

Council field grows

By BRAD SMITH

Kateri B. Walsh, wife of former Springfield City Council President Daniel M. Walsh III, is the latest person to take out nomination papers for a slot on the council, prompting further speculation that Springfield may have a council primary election next month.

Meanwhile, another new candidate, Robert "Cee" Jackson, longtime supporter of state Rep. Raymond A. Jordan Jr., D-Springfield, said yesterday that he will return blank nomination papers taken out earlier this year by city developer E. Henry Twigg.

Walsh, 41, of Magnolia Terrace yesterday became the 26th to take out papers this year, according to James Sullivan, secretary to the Board of Election Commissioners.

A primary would be held Sept. 22 if 19 or more candidates return papers by Aug. 25.

There are nine seats on the council.

Walsh said she is "very seriously considering" a campaign, although she has never held elective office.

"The time just seems right with Betty Montori out," she said.

Montori, a council incumbent, announced last month that she will not seek a third term this year for personal reasons.

Walsh said her political experience has been confined to campaigning for others, particularly for her husband who served two terms on the council, from 1973 to 1977, when he was defeated for reelection. He was president in his last term and later served on the city's Park Commission.

"I'm meeting with a few key friends this week and I'll be deciding then whether to run," Walsh said.

She is a former elementary school teacher, a school volunteer and had been director of volunteers for the Mayor's Office of Cultural Affairs.

Sullivan said he "assumes" there will be sufficient council candidates for a primary to be held.

If so, he said, it would not be unusual, noting, "In fact, it would be unusual if there wasn't a primary."

In 1983, a primary was held for council, but none was needed in 1985.

The nine incumbents — Mitchell Ogulewicz, Francis G. Keough, Morris Jones, Brian Santaniello, Robert Markel, Vincent DiMonaco, William T. Foley, Mary Hurley and Montori — have taken papers out, but only Montori has said she will not run.

Twigg said yesterday he will not be a candidate, although he did take out papers.

Twigg said Jackson, owner of Jackson Security Co., will run in his place and will have the support of a coalition of black and Puerto Rican community leaders, activists and elected officials.

Jackson emerged as a "focal candidate" at a recent three-day Black and Puerto Rican Coalition Community Conference, according to Twigg.

Jackson, 42, of 573 State Street, confirmed that he will run and said his plank will focus on "city concerns" rather than minority representation.

"I want to be a part of making sure that more people are involved in the system," he said. "I don't feel I have the experience to change the structure, but I want to make sure it works for everybody. I don't want to be a one-dimensional candidate. I don't want people saying this is a black candidate, and he's going to represent the black community."

Two other minority candidates with papers out, Timothy Baynon of 72 King Street and Robert McCollum of 763 Allen Street, "were not the consensus candidates," but will receive support from the minority community, Twigg said.

Others with papers out, and who appear to be conducting active campaigns, include: Robert L. Colamore of 140 Chestnut Street, son of County Commissioner Leonard J. Colamore; William J. Boyle of 20 Vadvais Street, an assistant Hampden County district attorney; Anthony Ravosa Jr. of 7 Elm Street, son of attorney and businessman Anthony Ravosa; attorney Bernard Cohen, of 124 Florida Street, and Michaelann Konstan, of 62 Bay Street.

Cohen and Konstan are running as co-candidates and representatives of the Springfield Affordable Housing Alliance.

Those with papers out, but who have kept lower profiles, are Joseph Montori of 946 Armory Street, son of Betty Montori; James Leary of Hartford Terrace, and Stuart Weissman of 928 Liberty Street, all former aides to former Mayor Theodore Dimairo.



CRASH INJURES TWO — Chicopee firefighters and rescue personnel remove Philip Methé, 62, of Springfield, from his car after it collided head-on with a car driven by Gail Gosselin, 23, of Chicopee, on Lombard Road yesterday. Both drivers were injured in the crash, which happened at about 5:19 p.m. Methé was cited by police for crossing a solid yellow line.

Rash of accidents keeps state, local police busy on interstates

By PAMELA H. METAXAS

State and local police were kept busy yesterday investigating a rash of accidents on Interstate 91 in Springfield and Interstate 391 in Chicopee.

Construction work in the northbound lanes of Interstate 91 in Springfield backed up traffic for several hours all the way to the Connecticut state line.

At least two of the accidents investigated by state police were in the northbound lanes of Interstate 91 — the site of a daylong emergency construction project by the state Department of Public Works.

A spokesman at the DPW headquarters in Northampton, who declined to be identified, said six crew members worked from about 9:30 a.m. to midafternoon to repair a broken expansion plate on the viaduct in the northbound

lanes opposite Baystate West.

He said the expansion plate, which is often damaged by snow plows in the wintertime, was badly in need of repair.

If it is not repaired, "it can pop right up and strike a car," he said.

The spokesman said, "It is a common problem, but it has to be repaired on most bridges."

State police said that the highway was limited to one lane in some places, slowing traffic to a crawl.

Trooper Mark Joiner said the first accident was at 11:45 a.m. in the northbound lanes between Exits 5 and 6 near the York Street Jail. It was a three-car hit-and-run pileup, Joiner said, with one injury reported.

Springfield Police Capt. Frank Basile said city police were dispatched to a minor tractor-trailer and car crash on the Interstate 91

ramp approaching Julia Buxton Bridge (the South End bridge) at 12:05 p.m.

It "involved only property damage," Basile said.

At 12:50 p.m., state troopers were notified of another crash in the northbound lane opposite the Marriott Hotel, Joiner said.

He said the accident was minor and the drivers exchanged papers after the rear-end collision.

A short time later, state police responded to the Grattan Street exit of Interstate 391 in Chicopee when a tanker truck filled with water flipped onto its side, Joiner said.

According to Joiner, the nursery truck was watering the grass on the highway when its load apparently shifted, it rolled down the hill and slid sideways.

There were no injuries reported by the driver, police said.

Town's appeal of CVS ruling hurting his client, lawyers says

By CHANDLER ROSENBERGER

LONGMEADOW — Bruce Clarkin, the Springfield lawyer representing the CVS drug store chain, said yesterday that Longmeadow's appeal of a court ruling against it will unnecessarily hamper his client.

But Town Counsel David Martel said the town contests Superior Court Judge William H. Welch's contention that one of its zoning bylaws should be voided.

The town filed its appeal July 27.

Joseph Rinaldi's application to rent part of his five-store complex at 410 Longmeadow Street to CVS was rejected by the Zoning Board of Appeals in December. The ZBA said the lot did not offer enough parking.

Rinaldi appealed in Superior

Court, where Welch ruled June 29 that the ZBA must rehear the case.

Welch ruled that a town bylaw did not give objective criteria by which to judge adequate parking.

"The judge made a very clear-cut decision," Clarkin said. "It seems to me they could have gracefully resolved the matter (by rehearing the case), but despite the court's clear decision, they've decided to put Mr. Rinaldi through a long appeal that's going to adversely affect him by tying up his property."

Welch ruled that the lack of objective criteria by which to judge available parking made them subject to pressure from neighbors.

"Since there are no standards or guidelines in the Longmeadow bylaw to protect against arbitrary

exercise of untrammelled power merely to please the larger number of objecting neighbors who may have acquired property in the area with the awareness that the site was zoned business, this matter should be remanded to the Board for a rehearing, in light of this opinion," Welch wrote.

The town preferred to appeal what it considered a flawed decision rather than rehear the case "in light" of that decision, Martel said.

"We were concerned about some statements made by the judge about the legality of the Longmeadow bylaw, and felt that we had to take an appeal in order to determine whether the bylaw is correct," Martel said.

No hearing has yet been set for the appeal.

Proposed town yard building would cost less than \$20,000

By CHANDLER ROSENBERGER

LONGMEADOW — Reinhart Associates Inc., an engineering firm, has recommended the cheapest of seven building proposals for the town yard.

The \$19,361 structure recommended would consist simply of a "light, metal structure founded on very wide, heavily reinforced spread footings," according to a report the town made public yesterday.

The Town Yard Building Committee will recommend within a month how best to replace the Pondside Road town yard, which has been damaged by settling and floods, chairwoman Eileen Sorrentino said last night.

The report assumes the new building would be built on the grounds of the old one.

The committee met with Reinhart engineers Douglas Goodman and Philip Steiger last night.

The seven alternatives were offered by Holyoke geologist Ira B. Laby and ranged in price per square foot from \$11.08 for the recommended option to \$61.60 for an addition built on 80 miniature pilings.

The price per square foot of the building's construction on solid ground would be \$7.50, the report said.

The building would serve as garage, storage and repair facility for the Streets and Engineering Department, the Water and Sewer Department, the Recreation and Parks Department and the Town Recycling Center.

The existing buildings have been wrenched by their uneven settlement into the soft earth, the report said.

In addition, the property was inundated by flooding in 1938 and 1955 and has suffered minor flooding since.

Confiscation of magazine asked

Federal officials have filed suit to have a magazine entitled Emotion declared obscene and to be permitted to destroy a copy that was mailed to an address in Wilbraham.

A civil lawsuit filed last week in U.S. District Court, Springfield, asks a federal judge to rule that

the magazine is obscene. It also asks that the magazine be forfeited to federal authorities and destroyed.

According to the complaint, the U.S. Customs Service conducted the seizure on July 22 and the magazine, which was the first printing, was addressed to a Wilbraham man.

Battleship Iowa's firepower huge

By DAVID WOOD
Newhouse News Service

ABOARD THE USS IOWA — Deep below the ship's waterline, Fire Controlman William Colbert is bent over a waist-high metal box topped with dials and indicators. The metal box whirrs and clicks.

Colbert was born 23 years ago in Greenville, S.C. The machine, a computer that calculates gun targets more precisely than any device on Earth, was lovingly assembled 45 years ago.

Suddenly the dials jump, and two mechanical arms, like those on a clock, move and meet. Colbert speaks urgently into his headset.

Six decks above, Master Chief Charles Hill is pacing the metal deck. He swears, looking at his watch. Then he gets Colbert's message from below.

"Stand by to fire main guns one, three and six!" he barks before taking cover.

Down below, Colbert moves across the gunnery plotting room and grasps two brass pieces that resemble handguns, except that they are attached to the wall at the barrel end.

What happens when Colbert pulls the trigger is what the Reagan administration is hoping will shock, intimidate and perhaps terrify American foes from the Soviet Union's mighty military to the smallest Iranian terrorist speedboat.

Technically speaking, Colbert's squeeze of the trigger sends an electric impulse flashing up to one of the Iowa's nine 16-inch gun barrels, starting the firing sequence.

But that doesn't begin to convey the terrifying reality. Colbert's spark ignites a quarter-ton of high-explosive powder. That blows a 2,700-pound, six-foot-long shell out of the barrel at the speed of sound and sends it shrieking 24 miles downrange, where it kicks up a geyser several hundred feet high.

What also happens is that this 55,000-ton ship is blasted by a wall of flame, noise and concussion that shatters glass, sings eyebrows and shakes one's innards. The shock can stagger the ship six feet off course, crewmen insist.

When Colbert's trigger is switched to fire all nine guns at once, he can put 24 tons of explosive shells on a target in just over a minute, and keep on going for hours. One shell can penetrate 30 feet of reinforced concrete or 18 inches of steel. A full salvo will turn one square mile of almost anything into rubble.

Asked about the accuracy of these rounds, Master Chief Hill, a grizzled veteran, shifts a toothpick and allows how precise accuracy may not be all that important. "We destroy every target," he says. "Period."

When the White House ordered the reactivation of the Iowa and three sister ships in 1981, it had in mind "quickly adding real firepower to our Navy," in the words of President Reagan.

But the \$2 billion the administration has spent to bring the World War II dreadnoughts back on line has bought them much more, for the ships have turned out to be superbly tailored for the kind of gunboat diplomacy the Reagan administration has used with increasing frequency.

The first recommissioned battleship, the New Jersey, saw sustained service off Beirut in 1983, where its massive guns silenced Shiite Moslem gun batteries.

The New Jersey and its sister ships, Missouri and Iowa, have taken turns patrolling off the coasts of El Salvador, Honduras and Nicaragua, silent but imposing reminders of U.S. determination to prevail over Soviet-backed forces in Central America.

Now, with a new naval confrontation building with Iran, Reagan is sending the Missouri toward the Persian Gulf. The Iowa is being sent deep into the eastern Mediterranean, where Moslem fundamentalists inspired by Iran could inflame Syria and Lebanon and endanger U.S. interests throughout the region.

"We're in a go-to-war condition right now," the Iowa's skipper, Capt. Larry Seaquist, said recently as the Iowa cruised several hundred miles east of Florida.

"And we're the toughest there is," said Seaquist, an amiable but hard-driving and demanding skipper who incessantly drills his 1,500 crewmen and who conducts gunnery practice "every day we're under way."

His confidence appears well-founded. The Iowa is massive, fast, well-armed, and virtually self-sustaining.

While the Reagan administration has often used aircraft carriers to project U.S. power abroad, the Navy has found the battleships to be just as effective — and cheaper. It costs \$171 million a year to keep a carrier at

sea, but only \$48 million for a battleship. And the battleship can put more ordnance on target per day than can a squadron of carrier-based aircraft.

Aside from its 16-inch guns and smaller 5-inch guns, the battleships carry Tomahawk cruise missiles and Harpoon anti-ship missiles. Anti-aircraft guns have been replaced by the Phalanx short-range Gatling gun designed to destroy incoming missiles.

According to the Iowa's tacticians, that means the battleship could attack an Iranian or Libyan radar missile site with a cruise missile to knock out its radars, then use the 16-inch guns to pulverize concrete command bunkers and other facilities — all without the risk of sending manned aircraft over the area.

The Iowa's storage spaces hold enough fuel, water, food, ammunition and other expendables for a four-month cruise. Standard practice is for the battleship to refuel the warships accompanying her.

For protection, the Iowa and her sister ships carry some 19,000 tons of armor plating around the hulls and vital spaces. The design was intended to allow the ship to fight on under severe attack with much of its superstructure damaged or swept away. Everything is made of heavy-duty brass and steel, secured by welding and heavy bolts.

Command and communications spaces — like the bridge and the gun plotting room — are protected with 17 inches of armor. Electric and telephone lines run through the ship inside armored pipes.

The ship can be commanded from inside "the citadel," a heavily armored cylinder which houses the ship's controls and has both prism periscopes and narrow slits for vision. If electric power fails, the ship can be steered by hand.

But like any ship designed five decades ago, the Iowa has its weak points. One is the ever-present danger of mechanical malfunction. The engine room crew is kept busy repairing and replacing worn-out machines. One day recently, Iowa's sewage system went on the fritz, leaving only two toilets for her 1,500-man crew.

Another weak point is the extreme vulnerability of the Iowa and her sister ships to chemical attack. The crew has gas masks and practice chemical defense. But the battleships were designed so that a slight under-pressure below decks constantly sucks in fresh air. Thus even a small chemical weapon detonated overhead could imperil the entire crew.

Hearing set on Chicopee river bridge

A State House committee will conduct a public hearing in Springfield tomorrow on statewide transportation projects, among them a proposal to build a bridge between Springfield and Chicopee over the Chicopee River.

The House Committee on Transportation hearing is set to begin at 10 a.m. at the State Office Building on Dwight Street, said Gary Ziencina, an aide to State Rep. Kenneth Lemanski, D-Chicopee.

Lemanski will attend the hearing, Ziencina said.

The committee also will conduct a public hearing tonight at 7 in Pittsfield at Berkshire Community College. The committee then will conduct another hearing tomorrow night in Worcester, Ziencina said.

The proposed bridge would be placed over the Chicopee River between Interstate 291 and the Chicopee Industrial Park. The intent is to relieve traffic on Page Boulevard on the Springfield side and on Fuller Road on the Chicopee side, Ziencina said.

Outage shuts down WAQY-FM station

EAST LONGMEADOW — A power outage blacked out sections of North Main Street and shut down a radio station for more than an hour yesterday evening. A spokesman for Massachusetts Electric Co. said a blown fuse caused about 100 customers in the North Main Street area to lose electrical power between 4:25 and 5:40 p.m.

A spokesman for Radio Station WAQY-FM on Fisher Avenue said the station was unable to transmit during the outage.

Police said there were no reports of problems.