

CITY OF RENSSELAER  
IN  
COMMON COUNCIL  
WEDNESDAY EVENING  
REGULAR MEETING

The Council convened at 8:00 o'clock P. M. and was called to order by Pres. Harrigan

The roll being called the following answered to their names:  
Pres. Harrigan ✓

Alderman Bullent ✓  
Mooney ✓  
Lithgow  
DeFrancesco ✓

Alderman Girolami  
Adams ✓  
Miller ✓  
Mink ✓  
Jukes ✓

Alderman *Mooney* moved that the minutes be adopted as printed subject to correction.

COMMUNICATIONS FROM THE MAYOR  
HEADS OF THE DEPARTMENTS AND CITY OFFICIALS

The Clerk reports that the Mayor had approved of all resolutions passed at the last meeting.

TREASURER'S REPORT

PRESENTATION OF ACCOUNTS

Alderman *Mooney* moved that all bills be referred to the auditing committee.

All bills be allowed and ordered paid.

PRESENTATION OF PETITIONS AND ACCOUNTS

RESOLUTIONS

REPORT OF COMMITTEE

Alderman *Mink* moved to adjourn, seconded by Alderman *Adams*

Alderman *Mooney* moved That All bills and payrolls be referred to the auditing committee

The City Clerk reports that the City Bills, Water Bills, High roll, Water pay<sup>pay</sup>roll & Police Dept. over time payroll - Amounted to -  
City Bills \$ 18482.42 - Water bills \$ 1,601.75 - Highway Payroll \$ 7,150.28  
Water Payroll \$ 1,036.56 - Police Over Time Payroll \$ 33.04 .

Alderman *Mooney* ~~XXXXXX~~ Moved second by Alderman *Clames* that all Bills and Payrolls be allowed and ordered paid

	AYES	NOES
FREDERICK HARRIGAN	✓	
HAROLD BULLENT	✓	
JOHN MOONEY	✓	
WILLIAM LITHGOW		
JOSEPH DeFRANCESCO	✓	
ARMAND GIROLANI		
WILLIAM ADAMS	✓	
WILLIAM MILLER	✓	
JOSEPH NINK	✓	
ALFRED ANGE	✓	
TOTAL		

CITY OF RENSSELAER, NEW YORK  
TRIAL BALANCE  
January 1973

<u>GENERAL</u>	<u>DEBIT</u>	<u>CREDIT</u>
CASH		32,085.33
PETTY CASH - TREASURER	200.00	
PETTY CASH - CLERK OFFICE	25.00	
TAXES RECEIVABLE	79,975.26	
COUNTY TAXES RECEIVABLE	78,568.08	
DEL. WATER RENTS	302.08	
TAX SALE CERTIFICATES	301,634.75	
PROP. AGED FOR TAXES	61,716.99	
ACCOUNTS RECEIVABLE	1,350.68	
DUE FROM OTHER FUNDS	187,372.93	
DUE FROM OTHER GOVERNMENTS	1,421.25	
TEMPORARY INVESTMENTS	200,000.00	
ESTIMATED REVENUES	1,606,622.32	
APPROPRIATION EXPENSE	765,557.36	
TAX ANT. NOTES PAYABLE		50,000.00
BUDGET NOTES PAYABLE		9,400.00
DUE TO OTHER FUNDS		4,461.09
DUE TO OTHER GOVERNMENTS		23,065.79
DUE TO COUNTY TREASURER		78,568.08
OVERPAYMENTS & COLL. IN ADVANCE		610.00
RES. FOR UNCOLLECTED TAXES		363,351.74
RES. FOR ACCTS RECEIVABLE		1,350.68
FUND BALANCE	27,591.90	
APPROPRIATIONS		1,606,622.32
REVENUES		1,142,823.57
	<u>3,312,338.60</u>	<u>3,312,338.60</u>

WATER

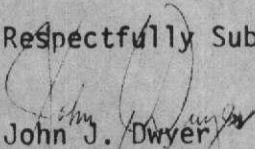
CASH	461.28	
CASH FOR BOND INT. & MAT'D BONDS	110,630.00	
WATER RENTS RECEIVABLE	14,378.84	
DUE FROM OTHER FUNDS	4,461.09	
DUE FROM OTHER GOVERNMENTS	125.37	
TEMPORARY INVESTMENTS	25,000.00	
ESTIMATED REVENUES	404,741.00	
APPROPRIATION EXPENSE	267,973.59	
BOND INT. & MAT'D BONDS PAYABLE		110,630.00
DUE TO OTHER FUNDS		171,000.00
RES. FOR BONDED DEBT.		25,000.00
FUND BALANCE	30,380.88	
APPROPRIATIONS		404,741.00
REVENUES		146,781.05
	<u>858,152.05</u>	<u>858,152.05</u>

LIBRARY

CITY OF RENSSELAER, NEW YORK  
TRIAL BALANCE  
JANUARY 1973

<u>CAPITAL</u>	<u>DEBIT</u>	<u>CREDIT</u>
CASH	15,798.30	
CASH - URBAN RENEWAL	4,238.55	
BONDS AUTHORIZED	280,191.00	
BAN PAYABLE		137,391.00
EARNINGS ON TEMPORARY INVESTMENTS		1,098.37
AUTHORIZATIONS		158,838.48
UNNEEDED BALANCE OF AUTHORIZATIONS		2,900.00
	300,227.85	300,227.85
 <u>TRUST</u>		
CASH	20,256.07	
GROUP INS. DEDUCTIONS		796.82
GUARENTEE & BID DEPOSITS		17,048.88
LIBRARY TRUST - PRINCIPAL		5,000.00
LIBRARY TRUST - INTEREST		2,322.87
SECURITIES & MORTGAGES	4,912.50	25,168.57
	25,168.57	25,168.57

Respectfully Submitted,

  
 John J. Dwyer  
 City Treasurer

We, the committee appointed to tabulate bids for the furnishing of one 3/4 ton 4 wheel drive truck for use of the Department of Public Works of the City of Rensselaer do report the following bid:

BIDDER	AMOUNT
ALBANY DODGE	NET \$4,873.00

We, therefore report that the lowest responsible bidder therefore was Albany Dodge Inc. in the amount of \$4,873.00 and that the bidder ALBANY DODGE inc. has submitted the non-collusive bidding certificate which was inadvertently omitted from the bid of ALBANY DODGE inc. and we therefore recommend that the contract for the furnishing of such truck be awarded to ALBANY DODGE Inc.

COMMITTEE

*John F. Mooney*  
*Joseph De Francesco*  
*Alfred Jukes*

BY ALDERMAN MOONEY

RESOLVED that the Mayor be and he hereby is authorized and directed to enter into contract with ALBANY DODGE Inc. for the furnishing of One 3/4 ton truck for use by the Department of Public Works, said contract to be approved by the office of the Corporation Counsel.

Approved as to form and sufficiency

this 7th day of February, 1973

*Richard Welch*

*Ludwig De Francesco*

FREDERICK HARRIGAN  
 HAROLD BULLENT  
 IONA MOONEY

AYES	NOES
✓	
✓	
✓	

13 Valley View Drive  
New Windsor, N.Y. 12550  
February 2, 1973

City Council  
City of Rensselaer  
505 Broadway  
Rensselaer, New York 12144

Gentlemen:

I received notice from my Grandmother, Mrs. Emma M. Davis, that she was informed that she owed back taxes for the years 1949 and 1952.

I called Mr. Dwyer, and he informed me that this was brought about by an action taken by the Council to collect back taxes.

First I would like to say that according to Mrs. Davis those taxes were paid for those years. Secondly, I would like to state that I find this act by the Council of collecting back taxes very unjust. It does not sound reasonable that Mrs. Davis was not notified any ;sooner than 1962 for taxes owed 10 and 13 years prior and not again until 1973. Mr. Dwyer said that nification was given in 1964, but according to Mrs. Davis no such notification was received. I should think that notification should be given each year. It seems even more unreasonable that the Council should expect people to keep receipts for such a length of time.

In my estimation i is taking complete advantage of people such as Mrs. Davis who have been taxpayers in the City of Rensselaer for nearly 50 years.

Respectfully,

*Joseph B. Horan III*

Joseph B. Horan III

*Mr. Dwyer Took care of same*

*Received & Filed*

# Fort Cralo Post No. 471, Inc.

## AMERICAN LEGION

20 Partition Street

Rensselaer, N. Y.



January 29, 1973

The Memorial Day Committee wishes to extend to you an invitation to participate in the parade to be held this year under the direction of the Fort Cralo Post No. 471, Inc. - American Legion.

On Sunday - May 27th, 1973, the parade will form in the vicinity of the Van Rensselaer Elementary School - Washington Ave. at 1:00 P. M.

Our Guest Speaker will speak at 1:00 P. M. and the parade will start at 2:00 P. M. and end at the Rensselaer Jr. and Sr. High School.

If at all possible to have a band and a float as trophies will be awarded to the best band, best float, and the unit having the most men in line. The theme of our parade is patriotism.

Sincerely,

*Frederick Lanz*  
Frederick Lanz  
Parade Adjutant

Please reply to -

Mr. Frederick Lanz  
250 East Street  
Rensselaer, N. Y. 12144

*Received & Filed*

# Fort Cralo Post No. 471, Inc.

## AMERICAN LEGION

20 Partition Street

Rensselaer, N. Y.



February 6, 1973

Board of Alderman  
Rensselaer Common Council  
City Hall  
Rensselaer, New York 12144

Gentlemen:

The Memorial Day Committee wishes to extend to you an invitation to participate in the Memorial Services on May 20th, 1973. Services to be held at the First Presbyterian Church - 34 Broadway - Rensselaer, New York. The parade will form at the Fort Cralo Post Rooms on Partition Street at 9:15 A. M. and parade to the Church for 10 O'clock services.

Sincerely,

*Frederick Lanz*  
Frederick Lanz  
Parade Adjutant

250 East Street  
Rensselaer, New York 12144

*Received & Filed*

March 16, 1973

Mr. Frederick Lanz  
250 East Street  
Rensselaer, N. Y. 12144

Dear Fred,

This is to inform you that there will be representation of the Common Council of the City of Rensselaer, N. Y. at the Memorial Service on May 20, 1973 also the Parade on May 27, 1973.

Thank you for your kind invitation.

Yours truly

---

City Clerk

HNB/jo

2027 10th Ave.  
Rensselaer, N.Y. 12144  
February 14, 1973

Hon. I. Stewart  
Mayor City of Rensselaer  
Rensselaer City Hall  
Broadway  
Rensselaer, N.Y. 12144

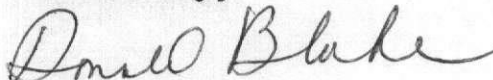
Dear Sir:

In regard to our conversation of this afternoon, I am writing to request the use of City Hall for the Rensselaer Little League registration. The following dates are the days City Hall will be in use:

February 23, 1973  
March 2, 1973  
March 3, 1973

Thank you for your cooperation in this matter.

Sincerely,



Donald Blake  
Player Agent

DB:bv

ORDINANCE REGULATING VEHICLES  
TRANSPORTING SAND AND GRAVEL

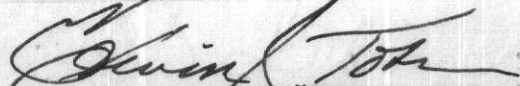
The City of Rensselaer in Common Council convened  
does ordain as follows:

SECTION 1. No person shall operate or drive, and  
no person, firm, corporation, or association shall cause to  
be operated or driven upon the public streets of the City of  
Rensselaer, any vehicle transporting sand or gravel unless  
such vehicle is equipped in such a manner that such materials  
being transported are completely covered by a tarpaulin or  
other suitable cover so as to prevent spillage of such materials  
or the emission of dust therefrom.

SECTION 2. Violation of this ordinance shall be  
punishable by a fine of not more than \$25.00.

SECTION 3. This ordinance shall take effect  
immediately after publication pursuant to the provision of the  
Charter of the City of Rensselaer.

Approved as to form and  
sufficiency this 21st day  
of February, 1973.

  
Assistant Corporation Counsel

FREDERICK HARRIGAN  
HAROLD BULLENT

AYES	NOES
2	
2	
1	

(W.L.)

#17

RESOLUTION

By Alderman MILLER

RESOLVED, that FRANK SCULLY be and he here-  
by is authorized under the direction and supervision of the Department of  
Public Works to lower so much of the curb at 1436 First Street  
as may be necessary for driveway purposes.

This is a permit only revocable at the will of the Common Council.

Dated: February 7, 19 73

Approved as to form and sufficiency

*Richard D. Kelly*  
Corporation Council

*Ruby Girolami*

*Approved 2/23/73  
Ervin Stewart, Mayor*

	AYES	NOES
FREDERICK HARRIGAN	<input checked="" type="checkbox"/>	
HAROLD BULLENT	<input checked="" type="checkbox"/>	
JOHN MOONEY	<input checked="" type="checkbox"/>	
WILLIAM LITHGOW		
JOSEPH DeFRANCESCO	<input checked="" type="checkbox"/>	
ARMAND GIROLAMI	<input checked="" type="checkbox"/>	
WILLIAM ADAMS	<input checked="" type="checkbox"/>	
WILLIAM MILLER	<input checked="" type="checkbox"/>	
JOSEPH MINK	<input checked="" type="checkbox"/>	
ALFRED JUKES	<input checked="" type="checkbox"/>	
TOTAL		

#20

BY ALDERMAN MOONEY

WHEREAS Bray Terminals Inc. is the owner of certain real property situated in the ~~the~~ City of Rensselaer in the Ninth Ward designated on the assessment rolls of the City of Rensselaer as Sec. 5, Sec.4, 4-4a-10 Plot 33-34 Industry 19.59A and

WHEREAS said property was assessed on the 1972-73 City Tax Rolls in the sum of \$245,000.00 and whereas said correct assessment should have been \$220,000.00 due to the duplication of a \$25,000.00 assessment increase for construction of a new storage tank and

WHEREAS Bray Terminals Inc. has overpaid to the City of Rensselaer for 1972-73 taxes, the sum of \$1,468.87,

NOW THEREFORE, BE IT RESOLVED that the City Treasurer be and he hereby is authorized and directed to refund the sum of \$1,468.87 to Bray Terminals Inc for taxes erroneously assessed and paid.

Approved as to form and sufficiency

this 21st day of February, 1973.

*Richard DeLuca*  
CORPORATION COUNSEL

*2nd by DeFrancesco.*

- FREDERICK HARRISAN
- WORLD SULLIST
- JOHN MOONEY
- WILLIAM LITVICH
- JOSEPH DEFRANCESCO
- ARMAND GIROLAMI
- WILLIAM ADAMS
- WILLIAM MILLER
- JOSEPH BINK
- ALFRED JUKES
- TOTAL

AYES	NOES
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	

*Approved 2/23/73  
Erwin Stewart, Mayor*

# Money

RESOLUTION AUTHORIZING THE RENEWAL OF A BOND ANTICIPATION NOTE OR NOTES OF THE CITY OF RENSSELAER, NEW YORK IN THE AMOUNT OF \$7000.00 FOR THE PURPOSE OF PAYING A PORTION OF THE COST OF CONSTRUCTION OF PARKING AREAS ON SPRUCE STREET AND AIKEN AVENUE.

WHEREAS, the City of Rensselaer has heretofore authorized and issued a Bond Anticipation Note or Notes in the amount of \$12,335.00 on the 25th day of February 1972 to mature on the 25th day of February 1973 for the purpose of paying a portion of the cost of construction of Parking areas on Spruce Street and Aiken Avenue, and WHEREAS, a portion of said note has been redeemed, to wit, the sum of Five Thousand Three Hundred Thirty Five Dollars (\$5335.00) on February 25, 1973, and

WHEREAS, the Common Council desires to provide for the renewal of said note or notes in the amount of Seven Thousand Dollars (\$7000.00) on February 25, 1973 to mature February 25, 1974, Now Therefore,

BE IT RESOLVED, by the Common Council of the City of Rensselaer, New York as follows:

SECTION 1. There shall be issued one Bond Anticipation Note in the amount of \$7000.00 by the City of Rensselaer, New York in anticipation of the issuance of Serial Bonds of the City of Rensselaer, authorized by the Common Council by resolution #20 dated February 16, 1972, adopted by the Common Council, and said note shall be issued for the purpose of renewing the bond anticipation note hereinbefore described. Neither was the note heretofore issued nor is this note issued in anticipation of the sale of bonds for an assessable improvement.

SECTION 2. The note herein authorized shall be dated February 25, 1973 and mature February 25, 1974.

SECTION 3. The note hereby authorized shall be issued in the name of the City by the Mayor and Treasurer and shall be attested by the City Clerk and sealed with the seal of the City.

SECTION 4. The Treasurer of the City is hereby authorized and directed to proceed with the sale of said note at private sale for not less than par and accrued interest at a rate in accordance with the Local Finance Law of the State of New York at such time as the Treasurer shall determine in accordance with Section 60:00 of the Local Finance Law. The Treasurer is hereby authorized to determine all matters in relation to said note not specifically determined by said resolution.

SECTION 5. The faith and credit of the City of Rensselaer are hereby pledged for the punctual payment of the principal and interest on said note. Said bond anticipation note shall be paid from the proceeds of the sale of bonds in anticipation of which the said notes were issued or may be redeemed as provided by the Local Finance Law of the State of New York.

SECTION 6. This resolution shall be dated February 23<sup>rd</sup>, 1973 and take effect immediately.

FREDERICK HARRIGAN  
HAROLD BULLENT  
JOHN MOONEY  
WILLIAM LITHGOW  
JOSEPH DeFRANCESCO  
ARMAND GIROLAMI  
WILLIAM ADAMS  
WILLIAM MILLER  
JOSEPH MINK  
ALFRED JUKES  
TOTAL

AYES	NOES
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	

Approved as to Form and Sufficiency this 25th day of February 1973

*Richard DeBully*  
Corporation Counsel

*and by Adams*  
*approved 2/23/73*  
*Erwin Stewart, Mayor*



# 23 10

By Alderman Bullent

RESOLUTION APPOINTING MEMBER OF THE NARCOTIC GUIDANCE COUNCIL, CITY OF RENSSELAER, AND DESIGNATING TERM OF OFFICE

WHEREAS, a vacancy has occurred on the Narcotic Guidance Council, City of Rensselaer, by reason of a resignation of Donald P. Mullaney, Jr.

NOW, THEREFORE, be it

RESOLVED THAT Rev. Kenneth J. Swain, 50 Herrick St., Rensselaer, New York, be, and hereby is, appointed a member of the Narcotic Guidance Council, City of Rensselaer, for a term of one year.

Approved as to form and sufficiency  
this 21st day of February, 1973.

*Charles J. ...*  
Assistant Corp. Counsel

*2nd Adams*

FREDERICK HARRISAN  
HAROLD BULLENT  
JOHN MOONEY  
WILLIAM LITTON  
JOSEPH DeFRANCESCO  
ARMAND BRULANI

AYES	NOES
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

# 24

By

Jukes.

Resolved that the City of Pensacola be reapportioned prior to the next election and that plans for more equitable distribution of population amongst the wards, be submitted to the Common Council as soon as possible.

2nd By Hangan

FREDERICK HARRIGAN  
 HAROLD BULLENT  
 JOHN MOONEY  
 WILLIAM LITHGOW  
 JOSEPH DeFRANCESCO  
 ARMAND GIROLAMI  
 WILLIAM ADAMS  
 WILLIAM MILLER  
 JOSEPH MINK  
 ALFRED JUKE  
 TOTAL

AYES	NOES
✓	
	✓
	✓
	✓
	✓
	✓
✓	

Abstain

(W.L.)

ANNUAL REPORT  
of the  
ALBANY PORT DISTRICT COMMISSION  
Fiscal Year July 1, 1971 to June 30, 1972

## FORWARD

In accordance with the provisions of Chapter 192 of the laws of 1925, State of New York, as amended, the Albany Port District Commission submits herewith its Annual Report for the fiscal year ended June 30, 1972.

It is sincerely hoped that this presentation of the functions and activities of the Commission during the past year will enable all persons interested in the Port of Albany to obtain a great knowledge of the operation of this modern deepwater terminal. Comments relating to various problems currently faced by the Commission are also included.

The information contained in this Annual Report is intended to be of value to the diverse interests of the world of shipping and transportation as well as to the people of our local communities.

It should be noted that in this Annual Report all yearly statistics relating to financial aspects, tonnage, railroad and other operational information are based on the fiscal year ended June 30, 1972.

THE ALBANY PORT DISTRICT COMMISSION

### THE COMMISSION

WILLIAM H. ALLEN, JR.	Chairman
GUY N. CHILDS	Treasurer
L. MURRAY DOODY	Secretary
CHARLES E. CAHILL	
CHARLES G. MALOY	

### ADMINISTRATIVE STAFF

FRANK W. DUNHAM, JR.	General Manager
EDWARD McHUGH	Director of Public Relations
JOHN E. BRANDOW	Counsel
ROBERT P. EGO	Superintendent of Maintenance

### FACILITIES

13,500,000	bushel capacity, grain elevator
400,000	sq. ft. fireproof, sprinklered storage
5,300	ft. dock apron
20	miles standard gauge railroad
8,712,000	sq. ft. industrial sites
43,200	sq. ft. covered lumber storage
853,000	sq. ft. open lumber storage
60	carload-per-day feed mill
250,000	barrel capacity, asphalt and petroleum terminal
18,000,000	gal. capacity, molasses storage (2 terminals)
2,000	sq. ft. warehouse, rubber products
5	acres, complete scrap iron yard
35,000	sq. ft. truck freight distribution terminal

THE INDUSTRIAL OCCUPANTS. . .

Agway, Inc.

Albany Asphalt & Aggregates Corporation

Alco Equipment, Inc.

Ashland Oil Incorporated

Atlantic Richfield Company

Barber & Bennett, Inc.

Becker Wrecking & Salvage Corp.

Blanchard Lumber Company

Capitol Bag & Waste Company

Cargill, Incorporated

Cirillo Bros. Petroleum of Albany, Inc.

Columbia Iron & Steel Company

Cozzolino Construction Corporation

Empire Wilbert Vault Co., Inc.

Goodyear Tire and Rubber Company

Gorman Brothers, Inc.

Industrial Molasses Corporation

Krackeler & Campbell, Inc.

John W. McGrath Corporation

Metropolitan Petroleum Corporation

Muldowney Truck & Tank Body Works

Jack T. Myers

National Molasses Company

North Atlantic Warehouse Company

Pacific Molasses Company

Port Concrete Corporation

THE INDUSTRIAL OCCUPANTS CONTINUED. . .

REA Express, Inc.

Ritz Trucking Company

Sahar Leasing Company, Inc.

Schiabo Hudson Corporation

Shepard & Morse Lumber Company

Shields Sales Corporation

Sonny's Truck Repairs, Inc.

United Fruit Company

Woodin Transportation Company

ANNUAL REPORT

July 1, 1971 to June 30, 1972

The Port of Albany is the northerly terminus of the deepwater Hudson River channel. It is situated at sea level in 42°39' North Latitude and 73°45' West Longitude and is 124 nautical miles inland from New York City. The controlling depth of the river channel to Albany is 32 feet and the mean range of tides at the Port of Albany is 4.7 feet.

Deepwater terminal facilities under the jurisdiction of the Albany Port District Commission consist of general cargo berths with five transit sheds and supporting warehouse, grain loading and unloading berths on the Albany (westerly) side of the river and a lumber terminal berth with adjacent open and covered lumber storage areas on the Rensselaer (easterly) side of the river. The usable marginal wharf at Albany is 3,600 feet in length. An additional 600 feet of dock area is currently out of service and in need of rebuilding. There is 600 feet of usable dock at the Rensselaer lumber terminal with a further 600 feet potentially available if reconstruction can be accomplished. Immediately south of the Rensselaer lumber dock area is a turning basin providing a maximum width of 1,100 feet for the turning of ships. The largest ships which have been accommodated at the Port are in the category of 50,000 deadweight tons with oversall lengths nearing 750 feet.

During the fiscal year 796,079 tons of waterborne cargo were handled at the Commission's docks. This is an increase of 204,930 tons above the previous fiscal year total.

The tonnage handled at the Commission docks was comprised of the following commodities:-

Grain (wheat and corn)	354,974 Tons
Molasses	230,461 "
Bananas	72,354 "
Wood Pulp	34,882 "
Lumber	28,529 "
Sand and Stone	21,024 "
Scrap Iron	18,031 "
Lignin Sulfonite	17,553 "
General Cargo (N.O.C.)	8,400 "
Banana Products	3,214 "
Manila Hemp	2,298 "
Caustic Soda	1,875 "
Machinery	1,807 "
Titanium Dioxide	506 "
Hardboard	171 "

The origins and destinations of cargo moving across the docks at the Port of Albany point up the truly international aspects of this inland deepwater port.

Wheat and corn were exported to the ports of Avonmouth and Manchester in England, to Belfast, Ireland, to the port of Riga in Latvia, to ports bordering upon the Black Sea, and to ports in Holland, Portugal,

Algeria, India, Ecuador, Peru, Costa Rica and Puerto Rico.

Molasses was received from such diverse points as Karachi, the Fiji Islands and the island of Mauritius, South American ports in Colombia, Brazil and Peru, from ports in Australia, from Beira in Mozambique and Durban in South Africa, from Veracruz in Mexico, from Georgetown and Trinidad and from Aruba and ports of the Dominican Republic.

Bananas and banana products were received from the Central American countries of Honduras, Guatemala, and Panama.

Wood pulp was received from Sweden, Finland and the province of British Columbia in western Canada. Lumber was also received from British Columbia. Lignin sulfonite was shipped to Albany from the port of Bellingham, in the state of Washington. Manila fibre was received from ports in the Philippine Islands. General cargo and heavy machinery was received from Japan and scrap iron was shipped to Japan.

The cargo tonnage was handled by 115 ocean-going ships and 65 barges which berthed at the Commission's docks during the year. The figures listed herein do not include the large number of oil tankers and tank barges which delivered petroleum products to the many deepwater oil terminals in the Port area. These privately operated terminals, not under the direct jurisdiction of the Commission, received petroleum cargo from both domestic and foreign sources. In the calendar year 1971, according to statistics compiled by the Department of the Army, Corps of Engineers, a total of 9,656,808 tons of petroleum products were handled by water transportation at the various oil terminals in the Port area.

The Port of Albany remained open to navigation throughout the winter months. In December, 1971, eighteen ships handled 137,719 tons of cargo at the Commission docks. In January, 1972, twelve ships handled 89,047 tons and in February, 1972, eleven ships handled 101,775 tons. Also, during these winter months, many deepwater tankers delivered petroleum cargoes to the privately operated terminals in the Port area.

The Commission, as well as the users of the Port facilities are indebted to the U.S. Coast Guard for an efficient icebreaking program during the winter and are also appreciative of the cooperation and capable service rendered to vessels by the Hudson River Pilots Association.

A significant new development commenced with the arrival of the British M/S MORANT on November 28, 1971. This vessel discharged 1,132 tons of bananas and banana products for the United Fruit Company and marked the commencement of regular service by this company in delivering bananas from Central America to the Port of Albany. By the end of the fiscal year on June 30, 1972, a total of 43 ships had delivered 75,568 tons of bananas and banana products to the Port of Albany. On May 17, 1972, an agreement was executed between the Port Commission and the United Fruit Company, the terms of which granted the company preferential use of the ground floor of Transit Shed No. 2 and the berth alongside and permitted the company to install a system of gantries and conveyors for the efficient transfer of bananas from the ships to an enclosed truck loading facility on the westerly side of the shed. The total investment by the United Fruit Company for automated handling of

bananas from ship to temperature-controlled trucks will be near \$1,000,000. The section of dock and shed being used for the banana handling operations constitute a major portion of the area which was recently reconstructed with the proceeds of a \$2.5 million Commission bond issue and a \$3 million loan from the State of New York. The establishment of this new traffic is a graphic demonstration of what can be accomplished with the availability of proper port facilities.

The Albany Port District Commission is highly gratified by this new traffic because it is a tremendous boost to the economic value of the Port. The Port of Albany was selected by the United Fruit Company because it is connected to major cities in northeastern United States and Canada by a network of interstate highways, turnpikes and thruways and the port is open to traffic year round.

Total revenues received by the Commission during the fiscal year from all operations amounted to \$1,026,777 which was \$81,899 more than last year's total revenue. Operating expenses totalled \$801,524, a reduction of \$38,524 from last year's operating expenses. The net operating income for the year was \$225,253, an increase of \$120,423 above last year's operating income. Interest payments on bonds and bond anticipation notes totalled \$221,814 and the amount of funded debt retired during the year was \$335,571. After allowance for depreciation and other factors, a fiscal year deficit of \$378,463 resulted. This is \$208,577 less than last year's deficit.

On October 8, 1971, as a result of public bidding, the Commission awarded the sale of \$2,125,000 Reconstruction Serial Bonds to the firm of Merrill, Lynch, Pierce, Fenner & Smith at an interest rate of 4.40%. This financing is to pay for the dock reconstruction which was initially financed by short term bond anticipation notes.

The Albany Port District Railroad which is operated for the benefit of users of port terminal facilities and industrial occupants, performed switching services for 14,566 revenue rail cars during the fiscal year. The need for track rehabilitation, as well as the necessity for new locomotive equipment has been noted in our Annual Reports for several years. Lack of available funds has precluded any action to accomplish these objectives.

For a number of years Port railroad operations have been conducted on a financial loss basis. Efforts to increase railroad operating revenue by establishing a compensatory switching charge have been unsuccessful because of the refusal of connecting line-haul railroads to absorb any increase in such charges. Thus, any increase in the switching charge would result in a disadvantage to the rail users in the form of an increase in the presently unabsorbed portion of the switching charge. In many instances this would seriously impair the competitive position of users of the Port's railroad facilities.

As noted in last year's Report the Commission is financially unable to accept proposals by the United Transportation Union and the Brotherhood of Maintenance of Way Employes for increased wages

and other benefits. Both of these cases were referred to the National Mediation Board and remain unresolved.

After having given serious consideration to the various aspects of the Port railroad situation, the Commission decided in February, 1972, that appropriate action should be taken to discontinue its railroad operations. This decision was reluctantly made after it became evident that no financial aid would be forthcoming from the Capital District Transportation Authority in the foreseeable future. The two connecting rail carriers, Penn Central and the Delaware & Hudson were informed of the Commission decision and were requested to assume the function of Port railroad operations either independently or by joint action.

The Commission's attorneys filed an application with the Interstate Commerce Commission for abandonment of railroad operations by the Albany Port District Commission. The application was executed on behalf of the Commission on April 14, 1972 and was designated by the Interstate Commerce Commission as Docket No. AB-45.

In view of an anticipated period of at least six months before a decision could be rendered by the Interstate Commerce Commission on the abandonment application, the Port Commission announced in May, 1972, its intention to reduce rail service to one 8-hour switching crew daily in place of the normal 16-hour operation. This announcement brought forth strenuous objections by many of the firms using Port railroad service and resulted in efforts by the connecting carriers to develop a means of continuing normal switching services at the Port.

Following several meetings with management representatives of the Penn Central and the Delaware & Hudson, an agreement was executed with Penn Central on May 23, 1972, whereby Penn Central agreed to operate and maintain the Albany Port District Railroad pending final disposition of the Port's abandonment petition by the Interstate Commerce Commission. On June 1, 1972, the supervision and control of the Albany Port District Railroad was assumed by the Penn Central Railroad as provided for in this agreement.

A temporary restraining order was obtained by the D & H on June 19, 1972 preventing further implementation of the agreement by Penn Central. On June 23, 1972, an injunction was granted by the Supreme Court in support of the restraining order. As the fiscal year closed on June 30, 1972, it became apparent that an agreement providing for joint operation by the Penn Central and the D & H would be evolved.

Last year's Report contained details of preliminary meetings and correspondence with the Capital District Transportation Authority in regard to requirements for various capital expenditures at the Port of Albany. Although there was some indication at that time that an "Action Plan" would be developed by the CDTA for the Port of Albany, no further progress has been made in this direction. The Albany Port District Commission reiterates the position it has steadfastly maintained for many years, namely that financial assistance for capital projects must come from some source beyond the cities of Albany and Rensselaer, which comprise the Port District, if the Port of Albany is to continue a program of growth and development.

This concept has been advocated in the Policies and Plans for Transportation in New York State as issued by the Department of Transportation in 1968.

On April 12, 1972, a new lease agreement was executed with Cargill, Inc. to provide for continuation of operation of the Port's 13,500,000 bushel grain elevator for a ten year period commencing February 15, 1972. Under the new agreement Cargill will operate the facility at its own cost and expense including the installation and maintenance of equipment required for the abatement of air or water pollution caused by the normal operation of the grain elevator facility. It is anticipated that a considerable sum of money will have to be spent to meet compliance with governmental standards for air pollution control. The agreement also stipulates that Cargill shall be responsible for all repairs and maintenance to the railroad trackage and sidings in the rail yard adjacent to the grain elevator.

The new agreement was the result of extensive negotiations between Cargill and the Port Commission over a period of two years. In the course of these discussions it became evident that there are many problems associated with the present-day operation of this large inland deepwater elevator which was constructed forty years ago. The Port Commission is gratified that a new lease agreement was successfully arrived at which will assure the continuing operation of this important port facility. Most of the grain delivered to the elevator from points in the midwestern part of the United States is now brought by "unit trains" consisting of 100 hopper cars each carrying 100 tons of grain.

Grain exports (wheat and corn) from the Albany elevator during the fiscal year totalled 354,974 tons, an increase of 150,365 tons above last year's total.

On October 22, 1971, the Commission executed a lease agreement with Ashland Oil Incorporated which provided for the rental of two acres of land in the Rensselaer area of the Port adjacent to the northerly end of the turning basin. On this plot the company has erected a 12,000 bbl. storage tank and a warehouse building and has installed a rail track siding. An above ground pipe line has also been installed from the storage tank to the southerly end of the Rensselaer dock. The facilities are used for the handling and shipping of chlorine and caustic soda. The Commission is pleased to see this further development of facilities in the Rensselaer area of the Port. The lease agreement covers a ten year period.

The Commission leased one acre of land westerly of the Barber & Bennett feed mill to the Cozzolino Construction Corporation on September 1, 1971. The contracting firm has erected modern warehouse space to house its equipment and has also located office facilities on the premises. During the year a new lease agreement was successfully negotiated with Alco Equipment, Inc. for a further five year occupancy of the hangar building used for truck trailer repair facilities. An amendment to the lease agreement with Cirillo Bros. Petroleum was also executed to provide for an additional parcel of land to be used by the petroleum firm.

Waterfront operations continues to be somewhat hampered by the inability to utilize the berth alongside Transit Shed No. 1 and also the limited space which can be safely used in the shed itself. Reconstruction of the dock in this area and rehabilitation of Transit Shed No. 1 should be performed without further delay. As noted elsewhere in this Report, the ground floor of Transit Shed No. 2 is used almost exclusively for the transit handling of banana cargoes. The second floor of Transit Shed No. 2 is used for the handling of manila fibre, leaving only Transit Sheds Nos. 3, 4 & 5 available for the handling of wood pulp and other packaged cargo.

With increased activity in the handling of general cargo it became necessary for the Commission to modify its long-standing policy of allowing wood pulp to remain in storage for long periods of time in the transit sheds. Informal meetings were held with members of The Association of American Wood Pulp Importers to explain the reasons for curtailing long-term wood pulp storage. It was pointed out that the Commission is obliged to make the best possible utilization of transit shed space and also to obtain additional revenue, to offset recent major expenditures for dock reconstruction and rehabilitation of Transit Shed Nos. 2 and 3.

In the spring of 1972, transit shed space was almost completely filled with wood pulp and manila fibre to the point where the Commission was unable at that time to accomodate a shipping line which desired to import frozen meat via the Port of Albany. To correct this situation

the Port Commission, after careful study, issued a new Tariff No. 30, effective June 1, 1972, publishing increased storage charges for wood pulp and manila fibre. It is significant to note that storage charges on wood pulp had not been increased since the inception of the Port's first storage tariff which was filed in 1932. The Albany Port District Commission has historically endeavored to accommodate its long standing wood pulp customers because the volume of this commodity has been a mainstay to the Port for many years. However, a number of varying reasons have resulted in a declining trend of import wood pulp tonnage at U.S. ports and Albany can no longer afford to grant the concessions to wood pulp which have previously been in effect. Additionally, it is felt that even with the increased charges, the Port of Albany storage rates are not unreasonable and will compare favorably with storage rates on wood pulp in competitive areas.

The Commission updated its General Rules and Regulations by issuing a revised edition (No.3) with an effective date of February 1, 1972. The primary purpose of the revised publication was to include a new item (No. 32) entitled "Control of Smoke Emissions from Vessels." This new regulation was prepared with the cooperation of Mr. Thomas J. Quinn, Director, Division of Environmental Health Services, Albany County Department of Health. The terminology and criteria used in the regulation is consistent with New York State and Albany County codes on air pollution control.

The Hudson River Sloop CLEARWATER visited the Port of Albany for the weekend of July 31, 1971 to August 2, 1971, and again for the weekend of September 24-27, 1971. On each occasion the vessel was greeted by many visitors from the area who learned more about efforts being made to remove the various forms of pollution in the Hudson River and restore its former beauty. The Albany Port District Commission clearly recognizes the need for development of an anti-pollution program for the Hudson River and is pleased to cooperate by offering the use of its facilities to the sloop CLEARWATER. It is sincerely believed that with proper direction and coordination, Port development can be accomplished simultaneously with pollution control.

The Commission maintains membership and active representation in a number of organizations including the American Association of Port Authorities, Inc., the North Atlantic Ports Association, the World Trade Council, the Railroad Community Service Committee of Eastern New York State Waterways Association.

A close liaison is also maintained with the New York State Departments of Commerce and Transportation, the Capital District Regional Planning Commission, the Albany Area Chamber of Commerce, the Hudson River Valley Commission, the Hudson River Pilots Association, and other interests concerned with industrial transportation in the Port area.

The Commission wishes to express its continuing appreciation and gratitude to the cities of Albany and Rensselaer which comprise the Albany Port District.

These two communities have faithfully given financial support to the Port since the creation of the Commission in 1925. It is increasingly recognized that the economic benefits of the Port extend far beyond these two cities and therefore, once again, the Commission strongly urges that the Capital District Transportation Authority develop a program of expanded financial aid for the Port. The Port of Albany is truly a regional facility and some form of broadened financial base must be developed without further delay in order to continue Port growth and development. The establishment of a modern banana handling operation at the Port during the past year is a classic example of what can be done if adequate facilities are available. Future port growth is directly dependent upon the availability of capital funding for reconstruction and rehabilitation of existing facilities.

The Commission is indebted to the many services of the Federal government which participate in the operation of the Port of Albany. Among these are the U.S. Customs Service, the U.S. Immigration Service, the U.S. Department of Agriculture, the U.S. Public Health Service, the U.S. Army, Corps of Engineers, and the U.S. Coast Guard.

The Commission is appreciative of the helpful cooperation received from the industrial occupants of the Port area, the users of Port facilities, the various labor groups, and all others who take part in the diverse functions of the Port.

The cumulative efforts of all of these groups is essential if the Port of Albany is to continue operations as a properly functioning inland port terminal.

