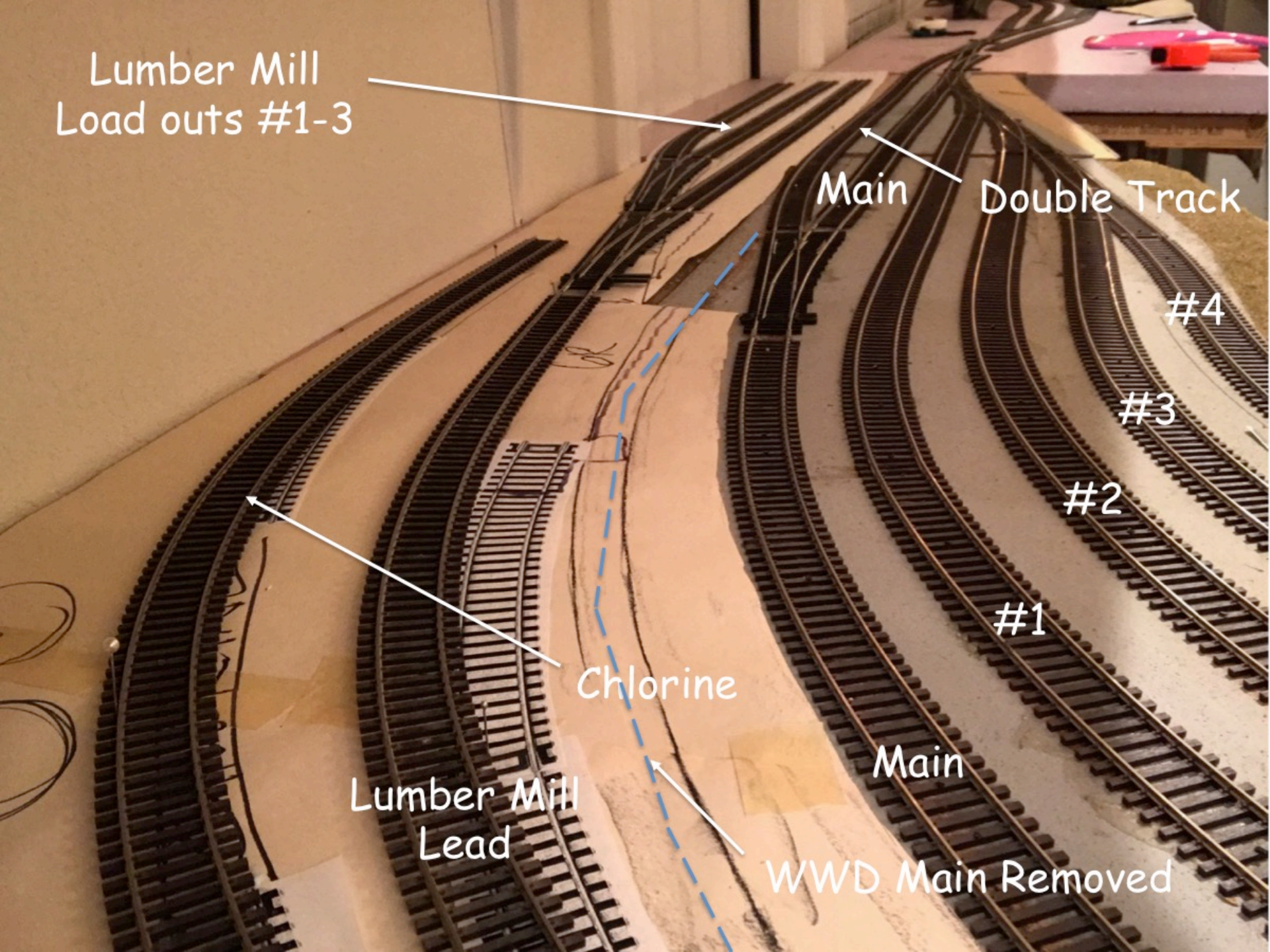
#1

Chlorine

Lumber Mill  
Lead

Main

WWD Main Removed





UNION PACIFIC  
UP

ROAD OF  
The Streamliner

UNION PACIFIC  
UP

ROAD OF  
The Streamliner

RICHFIELD  
ROX

UNION PACIFIC  
157

UNION PACIFIC  
168

ROAD OF  
The Streamliner

UNION PACIFIC  
UP

Be Smith  
and UNION PACIFIC

UNION PACIFIC  
UP



SOUTHERN PACIFIC 140173

NORTHERN PACIFIC



Main Street of the Northwest

UNION PACIFIC

U P

120274

Be Specific -  
and UNION PACIFIC

UNION PACIFIC

U P

190457

CLEARWATER #3

CLEARWATER #2

CLEARWATER LUMBER



Forebay Log Yard  
and Log Deck









MTLW  
84000

MTLW  
84000

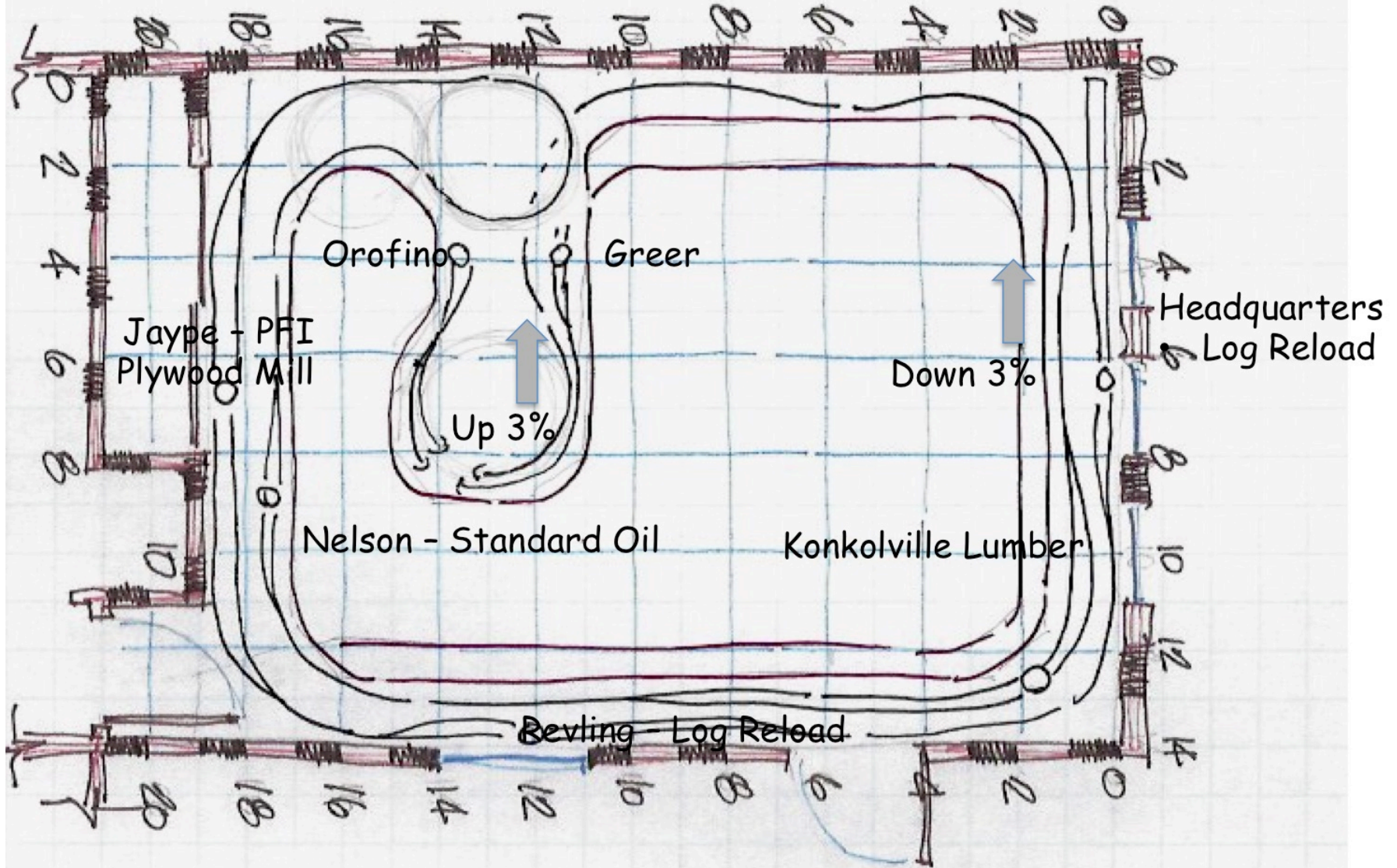
MTLW  
84000

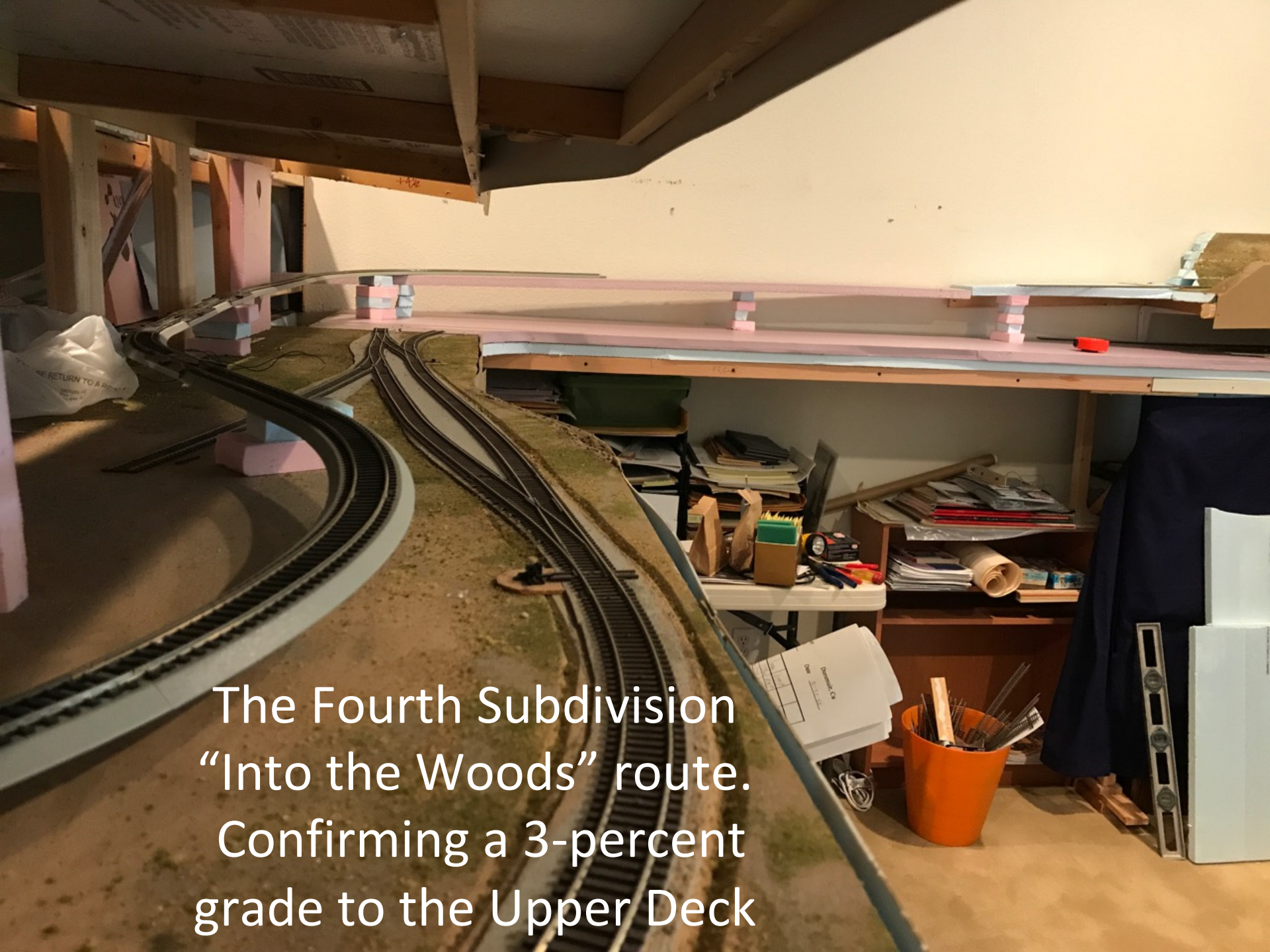
MTLW  
84000



# Camas Prairie Railroad

## 4th Subdivision





The Fourth Subdivision  
“Into the Woods” route.  
Confirming a 3-percent  
grade to the Upper Deck



Labels for the layout, including "GREEN" and "Sunbrite".

GREEN

Sunbrite

Driscoll's

Sunbrite









TRACK #1  
HEADING CARS

**OROFINO - FOURTH SUBDN. YARD**

TRACK #2  
LEVEL

TRACK #3  
HEADQUARTERS

CASE LUMBER  
RELEASE

FOR HOME  
FOR LOADING

FOR HOME  
FOR LOADING

**EMPTY CAR BILL**

NORTHERN PACIFIC RAILWAY CO.  
FROM: 02P  
TO: 02P  
CLASS: 02P  
CARRIED: 15816  
DATE: 5/16/54  
ORIGIN: 02P  
DEST: 02P  
TYPE: FM  
REMARKS: 40.7%  
DISP. USE CAR  
CASE LUMBER

UNIVERSAL PANEL



COMPANY WAREHOUSE

RICHFIELD OIL CO.

WEST SPOKANE YARD

TRACK #6 ICE DOCK	TRACK #5 WESTWARD CARS	TRACK #4 EASTWARD CARS
TRACK #3 SPOKANE LOCAL	MAIN #2 EASTWARD MAIN	



Michigan Avenue (the "Main Street") – Orofino Idaho

# **Mainline to Shortline:**

## **Creating the Camas Prairie Railroad**

Version-3

Special Thanks to the following who inspired  
this effort:

Ken Draper, Steve Gust, John Gibson, Bert  
Donlon and so many more!

AND Thanks to Dave Bayless for twisting  
my arm to share the process with you!