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COPY



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

CHAIRMAN  
Subcommittee on Human Rights

STEVEN SANDERS  
63rd District

Legislative Office Bldg.  
Room 519  
Albany, N.Y. 12248  
(518) 455-5506

201 East 16th Street  
New York, N.Y. 10003  
(212) 673-3266

August 9, 1983

Mr. Richard Ravitch  
Chairman  
Metropolitan Transportation Authority  
347 Madison Ave.  
New York, N.Y. 10017

Dear Mr. Ravitch:

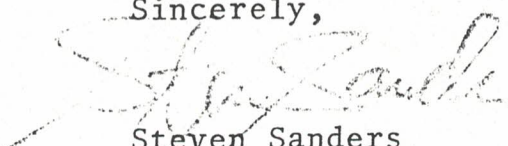
I am writing to express my deep disappointment in the MTA's decision to purchase foreign steel for the rebuilding of the Throgs Neck Bridge.

Shortly before that decision, the Legislature passed a measure calling upon Public Authorities to "Buy American Steel" whenever feasible. I believe this decision coming only days after the passing of this bill is a slap in the face of the American worker and shows contempt for the Legislature.

When this "Buy American Steel" bill was discussed we acknowledged that it may make purchases more costly than foreign steel for various reasons but that the resulting impact on employment and its effect on the State's economy would more than make up for the additional costs. I believe that the MTA should have given more consideration to the plight of the State's unemployed steel workers, their families and communities, and to the ripple effects that increased employment in the State has on the economy.

Over the next ten years the State will be rebuilding its infrastructure of bridges, tunnels, sewer systems, water tunnels and roadways. In view of the need for steel for this rebuilding the MTA decision on the Throgs Neck Bridge sets a bad precedent. I trust that in the future the MTA and other Public Authorities will exercise greater sensitivity to the needs of American workers as well as what is in the best interest of our economy.

Sincerely,

  
Steven Sanders

SS/es



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

ARTHUR J. KREMER  
20TH DISTRICT  
NASSAU COUNTY  
DISTRICT OFFICE  
20 WEST PARK AVE.  
LONG BEACH, NEW YORK 11561  
(516) 431-0500

CHAIRMAN  
WAYS AND MEANS COMMITTEE

August 5, 1983

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P. O. Box 220  
Buffalo, New York 14225

Dear Ken:

Thank you for your letter of July 22 in connection with the operations of the Metropolitan Transportation Authority.

I think the action of the M.T.A. in going ahead with the work on the bridges using foreign steel is most questionable and unfair. It is also clear that once they have a contract they are stuck with it and there is not very much that can be done.

Every effort is being made by myself as an individual legislator and as a member of the Public Authorities Control Board to put the necessary pressure on Chairman Ravitch to see that the right thing is done.

It is easy to call for his resignation, but very candidly the Governor has already given him the necessary vote of confidence that he requires.

I believe that the only way we can be more effective is by getting a message across to him that we will not approve applications for future funding and contracts unless this issue is addressed.

Thank you for taking the time to write and express your views.

Sincerely,

A handwritten signature in cursive script that reads 'Arthur J. Kremer'. Below the signature, the name 'Arthur J. Kremer' is printed in a serif font.

Arthur J. Kremer

AJK:ms



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

L. WILLIAM PAXON  
Assemblyman 147th District  
Erie and Wyoming Counties

ALBANY OFFICE  
Room 543  
Legislative Office Building  
Albany, N.Y. 12248  
(518) 455-5741

DISTRICT OFFICE  
P.O. Box 98  
586 Main Street  
East Aurora, N.Y. 14052  
(716) 652-8840

August 9, 1983

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, NY 14225

Dear Ken:

I would like to thank you for your recent letter regarding the inane decision of the Metropolitan Transportation Authority to purchase \$53,000,000 worth of Korean Steel.

I beat you to it! I was calling for Ravitch's ouster last year following his celebrated deals with the Canadians, French, Japanese and everyone else for the purchase of subway cars.

Clearly, this guy is one of the most arrogant and condescending individuals in government today. His announcement of this Korean Deal, just one day after the Governor signed the "Buy American Steel" provisions regarding public authorities is nose thumbing of the highest order.

I will continue to press, both publicly and privately, for the removal of Mr. Ravitch. I commend your efforts for publicizing this present deal and hope that we can see some success in these efforts.

Sincerely,

*Best Regards!*

*LWP*  
L. WILLIAM PAXON  
Member of Assembly

LWP/am



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

ALTON R. WALDON, JR.  
33RD ASSEMBLY DISTRICT

DISTRICT OFFICE:  
97-01 SPRINGFIELD BLVD.  
QUEENS VILLAGE, NEW YORK 11429  
(212) 479-2338

ALBANY OFFICE:  
LEGISLATIVE OFFICE BUILDING  
ROOM 834  
ALBANY, NEW YORK 12248  
(518) 455-4711

ASSISTANT FLOOR WHIP

COMMITTEES:  
CITIES  
CODES  
CONSUMER AFFAIRS  
MENTAL HEALTH  
SOCIAL SERVICES

August 10, 1983

Dr. Ken Lipke  
Steel Corporation of America  
P.O. Box 220  
Buffalo, N.Y. 14225

Dear Dr. Lipke:

I am most supportive of your position in regard to buying American steel. I, too, would like to see the quality of life for the people of this state and country improve, through the reinforcement of our many vital structures.

Thus, if there is anything that I can do in the future to encourage Mr. Ravitch to "Buy American Steel," please feel free to contact me.

Yours truly,

*Alton R. Waldon, Jr.*  
Alton R. Waldon, Jr.

ARW:tw



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

HY MILLER  
Assemblyman  
Onondaga County — 121st District  
437 Legislative Office Building  
Albany, New York 12248

DISTRICT OFFICE  
7000 East Genesee Street  
Fayetteville, New York 13066

August 11, 1983

Dr. Ken Lipke, Chairman  
STEEL CORPORATION OF AMERICA  
PO Box 220  
Buffalo, NY 14225

Dear Ken:

I am in receipt of your July 25 letter and news item regarding MTA's rejection of our state's "Buy American" policy and can only concur with your chagrin over the Authority's actions.

As you probably know, I was a staunch supporter of the "Buy American Steel" legislation, both in debate and in vote, when this measure appeared on our agenda for consideration.

In view of the considerable power-base of the Assembly Majority in the Buffalo area, coupled with their direct access to Governor Cuomo, I cannot understand the Authority's decision-which will impact so severely on economically depressed Buffalo and its major industry-will stand uncontested. Certainly, pressure will be put on the Governor to prevent deviation from the law's intent.

I tried to reach you by telephone to discuss the matter but my efforts were unsuccessful. In the meantime, please be assured that I will be closely monitoring the situation.

Very truly yours,

  
HY MILLER  
Assemblyman



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

ERIC N. VITALIANO  
59th District  
Richmond County

DISTRICT OFFICE  
61 Central Avenue  
Staten Island, N.Y. 10301  
(212) 981-9700

ALBANY OFFICE  
Room 725  
Legislative Office Bldg.  
Albany, N.Y. 12248  
(518) 455-5197

COMMITTEES  
Corporations, Authorities  
and Commissions  
Education  
Election Law  
Insurance  
Judiciary

SUB COMMITTEES  
Economic Development  
Public Authority Structure  
Waterfront Development

August 11, 1983

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your recent letter regarding the decision by the Metropolitan Transportation Authority ("MTA") to purchase foreign steel for rehabilitation work on the Throgs Neck Bridge which is operated by it's Triborough Bridge and Tunnel Authority subsidiary.

Largely through the efforts of my colleague and friend Fran Pordum, I have come to know the horror and pain that the decline of the domestic steel industry has brought to the western part of our state. As a result, I became, and still am, a strong supporter of New York's "Buy America Steel" policy. Indeed, this policy is essential for a strong state policy.

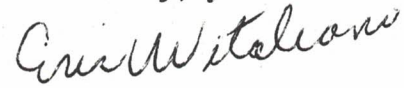
Authorities, however, owe their fiduciary obligations to a different group of citizens. These citizens may not have the state's larger economic interest at heart and may compel actions which reflect their self-interest rather than economic good for those who have no share in an authority's positive financial standing. For precisely these reasons, legislation was necessary to expand the umbrella of protection given to domestic steel and to provide a crutch to authorities whose investors might not otherwise appreciate their authority spending \$3.5 million over a low bid price.

Therefore, while I strongly believe that the decision by the MTA to purchase Korean steel must be reversed. I do not believe that Richard Ravitch should be forced to resign for this transgression of a new law. (A transgression, by the way, in which the MTA board concurred.) But please count on me to join in your overall effort to make the Buy American Steel effort effective in New York.

Obviously, the place to begin is to get Mr. Ravitch and the MTA to chance their position.

With kind regards, I am

Sincerely, .

A handwritten signature in cursive script that reads "Eric N. Vitaliano".

Eric N. Vitaliano  
Member of Assembly

ENV/mc



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

PAUL D. TONKO  
Assemblyman 105th District

Room 938 Legislative Office Building  
Albany, New York 12248  
(518) 455-4800

August 11, 1983

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, NY 14225

Dear Dr. Lipke,

Thank you for your letter of July 25, 1983 regarding New York State's efforts to establish a "Buy American Steel" policy.

I appreciate your thoughts regarding the purchase of \$53 million worth of Korean Steel for the Throgs Neck Bridge and certainly agree with the Buy American philosophy.

Your letter and comments regarding Richard Ravitch, Chairman of the Metropolitan Transportation Authority will be forwarded to the appropriate office in the Governor's office.

If there is anything further I can do, please be sure to contact my office.

Sincerely,

  
Paul D. Tonko

PDT/pfc



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

ROBERT D'ANDREA  
ASSEMBLYMAN 108TH DISTRICT  
GASLIGHT SQUARE  
SARATOGA SPRINGS, NY 12866  
(518) 587-5151

ROOM 325 LOB  
NYS ASSEMBLY  
ALBANY, NY 12248  
(518) 455-5404

August 15, 1983

Dr. Ken Lipke-Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke,

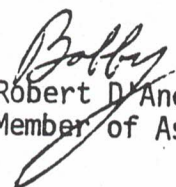
Thank you for your letter regarding Mr. Ravitch's decision to purchase Korean steel for the renovation of the Throgs Neck Bridge. It is hard to understand how Mr. Ravitch made this decision considering the legislature's "Buy American Steel" policy that is in effect.

I have been an advocate of the "Buy American Steel" legislation for a long time, and I was extremely pleased this year that we extended this legislation to include our state's public authorities.

This obvious disregard that Mr. Ravitch has shown for state policy should not be ignored. My colleagues and I are directly responsible to the public that elects us, and we voted for what the majority of our constituents wanted. I sincerely hope that the decision made by Mr. Ravitch will not set an unfortunate precedent for this vital program, but will prove to be another example of gross mismanagement by the MTA.

I hope that this information will be of help to you, and if there is anything further that I may do to assist you, please do not hesitate to contact my office.

Sincerely,

  
Robert D'Andrea  
Member of Assembly



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

R STEPHEN HAWLEY  
Assemblyman 137th District

□ PLEASE REPLY TO:  
ALBANY OFFICE  
Legislative Office Building  
Room 402  
Albany, New York 12248  
Telephone: AC 518-455-5363

PLEASE REPLY TO:  
☒ DISTRICT OFFICE  
19 Jackson Street  
Batavia, New York 14020  
Telephone: AC 716-343-3990

August 16, 1983

COPY

Mr. Richard Ravitch, Chairman  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, New York 10017

Dear Mr. Ravitch:

I am truly dismayed that you have recommended the purchase of 15,000 tons of Korean Steel to rebuild the roadway of the Throgs Neck Bridge.

I would think that the Transit Authority should be supporting our own industries; particularly after the action by the State Legislature to "Buy American Steel".

Sincerely,

R. Stephen Hawley  
Assemblyman 137th  
District

RSH/jv  
xc: Dr. Ken Lipke  
Enclosure-Column 8/1/83

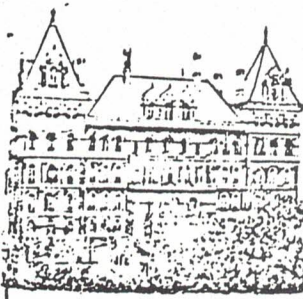


THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

R. Stephen Hawley  
Member of Assembly  
137th District

*I thought that the enclosed might be of interest to you.*

*Cordially,*



# NEWS FROM ASSEMBLYMAN

137th ASSEMBLY DISTRICT

## R. STEPHEN HAWLEY

ALBANY OFFICE: ROOM 402, LEGISLATIVE OFFICE BUILDING, ALBANY, N.Y. 12248  
TELEPHONE: (518) 455-5363  
DISTRICT OFFICE: 19 JACKSON STREET, BATAVIA, N.Y. 14020  
TELEPHONE: (716) 343-3990

COLUMN FOR THE WEEK OF 8/1/83 BY ASSEMBLYMAN R. STEPHEN HAWLEY

In a recent announcement, the Metropolitan Transportation Authority has made plans to rebuild the roadway of the Throgs Neck Bridge in New York City with 15,000 tons of steel from Japan and South Korea. Much to my dismay, the decision came after Governor Cuomo signed a bill requiring the authority to give preference to steel manufactured in the United States.

Although the Triborough Bridge and Tunnel Authority acted within the law, it has violated the spirit of unity and purpose behind the Buy-American provisions, thereby dashing the hopes of millions, including members of the Legislature, the Governor, the steel workers and the people of New York State.

The new measure recently signed by the Governor is designed to expand the scope of the present Buy-American law, which pertains only to state agencies, to include state public authorities.

Specifically, the legislation stipulates that public authorities in the State of New York use American-made steel in purchase contracts of \$50,000 or more for supplies, materials, and equipment and in construction contracts of \$100,000 or more for maintenance or repair of public works, unless it is not in the public interest.

Nothing could be more in the public interest than giving our steel industry the boost it needs to become a thriving part of our national economy again. If given the chance, I believe our once-strong steel companies will be capable of competing in the steel market by producing steel at a reasonable cost and in readily available quantities of sufficient quality.

In addition, the purpose of extending the Buy-American law to public authorities like the Triborough Bridge and Tunnel Authority was to increase the use of domestically-produced steel in major American construction projects, bolstering the American steel industry.

I am disappointed at the short-sighted action of the MTA, through their failure to keep the spirit of the Buy-American law. By buying cheap foreign materials now we forfeit the long-term benefits of reinvestment in New York State. It is time that we stop taking our business and our dollars elsewhere and start investing in our own economic recovery here at home.

7/29/83



ROBERT J. CONNOR  
92nd District

THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

Legislative Office Building  
Room 542  
Albany, New York 12248  
(518) 455-5735  
Room 205  
120 No. Main Street  
New City, New York 10956  
(914) 638-0920

August 18, 1983

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, N.Y. 14225

Dear Dr. Lipke:

I do not support your demand for the resignation of Mr. Richard Ravitch, MTA Chairman. At least I would not support such a demand for the reason you present - purchase of foreign steel.

I think you said it best of all at the beginning of your second to last paragraph: "you can't have your cake and eat it too".

Several years ago we passed in this State a bidding benefit to New York State firms for purchases by State agencies. At the desperate call of the same business interests that clamor for such protection, the law was repealed before six months had passed! When, within a couple of week's of the law's effective date, the Governor of Pennsylvania issued an order prohibiting the purchase of New York State materials by his agencies, we all knew we had problems.

Sure enough, it turned out that New York State businesses sold more to agencies of Pennsylvania, New Jersey, Connecticut and other surrounding states than they gained from an artificial governmental price subsidy in their own state. That was the end of that.

Does your firm have an absolute policy against purchase of foreign supplies? Can you walk through your supply rooms without finding any foreign equipment? Is your home free from SONY, Yashica, Minolta, etc.? Is your purchasing agent instructed to buy American at any cost? If you can't answer yes to all those questions, you are asking to have your cake and eat it too.

Dr. Ken Lipke  
August 18, 1983  
Page 2

Will you lead a movement to ban the importation of transmissions from Hong Kong or Mexico thus increasing the price of most General Motors, Chrysler and Ford products? Will you tell Mr. Iacocca to stop shilling for that foreign car made especially for Plymouth? If your answers are no, you want your cake and to eat it too.

In the Legislature we find the cries against New York City and especially the MTA are louder in proportion to the distance the member's district is from the City. Will you lead a movement among Western state legislators for increased state subsidy of the MTA so that the MTA can buy American even at a higher price?\*

If we asked American business executives to bring their successful techniques to government, I'll bet an early recommendation would be on purchasing policies. Would you suggest that GE (Schenectady), GM (Rochester), or GF (Westchester), be prohibited from buying any foreign goods? I know what those executive's responses would be. Why subject your government to what business insists would be bad business practices?

We need to work out many of the problems of our state together. Crippling a state authority isn't working together. Protectionism will last not much longer than in the case cited above. When government, labor and business can work together in mutual interest, then I think we'll have something going.

Yours truly,



Robert J. Connor

RJC:efc

\* You could point out to them that State aid to the MTA is 18.4% of total revenues; for NFTA it's only 29.2%. Or put another way, MTA riders contribute 52% of fares while NFTA customers only need to provide 43.5%.

cc: Governor Mario Cuomo  
Richard Ravitch, Chairman, MTA



## STEEL CORPORATION OF AMERICA

COPY

August 22, 1983

The Honorable Robert J. Connor  
Assemblyman - 92nd District  
Legislative Office Building  
Room 542  
Albany, New York 12248

Dear Assemblyman Connor:

I regret the fact that you are not able to support my effort seeking the resignation of Mr. Richard Ravitch as MTA chairman.

Although I read your letter of August 18, 1983 with interest, I did not find your comments and observations to be particularly relevant to the basic issue at hand, namely: "State agencies and authorities lending support to foreign countries that utilize unfair trade practices which endanger vital domestic industries".

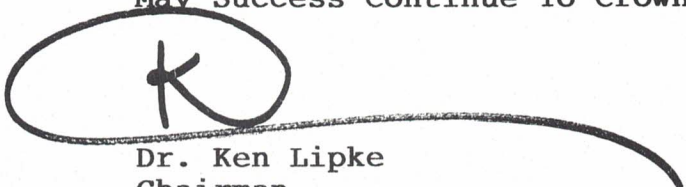
Although I am not personally acquainted with all the circumstances which were pertinent to the "bidding benefit" situation you cite in your letter, I suspect that it was not a case where Pennsylvania, New Jersey, Connecticut and other surrounding states were subsidizing businesses within their state, thereby resulting in unfair competition against business based in New York State. Furthermore, almost any attempt to compare domestic relationships among states to the matter of international trade is not particularly constructive because of the vast dissimilarities which exist between the two fields.

COPY

When you continue in your letter to ask if I have foreign made equipment and supplies in my business and in my home, you are really helping to make my basic point. The reason I do, indeed, have all too many foreign made products in my plant and my home is because I now no longer have any real alternative. Subsidized or government-owned foreign competition has systematically been squeezing our country out of important industrial fields, and often with the full blessing and support of government officials such as Mr. Ravitch. This erosion must stop soon, or else we will have lost, or severely crippled, all of our most vital and strategically important industries.

Thank you for your comments.

May Success Continue To Crown Your Efforts,



K

Dr. Ken Lipke  
Chairman

cc: Governor Mario Cuomo  
Richard Ravitch



JOHN R. KUHLM JR.  
Assemblyman 127th District

ALBANY OFFICE  
Room 534  
Legislative Office Bldg.  
Albany, N.Y. 12248  
(518) 455-5791

DISTRICT OFFICE  
18 Buell Street  
P.O. Box 153  
Bath, N.Y. 14810  
(607) 776-3400

THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

RANKING MINORITY MEMBER  
Banking Committee

COMMITTEES  
Judiciary  
Transportation

Contact  
☐ Albany Office  
☐ District Office

August 22, 1983

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P. O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your letter relative to  
an effective "Buy American Steel" policy for  
New York State.

I couldn't agree with you more and, as  
you know, my voting record reflects your senti-  
ments.

Sincerely,

John R. Kuhl, Jr.  
Member of Assembly

sg

SECTION 4

GOVERNMENT OFFICIALS' RESPONSES



# Cheektowaga Police Department

3223 Union Road, Cheektowaga, New York 14227-1099

---

Theodore DeFedericis  
Chief of Police

July 27, 1983

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Doctor Lipke:

Thank you for your informative letter.

You have my whole hearted support.

Very truly yours,

A handwritten signature in cursive script, reading "Theodore DeFedericis".

Theodore DeFedericis  
Chief of Police

dvc

OFFICE  
97 EVANS STREET  
HAMBURG, NEW YORK 14075  
DAYS: (716) 649-2351  
EVENINGS: (716) 648-5111



RESIDENCE  
4110 EAST HIGHLAND PKWY.  
BLASDELL, NEW YORK 14219

TOWN OF HAMBURG  
RICHARD A. SMITH  
HIGHWAY SUPERINTENDENT

July 28, 1983

Honorable Mayor Edward Koch  
City Hall  
New York, New York 10007

Dear Ed:

Recently I received a letter from Dr. Ken Lipke of the Steel Corporation of America in regard to the awarding of \$53 million of Korean steel for the Throgs Neck Bridge Project.

It is quite disturbing to me as a former steelworker and a Highway official to witness actions of this type. I fully realize that funding for Highways and bridges is scarce and it forces us to cut costs to the bone. A \$3½ million savings appears excellent, except that in this case it reflects only a 6.6% increase in project cost. This is a small increase compared to the loss of dollars in our starving economy.

The steelmaking people of Western New York and our country are rapidly being pushed out of their jobs and into welfare lines. Actions of the Metropolitan Transportation Authority must not be tolerated by our society.

This letter is to ask you to do whatever is within your scope of duties to reverse this decision. Also, this should place the MTA and similar agencies on notice that we, the elected officials, and the people of New York will not condone foreign steel purchases.

Thank you for your kind attention to this matter.

Yours,

Richard A. Smith  
Highway Superintendent

RAS/cc  
copies: Gov. Cuomo  
Ken Lipke  
USW - Buffalo

JACK KEMP  
51ST DISTRICT OF NEW YORK

COMMITTEES:  
APPROPRIATIONS  
SUBCOMMITTEE:  
FOREIGN OPERATIONS  
RANKING MEMBER

BUDGET

Congress of the United States  
House of Representatives  
Washington, D.C. 20515

August 1, 1983

PLEASE RESPOND  
WASHINGTON OFFICE:  
2252 RAYBURN OFFICE BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-5265

DISTRICT OFFICES:  
1101 FEDERAL BUILDING  
111 WEST HURON STREET  
BUFFALO, NEW YORK 14202  
(716) 846-4123

484 S. MAIN STREET  
GENEVA, NEW YORK 14456  
(315) 789-3360

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, N.Y. 14225

Dear Ken:

Thanks for your letter about New York State's "Buy American Steel" policy. It was a pleasure, as always, to hear from you.

I sympathize with the dilemma that seems to be inherent in the decision by the MTA to buy \$53 million worth of Korean Steel days after New York State adopted a "Buy American Steel" policy covering that authority. As you know, I do not support "Buy American" clauses at any level. I believe that protectionism always destroys more jobs than it saves, and threatens to plunge us into a worldwide depression fueled by a round of "beggar-they-neighbor" trade barriers in the midst of our economic weakness.

However, in light of the fact that New York State has already adopted "Buy American Steel" policies, I urge you to protest in the strongest possible terms to Governor Cuomo about the MTA's purchase of \$53 million in Korean steel. The inconsistencies of the decision are certainly glaring.

Thanks once again for your letter, Ken. Please keep in touch, and best wishes.

Very truly yours,

JACK KEMP  
Member of Congress

JK:msb

*What can I do  
(other than this) to be of help-*

# TOWN OF CHEEKTOWAGA

ERIE COUNTY, NEW YORK

OFFICE OF  
RECEIVER OF TAXES AND ASSESSMENTS  
686-3475



— **Joan E. Dudek** —

RECEIVER OF TAXES

August 1, 1983

Mr. Kenneth Lipke  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Mr. Lipke:

This is to acknowledge your letter of July 26, 1983 requesting my support of the ouster of Mr. Richard Ravitch and such other Department Heads who favor the import of foreign Steel and other products causing serious unemployment of the American workers.

The cost of producing steel in this country may be higher, however, this would be offset by insuring jobs and decreasing welfare rolls, resulting from high unemployment because of imports.

I wholeheartedly support the efforts of the laboring and other groups promoting the purchase of American Steel and other products. Imports of foreign Steel etc. at lower costs are due to subsidies of the industry by foreign countries. This results in unfavorable competition with our American made products.

I will support any efforts to replace Richard Ravitch and other individuals who openly disregard the affects of imports upon the economy of our country.

Thank you for having written me asking for my response in this matter, and I hope that I will hear from you again.

Very truly yours,

JOAN E. DUDEK  
Receiver of Taxes

JED/mp

# ERIE COUNTY LEGISLATURE

ROBERT H. MEIER, *Legislator - 9th District*  
128 CRANWOOD DRIVE, WEST SENECA, N. Y. 14224  
PHONE: 674-3157



*District Offices:*  
4105 SENECA STREET  
WEST SENECA, N. Y. 14224  
674-7840

4222 TAYLOR ROAD  
ORCHARD PARK, N. Y. 14127  
662-0909

August 3, 1983

Dr. Ken Lipke  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Ken:

Thank you for your letter of July 6, 1983.  
I am in total agreement of your concerns over  
the signing of a Korean Steel Contract as re-  
commended by Metropolitan Transportation Authority,  
Chairman Ravitch.

You have my complete support in demanding his  
resignation and I would be more than glad to assist  
you in any way you feel that may be helpful.

Please feel free to contact my office if you  
wish me to pursue this matter.

Sincerely,

A handwritten signature in cursive script that reads "Bob Meier".

Robert H. Meier  
Erie County Legislator  
9th District

RHM/mm



# Town of Lancaster

21 CENTRAL AVENUE  
LANCASTER, NEW YORK 14086

STANLEY JAY KEYSA  
*Supervisor*  
683-1610

TOWN BOARD  
*Supervisor*  
Stanley Jay Keysa  
*Councilmen*  
Ronald A. Czapla  
Robert H. Giza  
Leonard E. Grzybowski  
Donald E. Kwak

August 4, 1983

Dr. Kenneth Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your letter of July 26, 1983 regarding the decision of the MTA to purchase \$53,000,000 worth of Korean steel for the Throgs Neck Bridge. The Town Board members indicate that they support the policy of buying American steel.

Further, it has been our informal policy to promote local suppliers whenever permitted by state purchasing orders. We feel that the contribution of such suppliers to the purchasing community should be a valid consideration (within reasonable limits) in making purchases. I certainly hope that the State Department of Commerce and others, such as yourself, will be successful in having MTA reconsider its recent decision.

The Board members lack sufficient information as to the performance of Richard Ravitch, Chairman of the Metropolitan Transportation Authority, to go on record demanding his resignation. We would hope, however, that he will see the error of his ways.

Very truly yours,

Stanley Jay Keysa  
Supervisor  
SJK/p

cc: Town Clerk



## TOWN OF EVANS

42 N. MAIN ST. - ANGOLA, N. Y. 14006

CAROL A. FRANEY, TOWN CLERK

ADELLA E. COOK, SUPERVISOR

### COUNCILMEN

RALPH S. HOGG, Jr. - - - ANGOLA, N. Y.

GEORGE BASHER - - - ANGOLA, N. Y.

ROSEMARY SCAGLIONE - ANGOLA, N. Y.

LARRY J. ATTI - - - - ANGOLA, N. Y.

August 9, 1983

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke,

I also share your concern over the short-sighted thinking of Mr. Ravitch, Chairman of the Metropolitan Transportation Authority with the purchase of \$53,000,000.00 worth of Korean Steel for the Throgs Neck Bridge. It certainly is appalling to know that any state-related entity would not wholeheartedly support the state's "Buy American Steel" policy. If our own state-related entities won't set a precedence to "Buy American", I can't understand how outside entities are expected to do so.

As a strong supporter of labor, I have seen first hand the effect imports have on our economy. The loss of jobs, people losing their homes not to mention the degradation these people feel for the "ALL AMERICAN DREAM", to have a job and own a home. Yet right under their nose the taxes they must pay are being utilized to keep their jobs from them.

I believe in America, I believe in the "All American Dream", I believe in "Buy American Steel", and I wholeheartedly support the demand for the resignation of Mr. Ravitch as chairman of the Metropolitan Transportation Authority.

It is in a most appreciative manner I write this letter to you. I am indeed encouraged that someone is willing to step forward and stand up for the "Buy American Steel" policy. I will anxiously be waiting to actively partake in any further steps and action that can be taken to strengthen our mutual goal, "Buy American". I am,

Very truly yours,

*Carol A. Franey*  
Carol A. Franey  
Town Clerk

CAF/s

CC: Gene Adams, President  
Buffalo Building Trades

Michael Franey, President  
I.B.E.W. Local # 41



COUNTY EXECUTIVE  
ONEIDA COUNTY  
COUNTY OFFICE BUILDING  
800 PARK AVENUE  
UTICA, NEW YORK 13501  
PHONE 315-798-5800

JOHN D. PLUMLEY  
COUNTY EXECUTIVE

August 12, 1983

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke:

I wholeheartedly support the emphasis you have placed on a "Buy American Steel" policy for New York State.

In fact, I will go so far as to offer that it should be a nationwide policy not only to buy American made steel, but to "Buy American" in general.

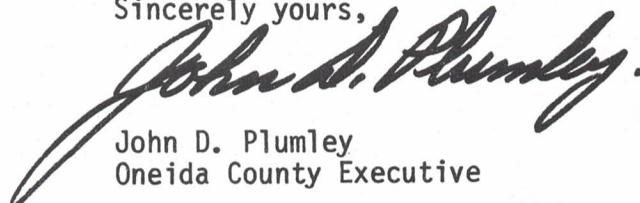
Our country was made great as a direct result of our ability to industrialize and create a stable economic base.

To allow that base to be eroded by outside influences is unconscionable.

I support the campaign to "Buy American Steel", just as I support the campaign to "Buy American", and we practice such rules in our Oneida County area, consistent with laws relating to purchasing.

With my personal best wishes, I am

Sincerely yours,



John D. Plumley  
Oneida County Executive

JDP:mld



Town of West Seneca  
Erie County

1250 UNION ROAD  
WEST SENECA, N. Y. 14224  
674.5600

TOWN CLERK  
M. RUTH HARRIS

August 12, 1983

TOWN COUNCIL

SUPERVISOR  
JOAN F. LILLIS

ROBERT B. COONEY  
MICHAEL J. GRABER  
WILLIAM D. FALKNER  
ROBERT J. JARNOT

TOWN BOARD PROCEEDINGS  
Minutes #15  
August 8, 1983

"Moved by Councilman Graber, unanimous second, that

WHEREAS, The American steel industry is in a severe economic situation, and

WHEREAS, The New York State Legislature has passed the "Buy American Steel" bill, in their effort to aid the American steel industry,

NOW THEREFORE BE IT

RESOLVED, that the resignation of Richard Ravitch, Chairman of the New York City Metro Transportation Authority, be immediately called, for the reason of his total disregard of the "Buy American Steel" bill, in using a 'loophole', to avoid compliance with this law when a difference in steel prices exists."

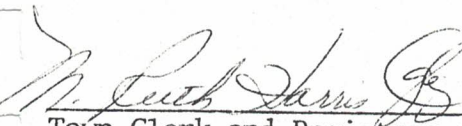
Ayes: All; Noes: None. Motion carried.

STATE OF NEW YORK )  
COUNTY OF ERIE )  
OFFICE OF THE CLERK OF THE ) ss:  
TOWN OF WEST SENECA )

This is to certify that I, M. RUTH HARRIS, Town Clerk and Registrar of Vital Statistics of the Town of West Seneca in said County of Erie, have compared the foregoing copy of resolution with the original resolution now on file in my office, and which was passed by the Town Board of the Town of West Seneca in said County of Erie, on the  
8th day of August 19 83,  
and that the same is correct and true transcript of such original resolution and whole thereof.

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Town this

12th day of August 19 83.

  
Town Clerk and Registrar of Vital Statistics  
Town of West Seneca

# ERIE COUNTY LEGISLATURE

THOMAS M. REYNOLDS



LEGISLATOR - 13th DISTRICT  
28 WEST MAIN  
SPRINGVILLE, NEW YORK 14141  
PHONE: 592-4941

August 15, 1983



Dr. Kenneth Lipke, Chairman  
Steel Corporation of America  
P. O. Box 220  
Buffalo, New York 14225

Re: New York State "Buy American Steel"

Dear Ken:

Thank you for your recent letter of July 26th in which you called my attention to the "Buy American Steel" policy of New York State. I was particularly concerned about the MTA in its decision to purchase \$53 million dollars worth of Korean Steel for the Throgs Neck Bridge.

I believe that Mr. Richard Ravitch as Chairman of the Metropolitan Transportation Authority which is a Public Authority is responsible to the laws and policies formulated by State Government. As we all know, the "Buy American Steel" policy was supposedly drafted and passed into law to protect such instances from happening in our State. Legislator Ralph Mohr and I was so appalled by Mr. Ravitch's actions that we recently held a press conference calling for his resignation from the MTA. We agree, as you, that his continuation as Chairman of the MTA is not in the best interest of the taxpayers of the State of New York and the Steel Industry within its boundaries, if we as a State intend to adhere to, the "Buy American Steel" policy which we have seen enacted.

It is high time that not only should we expect the State of New York Departments but also all Public Authorities to adhere to the Constitution, Legislative Mandates, and State Regulations formulated for the best interests of the State of New York's residents.

Thank you for your very informative letter and taking time to share with me your thoughts and ideas.

Sincerely,

A handwritten signature in dark ink, which appears to read "Thomas M. Reynolds", is written over the typed name.

THOMAS M. REYNOLDS  
LEGISLATOR - 13th DISTRICT

TMR/bw

HENRY J. NOWAK  
33RD DISTRICT, NEW YORK

COMMITTEES  
PUBLIC WORKS AND  
TRANSPORTATION  
SMALL BUSINESS

ROOM 2240  
RAYBURN HOUSE OFFICE BUILDING  
TELEPHONE: (202) 225-3306

HOME OFFICE  
U.S. COURTHOUSE  
BUFFALO, N.Y. 14202  
TELEPHONE: (716) 853-4131

**Congress of the United States**  
**House of Representatives**  
**Washington, D.C. 20515**

August 16, 1983

Dr. Kenneth Lipke  
Chairman,  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Ken:

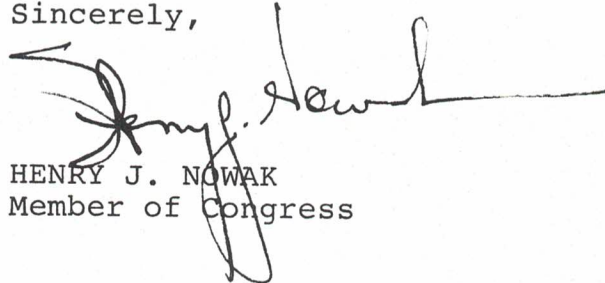
Thank you for your recent letter concerning the purchase of foreign steel for the Throgs Neck Bridge project in New York City.

As you know, I have consistently supported the strict enforcement of "Buy American" laws, particularly in the case of domestic steel, and I share your concern about the Throgs Neck Bridge project.

I am enclosing a copy of a letter I have written to Governor Cuomo on this matter and a copy of my recent statement regarding the problems of our steel industry. I appreciate knowing of your concern about the Throgs Neck Bridge project.

With warmest personal regards,

Sincerely,



HENRY J. NOWAK  
Member of Congress

Enclosures

COPY

August 4, 1983

Honorable Mario Cuomo  
Governor of New York  
Albany, New York 12224

Dear Governor:

I am writing in connection with my interest in being of assistance in ensuring that American Steel is used in the Throgs Neck Bridge redecking project in New York City.

It is my understanding that Commerce Commissioner Bill Donohue has had discussions involving Bethlehem Steel Corporation representatives and New York State based steel fabricators on a proposal that could lead to the use of domestic steel on this project. I have been advised further that this proposal would involve reducing the project's construction time by approximately 50%, which would more than offset the higher cost associated with using domestic steel.

If this proposal were implemented, Bethlehem Steel would have 4500 tons of rib section steel fabricated at its specialty shop at its Lackawanna complex. As you know, that would be a major boost to the economy in Erie County, a boost which is sorely needed. Therefore, I hope you will expeditiously review this proposal and decide to urge the Metropolitan Transportation Authority to issue a change order to enable domestic steel/fabrication be permitted on the Throgs Neck Bridge project.

Best wishes.

Sincerely,

HENRY J. NOWAK  
Member of Congress

● Mr. NOWAK. Mr. Speaker, I would like to commend the leaders of the executive committee of the Congressional Steel Caucus for scheduling this discussion to again focus our continuing concerns on the deteriorated condition of America's steel industry.

Just last week, United States Steel reported a \$112 million loss in the quarter ending June 30, 1983. Republic Steel, whose plant in my district in Buffalo has been indefinitely closed since May 1982 with no reopening imminent, reported a \$45 million loss. Bethlehem Steel, which is proceeding with plans to sharply curtail its production at its Lackawanna facility by the end of this year, reported a \$93 million loss. Unemployment among American steelworkers, as of July 16, 1983, remained beyond the 100,000 level, and production capacity was at 53.6 percent. Yet, foreign imports continue to capture 18.3 percent of the U.S. market.

Unfortunately, despite the repeated efforts of the Executive Committee of the Steel Caucus to meet with President Reagan to discuss the critical problems facing this vital industry, no such appointment has been scheduled. Therefore, we have requested this special order to dramatize our concerns about the needs of the steel industry and to suggest appropriate remedial actions.

In order to solve the crisis facing the domestic steel industry, our Government must formulate and implement a comprehensive steel policy. First and

foremost, we must increase the demand for domestic steel. This involves the strict governmental enforcement of the "Buy American" clause. Those who oppose "Buy American" argue that this measure would raise the cost of projects using American-made materials. I believe that, despite possible increased costs of these projects, this is a worthwhile investment because it is maintaining jobs and providing essential services, and is far cheaper than paying unemployment benefits to laidoff and displaced steel workers.

Over the past year, a number of antidumping and countervailing duty suits have been filed with the International Trade Commission exhibiting the violations of foreign steel producers. However, small industries, including some of our smaller steel companies, cannot afford the expensive and lengthy procedures necessary to fight the unfair trade practices of their foreign counterparts. Therefore, our Government must not only aggressively enforce existing trade laws, but streamline new legislation toward assisting these smaller industries. The trade remedy legislation to be introduced by the House Ways and Means Committee later this year should address the concerns of these small industries as well as supporting our larger steel companies. The reestablishment of a Tripartite Advisory Council would provide continuous communication and monitoring of the entire steel industry, thus avoiding crisis management and decisionmaking. Import quotas will allow domestic steel the opportunity to recapture a competitive position in the international market, as well as providing sufficient time to modernize plant and equipment. All of these steps would reemphasize to our foreign competitors that violations of existing trade procedures will not be tolerated.

Import quotas would help provide an essential period to implement our domestic industry's modernization process, but upfront capital is also needed to purchase new equipment and update present steel facilities. I advocate tax laws which allow companies to reinvest unused tax credits in plant and equipment. I have cosponsored the Work Opportunities and Renewed Competition Act of 1983 (H.R. 3434) introduced in June by my colleagues from New York and Oklahoma (Mr. CONABLE and Mr. JONES), which targets capital investment from tax credits to plant and equipment modernization. Without this upfront capital investment in steel facilities, the modernization process cannot be completed.

The present steel crisis has forced numerous plant closings. The formerly productive steel worker, thus, faces great discouragement and distress. Today's displaced worker is envisioning the prospect of losing home and property, as well as being unable to support his family. I have continuously

supported and encouraged job training assistance from the Federal Government, and provided provisions for the retraining of the displaced worker in legislation I recently introduced, the Enterprise Development and Industrial Revitalization Act of 1983 (H.R. 2375). If our country is going to solve the present unemployment situation, particularly among former steel workers, the Federal Government will have to implement and expand such targeted job training programs.

Our domestic steel industry desperately needs help from our Federal Government if it is to remain a viable competitor in the international economy. The U.S. steel industry is encountering fierce competition from government-assisted members of the European Economic Community, as well as from Japan. In the years ahead, our steel industry will face the newly developed industries of such Third World countries as South Korea, Brazil, and Mexico. America's steel industry, although it will never return to its production capacity of the 1950's and 1960's, must modernize and be protected if it is to be a viable part of our Nation's future economy.●



THE CITY OF NEW YORK  
OFFICE OF THE MAYOR  
NEW YORK, N.Y. 10007

**JACK S. LUSK**  
Special Advisor to the Mayor

August 16, 1983

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, N.Y. 14225

Dear Dr. Lipke:

Since I am an advisor to the Mayor on transportation issues, he has asked me to respond to your letter concerning the Metropolitan Transportation Authority's recent decision to purchase Korean Steel for the Throgs Neck Bridge.

This decision was made by the Metropolitan Transportation Authority's Board of Directors. The City had no formal input into this process. While the legislature passed and the Governor signed Buy American Steel legislation, they essentially left the final decision in the hands of the authorities. The legislation requires that Authorities determine whether or not the cost of buying American would be either unreasonable, or not in the public interest. Chairman Ravitch, who's first responsibility is to the MTA and its riders, determined that the \$3.5 million cost of buying American steel was too great a burden to place on riders.

I appreciate your concerns on this matter and want to thank you for sharing them with us.

Sincerely,

*Jack Lusk*  
Jack Lusk

# ERIE COUNTY LEGISLATURE

MARIE V. RICHARDSON

Legislator — 12th District



Office:

25 Delaware Avenue  
Buffalo, New York 14202  
846-7500

Residence:

75 Maple Avenue  
Hamburg, New York 14075  
716/648-1212

August 17, 1983

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, NY 14225

Dear Dr. Lipke,

I share the concerns you brought forward in your recent communication.

A vital and profitable American steel industry is of paramount importance to the future of our nation not only our state. To this end, government must recognize the special position of our steel industry vis a vis the foreign producers.

We may all theoretically support the free-trade theory, but it is naive not to realize that some foreign trade is becoming more free, so to speak, than others. We must protect our basic industries and government officials should be the first to see and implement such policies.

A resolution was recently submitted to the County Legislature supporting the extension of "Buy America" provisions to the MTA and other state authorities. The resolution further calls upon Governor Cuomo to remove Richard Ravitch. I assure you I will support that resolution when the Legislature returns to session in September.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Marie".

MARIE V. RICHARDSON  
MINORITY LEADER  
Legislator, 12th District

MVR/bkc



ANDREW P. O'ROURKE  
County Executive

August 17, 1983

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

Dear Dr. Lipke:

I must agree, in general, with the overall contents of your July 27, 1983 letter on the subject of imported steel which is destined to be used for repairs on the Throgs Neck Bridge. It is obviously important that all possible efforts be made to support our deficit-ridden steel industry.

On the other hand, I am deeply concerned, while in pursuit of our recently-enacted "Buy American Steel" legislation, of becoming quagmired in evaluating what constitutes "the general public interest" and "unreasonable costs". The M.T.A. Chairman views his actions as well within his Board's powers and has advised the public-at-large, through the media, that he considers a \$3.5 million surcharge as an unreasonable cost burden for the taxpayer.

It appears to me that a concentrated effort to educate the public as to the peripheral downside ramifications of importing foreign steel is very much in order. Until such time as the "man in the street" comes to recognize that tax revenue losses are a major consequence along with the other costs you document, he will side with the easy-to-comprehend low bid figures presented by foreigners.

I would therefore recommend a public campaign, designed to put pressure on public authorities and state agencies to recognize the implications you cite in your well-documented letter.

I shall be pleased to work with you in this important cause.

Sincerely,

Andrew P. O'Rourke  
County Executive

APO/1b



LOUIS HEIMBACH

COUNTY EXECUTIVE

August 22, 1983

Dear Dr. Lipke:

Your letter of July 18 makes some compelling arguments for supporting a "Buy America" policy. Better ways of controlling dumping, though, are or should be available. We should work for trade policies which are effective deterrents to the type of dumping you describe in your letter. I could not, though, support a policy which forced us to buy American when the American producer is less efficient than the foreign competitor.

If I can be of any assistance to you in an effort to change our trade policies, please let me know.

Sincerely,

Dr. Ken Lipke, Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

SECTION 5

EPILOGUE



STATE OF NEW YORK  
EXECUTIVE CHAMBER  
ALBANY 12224

MARIO M. CUOMO  
GOVERNOR

August 26, 1983

Dear Dr. Lipke:

Thank you for your letter of July 18, 1983 concerning the purchase of Korean Steel for use in the reconstruction of the Throgs Neck Bridge. While this decision is legally within the power of the Triborough Bridge and Tunnel Authority, I, too, am concerned about its effects and I am working with Triborough Chairman Richard Ravitch to determine whether any alternative course of action is available.

Thank you for sharing your views on this issue with me.

Sincerely,

*Mario M. Cuomo*

Dr. Ken Lipke  
Chairman  
Steel Corporation of America  
P.O. Box 220  
Buffalo, New York 14225

# THE BUFFALO NEWS

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**TUESDAY, AUGUST 30, 1983**

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## State News Briefs

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**Richard Ravitch: back to private sector.**

### **N.Y. Transit Chief Quits**

NEW YORK (UPI) — Richard Ravitch, the head of the nation's largest mass transit system, announced Monday he was resigning the post to return to the private sector and a "more normal" family life.

The resignation came just two weeks after the resignation of John Simpson, head of the New York subway system — the busiest in the world.

Mr. Ravitch, 50, has been head of the Metropolitan Transit Authority for four years. Mr. Simpson was president of the New York City Transit Authority, an MTA subsidiary.

In a letter to Gov. Cuomo, Mr. Ravitch asked that his resignation be effective by Oct. 31.

The powerful post paid only \$15,000 annually, and Mr. Ravitch, who comes from a wealthy family, donated his salary to a private foundation.

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# Lackawanna Plant Expected to Share In MTA Bridge Job

By ROBERT J. SUMMERS

New York City's Metropolitan Transportation Authority voted 8 to 6 today to use steel from New York rather than cheaper steel from Korea for rebuilding the Throgs Neck Bridge.

The move is expected to benefit Bethlehem Steel Corp.'s specialty products shop at Lackawanna, but Bethlehem officials were not immediately available to discuss the impact of the MTA's decision.

The MTA's vote means that contracts for \$15.7 million worth of steel will go to steel fabricators in Newburgh and Middletown even though the American companies' price is 21 percent more than the Korean steel that formerly had been earmarked for the job.

On Aug. 19, Bruce Davis, Bethlehem's assistant vice president of public affairs, said that were Bethlehem to get a contract to supply steel to the fabricators, it would mean about three or four months work at the Lackawanna specialty products shop, which makes guardrails, bridge decking and other products.

Mr. Davis and other Bethlehem spokesmen could not be reached for comment today following announcement of the MTA vote.

The specialty products shop, which employs about 40, is the facility Bethlehem has agreed to sell to H.J. Williams Co., York, Pa. for an undisclosed price. The sale is expected to be completed by the end of the year.

Meanwhile, Bethlehem is scheduled to shutdown its Lackawanna steel furnaces on Oct. 7 and to shut other primary steelmaking mills on Oct. 15 as part of the permanent closure of most of the Lackawanna plant.

The MTA vote followed a request for reconsideration by Gov. Cuomo and the resignation of MTA chairman Richard Ravitch, who had announced the plan to buy Korean steel one day after the governor signed a law requiring state agencies to buy American products unless that action would result in "unreasonable cost."

However, the MTA also voted overwhelmingly to adopt stricter standards under which American steelmakers would have to lower their bids if they want future MTA contracts.

In the future, American steelmakers would be favored only if their bids are within 6 percent of the low foreign bids, the MTA board decided. The price spread on the Throgs Neck project was 21 percent.

Saturday, September 24, 1983

# MTA Bridge Steel To Be Bethlehem's

By ROBERT J. SUMMERS

Bethlehem Steel Corp. said its Lackawanna specialty products shop, which employs about 40, is expected to receive a \$2.1 million contract and about three to four months' work to prepare steel plates for use on repairing the Throgs Neck Bridge in New York City.

The contract comes following Friday's vote by New York's Metropolitan Transportation Authority to reverse an earlier decision and use domestic steel rather than cheaper Korean steel for rebuilding the bridge.

The move followed pressure from Gov. Cuomo, State Commerce Commissioner William J. Donohue, Bethlehem and others to reverse the Korean buying decision.

"We are delighted with the action by the MTA board," said Bruce Davis, Bethlehem's assistant vice president of public affairs, after learning of the 8-to-6 decision.

"We are especially appreciative of Gov. Cuomo's and Mr. Donohue's insistence that this was the proper decision to be made."

He said it was too soon to deter-

mine when the rolling and fabrication work might start. He said it would take about 10 days before all the paperwork is concluded to get the work started.

Mr. Davis said the actual 16,000 tons of steel plates for the job will be made at Bethlehem's Burn Harbor, Ind. mill. About 4,500 tons will be processed at Lackawanna and shipped to the bridge. The other 11,500 tons of plate will be processed at fabricating shops in Newburgh and Middletown.

The new contract will have no impact on Bethlehem's plan to close basic steelmaking operations at Lackawanna next month, he said.

In Albany, Gov. Cuomo released a statement saying he was pleased by the MTA action.

He noted that the MTA also adopted a rule mandating the use of domestic steel in the future so long as it cost no more than 6 percent above competing foreign steel. He said he would issue an executive order applying the same 6 percent standard to all state agencies, and recommending that it be adopted by independent state authorities.

