



# 1970s

Although Letterkenny's growth seemed to slow during the decade, the depot continued to play a vital role. New construction and modernization projects kept Letterkenny viable. Letterkenny was implementing new, innovative technologies and systems.

A new mechanized, hi-speed warehouse complex System-wide Project for Electronic Equipment at Depots Extended (SPEDEX) was implemented and replaced the old SPEED system. In General Supply, a 3,850 foot conveyor system carried material 50 feet per minute through seven interconnected warehouses. A pneumatic tube system installed the length of a 500 foot warehouse delivered paperwork in 24 seconds. Shrink film machines were installed that contoured polyethylene around items and polyurethane foam-in-place packing cushions were used to store and ship items. A closed circuit television network was used as a warehouse surveillance system. An automatic checkout system attached probes and sensors to vital engine parts and accurately pinpointed malfunctions, identified defective parts and printed out stock numbers of replacement parts and service manuals. Micom Automated Test Equipment (MATE) tests circuit boards were used for the improved HAWK missile systems. The air pollution abatement program began in 1969 and was completed in 1972. All coal burning heating systems were changed over to fuel oil, and an industrial incinerator was installed. Also, Letterkenny was one of five in the United States to activate the Automated Multi-Media Exchange (AMME), which provided a more effective communication service in the late 70s.



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Work reconditioning gas masks returning from the Vietnam conflict brings new hires to the depot in the late 70s.

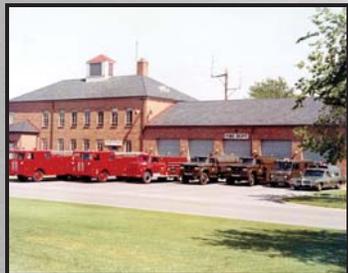


The ammunition area continues demilitarization of explosives.



Letterkenny Army Depot is the prime depot for the overhaul of the basic and improved HAWK missile system. LEAD is also assigned the maintenance mission for the Air Tow Missile.

Letterkenny fire department is located close to the main gate and next to the administration building.



The engine rebuild area keeps up with the workload returning from overseas.



M577 Command Post

Construction on the Vehicle Rebuild Support Facility begins in August 1977 by A.M. Pugh Associated Construction Co. at a cost of \$3,205,000. It contains 70,000 square feet of floor space with five overhead bridge cranes, an air recovery system and environmental controlled area for antenna base operations.