

NEW YORK STATE



The brink of the Canadian Horseshoe Falls, where on Monday, Kirk R. Jones of Canton, Mich., climbed a barricade and let himself be swept away. Dan Cappellano for The New York Times

Family Stunned After Son Takes Niagara Plunge and Lives

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survived," said his father, Raymond Jones, 77. "He's got a lot more courage than I do."

Keith Jones said going over the falls was the first dangerous stunt he recalled his brother pulling.

"He's got to be the worst driver on earth, but he didn't have a death wish or jeopardize himself like he did this time," Keith Jones said. "He just got in his mind that he was going to do something drastic. He didn't want to die, but I think it was his way of letting everybody know that he's around."

The plunge defied the laws of physics and Canada.

The fast-moving water of the Niagara River, combined with the swirling whirlpools and rocks below, should have proved fatal, said a scientist who has studied the water-flow patterns of Niagara Falls.

"It's like 'Mission Impossible,'" said the scientist, Christina Tsai, a professor of civil engineering at the State University of New York at Buffalo. "It's kind of a miracle. That's a really good spot if you want to commit suicide."

Mr. Jones will be charged with

mischievous and performing an unlawful stunt within a government-run park. Inspector Paul Forcier of the Niagara Park Police said. The stunning charge carries a fine of up to \$10,000. Mr. Jones remained hospitalized and under a 72-hour psychiatric watch Tuesday, as required by the law, though Inspector Forcier said his injuries were not life threatening.

Witnesses said Mr. Jones floated calmly on his back to the brink of the 173-foot-high Horseshoe Falls before disappearing.

"We thought we were witnessing a man's death," Terry McMullen of Ashtabula, Ohio, told The Buffalo News. "He glided right by us on his back with his arms in the air as though he was taking a leisurely swim. He went over the falls without a sound."

Most daredevil attempts have occurred at the Canadian cataracts, higher, with ominous rocks jutting higher out of the river below.

News of Mr. Jones's stunt stunned neighbors in his hometown, Canton, 15 miles west of Detroit.

"He's a very nice guy, a wonderful neighbor," said Joyce Reed, who works at a group facility for developmentally disabled adults two doors



Kirk R. Jones told his family he was planning to go over the falls.

down from Mr. Jones's home in Canton. "He didn't seem like the type to do something like this."

Miss Reed said she last spoke to Mr. Jones about buying a used car from him three weeks ago.

"He helped us a lot," she said. "Whenever one of us had problems with our car, he'd come help us out."

Of the 11 previous survivors of a trip over the Horseshoe Falls, 10

made the journey in a barrel or some other container.

The only other person known to have lived through an unprotected fall was a 7-year-old, Roger Woodward of Niagara Falls, N.Y. He was swept over in 1960, wearing a life jacket, after a boat piloted by a family friend, Jim Honeycutt, capsized. His 17-year-old sister, Deanne, was rescued 20 feet from the brink. Mr. Honeycutt died after going over the falls, but the boy suffered only a minor head wound.

Mr. Woodward, now a 50-year-old business executive living in Huntsville, Ala., voiced disdain for Mr. Jones's actions during an interview with The Associated Press.

"If it's a stunt, I think it's silly foolishness and I don't want to have anything to do with it," Mr. Woodward said.

Keith Jones said his brother was calm when he talked to him Tuesday morning.

"After I got over the shock that he actually made it, I told him that he should talk to the doctors," Mr. Jones said. "I told him, 'Hey man, you've got to respect life a little more.' I realize now that he had more problems than I thought. I think he realizes that now, too."

CITY

Thinking Large on Design Of New Trade Center Hub

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the city, it's always done from incongruence. Particularly New York illustrates that, more than any other city." For his part, Mr. Libeskind welcomed Mr. Calatrava. "I think he will bring in a very good dimension," he said yesterday. "There is plenty of capacity for expression in this station."

No matter how the design turns out, the terminal will be the architectural face that the new trade center presents to most New Yorkers, since it will be on Church Street, closer to the spine of Broadway and landmarks like the New York Stock Exchange, Freedom Tower and the memorial, by contrast, will be on the west side of the 16-acre site. And the office towers planned on Church Street may be many years distant.

Construction on the terminal could

Envisioning a civic gathering place that would be open 24 hours a day.

begin late next year or early in 2005, according to a draft document that is part of the environmental review, at the same spot where the temporary station stands now. Underground levels would be finished by the end of 2006, with the main terminal building and pedestrian network completed between 2007 and 2009.

The temporary station, designed by Robert I. Davidson of the Port Authority, is to open next month.

At the moment, the design team is studying transportation demands that may exist in 25 years to ensure that the terminal is flexible enough, said Dominick M. Servedio, the chairman and chief executive of STV Group. His firm, Mr. Calatrava and DMJM & Harris are allied as the Downtown Design Partnership, which has a \$19.2 million contract from the authority. The project is being financed by the Federal Transit Administration and from insurance proceeds.

Mr. Servedio said the Downtown Design Partnership, the Port Authority and the Metropolitan Transportation Authority had been in a "dialogue" about the relation of the PATH terminal to the Fulton Street Transit Center, being designed by Nicholas Grimshaw & Partners and Ove Arup & Partners.

What is known about the trade center project is that it will include four passenger platforms for 10-car trains (the same length as those that existed before the attack), a vast mezzanine, lower and upper concourses and a street-level building, presumably under glass, with retail space.

There will be pedestrian passageways to the 1 and 9 subway station, the World Financial Center, the Fulton Street Transit Center, Liberty Plaza and other buildings on the trade center site.

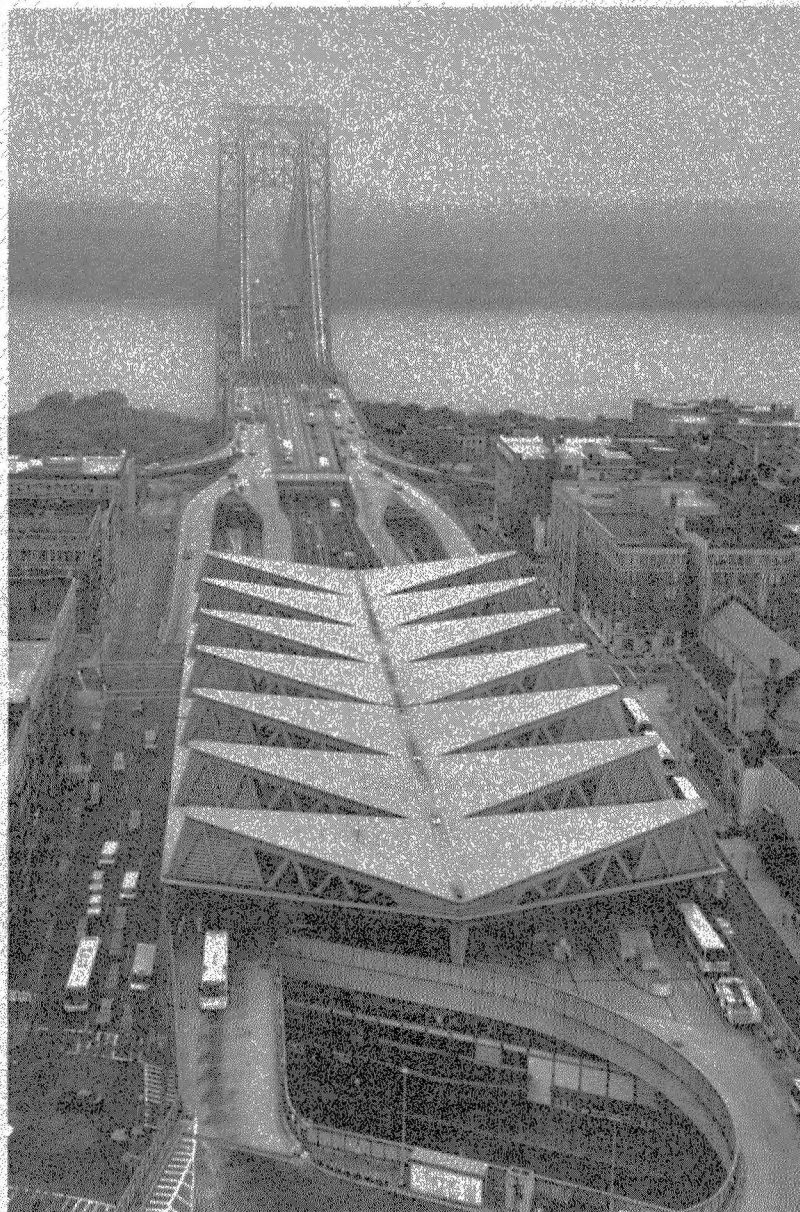
"We have a goal to fulfill," Mr. Calatrava said, "creating interior spaces of high quality, welcoming people, having them get immediately in touch with the light, giving them from the moment in which they are on the platform the feeling they are in ground zero, they are arriving in the city."

"The sequence of spaces will be one of the most interesting things to explore," he said. Although the mezzanine is underground, Mr. Calatrava said he hoped a way might be found to bring daylight and views into the space.

Madelyn Wills, the chairwoman of Community Board 1 in Lower Manhattan, applauded Mr. Calatrava's ambitious vision — to a point.

"It's certainly wonderful that he wants to create the best possible indoor space," she said yesterday. "Obviously, we want to be as creative and visionary as possible. But we also want street life. We don't want to internalize the civic audience too much. We want them to be on the streets, shopping, visiting other parts of the area."

Though none of Mr. Calatrava's other stations are precisely analogous to the PATH terminal, he said his designs for the Lyon Airport Station and the Orient Station in Lisbon embodied the kind of monumentality that might be appropriate. The Stadelhofen Station in Zurich exemplifies integration into an existing context, he said, and the Liège-Guil-



Don Hogan Charles/The New York Times

The Port Authority's George Washington Bridge Bus Station was designed by Pier Luigi Nervi, who is a hero of Santiago Calatrava's.

lemans TGV Station in Liège, Belgium, shows how stations can play a role in economic regeneration.

The only New York City project that Mr. Calatrava has yet completed is the five-foot, stainless-steel New York Times Capsule, installed outside the American Museum of Natural History in 2001 and not to be opened until 3000.

Five years ago, he was part of a team with Beyer Blinder Belle that bid unsuccessfully on a new concourse and ticketing area for Pennsylvania Station within the landmark General Post Office on Eighth Avenue.

"He really is the modern descend-

ant in the great tradition of architect-engineers like Robert Maillart, Pier Luigi Nervi and Isambard Kingdom Brunel," said John Belle, when asked yesterday how he had come to choose Mr. Calatrava.

Nervi, who designed the George Washington Bridge Bus Station of 1963 for the Port Authority, is a hero of Mr. Calatrava's. So is Eero Saarinen, whose Trans World Airlines Flight Center of 1962 at Kennedy Airport may be revived as part of a new terminal being planned by JetBlue Airways and the Port Authority.

"It puts us in a tradition of the Port Authority as a client of grand buildings," Mr. Calatrava said.