

"There was no functional precedent for the depot – every solution had to be invented. The wonder is not that the stations were sometimes awkward and inconvenient, but that they were in many respects efficient and audaciously successful. The station was an essential part of the new system of transportation; it reflected the impact of technology and mobility of the masses. It played its part in the opening up of a frontier...."

-Carroll L. V. Meeks "The Railroad Station – An Architectural History"

"Railway terminals and hotels are to the nineteenth century what monasteries and cathedrals were to the thirteenth century. They are truly the only real representative buildings we possess... Our metropolitan terminals have been leaders of the art spirit of our time."

-Building News, 1875



The first 30th Street Station on the site of the present building was opened in 1864. It was replaced in 1876 by Centennial Station, which was destroyed by fire in 1896. In 1903, West Philadelphia Station opened at 32nd and Market Streets, and remained in service until 1933, when the present 30th Street Station began service.

The existing 30th Street Station was christened on March 12, 1933 with the arrival of the Miami bound Havana Special. The station thus became the first hub designed to handle diesel electric trains, a development that was ushering in a new era of passenger rail travel. At the time, the station was capable of servicing more train movements than any other station in the country.

Designed by the Chicago architectural firm of Graham Anderson Probst & White, the present station was intended to be nothing less than "magnificent". The monumental neo-classic structure was constructed in the early years of the great depression, circumstantially affording the

developers the ready availability of skilled craftsmen in every required trade. Upon completion, the station was hailed as an architectural treasure of the city. More than half a century later, 30th Street Station continues to welcome visitors and commuters to the city in grand style.





Since its opening, 30th Street Station has undergone several improvements. None have equalled the most recent effort, completed in 1991. This \$100 million project involved the restoration of the entire half million square feet of the station, fully utilizing the public, office and retail spaces designated in the original plan.

Mechanical, electrical and plumbing

systems were modernized and architectural features cleaned and restored, all while maintaining a commitment to the historic integrity of the building and its primary use as a railway terminal. The station is again one of the nation's finest transportation hubs. More than eight million passengers use the station each year, making it the second busiest in the entire Amtrak system.

The presence of thousands of passengers and commuters throughout the year, and growing office and business developments nearby, make the station an ideal location for certain types of retailing. The recent renovation designated 37,000 square feet for a specialized retail complex. Within it, travel related specialty stores, a high quality fresh food market, cafes, coffee bars and restaurants serve the needs of commuters, neighboring office workers and residents, and tourists.

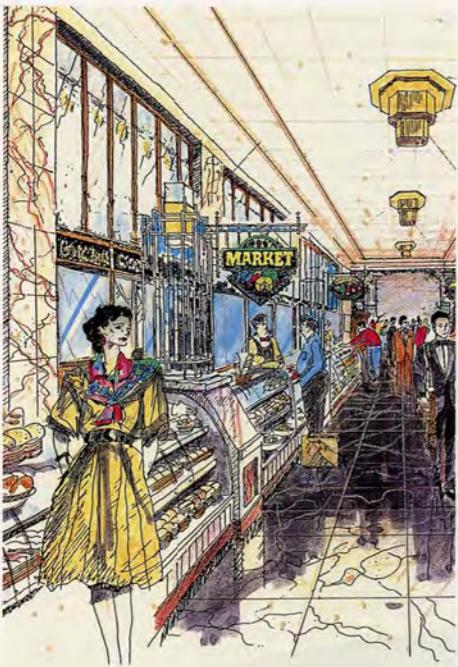
More than 300,000 intercity travelers pass through 30th Street Station's Main Concourse each month. This monumental space features a 90 foot high coffered ceiling from which are suspended 18 foot Art Deco chandeliers. Centrally located in the eastern part of the concourse is the bronze Pennsylvania Railroad War Memorial by Walter Hancock, which was installed in 1950 in tribute to those Pennsylvania Railroad employees who gave their lives in service to the country.

The Main Concourse is flanked on one side by the North Waiting Room. Within it is the newly restored "Progress of Transportation" plaster bas-relief created by Karl Bitter, which was originally installed in the Broad Street Station and later moved to the new 30th Street Station. The waiting room's colonnaded porticos and travertine walls provide an elegant setting for many public and private events held here.



To the north of the Main Concourse is the Suburban Mezzanine. From this location, one can travel to almost anywhere in the Philadelphia region via SEPTA, the area's intercity commuter rail, subway and bus transit system. This carefully restored section provides an array of welcome conveniences and services for local commuters and visitors.





The South Arcade is adjacent to the Main Concourse. Within it are a lively fresh food market, a tree-lined avenue of cafes and restaurants, and merchants offering travel related goods and specialties.

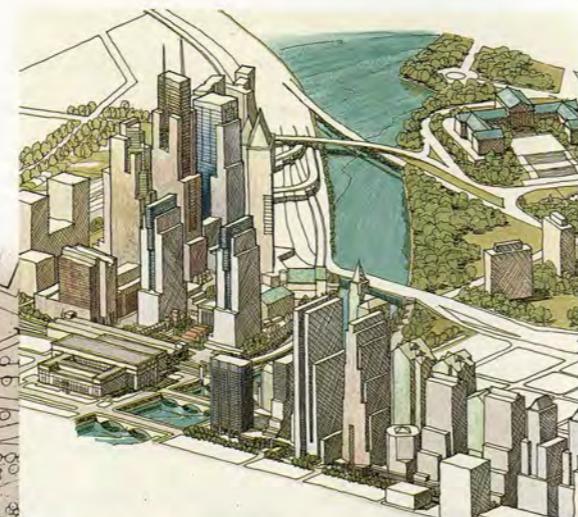
The market is a focal point of interest and activity for travelers, commuters and visitors. Colorful displays of fresh meats and fish, quality produce and ethnic specialties vie for attention with aromatic and tempting baked goods, coffees, bright flower arrangements and exotic delicatessens from around the world. Cheeses and chocolates, pasta and puddings, fruits and salads crowd the counters to the delight of all.

Here one can select the ingredients for a special occasion dinner, an appealing prepared dish, or gourmet salad for a late supper. For the traveler, gift ideas, taste treats or refreshing snacks are in abundance. For the busy commuter, the opportunity to shop for top quality foods offers a new dimension of convenience and choice.

The bordering South Concourse is the location of the Avenue of Cafes, where visitors can choose from espresso and capuccino bars, lively cafes or fine

restaurants for lunch, a snack or a full course dinner in elegant surroundings. Throughout the South Arcade, the atmosphere is further enhanced by historic storefront signage and authentic architectural treatments reminiscent of earlier times. This vibrant presentation of appetizing and colorful foods in many forms and from many sources provides an appeal rarely matched in even the most admired marketplaces of the old world.





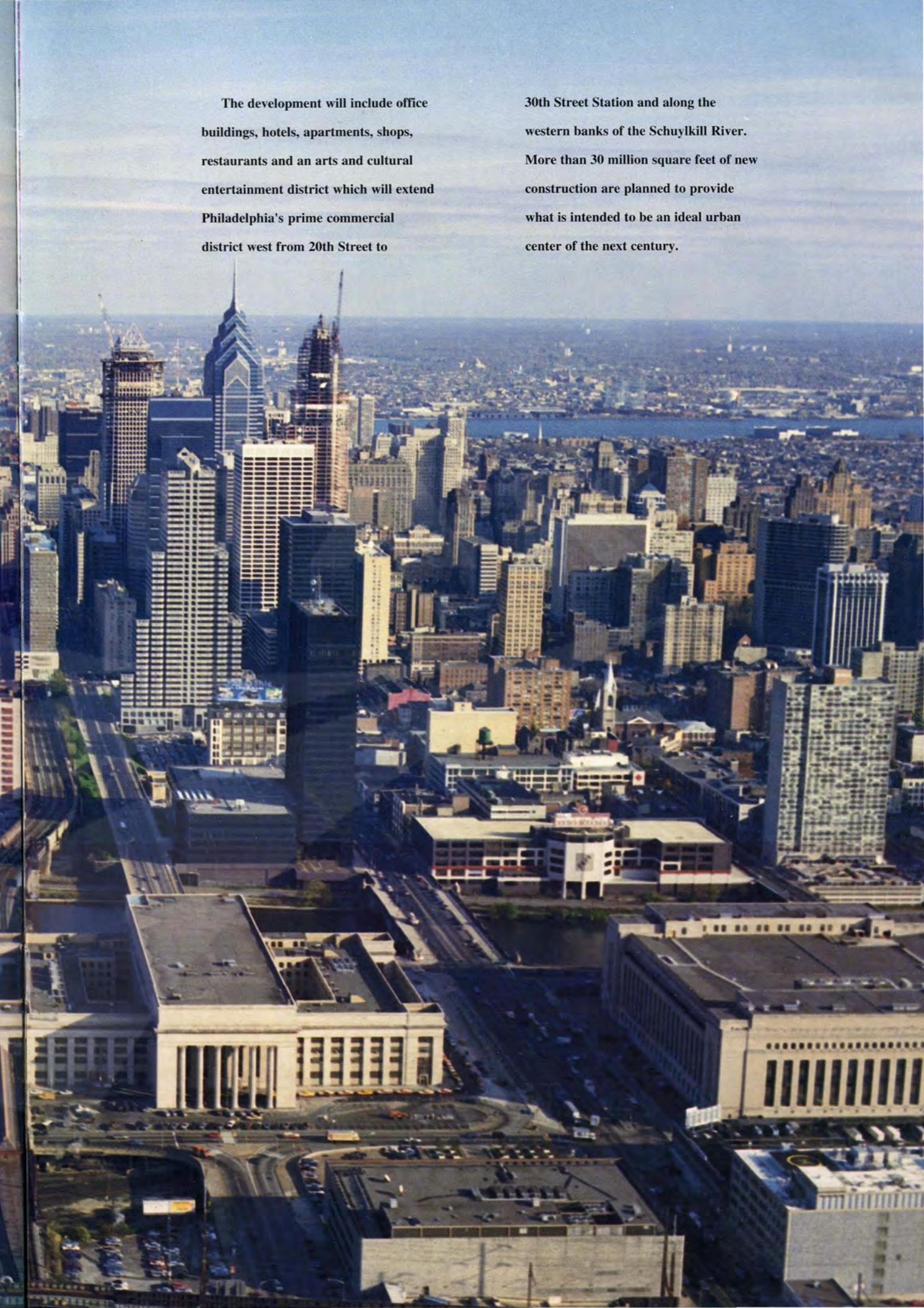
The restoration and rehabilitation of 30th Street Station marks just the beginning for a far reaching and ambitious plan to transform almost 100 acres of the city into an international center of business, commerce, arts, entertainment and living spaces.

The plan, known as Center City West, includes 65 acres of air rights over Amtrak's rail yards. This joint effort of five private sponsors has received enthusiastic support from the city.

30th Street Station will occupy the focal point of this massive undertaking.



Center City West will enjoy unmatched transportation advantages through its relationship to the station and because of its location midway in the burgeoning northeast corridor from Boston to Washington. The center is already linked to 265 stations within a fifty mile radius as well as to major cities throughout Amtrak's network, and to Philadelphia International Airport, only 15 minutes away. Center City West will also adjoin the institutions of University City, encouraging easy interaction with the scientific, cultural and intellectual resources available there.



The development will include office buildings, hotels, apartments, shops, restaurants and an arts and cultural entertainment district which will extend Philadelphia's prime commercial district west from 20th Street to

30th Street Station and along the western banks of the Schuylkill River. More than 30 million square feet of new construction are planned to provide what is intended to be an ideal urban center of the next century.



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