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BEFORE THE  
SURFACE TRANSPORTATION BOARD

ENTERED  
Office of Chief Counsel  
June 10, 2026  
Part of  
Public Record

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AB 564

CAMAS PRAIRIE RAILNET, INC.—ABANDONMENT—  
IN LEWIS, NEZ PERCE, AND IDAHO COUNTIES, IDAHO (BETWEEN  
SPALDING AND GRANGEVILLE, IDAHO)

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**PETITION TO PARTIALLY VACATE CERTIFICATE OF  
INTERIM TRAILS USE**

**EXPEDITED CONSIDERATION REQUESTED**

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**ATTORNEY FOR BG & CM  
RAILROAD, INC.**

June 10, 2026

**FEE RECEIVED  
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SURFACE  
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**PETITION TO PARTIALLY VACATE CERTIFICATE OF INTERIM  
TRAILS USE**

BG & CM Railroad, Inc. (“BG & CM”), a Class III railroad carrier, hereby files this Petition (the “Petition”) to partially vacate the Certificate of Interim Trails Use (the “CITU”) currently in effect for a segment of its former Camas Prairie Railroad 2nd Subdivision, running from milepost 59.5, at Fenn, Idaho, to end-of-track at milepost 66.8, at Grangeville, Idaho (the “Segment”), and, if necessary, issuance of a replacement CITU in favor of BG & CM for a portion of railroad line (the “Remnant”) extending between milepost 52.0 and milepost 59.5. BG & CM seeks partially to vacate the CITU so that it may, in turn, consummate the abandonment of the Segment, facilitative of the future disposition of the

corridor outside of the scope of the Surface Transportation Board’s (the “Board”) jurisdiction. As explained below, BG & CM respectfully requests expedited Board consideration of its petition.

The Segment is the tail end of a line which has been the subject of multiple proceedings before the Board. In 2000, Camas Prairie RailNet, Inc., the now-defunct owner and operator of the property, sought authority to abandon the entire 2nd Subdivision, from milepost 0.0, at Spalding, Idaho, to Grangeville.<sup>1</sup> The Board authorized the abandonment and issued a CITU for the entire line.<sup>2</sup> Subsequently, the Board granted multiple extensions of time for interim trails use negotiations, issued several CITUs to a series of different trail sponsors, and extended time for the consummation of the abandonment.<sup>3</sup> BG & CM was the final sponsor in the series.<sup>4</sup>

However, the abandonment was never consummated. Pursuant to later authorization from the Board, the 2nd Subdivision was sold in two parts. The first part, running from milepost 0.0 to milepost 1.0, was sold to Great Northwest

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<sup>1</sup> *Camas Prairie RailNet, Inc.—Abandonment—In Lewis, Nez Perce, and Idaho Counties, Idaho (Between Spalding and Grangeville, Idaho)*, AB 564 (STB served Sept. 12, 2000).

<sup>2</sup> *See id.* at 2.

<sup>3</sup> *Camas Prairie RailNet, Inc.—Abandonment—In Lewis, Nez Perce, and Idaho Counties, Idaho (Between Spalding and Grangeville, Idaho)*, AB 564 (STB served Feb. 19, 2004) (“*Camas Prairie II*”); *see also Camas Prairie RailNet, Inc.—Abandonment—In Lewis, Nez Perce, and Idaho Counties, Idaho (Between Spalding and Grangeville, Idaho)*, AB 564 (STB served Apr. 28, 2004) (“*Camas Prairie III*”).

<sup>4</sup> *See Camas Prairie II* at 1; *see also Camas Prairie III* at 1.

Railroad, Inc.<sup>5</sup> The second part, running from milepost 1.0 to Grangeville, was sold to BG & CM. The Board also vacated the CITU for the 2nd Subdivision from milepost 0.0 to milepost 52.0 and authorized the reactivation of railroad freight service as far as milepost 52.0, with a CITU for the rest of the line from milepost 52.0 to the end of the line at milepost 66.8 remaining.<sup>6</sup> BG & CM later acquired the first part of the line, from mileposts 0.0 to 1.0, and now controls the entire line.<sup>7</sup> The portion of the former 2nd Subdivision between milepost 52.0 and the end of the line at milepost 66.8 remains railbanked, with BG & CM the trail sponsor and holder of the common carrier service reactivation right.

The Board first authorized abandonment of the Segment (as part of a larger-scope abandonment discussed above) in 2000. No railroad traffic has moved on the Segment since, and the Segment has been rail-banked now for more than twenty-five years. BG & CM sees an opportunity to dispose of the Segment as a non-rail asset subject to appropriate federal regulatory exit processes initiated here, which, if concluded swiftly, would inure to the financial benefit of BG & CM. While relinquishing trails use status for the Segment, BG & CM will remain as the trail

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<sup>5</sup> *Great Nw. R.R., Inc.—Acquisition and Operation Exemption—Camas Prairie RailNet, Inc.*, FD 34474 (STB served Mar. 19, 2004); *see also Camas Prairie III* at 1.

<sup>6</sup> *BG & CM R.R., Inc.—Acquisition and Operation Exemption—Camas Prairie RailNet, Inc.*, FD 34398 (STB served Oct. 17, 2003); *BG & CM R.R., Inc.—Exemption from 49 U.S.C. Subtitle IV*, FD 34399 (STB served Oct. 17, 2003).

<sup>7</sup> *BG & CM R.R., Inc.—Acquisition and Operation Exemption—Great Nw. R.R., Inc.*, FD 34713 (STB served June 28, 2005).

sponsor for the Remnant, and, thus, seeks to continue interim trails use status for the Remnant as trail sponsor (and as holder of the underlying reactivation right).

Those interested in the disposition of the Segment as a non-rail asset, however, have recently expressed that time is of the essence for BG & CM to secure appropriate STB exit authority. So as not to miss the financial opportunity, BG & CM hereby requests expedited consideration for its present petition partially to vacate. Upon issuance of such an order, BG & CM will then take further action concerning the Segment in keeping with the Board's abandonment procedures.

Respectfully submitted,

By: /s/ *R. A. Wimbish*  
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**ATTORNEY FOR BG & CM  
RAILROAD, INC.**

June 4, 2026.

## CERTIFICATE OF SERVICE

I hereby certify that I have on this 4th day of June, 2026, served the foregoing **Petition to Vacate** upon all parties of record in the above-captioned proceedings.

/s/ *R. A. Wimbish*

Robert A. Wimbish