News to come in the 20 January formal issue, 15#01A

CMQ – Searsport: Grimmel wants to locate a scrapyard here for export.
CMQ – Searsport: Chips may go to a Turkish company.
MERR-MDOT: RFP for the Rockland branch will go out 'in a couple of months'.
CMQ-WACR-NECR-Pan Am: Service is better. What future for traffic between Farnham and Newport?
Pan Am: Customer revived in Old Town.
PW – New Haven: Track construction done on Waterfront Street.

CMQ-SEARSPORT: ANOTHER NEW CUSTOMER?

12 January. **THE TOWN PLANNING BOARD WILL HEAR GRIMMEL’S APPLICATION TO MOVE HERE**, following its removal from Portsmouth.

On 7 January the Selectboard approved the application of Grimmel Industries LLC to operate a junkyard on leased property from Sprague Energy.

At the Selectboard
Grimmel General Manager Tim Garrity said steel will be exported through the port to locations around the world. The softball-sized steel will be trucked in from the company's Topsham location and will come from shredded automobiles as well as purchases of scrap from dealers and leftover scraps from Bath Iron Works. The steel will be piled on an existing cement pad. “There's a little noise but it's nothing special,” Garrity said of the operation.

Selectman Meredith Ares asked about sound, and got fellow members to agree to no loading of vessels after 19h00, year-round. The original application stated loading of vessels could continue until sunset; Garrity accepted the condition as a compromise.

Problems in Portsmouth
The Board also heard concerns of drifting dust [see 14#09A] and polluted stormwater discharge, based on reports from Portsmouth. In 2011, the company was ordered by the Environmental Protection Agency to stop allowing runoff into the river.

Garrity said the company was not fully responsible for contamination of Piscataqua River as the site was

originally developed in the 1950s and located extremely close to the water. Grimmel will operate under the stormwater plan Maine Department of Environmental Protection approved for Sprague and the addition of Grimmel to the plan has already received DEP approval.

Sprague representative Jim Therriault said the arrangements in Searsport will be much different than in Portsmouth, including a retention pond for any runoff.

**Junkyard license granted**
The Board granted the Grimmell request for a junkyard license. Its site requires site plan review at the Planning Board this evening.

**No rail?**
Garrity said that the facility will receive scrap from Grimmel's Topsham yard [Pan Am-served, see box in 14#09A] and from other yards around Maine. \{Stephanie Grinnell in villagesoup.com 7 Jan. 15\} Schnitzer in Lewiston

**CMQ – SEARSPORT: WHAT ABOUT CHIPS?**
6 January, Searsport. *THE CHIP CUSTOMER WAS UNVEILED TO LOGGERS AS YILDIZ ENTEGRE*, a Turkish company [see box – judging from how it describes itself, the chips would become wood products, not heat]. Art House, principal of Maine Biomass Exports [see 14#12B], gathered a group of about 20 here: “For the buyers, they just wanted to press the flesh here in Maine, walk around, go to the sites, go to the project, which they're going to do today, and to actually meet the loggers.”

Yildiz Entegre's CEO Hakki Yildiz saw a more than a 50% chance that his company pursues this opportunity. “I'm here because I believe we can do business here, so hopefully we will manage. And if we do it, we will do it within four months.”

**Logs available for chipping?**
Some loggers doubted they could provide logs so quickly. “I think all loggers are in the winter push for the winter. They've got a lot of their destinations already marked,” logger Duane Jordan said. “To add this into the winter mix, I mean it would be a welcome thing, but we already have destinations, so that's going to be a tough one I would think.”

In the coming months, House is focused on working with Yildiz Entegre to ship chips without the use of the facility. “As sure as I'm standing here, we're going to fill a boat. Is it going to be March or April? I

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**YILDIZ ENTEGRE**
Yildiz Entegre, with its profound knowledge and experience in the field of forestry products, is a dynamic example of the entrepreneurial strength and determination for succeed of Anatolian people.

Yildiz Entegre, which turns out to be one of the largest manufacturers of the world with its entrepreneurial and innovative structure and its facilities that carry the Turkish industry forward has a production capacity of 8,500m3 / day. Kartepe facility with its integrated structure is the largest mdf complex of the world under a single roof.

Yildiz Entegre manufactures MDF, Melamine Coated MDF, Particle Board, Melamine Coated Particle Board, MDF Profile, Laminate flooring, MDF Door, MDF Baseboard, Painted MDF, MDF Cabinet Cover, Door Skin, Impregnated Decor Papers and Glue in the sector of forestry products in its facilities established on an area of total 1,832,000 m2.

Yildiz Entegre, has corroborated its mission that it has taken about producing environmentally-conscious and healthy products with its CE certificate and has demonstrated its sensitivity in the issue of the protection of consumers.

Yildiz Entegre launched its activities on forestry products in 2001. As of today, it is developing its quality, trademark and popularity each passing day by exporting its products produced in its 7 facilities to more than 40 countries.

Yildiz Entegre, which has an important role in Turkish economy with its production, export, employment and competition capacity in the world markets, proceeds on its way with its 1900 employees and its sustainable performance objective. \{company website\}
think so. Is it going to be a month later? Maybe. But I can tell you this, we're going to fill a boat with chips and they're going to go out of Searsport,” House said. {Grady Trimble in Bangor WLBZ tv 6 Jan 15}

House did not respond to an ANR&P request for more comment on the meeting, which was scheduled for 6 to 8 January.

MERR-MDOT: NEW RFP
12 January, Augusta. **MDOT WILL PUT OUT AN RFP FOR THE ROCKLAND BRANCH** 'in the next couple of months,' wrote Nate Moulton, the department's rail administrator.

MDOT twice extended MERR's lease for one-year terms [see 14#04A]. The latest ends 31 December 2015, so the new operator (could be MERR) will start 1 January 2016.

**Passenger committee**
MDOT's Passenger Rail Advisory Council [see 14#05A – note on how no one on the branch wanted freight] might have had input to decisions about the Rockland branch and excursion or passenger service connecting with the Downeaster [see 14#04A]. However, wrote Moulton, the 'Council’s work has not concluded at this point.' {e-mail to ANR&P}

**Sister railroad**
The Morristown & Erie Railway (M&E, owner of MERR) in 2014 boosted carloads 13% compared with 2013, the second-straight year the short line posted traffic growth. The increase is part of a larger trend that has resulted in a 59% traffic gain between 2010 and 2014, M&E officials said in a press release. The short line is projecting another traffic increase in 2015, in part due to several capital improvement projects the railroad started or completed last year to harness additional business opportunities. M&E expanded the Kenvil Team Track between July and October 2014, adding another track and three additional railcar spots to the facility. The project was performed jointly with the Morris County Department of Transportation. Marketing efforts are underway to bring additional freight customers to the facility, which now is used by a local lumber distributor to transload its cargo from rail cars to trucks, M&E officials said.
In summer 2014, the short line also began to build the Troy Hills Bulk Transload Facility, slated to open in 2015. The facility’s 13 rail-car spots and access off Route 10 in Whippany, N.Y., will facilitate the expansion of the railroad’s services and help reduce truck traffic on northern New Jersey’s congested highways, M&E officials said.

“The addition of significant infrastructure improvements will position the railroad for continued success [this year],” said M&E Vice President and Chief Operating Officer Chuck Jensen in a press release. “We are very much looking forward to our 120th year of continuous service in 2015.”

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**CMQ - WACR – PAN AM – NECR: A FUTURE?**

12 January, Newport-Farnham. **CMQ HAS SIGNIFICANTLY IMPROVED SERVICE TO NORTHERN VERMONT**, running two trains a week [see train count sheet] rather than the one/week in November [see 1411B].

Customer comments

Stella Paquette at Kent Nutrition in Richford has definitely noticed the improvement. “I am satisfied.”

Jim Torrey of Feed Commodities International in Newport has not noticed the CMQ improvement but reported that WACR continues to switch his facility. “That alone can help.”

Permanent switching change?

Ryan Ratledge, CMQ chief operating officer, wrote that WACR 'has been helping us, but by design. Nothing set in stone yet.'

A rail observer reported that WACR is also switching the other CMQ customers in Newport, as of 7 January.

A renewed effort at cooperation

Before NECR instituted self-help and damaged Pan Am operation on the ConnRiver between East Northfield...
and White River Junction [see 14#12B], VRS President David Wulfson was considering cooperation with Pan Am on the line [see 14#04A].

Reportedly the NECR self-help has stopped. Wulfson wrote on 6 January: 'We have been working with Pan Am and CM&Q, as well as NECR, to increase the traffic on the ConnRiver line.

'As CM&Q get their track upgraded and their marketing group in place, we expect the traffic to increase to, or exceed pre-Megantic levels.' {e-mail to ANR&P}

Another idea
One interesting rumor states that Pan Am could divert all its traffic moving past Waterville, Maine, up the ConnRiver. Some point to the fact that Pan Am track between Waterville and Bangor, while nominally 25 miles per hour, has had since 2011 slow orders confining most or all of it to 10 miles per hour. The alternative route via the Northeast Kingdom [the northeast corner of Vermont] would use other people's track from East Northfield all the way to Saint John – no need for capital expenditures.

In one version of this scenario, CMQ could serve Pan Am's Bangor customers from Brownville Junction.

Two new traffic sources for Pan Am militate against this move: the Old Town mill has restarted, and cleaning up the Holtrakchem site in Orrington on the Bucksport branch will generate, for a short time at least, hundreds of carloads.

Others wonder why CMQ does not turn over the operation of the Newport-Farnham stretch to WACR, since it is already switching the Newport customers. They note that VRS sought that stretch at the auction of the MMA track back in 2014 [see 13#09A, 13#12A page 5]. Editor

PAN AM: CUSTOMER REVIVED
8 January, Old Town. EXPERA WILL USE RAIL OR TRUCK TO MOVE ITS NEW PULP TO WISCONSIN, wrote spokesperson Addie Teeters, 'whatever the most cost-effective options are available for a given time.'

Jay production?
Expera also has a 'paper supply agreement (not pulp) from the #5 paper machine at the Androscoggin Mill in Jay, Maine. That product does not come to Wisconsin – the product gets shipped directly to customers and warehouses.' {e-mail to ANR&P}

Mill will open in a few days
On 7 January she said about the start-up of the former Old Town Fuel & Fiber pulp mill, “We have some pretty good stuff going on, actually. We’ve brought back all of the [laid-off Old Town Fuel & Fiber] workers back to work, so we’ve got about 180 employees back to work. They’ve all been back since the end of December.”

Expera Specialty Solutions created the company Expera Old Town LLC to purchase and run the facility. The newly-formed company purchased the buildings, mill equipment, personal property such as trucks and office equipment, as well as the land on which the mill is located from Patriarch Partners.

The bankruptcy sale calls for Expera to pay $3.2 million in debts and another $7.3 million in cash that would be split among secured and unsecured creditors. {Dawn Gagnon in Bangor Daily News 7.Jan.15}

NEW HAVEN – PW: RAIL FINISHED
1 November. 'WE FINALLY FINISHED WATERFRONT STREET IN NEW HAVEN 2 WEEKS AGO!' wrote John Ogren of Northern Rail Services. 'Started in 2005. It is now seeing some traffic. A newer company Biofuels [see 13#01B] has started bringing in cars on a fairly regular basis as has Gateway. [See photo of a Biofuel move earlier in the autumn.] {e-mail to ANR&P}
New Haven. Look southeast down Waterfront Street to power plant. PW delivering cars for Biofuels in early autumn 2014. Two cars spotted on the sidetrack next to Gateway. (courtesy John Ogren)

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