

# U.S. may suspend missile treaty unless Soviets dismantle radar

By **BRENDA WATSON**  
Associated Press Writer

GENEVA — The United States said yesterday it may suspend or terminate the 1972 Anti-Ballistic Missile treaty unless the Soviet Union dismantles a Siberian radar complex.

A statement from the U.S. delegation to a week-long conference that reviewed the agreement left no doubt that Washington was dissatisfied with the Kremlin response to U.S. concerns about the Krasnoyarsk radar installation.

The statement said the United States has "made clear that the continuing existence of the Krasnoyarsk radar makes it impossible to conclude any future arms agreements in the START or defense and space areas."

White House spokesman Marlin Fitzwater said the administration would continue efforts for a treaty on limiting long-range nuclear forces, known as START, but said there was little prospect of doing so before President Reagan leaves office in January.

"We are still meeting in Geneva and still working toward a START treaty ... in the hope that it (the

Soviet radar) will be dismantled in the interim," he said. Fitzwater was in Santa Barbara, Calif., with the vacationing president.

Negotiations on limiting intercontinental nuclear forces and on space and defense systems are separate, parallel talks that have continued in Geneva since March 1985.

The Soviet Union made no immediate comment but the chief Soviet delegate, Viktor Karpov, scheduled a news conference for today. The U.S. team was led by the director of the Arms Control and Disarmament Agency, William Burns.

The U.S. statement said that during the review conference, the third of its kind, "the Soviet Union gave no indication that it was prepared to correct the violations (of the ABM treaty) without linking their agreement to do so to unacceptable demands."

The statement referred to the Krasnoyarsk radar installation, which the United States for years has been saying violates the ABM treaty because of its location and orientation.

It said the U.S. side also raised the question of two other radars

that the Soviets deployed last year in Gomel, near Kiev.

The ABM treaty limits each side to deploying one ABM system comprising a radar and anti-ballistic missiles. It also constrains early warning radars which could, because of their location, orientation and capability, contribute to an ABM defense.

The U.S. side charges that the Krasnoyarsk radar is such an installation.

"The Krasnoyarsk violation is very serious, particularly when it is recognized that the radar constitutes one of a network of such radars that have the inherent potential for attack assessment in support of ballistic missile defense," the statement said.

The aim of the ABM treaty is to prevent either side from creating a nationwide protective network, under the theory that neither side would launch a nuclear attack if there was a possibility of devastating retaliation.

Karpov said in July that the Soviet Union would dismantle the Krasnoyarsk radar equipment, but not the building housing it, if the United States agreed to renew its commitment to the ABM treaty for at least 10 years.

# Historic parks expanding services to improve quality

By **MARINA BARE**  
Collegian Staff Writer

Allegheny Portage Railroad National Historic Site, in Cresson, and Johnstown Flood National Memorial, near St. Michael's, are planning expanded visitor services that will improve the quality of park services, a park official said.

Johnstown Flood Site Director John Bundy said the Johnstown Flood National Memorial is building a 7,000-square foot visitor center that will be finished in the spring of 1989. "It is an improvement over the 500-square foot building we're using now," Bundy said.

A site concept study proposed in 1987 by the National Park Service is currently under consideration at the Allegheny Portage Railroad site. Proposals include making improvements in the visitor center and the Engine House, a building which provides a technical history of the railroad and a working reproduction of a train similar to the original Allegheny Portage railroad trains.

"There is no construction yet, but I feel there is a good chance that it will be started by the early 1990s," said Larry Trombello, supervisory park ranger at the railroad.

Both parks, which are free and open year-round, offer visitors a slice of the rich history of Pennsylvania's railroads and the Johnstown flood.

The Johnstown Flood Memorial is located at the point where the South Fork Dam broke in 1889, releasing two-mile long Lake Conemaugh. One of the memorial's historical artifacts is the telegraph key used at South Fork Dam to warn Johnstown that the dam was about to break, Bundy said.

The original farmhouse at South Fork is being restored for the centennial of the flood. The South Fork Fishing and Hunting Club house in the village of St. Michael is also being restored to some of its original splendor. The club was owned by Pittsburgh industrialists at the time of the flood, Bundy said.

Johnstown Memorial celebrated National Park Service Day on Aug. 25 with guided tours of the park by people in period costumes, he said.

"Allegheny Portage Railroad has remnants of the original track and items used in its construction, such as iron ties and rails," Trombello said.

A full scale model of the railcars used at the time is on display at the park. Tools found on the site and a few household items also are on display in historic Lemon House, Trombello said.

In addition to the historical aspects of Allegheny Portage Railroad, the park also offers hiking and picnic areas, and cross-country skiing in the winter.

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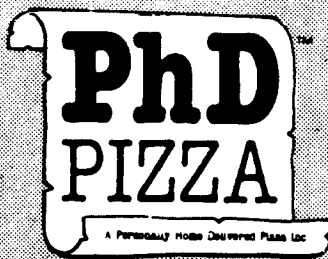
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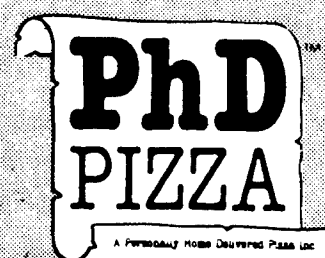
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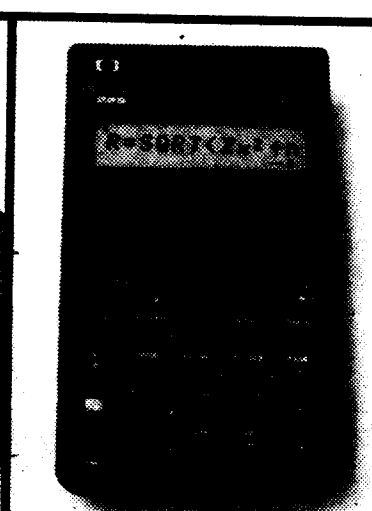
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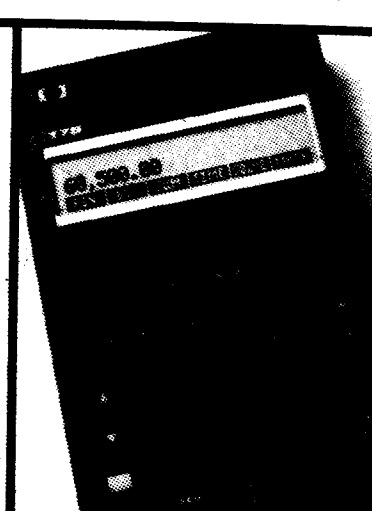
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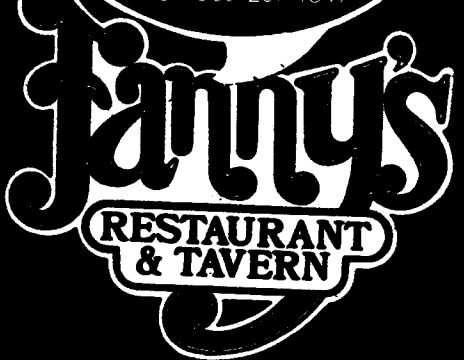


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