

The Station Master

An Architect's Grand Vision for a Trade Center Transit Hub

By DAVID W. DUNLAP

In hiring Santiago Calatrava to design the new transit hub at the World Trade Center, the Port Authority of New York and New Jersey thought large. And in his first public words about the project, Mr. Calatrava made it clear that he, too, would think large — on the scale of Grand Central Terminal and Pennsylvania Station. *Old* Pennsylvania Station.

"Those places are gates to the city," he said in an interview on Monday, 10 days after signing a contract to design the \$2 billion transit center, in partnership with the STV Group and DMJM & Harris. "New York City has a tradition of great stations. There are cities in the world that don't have that. New York



Santiago Calatrava

has it."

While short on specifics, Mr. Calatrava described a structure that would have "the most universal character" of any at the site, something above and beyond a PATH terminal, though that function will be at its core. He envisions a civic gathering place that would be open 24 hours a day, pulsing with life and movement, sending people out into the city, greeting travelers from the airport, discharging commuters to nearby ferries and even sheltering visitors from the rain.

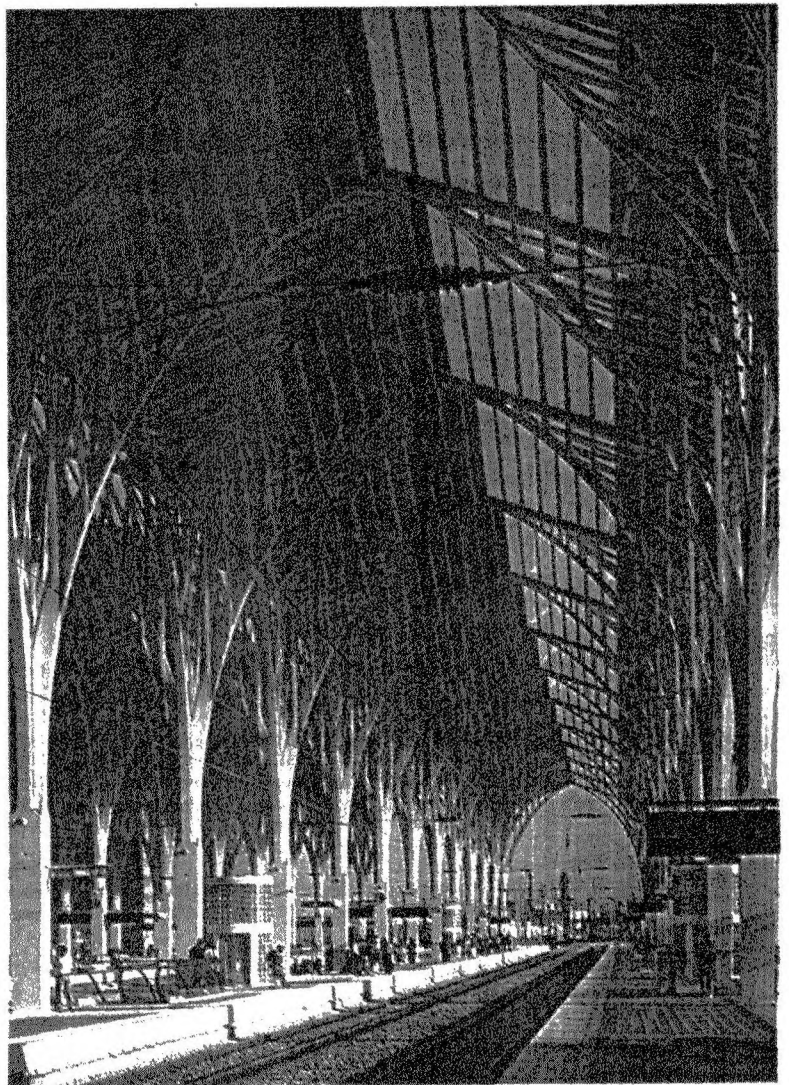
"Of all the buildings, this is more devoted to the everyday person," said Mr. Calatrava, 52, a Spanish citizen who lives part-time in Manhattan and sometimes walks through Grand Central just for the pleasure of it.

He deflected speculation about what the PATH terminal might look like, an inevitable question since his designs are renowned for sinuous curves, abstract monumentality and sometimes anthropomorphic or zoomorphic forms. Because his buildings also tend to resemble freestanding sculptures, it would be perilous to guess how successfully Mr. Calatrava can cope with construction.

"This station will be different than anything else I've done," he said. "I don't remember having had to work in such a dense, dense core of a city."

Asked whether his fluid and flowing style might be incongruent with the more crystalline forms of the master plan for the trade center site by Studio Daniel Libeskind, Mr. Calatrava said: "We will certainly work within the master plan. But you see, if you look at

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Duccio Malagamba

Train platforms at the Orient Station in Lisbon. The architect, Santiago Calatrava, said their sort of monumentality might be appropriate at the PATH station.



Wolfau-Druck AG

The train station at Satolas Airport in Lyon, France, might suggest designs to be adopted downtown for the new PATH transit hub.



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STARK

ON this state university campus, she is just another brainy professor with an impressive résumé, a laboratory crammed with old shards of rock, bone and crockery, and a fondness for cooking and hiking. Harmless stuff. Send her to Iraq and she morphs into academia's version of a superhero, minus the cape; Indiana Jones without the romantic complications.

Those amoral guys in mid-desert toting AK-47 rifles and backpacks jammed with stolen artifacts circa 2000 B.C. — fellow antiquities buffs bent on preserving Iraq's archaeological treasure trove, they surely are not — don't intimidate Dr. Elizabeth C. Stone. On a trip to Iraq in May to survey the destructive handiwork of excavation-site looters, her Marine escort persuaded her to turn back at Larsa, just north of Ur. Maybe she wasn't worried about getting ambushed, but the soldiers were.

In July, on a trip sponsored by the Mellon Foundation and the State Department, she delivered \$250,000 in office equipment, furniture and computers to the ravaged Iraq National Museum in Baghdad. No easy task. She estimates 10 percent of its collection, some of it supplied by her fieldwork, was stolen or destroyed.

"The gulf war changed everything, and this second war has exacerbated a bad situation," she laments. "The theft of antiquities is a high-stakes market for the players involved, and some of it's the fault of my colleagues who sit around and say, 'Yes, that's genuine.' At the moment it's turning the countryside into something like Colombia. There's money laundering, there's corruption. And nobody's acting like the police."

Dr. Stone, one of five Americans permitted to do archaeological research in Iraq before the gulf war and the only American archaeologist to make two trips there last summer, has learned to sleep through the rat-a-tat of evening gunfire in Baghdad. She has learned to cope with desert working conditions so fiery that, if one feels sick, the thermometer has to be shaken down from a feverish 110 degrees before it is usable.

On her office wall she keeps a color photograph of her first find — a tiny carved, doglike animal wearing a collar — from the iconic site at ancient Mashkan-shapir in 1987, an object presumably stolen last spring during the museum looting.

So she is thrilled, not apprehensive, that the State University at Stony Brook has been award-



Ed Betz for The New York Times

"I guess I think life isn't worth living if you don't take some risks for the things you believe in."

DR. ELIZABETH C. STONE

ed a \$4.1 million grant, renewable over two years, from the United States Agency for International Development to support reconstruction efforts focusing on archaeology and environmental health at Iraqi universities. In addition, she will select six Iraqi students to come to Stony Brook next June and pursue master's degrees in archaeology, and Stony Brook's library will create a digital library of materials related to Mesopotamian culture that can be accessed by Iraqi researchers.

"It totally changes my life for the next three years," she says. She and the project's other leader, Dr. Wajdy Hailoo, a professor of preventive medicine, leave for Iraq on Nov. 2. Dr. Stone

BOLDFACE NAMES/Joyce Wadler

So You Can Skip Dinner and a Movie

Occasionally, we at Boldface are asked to do stories about this inspirational figure or that. Our answer is always the same: We hate inspirational.

Still, when there's an event involving ANGELINA JOLIE — who is goodwill ambassador for the United Nations high commissioner for refugees and is said to be giving one third of her income to charity — we've got to go.

For one thing, she is very good looking. (Yes, we are that superficial.) For another, Ms. Jolie has this colorful bad girl past: Her tattoos were said to include a dragon, a cross, a Japanese sign for death and a quotation from TENNESSEE WILLIAMS ("A prayer for the wild at heart, kept in cages"). When she was married to BILLY BOB THORNTON, she wore a vial of his blood around her neck. And last week she confirmed to BARBARA WALTERS that she hadn't had sex for a year and was "ripe for the plucking." Off we trotted, then, to the benefit premiere of "Beyond Borders," in which Ms. Jolie stars as a sheltered American socialite whose eyes are opened to the horrors of war and refugee life, albeit in stunningly beautiful landscapes.

Ms. Jolie, who has adopted a Cam-

are enormous, her hair was long and loose. She wore a black turtleneck and pants, pointy JIMMY CHOO stilettos, chandelier-size diamond earrings and two diamond bracelets from FRED LEIGHTON. No tattoos could be seen. She was the first of the cast or crew to arrive on the red carpet. A bodyguard hovered nearby, and there was a studio publicist to keep her moving, but she had no personal publicist.

Ms. Jolie spoke of the home she is building in Cambodia, so her son can stay close to his roots.

"We just de-mined it," we heard her say to a reporter up the line, which, you gotta admit, has much more gravitas than "we just put up the sheetrock."

Ms. Jolie also said that reading the script for "Beyond Borders" several years ago had prompted her to go to Sierra Leone, which changed her life.

"I'd never seen how brutal the world can be," Ms. Jolie said. "I'd never seen extreme poverty. And at the same time, with all that I saw, the amazing spirit of these people."

Our turn, now, to step up to the inspirational plate: What's been the most important change in Ms. Jolie's life since making the movie? Her son?

"Certainly my son," Ms. Jolie said. "But I think just my having" — a pause here — "the purpose as a human

before. I was an artist and know, I'd wake up with litt I'd complain about."

"I had no idea, really, hanced the world was and h nate I was, and how rare n comparison to the amount that really know suffering know pain, and I'll never t ructive again."

O.K., we admit it, that w destructive" perked us up Columbia J. School young we call an opening, and we right in.

So does that mean, we a Ms. Jolie regretted all tho

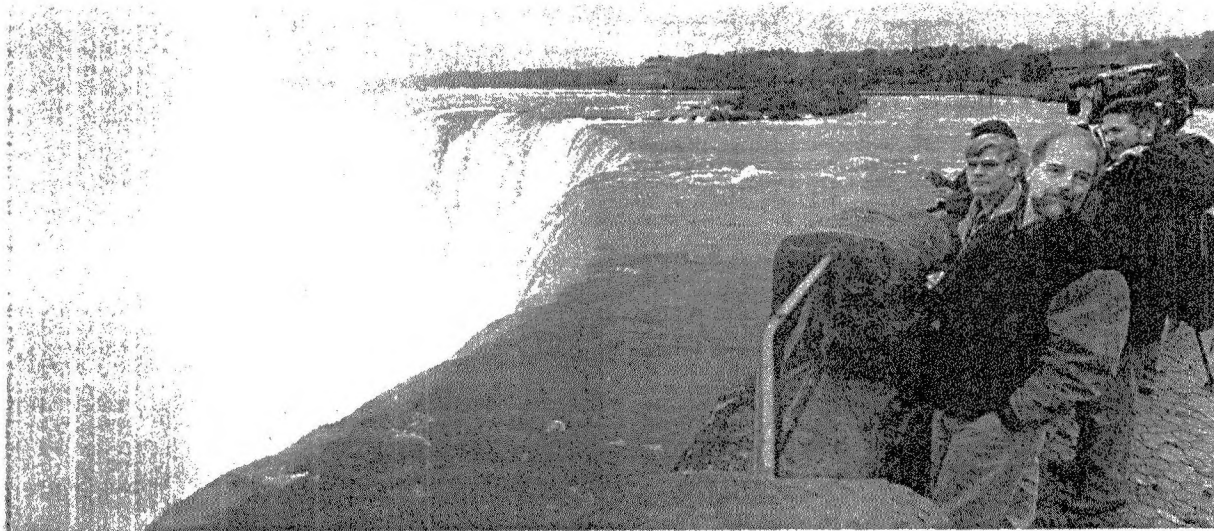
Ms. Jolie's saucer eyes wider; her pupils were lik shooting straight at us.

"I'm not talking about t said. "When I say self-des don't mean tattoos."

We tried to re-establish moment by asking about quency of her trips as a g bassador (she insists on t between every film proje whether she has had time into her new eight-bedroo England (no, not yet), but how fragile these journo- tions can be. Down the lin purposeful Ms. Jolie.

What's your favorite b heard a reporter ask the: ntrose

NEW YORK STATE



Dan Cappellazzo for The New York Times

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.

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

mischief and performing an unlawful stunt within a government-run park, Inspector Paul Forcier of the Niagara Park Police said. The stunting 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, since the American falls are 10 feet 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."

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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.

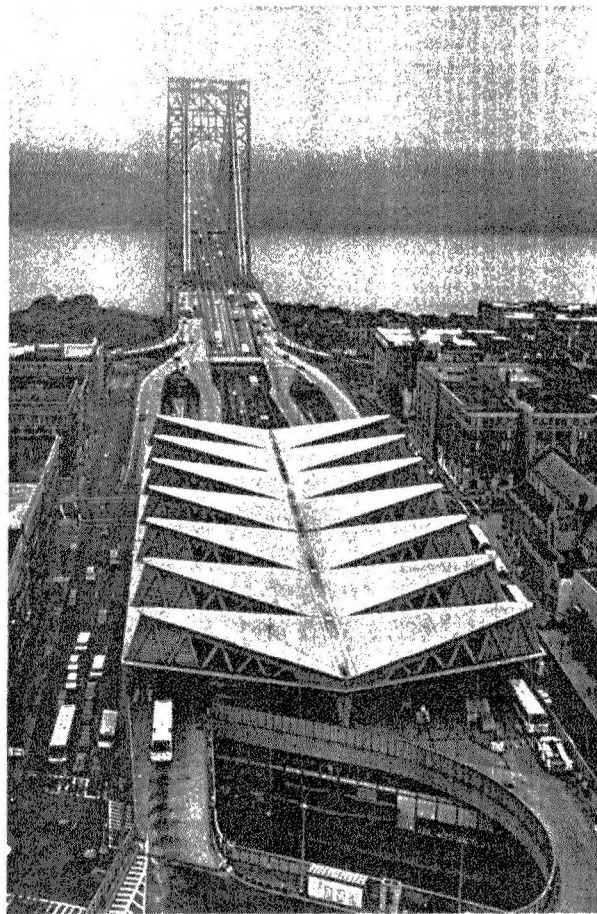
"We have a goal to fulfill," Mr. Calatrava said, "creating interior spaces of high quality, welcoming people, having them get immediately in touch with the light, giving them from the moment in which they are on the platform the feeling they are in ground zero, they are arriving in the city."

"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 Wils, 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-



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

lems 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.