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BY HAND

Honorable Vernon A. Williams
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: STB Docket AB-NO. 564, Camas Prairie RailNet, Inc.
Abandonment Between Spalding and Grangeville, In
Lewis, Nez Perce, and Idaho Counties, ID

Petition to vacate Certificate of Interim Trail Use

Dear Mr. Williams:

I am writing on behalf of Camas Prairie RailNet, Inc.
("Camas Prairie"), in connection with the above-captioned
railroad abandonment proceeding.

On September 13, 2000, the Board issued a decision authorizing Camas Prairie to discontinue operations over and abandon a line of railroad known as the Second Subdivision between MP 0.0 at Spalding and MP 66.8 at Grangeville, ID. That decision also contained a Certificate of Interim Trail Use (CITU) authorizing a 180-day period for the Nez Perce Tribunal Executive Committee to negotiate an interim use/rail banking agreement with Camas Prairie for the subject rail line. Subsequently, Camas Prairie designated the line as a rail trail under the National Trails Act and the Board's rail trail regulations and sought a second CITU authorizing its affiliate the Camas Prairie Trail Conservancy ("the Conservancy") to negotiate a trail use agreement with Camas Prairie and to serve as the trail user. The CITU covered the entire length of the line from Spalding at MP 0.0 to the end of line at Grangeville, MP 66.8. To ensure the STB's continuing jurisdiction over the line, Camas Prairie sought and received several extensions of its authority to consummate the subject abandonment, the latest one lasting until March 15, 2004.

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Meanwhile back in December 2002, Camas Prairie signed an agreement with BG & CM Railroad for the latter to purchase this line from MP 1.0 to the end of track at MP 66.8. On December 17, 2002, Camas Prairie, the Conservancy, and BG & CM jointly petitioned the Board to vacate the existing CITU and to designate BG & CM as the new trail user. On December 18, Camas Prairie transferred ownership of the subject track and right of way to BG & CM.¹ On September 15, 2003, BG & CM filed a verified notice of exemption with the Board in FD No. 34398 authorizing it to acquire and operate as a railroad the line it had previously acquired and was operating as a rail trail.

Recently Camas Prairie signed an agreement with Great Northwest Railroad, Inc. ("Great Northwest"), for that company, a newly established noncarrier, to purchase the line of railroad and railroad operations of Camas Prairie including the remaining portion of the Second Subdivision from MP 0.0 to MP 1.0 at Spalding. Thereafter, Great Northwest filed a verified notice of the exemption with the Board in FD No. 34474 to acquire and operate Camas Prairie's railroad lines including the subject 1 mile of trackage.

Inasmuch as Great Northwest desires to restore common carrier rail service over the subject 1 mile, Camas Prairie now files this letter petition seeking to vacate the CITU issued January 6, 2003 designating BG & CM as the new interim trail manager. This Petition to Vacate is limited just to the subject 1 mile of track. Camas Prairie's request to restore rail service is consistent with the National Trails Act, the Board's implementing regulations, and case precedent. See, e.g., STB Docket No. AB-389 (Sub-No. 1x), Georgia Great Southern Division, South Carolina Central Railroad Co., Inc., -Abandonment And Discontinuance Exemption-Between Albany and Dawson, in Terrell, Lee, and Dougherty Counties, GA (served May 9, 2003).

Please date stamp and return one copy of this letter for our files.

¹ CSPR transferred to BG & CM the segment of the line from MP 1.0 to end of the line at MP 66.8. CSPR had previously removed the track from MP 52.0 to the end of the line at MP 66.8.

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Sincerely yours,


John D. Heffner

cc: Karl Morell, Esq.
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