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THE SUNDAY NEWS & OBSERVER

NO GUARANTEE

Millions of Americans toiled decades for a single employer in hopes of a secure retirement. Now their pensions are in doubt. **WORK & MONEY**

COLLEGE 'JEOPARDY!' IN RALEIGH

Alex Trebek and "Jeopardy!" are at the RBC Center this weekend to tape an annual college championship. The competition wraps up today and will begin airing Nov. 7. **CITY & STATE**

UNC 31, UTAH 17

DEFENSE KEY TO TAR HEEL VICTORY

UNDEFEATED ST. AUG'S 22, NCCU 8

NAVY 28, DUKE 21; SOUTHERN MISS. 33, ECU 7

SECTION 1CC WRAPPED AROUND SPORTS

Rebecca Jones and husband Navy Cmdr. Kenneth Jones hold hands at their son's graveside in Washington, N.C.

STAFF PHOTO BY CHUCK LIDDY

Burial brings war's cost home

Iraq casualty laid to rest Down East

BY JAY PRICE
STAFF WRITER

WASHINGTON, N.C. – In a bigger place, Kevin Jones wouldn't have had time to leave much of a mark.

He was, after all, barely 21 when he was fatally wounded Sept. 22 in Iraq, the life leaking out of him even as he cracked jokes to another wounded soldier on the medevac helicopter.

Jones

Spc. Kevin McCray Jones was the 37th serviceman who called North Carolina home to be killed in the Iraq war.

His death wasn't some sort of national milestone. He wasn't No. 2,000, nor was he the first female helicopter pilot to be killed, the oldest soldier, or the youngest. He won't be the last — at least 19 more U.S. troops have been killed there already, according to an Associated Press database.

He wasn't even the only Jones. There have been nine others.

But his death was the one that brought the war back to his small city, to his family, and to Second Baptist Church, where nearly 400 people filed past his casket Friday night. On Saturday he was eulogized before a crowd so big the church had to run a television feed to a second room.

Few institutions underpin rural America like volunteer fire departments, where people risk their lives for free to protect their fellow residents from fires. Jones joined the Old Ford Volunteer Fire Department just north of the city when he was 16. A couple of years later, he became an emergency medical technician.

"It's like a piece of the foundation is gone," said Bryan Lilley, 24, who had served with Jones at the fire department since Jones joined and who led him into his first structure fire. "You could always depend on him. Always.

SEE **JONES,** PAGE 14A

If Canes thrive, so will hockey league

BY LUKE DECOCK
STAFF WRITER

RALEIGH – Strange to think the future of professional hockey might depend on the Carolina Hurricanes.

The Canes say the National Hockey League's new labor agreement, reached after owners scuttled the 2004-05 season, gives them all the tools they need to break even, if not turn a profit.

But if they can't, they won't be the only team to fall — and the 30-team league will face change even more radical than a season lost to a labor dispute.

The Canes just might be the canary in the NHL's coal mine.

As the league prepares for its reopening party — the Hurricanes start the season Wednesday at the defending champion Tampa Bay Lightning — the NHL is hoping the changes it has made, including the new economic system and rules designed to generate more offense, will lure back fans.

By the time the Hurricanes play their home opener Friday against the Pittsburgh Penguins, 18 months will have passed since the last regular-season NHL game at the RBC Center.

"We're in uncharted waters," said Dean Jordan, a former president of the Hurricanes and Florida Panthers who now works in Raleigh as a sports marketing consultant. "No one's ever lost a full season before. I've been pleasantly surprised at the reaction and response from fans. ... It's quite possible that the league could rebound very quickly from this, because there is that hardcore group of hockey fans dedicated to the sport."

SEE **NHL,** PAGE 10A

INSIDE

TEAMS AT RISK: A look at problems facing other pro hockey franchises. ► **10A**

INSIDE

A&E 1G
Books 4G
City & State 1B
Classified 1F
Deaths 10B
Editorial 32A
Q 27A
Sunday Journal . 1D
Travel 1H
Weather 12B

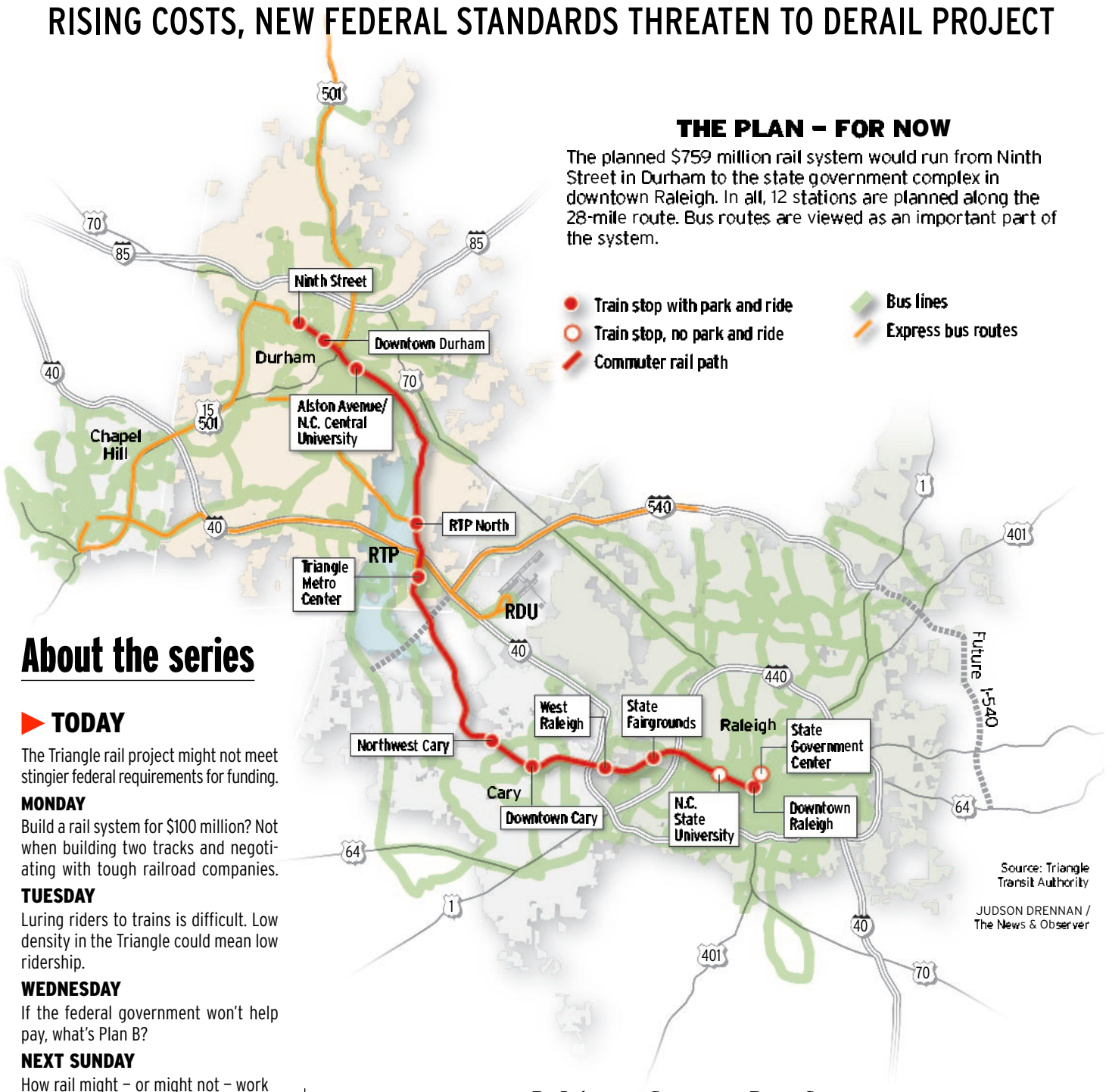
Bali attack: Suicide bombers kill at least 25 at three eateries catering to tourists in Indonesia. **PAGE 20A**

TRIANGLE TRAINS: OFF TRACK?

PART ONE OF FIVE: TROUBLE AHEAD

Regional rail in peril

RISING COSTS, NEW FEDERAL STANDARDS THREATEN TO DERAIL PROJECT



About the series

► **TODAY**

The Triangle rail project might not meet stingier federal requirements for funding.

MONDAY

Build a rail system for $100 million? Not when building two tracks and negotiating with tough railroad companies.

TUESDAY

Luring riders to trains is difficult. Low density in the Triangle could mean low ridership.

WEDNESDAY

If the federal government won't help pay, what's Plan B?

NEXT SUNDAY

How rail might – or might not – work for you and your neighbors. **In Q**

Key players

Dole says rail must meet cost standards.

U.S. Rep. David Price has long been a backer of Triangle rail. John D. Claflin, TTA's general manager, wants Price or Sen. Elizabeth Dole to get TTA an exemption from new federal rules – a break given to some others.

TTA's Claflin says traffic would be a mess without rail.

Price says late change in federal rules was unfair.

BY J. ANDREW CURLISS AND BRUCE SICELOFF
STAFF WRITERS

A decade ago, local leaders started planning a regional rail system, hoping to avoid a future of clogged highways and frustrated commuters. Diesel rail cars would roll through Raleigh, Cary, Research Triangle Park and Durham, slowing the spread of traffic jams and attracting dense growth along the tracks.

But the Triangle's plan for trains is in danger of losing hundreds of millions of dollars in federal money. Trains that were expected by late 2008 might not run for several more years — if ever.

The Triangle Transit Authority wants to build the $759 million system. But TTA is struggling to answer rigorous questions from federal officials about predictions of how many people will ride.

And just as construction was planned to start, Washington changed the rules this year, setting a higher standard for cost-effectiveness than the project was ever designed to meet.

The rail project's fate now rests on the answer to a simple question: Will building rail in the Triangle be worth it?

The project is behind schedule, and more delays appear likely.

TTA missed a key deadline last week to produce the new ridership forecasts. Federal officials gave the agency until Oct. 14 to finish the work and have the project considered for President Bush's next budget.

No dirt has yet been turned, although TTA has spent nearly $43 million acquiring land and access to an existing railroad corridor.

The project's cost has ballooned from a 1994 estimate of about $100 million to a new estimate of $759 million.

Even at that price, the 28-mile route would be seven miles shorter than its backers have long wanted, a reduction that saves money. Four stations were cut, three in North Raleigh and one at Duke University Medical Center.

For now, federal authorities have held up approval of most of the money needed for the project, more than $400 million. The brakes have been on the Triangle's plans since late last year.

TTA's ridership forecasts were "unexpected and unexplainable," according to a memo

SEE **TTA,** PAGE 16A

ONLINE | Go to **newsobserver.com** key word: **train** for an interactive map focused on the train system, text of officials' letters about rail and to share what you would do about commuter rail in the Triangle.

FEMA feels heat over Katrina ice debacle

BY SCOTT SHANE AND ERIC LIPTON
THE NEW YORK TIMES

WASHINGTON – When the definitive story of the confrontation between Hurricane Katrina and the U.S. government is finally told, one long and tragicomic chapter will have to be reserved for the odyssey of the ice.

Ninety-one thousand tons of ice cubes, that is, intended to cool food, medicine and sweltering storm victims. It would cost taxpayers more than $100 million, and most of it would never be delivered.

The somewhat befuddled heroes of the tale will be truckers like Mark Kostinec, who was dropping a load of beef in Canton, Ohio, on Sept. 2 when his dispatcher called with an urgent government job: Pick up 20 tons of ice in Greenville, Pa., and take it to Carthage, Mo., a staging area for the Federal Emergency Management Agency.

Kostinec, 40, a driver for Universe Truck Lines of Omaha, Neb., was happy to help. But at Carthage, instead of unloading, he was told to take his 2,000 bags of ice to Montgomery, Ala.

After a day and a half in Montgomery, he was sent to Camp Shelby, in Mississippi. From there, on Sept. 8, he was waved onward to Selma, Ala. After two days in Selma, he was redirected

SEE **ICE,** PAGE 10A