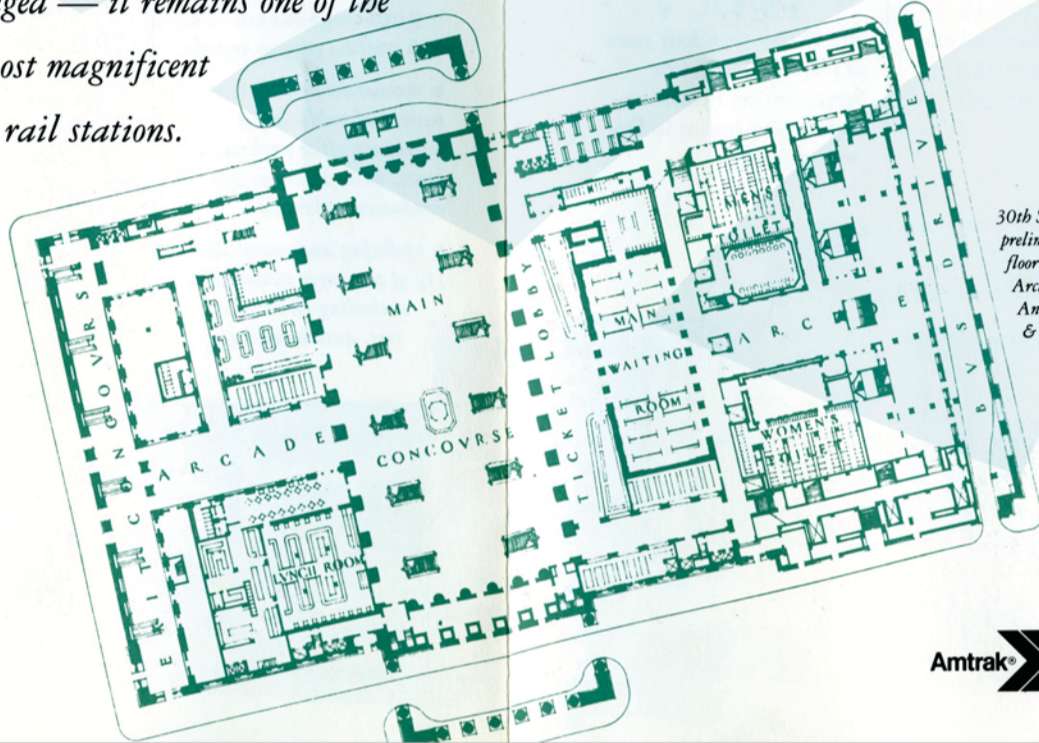


Since its initial construction during the Great Depression to the redevelopment project earmarked for completion in 1991, Amtrak 30th Street Center has been a Philadelphia landmark that proudly links the past and present with the vision of tomorrow.

The Center has undergone periodic renovations in its 60-year history but none that equal the magnitude of the current rehabilitation effort. And through the years its original purpose has never changed — it remains one of the nation's most magnificent passenger rail stations.

Here's a glimpse back in time.



30th Street Station, preliminary ground floor plan, 1932. Architects: Graham, Anderson, Probst & White



The restoration project is being carried out by

Amtrak

30th Street Limited, L.P.

and consultants:

DEVELOPMENT MANAGER

Gerald D. Hines Interests

RESTORATION ARCHITECT

Dan Peter Kopple & Associates

ENGINEER

The Kling-Lindquist Partnership

HISTORIC CONSULTANT

Clio Group, Inc.

GENERAL CONTRACTOR

The George Hyman Construction Company

The project is financed in part by a \$13 million Urban Development Action Grant and \$30 million in tax exempt Industrial Revenue Bonds. Private financing is being provided by Banque Paribas and Equitable Life Assurance Society of the United States.



What It Was

and

What It Always

Will Be

"...the nicest thing, after all these improvements, is that 30th Street Station will still be what it was meant to be: a railroad station, destination anywhere."

Philadelphia
March, 1990

Marking the Milestones

1864

The first 30th Street Station opens its doors on the present site.

1876

30th Street Station is replaced by Centennial Station which is destroyed by fire in 1896.

1903

West Philadelphia Station opens at 32nd and Market Streets, beginning 30 years of service.

1925

The Pennsylvania Railroad and the City of Philadelphia undertake the Philadelphia Terminal Improvements Projects, resulting in the rearrangement of the city's rail facilities.

1926

Excavation is begun for the train tunnel connecting Center City to the main north-south lines at 30th Street.

1928

The tracks at 30th Street to Center City are electrified and tunnel construction begins. A power generator is built at the 30th Street site.

1929

Construction of the train platforms for the north-south lines, the upper level station for east-west lines, and the new railroad bridge north of Market Street begins.

1930's

The first section of Pennsylvania Station - to be known as 30th Street Station - opens on September 28, 1930. Architects are Graham, Anderson, Probst & White.

Completion of 30th Street Station gives the Philadelphia area a major transportation center. The first passenger arrives March 12, 1933. The Sta-

tion fully opens on December 15, becoming the headquarters of the Pennsylvania Railroad.

1940's

30th Street Station's site and surroundings are transformed by construction of Schuylkill Avenue and its access ramps and the bridge extending Pennsylvania Boulevard (later renamed John F. Kennedy Boulevard).

1950's

The bronze Pennsylvania Railroad War Memorial by Walter Hancock is installed in the Main Concourse of 30th Street Station in tribute to those Pennsylvania Railroad employees who gave their lives in service to their country.

Broad Street Station is demolished in 1952. The final phase of the Philadelphia Improvements Projects is realized, including completion of the remaining tracks beneath 30th Street Station.

1970's

Amtrak is created by Congress in 1971 as the nation's passenger rail system to provide rail transportation in the major intercity markets of the United States.

The 30th Street Station is entered upon the National Register of Historic Places in 1979.

1980's

After more than four years of planning, the 30th Street Station Rehabilitation Project begins in December 1988.

1990's

Amtrak 30th Street Center, a two-and-a-half year, \$75 million construction and renovation program, is slated for completion in the spring of 1991.

Today, more than 300,000 intercity rail travelers pass through the station each month. For these loyal passengers, the rehabilitation project will provide enhanced passenger service and convenience while preserving the Center's distinctive neo-classical character. They can be sure that the Center is just one example of Amtrak's commitment to renovate and upgrade all its major stations.

Since December 1988, no fewer than 300 people have been working daily to restore the station to its original magnificence. The \$75 million project entails:

- renovation and transformation of public areas, contemporary office and retail space, with 35 stores and restaurants planned
- updating and consolidating of passenger service areas including ticket counters, automated baggage facilities, new passenger service and tour offices and modern electronic train information displays

■ sitework improvements such as landscaping, paving and traffic circulation patterns

■ modernization of mechanical, electrical and plumbing systems featuring central air conditioning for the station

■ cleaning and restoring historic building features that helped earn the station's entry in 1979 on the National Register of Historic Places

■ construction of a 400+ space underground parking garage

The future holds even more promise with the mixed-used development of 65 acres of air rights north of Amtrak 30th Street Center that will redefine the city's skyline with offices, housing, shops, and a cultural, arts and entertainment district. The grand gateway to a very grand city.

All eyes and energies are turning to the Center. The temporary inconvenience has been well worth the wait.

Amtrak 30th Street Center is nearing its grand debut!

