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The **Wawa Station** is a commuter rail stop on SEPTA's Media/Wawa Line, situated adjacent to U.S. Route 1 in Middletown Township, Delaware County, Pennsylvania. Originally built by the West Chester and Philadelphia Railroad, it served as part of the Pennsylvania Railroad's West Chester Branch before becoming part of SEPTA's R3 line, later renamed the "Media/Elwyn Line." The outer section of this line, including Wawa Station, was closed in 1986 but service was restored on August 21, 2022.The Octoraro Branch was formed when the original track diverged from its original path. The West Chester and Philadelphia Railroad began constructing its line from Philadelphia in 1852, reaching Wawa by 1857. After merging with the P&B&C, the line connected to Maryland until it was damaged by Hurricane Agnes in 1972, rendering it unusable. The station was closed in 1986 due to deteriorating track conditions and a desire to expand facilities at Exton station. Although service had been suspended for years, Wawa Station still appeared in public tariffs. The station was demolished shortly after, leaving behind some concrete foundations and structures.In the early 1990s, SEPTA began discussing the restoration of commuter rail service between Elwyn and Wawa. After a lengthy planning phase, construction on the new terminal began in late 2020, with an estimated completion cost of \$80 million. The new station will feature high-level platforms, a ticket office, food service, and a parking garage, with plans for approximately 950 commuters to use it daily.The project to rebuild Wawa Station for passenger service was initially expected to be completed by 2020 as part of the "Rebuilding for the Future" initiative. However, construction timelines have been revised multiple times due to unforeseen circumstances.Initially, completion of the project and return of passenger service were anticipated to take between 24 to 36 months. The total budget for the project was revised from \$177 million in May 2018 to include an additional expense, although a specific amount is not mentioned.A recent update on Middletown Township's website suggests that original plans for completion by June 2022 and passenger service beginning on July 1, 2022 were adjusted due to supply chain issues. The start of passenger service was delayed until August 21, 2022.To commemorate the opening of Wawa Station, a ribbon-cutting ceremony took place on August 18, 2022, featuring SEPTA and Wawa leadership in attendance. Following the event, regular service began on August 21, 2022.In addition to the opening of Wawa Station, SEPTA also introduced changes to its Media/Elwyn Line, renaming it the Media/Wawa Line. Moreover, the start of passenger service on this line marked a significant milestone in the development of regional rail expansion in Middletown, Pennsylvania.The deal between SEPTA and convenience store chain Wawa involved a naming rights agreement worth \$5.4 million over 10 years. The partnership also included Wawa advertising on trains operating from the station.Wawa station is a railway station located in Philadelphia, Pennsylvania. It was opened in 1933 and replaced the West Philadelphia station. The station is owned by Amtrak and serves as a major transportation hub for the region. SEPTA's Main Line and Keystone Corridor lines intersect at this station. Philadelphia has a major intermodal transit station named William H. Gray III 30th Street Station, which is located at 30th Street in Philadelphia, Pennsylvania, United States. The station was opened back in 1933 and replaced the old Broad Street station from 1881 as the main station for the Pennsylvania Railroad in the city. This train station sees a huge amount of passengers every year with over 4 million people passing through it.30th Street Station is the primary railroad station in metropolitan Philadelphia, serving as a major stop on Amtrak's Northeast and Keystone corridors. It also functions as a significant commuter rail hub, with all SEPTA Regional Rail lines stopping at the station. Additionally, it serves NJ Transit's Atlantic City Line and several other public transportation operators. The station has a history dating back to 1933 and was previously known as Broad Street Station. In honor of William H. Gray III, a former U.S. Congressman from Pennsylvania, the station was renamed in 2020. Located at 2955 Market Street, it is situated near the Schuylkill River and Center City Philadelphia. The building has been designated to the National Register of Historic Places and features innovative designs such as pneumatic tubes and electronic intercoms. As Amtrak's third-busiest station in the nation, it serves over four million passengers annually.The grand waiting room at 30th Street Station boasts travertine walls and a coffered ceiling painted gold, red, and cream. The building's exterior features columned porte-cochères on the west and east facades, blending classical and modern architectural styles. Originally opened in 1933, the station remained operational until 1952 due to economic factors. In the mid-20th century, it became one of two major intercity stations in Philadelphia, alongside the Baltimore and Ohio Railroad's station on Chestnut Street. Following Amtrak's installation of a Solari board in the main waiting room in the 1970s, officials announced plans to replace it with a digital board in 2018. A public outcry ensued, prompting Rep. Brendan Boyle to urge reconsideration. The original Solari board was later donated to the Railroad Museum of Pennsylvania and will be returned after the station's planned renovation. In 2005, Pew Charitable Trust proposed renaming the station "Ben Franklin Station" but abandoned the effort in 2006. Instead, Congress passed legislation in 2014 to rename it William H. Gray III 30th Street Station in honor of the former U.S. Congressman. The name change officially took effect on February 6, 2020. Today, the building serves as Amtrak's headquarters and houses many corporate offices within its 562,000 square foot facility, featuring an ornate main concourse with Art Deco decor and a Pennsylvania Railroad World War II Memorial.The iconic 30th Street Station, sculpted by Walker Hancock in 1950, features the names of its original employees on its base. The station underwent a major restoration in 1991 and later added modern retail amenities like shops and food courts. The adjacent Amtrak 30th Street Parking Garage offers 2,100 parking spaces and stunning views of Philadelphia. In 2005, the Cira Centre office tower was built, followed by the construction of a pedestrian bridge connecting the station to the garage. A master plan for the district was released in 2016, envisioning expanded facilities and new connections. The area's future development plans include up to 18 million square feet of potential growth, accommodating 10,000 residents and 40,000 jobs. In 2023, a \$400 million renovation was announced, set to begin in early 2024 and last until October 2027.30th Street Station is a major transportation hub in Philadelphia, serving as a key stop for SEPTA Regional Rail, Amtrak trains, and NJ Transit's Atlantic City Line. The station features three east-west Upper Level platforms, which handle SEPTA Regional Rail lines, and one north-south Lower Level platform, which serves Amtrak trains. Additionally, SEPTA bus routes 9, 30, 31, 44, 49, 62, 124, 125, and LUCY stop at or near the station.The station is connected to Cira Centre, a 28-story glass-and-steel office tower, via a skyway at the mezzanine level. The Amtrak Metropolitan Lounge offers exclusive amenities to select passengers. Several film and television productions have featured the station in their narratives, including *Glass* (2019), *The Visit* (2015), *Unbreakable* (2000), and *Agents of S.H.I.E.L.D.* 30th Street Station.The 30th Street Station in Philadelphia, Pennsylvania has undergone significant changes and developments since its opening in 1955. The station was previously known as just "30th Street" but was renamed in honor of William H. Gray III in February 2020. In recent years, Amtrak has invested heavily in the station's redevelopment, with a major makeover underway.The station serves as a hub for several transportation services, including SEPTA Regional Rail and NJ Transit Rail. It also offers connections to various city buses and suburban buses. The station's underground concourse and subway provide convenient access to passengers. The 30th Street Station has been the subject of media attention in the past, including a mention in Alfred Hitchcock's movie "Pride of the Marines." The station has also undergone renovations, with new additions such as a pedestrian bridge over Arch Street.Today, the 30th Street Station remains an important transportation hub for the city of Philadelphia, serving thousands of passengers daily. Its rich history and ongoing redevelopment efforts make it a significant landmark in the region.Note: I tried to preserve the main points of the original text while rephrasing it in a more concise and readable format.Drexel Station at 30th Street in Philadelphia, formerly known as 30th Street station prior to 2024, is an underground SEPTA Metro stop located under Market Street between 30th and 31st streets in University City. It's situated adjacent to 30th Street Station and Drexel University. The station boasts four tracks, with the inner pair serving the L and outer pair for the T. Before renovation, the trolley platform was situated at 30th Street. This SEPTA Metro station opened on November 6, 1955, as a replacement for the elevated 32nd Street station that began operating in 1907 as part of the Philadelphia Rapid Transit Company's original Market Street subway-elevated line from 69th Street Transit Center to 15th Street.The PRT initially announced plans to bury tracks between 23rd and 46th streets in the 1920s but was put on hold due to economic issues. The tunnel from 23rd to 32nd streets was completed by 1933, but construction stalled again during World War II. Following bankruptcy in 1939, the PRT reformed as the Philadelphia Transportation Company (PTC), which resumed building the underground station in 1947.Drexel Station at 30th Street is positioned half a block southwest of the main intercity and commuter rail station. Initially, a tunnel connected both stations but was closed due to safety concerns in the 1980s. The idea to reopen it was considered in the early 2000s, but plans were scrapped after the September 11 attacks. In December 2018, SEPTA received \$15 million from the U.S. Department of Transportation for significant upgrades.The improvement project, expected to cost over \$37 million, included upgrading the mezzanine and reopening the underground concourse connecting the subway station with the main building at 30th Street Station. A new access point opened in late 2019 at the corner of 31st and Market streets, featuring a staircase and elevator. The renovation project faced delays but was completed in April 2024, when it officially reopened as Drexel Station at 30th Street after being renamed due to a naming rights deal with Drexel University.The 30th Street Station, operated by SEPTA's City Transit Division and Suburban Division, is served by numerous bus routes including 9, 30, 31, 44, 49, 62, 78, and LUCY. It also has access to NJ Transit bus routes 313, 315, 414, 417, and 555 from New Jersey.13th Street station is located under Market Street between 13th and Juniper streets in Center City, Philadelphia. Owned by the City of Philadelphia, it operates as part of SEPTA's rapid transit system. The station serves several routes of the T and is connected to Downtown Link concourse, providing access to multiple stations on the L, B, PATCO Speedline, and Regional Rail lines.The platform was previously known as Juniper Street until 2011. It opened on August 3, 1908, as part of the Market Street subway extension. The station features a single track for trolleys operating in the same direction, with inbound trolleys discharging passengers at the southernmost portion of the platform.The L platforms are located one floor below ground level and are connected to the Downtown Link concourse. The south concourse provides direct underground access to SEPTA's headquarters and transit museum. MarketFrankford trains continue west via Market Street, serving West Philadelphia and Upper Darby, while continuing east along Market until Front Street, heading towards Northeast Philadelphia.The station is accessible from the downtown area and serves as a key transportation hub in Center City, providing connections to various SEPTA services and surrounding neighborhoods.Berth 1 is located at the northernmost portion of the platform, where Routes 10, 11 and 13 board. On the other hand, Berth 2 is situated in the center, serving Routes 34 and 36. After departure from the station, trains continue west towards 15th Street Station before taking a short spur track northeast for stranded or dead trolleys. Although recently disconnected from mainline signals, this track allowed occasional parking. The platform has two side platforms for MarketFrankford trains with one low-level platform for subwaysurface trolleys. Fare control and Downtown Link concourse access are found on the upper platform level.61stBaltimore/Angora station, Mount Moriah station, Yeardon station, and other stations like T1, 80th Street/Eastwick station, Frankford Transit Center, and more are listed here. This page includes links to various SEPTA Metro stations such as 37thSpruce, 36thSansom, 36th Street Portal, 19th Street, and others like 22nd Street, Spring Garden, 2nd Street, FrontGirard, and more. Berks station, YorkDauphin station, Huntingdon station, Somerset station, KensingtonAllegheny station, Tioga station, ErieTorresdale station, Church station, Arrott Transit Center, Millbourne station, and 63rd Street station are also featured in this article.

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