

# Dollar General plans Thomaston store

## Route 1 property next to former state prison property eyed for project

BY STEPHEN BETTS  
BDN STAFF

THOMASTON — The town’s planning board will consider Tuesday a proposal for a Dollar General store to be built on Route 1 next to the former state prison property.

The project, which would be built on the northeast side of the Strong Agency insurance building, is being proposed by Franklin Land Associates LLC of Brentwood, Tennessee. Dollar General’s corporate headquarters is located in nearby Goodlettsville, Tennessee.

The property is 1.73 acres and is owned by Jlinn LLC, which includes John Miller of Thomaston.

Dollar General has more than 12,000 stores in 43 states, according to the company’s website. Its 12 stores in Maine are concentrated in central and southern Maine.

The company generally looks to occupy stores of approximately 9,000 square feet, according to its website.

The planning board will discuss the proposal at its next meeting, scheduled to begin at 6 p.m. Tuesday at Watts Hall.

Planning Board member Jeff Creighton said Monday that there are design standards that the company will have to meet. Those standards are aimed at making any commercial development in that area look as residential as possible. Townspeople voted in those standards for any development in the Thomaston Common area, which includes the former prison property.

Town Manager Valmore Blastow said some people may feel the zoning is not restrictive enough to



STEPHEN BETTS | BDN

The Thomaston Planning Board will consider a proposal Tuesday evening for a Dollar General store to be built on this lot on Route 1.

protect the historic village atmosphere, which was the intent of the design standards.

“However, I believe the ambience can be maintained if the application of the intent of the zoning is applied properly,” Blastow said Monday.

A telephone message left Monday morning with Dollar General’s marketing department was not

immediately returned.

The town has been trying to encourage development for years on this section of Route 1.

After a special town meeting in September 2012, the town built roads, sewer and water lines on the former property known as Thomaston Green.

The 2012 vote allowed \$250,000 in improvements to go forward

even though no lots had been sold.

Residents also agreed at that meeting to authorize selectmen to sell four lots in Thomaston Green that about Route 1 that would be reserved for commercial development. Residents also voted to allow selectmen to sell two lots to the rear of Thomaston Green that would be developed as residential units.

## Railroad

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had satisfied ourselves that the track was safe and people were trained and that we could do so without having our hearts in our mouth,” he said.

“Now we move hazardous goods through [Lac-] Megantic and we have a very good relationship,” Giles said.

An exception of the restored ties with Lac-Megantic, however, is crude oil.

Chief Administrative Officer Gaynor Ryan said Central Maine and Quebec has opted not to ship crude oil through Lac-Megantic in 2016 out of respect for the community.

Conrad Lebrun, director of buildings and projects for Lac-Megantic, said that the moratorium on shipping crude oil through the community came at the city’s request.

“Back before they started operations again, we cited a social compact with them to have freedom to go back on rails again and to have a moratorium on crude oil until the end of 2016,” Lebrun said.

Lebrun agreed that Central Maine and Quebec and the city have developed a good working relationship.

“It is good,” he said. “We have access to CMQ representatives. When we need to, we call them and they call us right back and we work issues out well. We expect it to keep going in the future.”

More system upgrades are in the works, thanks to a \$20 million matching federal grant awarded last fall to the Maine Regional Railways Project, a \$37 million public-private partnership also involving the state and Pan Am Railways and New Brunswick Southern Railway, Giles said.

The regional plan aims to upgrade tracks in northern and eastern Maine to a 25 mph rating and eliminate numerous bottlenecks caused by speed limits that have bedeviled traffic in the region.

Much of the Montreal, Maine and Atlantic track system was limited to 10 mph before the ownership changed, Giles noted, adding that the former owner “had put no capital into this railroad for decades.”

In another step forward, Central Maine and Quebec won a bid to operate the state-owned Rockland Branch, a 60-mile track between Rockland and Brunswick, as of Jan. 1. The addition of the Rockland Branch brought the total miles of track it operates to 538, Ryan said.

“There’s a small customer

base there, and we’re working hard to develop that base and look for new opportunities,” Ryan added.

Ryan said that the tourist excursions offered by the former operator currently are not part of the plan.

“What we try to do is put the capital where it’s needed, do the maintenance that’s required, rigorous inspections and again we’ve got pros leading these things.”

CHIEF EXECUTIVE OFFICER JOHN GILES

“We’re not operating the tourist train going forward, but if there’s another entity out there that’s interested in operating the tourist train, we’re willing to work with them and help that happen,” she said, adding, “I think with the right marketing and the right equipment, you could do a really nice job with it. It’s a beautiful area down there, so definitely it’s an opportunity.”

As it works to upgrade infrastructure, Maine Central and Quebec also is putting its business house in order.

“Now we’re just focusing on continuing to build the business

and increase our car loads,” Ryan said.

Giles said that since Maine Central and Quebec bought the railroad, its base of active customers has increased almost threefold.

“When we arrived, there were a little over 3,000 carloads per quarter. We’re now in the 7,000 range today,” he said.

Arguably one of the biggest shifts under new ownership is a company-wide emphasis on safety that has involved, besides track and equipment upgrades, safety instruction for all employees when it assumed control, training programs for communities and paying to send town fire chiefs to training centers in the western U.S.

“What we try to do is put the capital where it’s needed, do the maintenance that’s required, rigorous inspections and again we’ve got pros leading these things,” he said.

A particular source of pride for Giles, given his predecessor’s Lac-Megantic legacy, is the safety award that Central Maine and Quebec received last year from the Railway Association of Canada.

“We’re really delighted with that. We’re fresh out of the box,” Giles said. “We come from a legacy of not quite getting it and then to be singled out for safety, you know, that’s great.”

## Public relations group plans social media event

YARMOUTH — The Maine Public Relations Council will continue its monthly professional development series with “Making the Social Media Sausage,” 8:30-10:30 a.m. Friday, Feb. 19, at Tyler Technologies, 1 Tyler Drive.

Shannon Kinney, founder and client success officer at Dream Local Digital based in Rockland, will be the featured presenter. Kinney will explore today’s social media platforms, from Twitter to Periscope, as well as how to best engage audiences with content and hashtag campaigns in order to deepen the engagement with consumers and constituents to influence their buying decisions.

Cost is \$20 for council members, \$35 for others, \$10 for student members and \$15 for student non-members, and includes continental breakfast.

Professional development sessions and workshops will be held on the third Friday of each month.

For information and to register, visit [meprcouncil.org](http://meprcouncil.org) or email [info@meprcouncil.org](mailto:info@meprcouncil.org).

## Grant to help transition to entrepreneurship

BUCKSPORT — The Maine Small Business Development Centers has received funds from the U.S. Small Business Administration’s Portable Assistance Grant Program to provide entrepreneurial advising and training for potential and existing business owners in the Bucksport Bay area who have been affected by the

closure of the Verso paper mill.

The program will be a collaborative effort of the Maine SBDC in association with CEL, New Ventures Maine and other local economic development organizations. This program will be designed to equip entrepreneurs and anyone interested in starting a business with knowledge necessary for successfully developing and growing a small business.

Maine SBDC will staff a business advising outreach office at Bangor Savings Bank in Bucksport, where a certified business adviser will be available to meet with new and existing businesses to discuss challenges and opportunities confidentially and at no cost.

Beyond business advising, Maine SBDC plans to organize an entrepreneurial tourism-focused workshop series, provide mini-grants to select small-business clients for professional services, host a small-business resource breakfast and put together a business plan competition.

Individuals interested in working with the Maine SBDC can visit [www.mainesbdc.org](http://www.mainesbdc.org) or call 780-4420.

## CamRock network to host open house

CAMDEN — The CamRock Women’s Network will hold an open house 5:30-7 p.m. Tuesday, Feb. 23, at Cappy’s Chowder House. Snow date will be Thursday, Feb. 25.

Learn how the group provides camaraderie, ideas and support for fellow business owners and employees. RSVP by Saturday, Feb. 20, to [camrockwomen@gmail.com](mailto:camrockwomen@gmail.com) or 273-3223.

For information, visit [camrock-network.com](http://camrock-network.com) or contact group members.

## Jobs

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**Rodney A. Lake** has become a shareholder at Drummond Woodsum, with offices in Portland and New Hampshire, effective Jan. 1.

Lake is a tax and business lawyer who focuses primarily on representing businesses and owners in transactions such as mergers, acquisitions, financings, restructurings and dispositions, as well as in tax controversies before taxing authorities. Lake has expertise in international tax matters, regularly advising businesses and individuals in cross-border tax structuring and compliance issues. He earned his Master of Laws in taxation from Boston University School of Law, his Juris Doctor from Boston College Law School, and his Bachelor of Arts from Tufts University. New England Super Lawyers has named Lake a Rising Star based on his expertise in tax law.



Lake

**Laurel A. McCleard** has become a shareholder at Drummond Woodsum, with offices in Portland and New Hampshire, effective Jan. 1.

McCleard is a member of the firm’s Labor and Employment Group. She regularly counsels public and private employers on compliance with state and federal employ-



McCleard

ment laws, including the Americans With Disabilities Act, the Fair Labor Standards Act, the Family and Medical Leave Act, Title VII of the Civil Rights Act of 1964, as well as state wage and hour, discrimination and leave laws. She earned her Juris Doctor from University of Richmond School of Law, cum laude, and her Bachelor of Arts from McGill University. Laurel is admitted to practice law in both New Hampshire and Maine and is recognized as a Rising Star in Employment and Labor Law by New England Super Lawyers.

Wolverine World Wide Inc. has announced the appointment of **Pat O’Malley** as president of the Saucony brand. He succeeds **Richie Woodworth**, who recently was appointed president of the company’s Lifestyle Group. O’Malley will report directly to **Jim Gabel**, president of Wolverine Worldwide’s Performance Group. O’Malley has more than 25 years of experience in the footwear industry, most recently serving as Saucony’s senior vice president for global product. O’Malley also led the launches of the ISOFT and EVERUN collections. Before his 12 years with Saucony, he held leadership positions with both Nike and Reebok. O’Malley earned a Master of Business Administration and Bachelor of Science in Finance from the University of Maine.

To submit items for On the Job, please visit [bangordailynews.com](http://bangordailynews.com). Fill out the “News and Photos” form under the “Post News” button at the top of the home page and click “Publish” at the bottom when finished. Questions? Call Community Editor Julie Harris at 990-8285.

## Forum

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happen, the buyer may have to pay the balance in full or return the vehicle.

A third area of concern is contract mistakes. Signing a contract means you agree its contents are correct. Signing could affect your rights in case of a dispute over the vehicle or loan. Certain clauses in a contract might cause problems; failing to maintain insurance on a vehicle might allow the creditor to repossess without sending a Notice of Right to Cure.

The guide also warns against title loans, when the consumer gives the lender a hard copy of the title so the vehicle is used as collateral. Such loans are illegal in Maine.

Watch out also for what are called “loaded” payments, which are monthly payments including add-on items the buyer did not request.

The guide offers a range of information about buying versus leasing, getting the best possible deals on loans and checking your credit reports. There also are tips on research you can and should do, and what to look for in the “closing room” before you sign on the dotted line.

The guide is available online by visiting the Bureau of Consumer Credit Protection website, at [credit.maine.gov](http://credit.maine.gov), and looking under “consumer guides.” Maine residents can receive a hard copy by calling the bureau toll-free at 800-332-8529.

Consumer Forum is a collaboration of the Bangor Daily News and Northeast CONTACT, Maine’s all-volunteer, nonprofit consumer organization. For assistance with consumer-related issues, including consumer fraud and identity theft, or for information, write Consumer Forum, P.O. Box 486, Brewer, ME 04412, visit <http://necontact.wordpress.com> or email [contactexdir@live.com](mailto:contactexdir@live.com).

## Oil rises for second day, hits \$30

BY GRANT SMITH  
BLOOMBERG

NEW YORK — Oil advanced a second day, rising briefly above \$30 a barrel Monday in New York for the first time in almost a week.

West Texas Intermediate futures rose 1.1 percent in electronic trading in New York after surging 12 percent on Friday. Speculators’ long positions in WTI through Feb. 9 rose to the highest since June, according to data from the U.S. Commodity Futures Trading Commission. Iran loaded its first cargo to Europe since international sanctions ended, while Chinese crude imports eased from a record.

Oil in New York is down about 20 percent this year. While the outlook for increased Iranian exports threatens to further boost record oil stockpiles, major companies including Chevron and Anadarko Petroleum are curbing spending on exploration and development of new resources. Crude surged the most in seven years on Feb. 12 after the United Arab Emirates repeated OPEC’s readiness to engage with other producers.

“The oversupply will decrease sharply over the course of the year,” Andy Sommer, an analyst at Axpo Trading in Dietikon, Switzerland, said by email. “Developments in supply and demand mean the market will very closely avoid hitting tank-top levels.”

WTI for March delivery gained as much as 71 cents to \$30.15 a barrel on the New York Mercantile Exchange and was at \$29.76 as electronic trading ended at 1 p.m. The New York Mercantile Exchange floor was closed Monday for the Presidents Day holiday, and trades will be booked Tuesday. The contract gained \$3.23, or 12 percent, to close at \$29.44 on Friday after dropping 19 percent the previous six sessions. WTI prices lost 4.7 percent last week.

Brent for April settlement rose 3 cents to settle at \$33.39 a barrel after reaching \$33.97 in intraday trading on the London-based ICE Futures Europe exchange. The European benchmark was at a premium of \$1.51 to April WTI at 1:42 p.m. in New York.

In the U.S., drillers idled rigs for an eighth week to the lowest level since January 2010, according to data from Baker Hughes Inc. The number of active rigs dropped by 28 to 439, the company said on its website Friday. A group of 44 North American exploration and production firms are planning to spend \$78 billion on capital projects this year, down from \$101 billion last year, according to IHS Inc.

Speculators’ long position in WTI rose by 1,152 contracts to 302,384 futures and options, according to CFTC data.