

Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

245557

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Re: Application #AB1256

As I read the proposed operation plan set forth in Pan Am Railway's Application AB1256 for adverse discontinuance of Milford-Bennington Railroad's operations between Wilton and the Granite State Concrete plant in Milford, I was transported back in time to the late 1950's when such activity in the Wilton freight yard was a reality; long before it became a forgotten piece of real estate only worth mentioning in the fantasy-laced screed mentioned above.

History and bitter experience tell a far different story than that placed before you by Pan Am. Not only did this company and/or its predecessors abandon the Wilton-Bennington portion of the Hillsborough Branch a mere two years after receiving a multi-million dollar improvement to the line for which they paid nothing; they have let the condition of the rest of the branch deteriorate to the point that 5 to 10 mile-per-hour speed limits are the rule. Pan Am crews have to plan on two work shifts to service the one customer they still have north of Milford because the track conditions are so poor.

May I humbly inquire what shred of evidence is there to indicate that a revival such as Pan Am so boldly puts forth is anything more than pure fiction. I would further submit that if permission for such revival were granted, enforcement would need to be so strict as to require oversight by a third party on a near-daily basis. It is ludicrous to imagine that Pan Am would dedicate a locomotive and crew five days a week to service a three-mile stretch of track for one customer; plus who would be available to make sure they did.

It is my opinion that Pan Am and good rail service cannot exist in the same sentence. In the name of common sense and good judgment, do not rule in favor of Pan Am Railways in this proceeding.

Richard B. Putnam
Merchant at:
Putnam's
41 Main Street
PO Box 295
Wilton, NH 03086

Putnam's
PO Box 295
Wilton, NH 03086

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