

THE CLEVELAND UNION STATION  
A DESCRIPTION OF THE NEW  
PASSENGER FACILITIES AND  
SURROUNDING IMPROVEMENTS



THE CLEVELAND UNION TERMINALS CO. AND  
THE CLEVELAND TERMINALS BUILDING CO.

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The main entrance of the new Union Station is integral with the terminal group of builders fronting on the Public Square.

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**FOREWORD**

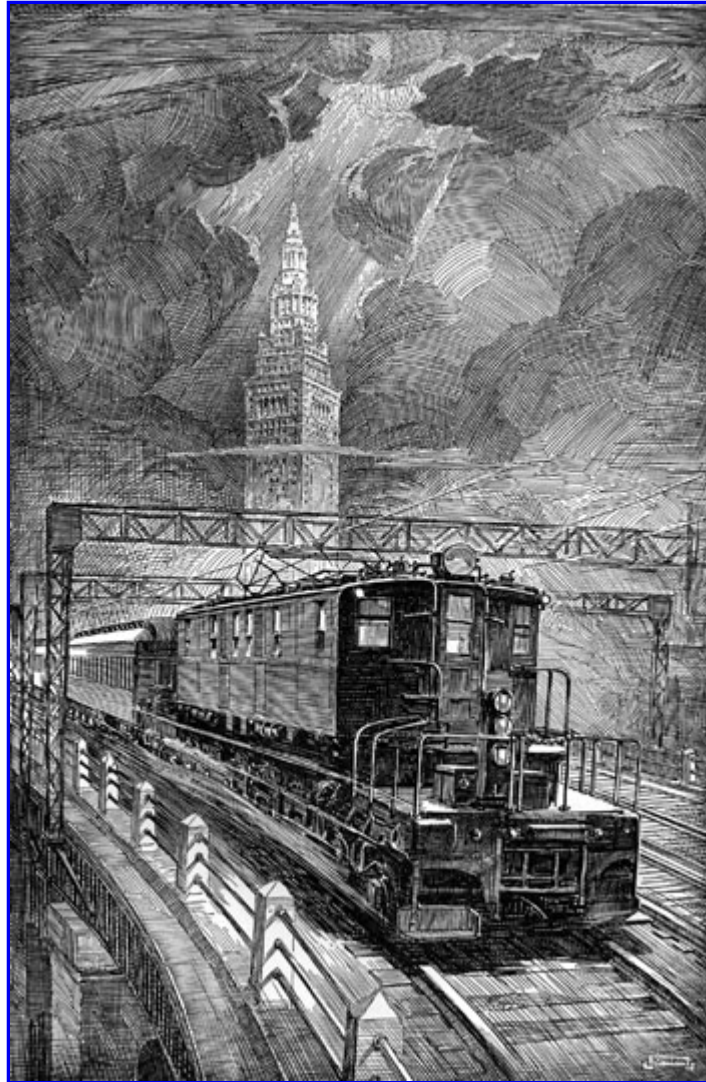
The purpose of this book is to describe the Cleveland Union Station Facilities now available, and to acquaint the public with the vision of Cleveland's growth upon which the development is based. It is respectfully submitted for your consideration.

(Signed) C. L. Bradley, *President*

The Cleveland Union Terminals Co.

The Cleveland Terminals Building Co.

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Twenty-two electric locomotives, the most powerful designed for passenger service, are now in operation

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## IN THE HEART OF THE CITY

Passenger train operations, to and from Cleveland, over the New York Central, Big Four and Nickel Plate railroads, now focus in the new Union Station at the Public Square. The station is in operation; its railroad facilities, together with the first group of Harvey shops and restaurants and other terminal conveniences are now available to the traveling public. The Public Square, heart of the city and hub of urban transportation, becomes the gateway of convenient travel. Soon, too, it will be what its naturally and the fan-shaped Cleveland geography predestined it to be-the center of a metropolitan system of rapid transit, now in the making.

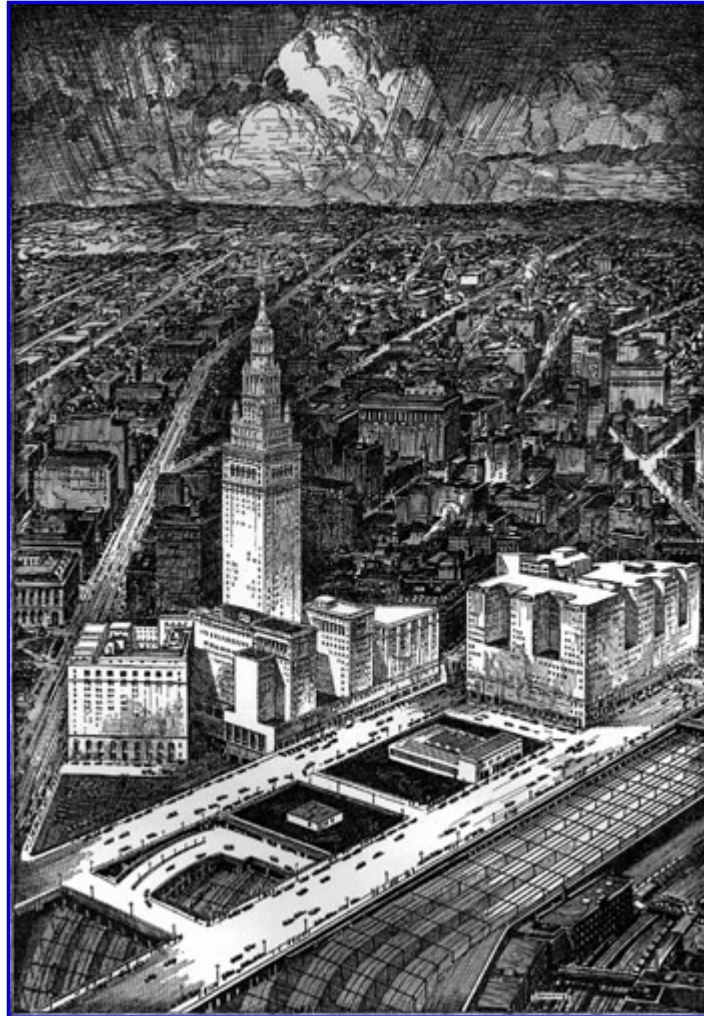
Commerce is keeping pace with transportation progress at the Public Square. From out the debris and decay of that old locality, south of the square, there has been reared a new business district-the "Capital of a New Trade Empire." It includes the Hotel Cleveland, first of the terminal improvements; the 18-story Medical Arts Building, 18-story Builders' Exchange Building, 18-story Midland Bank Building, and the 52-story Terminal Tower. A modern 12-story Department Store, of approximately 1,000,000 square feet of floor space, to be occupied by the Higbee Co., is now being erected on the evacuated site adjoining the Tower on the Square. A new post office building is projected for the site extending along the south side of Prospect Avenue and the north side of Huron Road, between West Third and West Sixth Streets. The site embraces over 99,000 square feet. Other companion units will be designed and built from time to time, embodying beauty of mass and proportion, balance, rhythm and variety in unity.

### A CIVIC NEED FULFILLED

Fulfilled now is the long felt civic need for an up-to-date passenger station, conforming with highest standards of municipal planning, keyed to Cleveland's progress and prestige and geared to the requirements of a large and growing metropolitan population.

Railroad facilities that are unsurpassed are located close to the city's

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The Terminal area, from an elevation looking northeast, showing the broad highways over the terminal and the super-grade improvements.

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business activities, coordinated with proposed lines of rapid transit and other transportation services. What is equally important, from the standpoint of public convenience, station facilities are arranged in the order of usual travel requirements, so that passengers, on their way to and from trains, need not retrace their steps. Moreover, provision has been made for an expansion of facilities to accommodate terminal operations on a progressively increasing scale.

Twenty-two electric locomotives, the most powerful designed for passenger operation, are now in service over the electrified right-of-way. The electrification extends over the terminal approaches, from East Fortieth Street to West Thirty-seventh Street, and over the Nickel Plate and New York Central to Collinwood, and the Big Four to Linndale -- a total of seventeen miles of electrification.

The Union Station was built by The Cleveland Union Terminals Company, which is owned by the New York Central, Big Four and Nickel Plate Railroads. It is a "through-station" of the New York Central, and Nickel Plate, and a terminal for the Big Four and the rapid transit services.

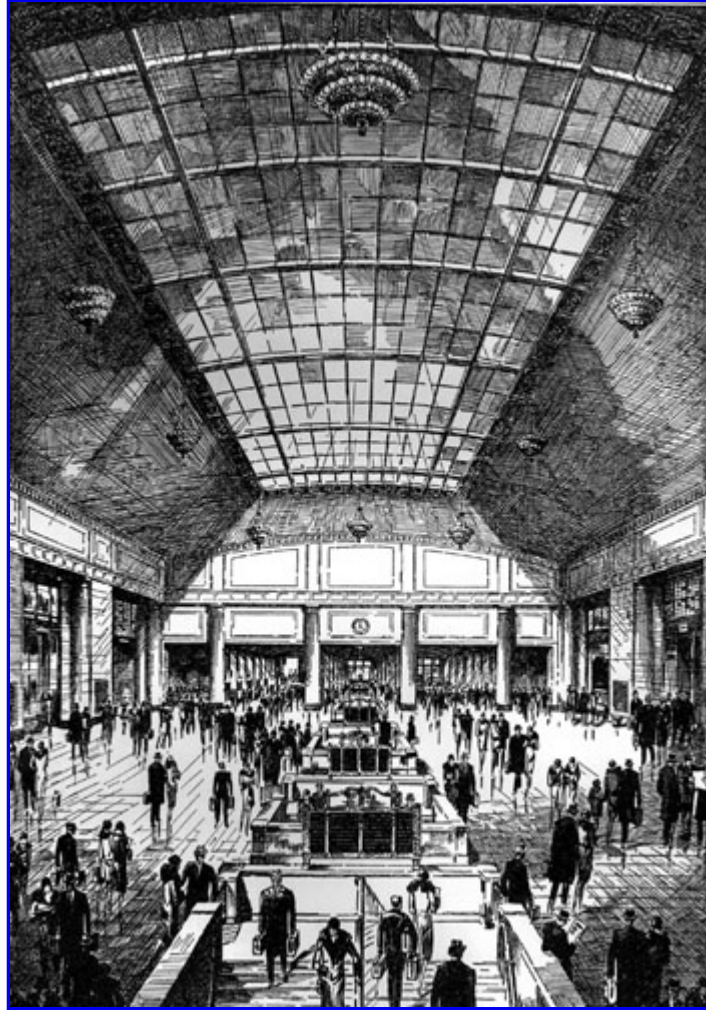
#### "CITY-WITHIN-A-CITY"

The station occupies approximately thirty-five acres, bounded by Superior Avenue, the Public Square, Ontario Street and Canal Road. The location is served by the city's principal highways, which spread out from this locality, east, west, southeast and southwest. Additional east and west channels, enabling traffic to avoid the Public Square, are provided by the 100-foot-wide Prospect Avenue and Huron Road extensions over the station. These thoroughfares and the cross streets connecting them - West Second, West Third and West Sixth - make the station and the related buildings accessible from all directions.

The station building proper occupies approximately seventeen acres. Its interior commands attention for its spaciousness and monumental character and for the quiet restraint of its marble and statuary bronze decorative theme.

Above the station, linked to it by passages and stairways, and interconnected, one with the other, are the companion terminal buildings. They

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The spacious Main Concourse,  
looking north toward the Ticket Lobby.

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compose what is in effect a "city-within-a-city, "under one roof. The public and occupants of the terminal offices can go from one part of the area to any other part without walking outdoors. For example, one can go from the Hotel Cleveland to any one of the station facilities or any of the terminal buildings, the Terminal Garage, the Building Arts Exhibit, or the Guildhall group of public dining rooms and private luncheon conference rooms, without stepping out into the street en route.

Another convenient feature of the terminal area is seen in it's banks, shops and restaurants, which compare in scope with the banking and merchandising facilities of a sizable town. Here are located the Union Trust Company and Cleveland Trust Company Branch offices, now in operation, and the offices of the Midland Bank and Midland Corporation, soon to be opened in the Midland Bank Building.

The Midland Bank and Midland Corporation will occupy four floors of the Midland Bank Building. The Union Trust Company's Terminal Square branch occupies approximately 15,000 square feet in the Terminal Tower, and the Cleveland Trust Company branch about 6,000 square feet in the northeast corner of the Medical Arts Building. The banks have unusually fine appointments and are amply equipped to serve the terminal and surrounding downtown business districts.

#### SERVICES OF HARVEY, INC.

The Harvey restaurants and shops will, eventually, occupy approximately 175,000 square feet of space in the Union Station. The restaurant facilities presently include a restaurant, lunchroom, tearoom and terminal employees' cafeteria. A coffee shop, public cafeteria, sandwich shop and luncheonette service will be added. These various food facilities will accommodate between 9,000 and 10,000 persons during the lunch period.

The initial Harvey merchandising services in the station include a drug store, one of the largest in the world; barber shop men's shop, hosiery shop, book shop, fountain room, toy shop, candy shop and four news and cigar stands. Other shops are to be opened from time to time, so that virtually every article and service that the traveling public is likely to

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The southwest quadrangle as it looked prior to the station improvement.

The southwest quadrangle as it looked prior to the station improvement.

need will be provided by this system of shops-the largest unified service operating in conjunction with a union passenger station.

Harvey, Inc., has the same owners and executives as Fred Harvey, Inc. That organization operates a chain of hotels and dining rooms along the Santa Fe Railroad and food merchandising services in railway terminals at Chicago, St. Louis and Kansas City.

#### TEARING DOWN TO BUILD ANEW

Gone now is the erstwhile at the squalor at the southwest quadrangle of the Public Square. Billboarded rookeries and dives with their boarded window fronts have been supplanted by stately structures, and the district that was regarded as the city's worst disfigurement has been given a new respectability and a new importance. Here; where pioneer settlers uprooted a forest, those who built the station and the terminal buildings obliterated ugly reminders of Cleveland's drab era of squat square construction and transformed the medley of the commonplace into a symphony in limestone.

The term "commonplace" hardly pictures the old order at the southwest quadrangle-that hodge podge of "one-flight-up" shops, "hot-dog" stands and popcorn cubbyholes. The improvements not only obliterated these shacks, but also the block after block of adjoining rookeries that so stubbornly resisted the march of modern business and civic progress.

Demolition of sold structures in the terminal area and the excavation of

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the site for the station and related buildings started in 1922. It would be difficult adequately to picture the construction task. It must speak for itself in the language of statistics. More than one thousand buildings were razed. Approximately three million cubic yards of material were excavated, and about 100,000 tons of structural steel erected. Many grade crossings were eliminated and many highway bridges built over tracks. The Cuyahoga River and Valley were spanned by a viaduct 3,400 feet long. Highways and inter-connecting cross streets were built in the terminal area, and many miles of conductor cables and auxiliary wires were strung along the rights-of-way.

The thrum and throb of this vast labor have been familiar sounds for more than five years past. These familiar sounds, and the soaring steel and stonework registered their own impression on eye and ear. Yet, a very important part of the work of the engineers, who planned and supervised each step in construction, and the work of the architects, who designed the station building proper and related buildings.

### CYCLE OF NEW DEVELOPMENT

The Union Station Development had something of a modest beginning. It grew out of a proposal for rapid transit to Shaker Village, then a budding residential district, now an extensively developed home locality just east of Cleveland. The projected rapid transit line required a downtown terminus. Topographical maps showed a ravine leading to the heart of the city, and it was evident the district south of the square would lend itself conveniently for the rapid transit terminal. Railroads, too, realized how well the locality adapted itself for their passenger requirements. As a result, there was substituted the larger plan of a monumental travel gateway for railroad and rapid transit lines and a surrounding business development in keeping Cleveland's status as a great metropolis.

With trade and industry greatly expanding and with the prospect of continued growth in the Cleveland district, anything short of a metropolitan scale for the terminal would have been out of keeping with the city's

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potentialities. Not the prestige of size, therefore, but rather the discernible indications of future metropolitan development revealed to the sponsoring railroads and to the Cleveland Terminals Building Company the size that the terminal ought to be

The terminal improvements will help to usher in a new cycle of Cleveland's development. In a transportation and economic sense, outlying localities will be united with the city through rapid transit. The radius of workaday population will be widened and the metropolitan area expanded for the accommodation of future population growth.

From the Observation Floor, atop the Terminal Tower, one may obtain an impressive view of this metropolitan area. From this vantage point the industry and commerce of the Cleveland district resemble an animated map, with a surrounding fringe of homes that is constantly moving farther and farther out. These are the evidences of the abundant opportunities with which the city beckons to the able, the enterprising and the ambitious.

### GEARED TO FUTURE GROWTH

American railroads have been characteristically confident and optimistic with regard to American cities. They were built "in faith that population would come and that cities would arise." Something of this spirit and confidence is reflected in the planning and building of Cleveland's Union Station—planning is not merely for the present but with generous provision for anticipated steady expansion for many years to come. Now the goal is attained. Wheels are in motion. A nation's network of rails is brought within convenient portals. In a word, the Union Station is in operation, its facilities dedicated to the comfort and convenience of the Cleveland public and to the travelers of the nation.

### The Union Station Facilities

Entrances to the station are through the Portico on the Public square; the lobby on Prospect Avenue, The Hotel Cleveland, and the cab stand. Other entrances will be provided on Prospect Avenue, and, below street level, from the department store.

The Public Square Entrance has seven large arches, opening into the monumental Portico and the Traction Lobbies, which are finished with walls of Botticino marble and floors of Tennessee marble. The Portico is 153 feet long, 36 feet wide and 47 feet high. It has a high vaulted ornamental plaster ceiling, and plaster panels above the marble sidewalls, in which are placed seven mural paintings.

Leading to the station from the Public Square Entrance, are four inclined ways or ramps of easy grade. Two of these, one at each end of the Portico, provide direct access to the railroad facilities, located in the middle portion of the station building. The other two ramps lead from Traction Lobbies, at the east and west ends of the Portico, to the East and West Traction Concourses.

The railroad ramps terminate in a large Vestibule, 154 feet long, 76 feet wide and 20 1/2 feet high. Here, along the sides, are ranged Harvey shops and booths. Passageways lead from the

Vestibule to the Traction Concourses, to a ramp to Ontario Street and Prospect Avenue, on the east side of the East Traction Concourse, and to a ramp on the west side of the West Traction Concourse, connecting with Prospect Avenue. The Vestibule serves the important function of segregating and distributing incoming passengers to the railroad and rapid transit services and of providing ample and convenient outlets for passengers leaving the station.

The Traction Concourses are in the northeast and northwest portions of the station floor-level. Here, the stairways to rapid transit platforms are grouped-four stairways in the center of each of the concourses, and others situated at the sides-thirty -one stairways in

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The Monumental Portico at the Public Square Entrance.

all. The Traction Concourses are 212 feet long, 60 feet wide and 20 1/2 feet high. Along the sides are attractive shops of Harvey, Inc., with fronts of marble and statuary bronze.

**Ticket Lobby:** Immediately south of the Vestibule is the Railroad Ticket Lobby, 138 feet long, 92 feet wide and 20 1/2 feet high, with ticket offices on the westerly side, and Harvey shops on the easterly side. The Ticket Lobby is entered through the Vestibule and also by stairways from the Prospect Avenue Entrance to each side of the Lobby at its northerly end.

**Information Booth:** The Information Booth is in the middle of the Ticket Lobby, at the north end, and adjacent to the Vestibule.

**The South Passageway:** Just south of the Ticket Lobby is a wide passageway, running east and west from the cab stand, at the westerly end of the station, to the passage to the Garage, at the east end, and connecting the traction concourses, Ticket Lobby, Main Concourse, dining Room and Lunch room.

**Main Concourse:** The Main Concourse is just south of the south passageway. It is 238 feet long, 120 feet wide and 42 1/2 feet high. The walls are of Botticino marble with high fluted Botticino columns. The floor is of marble of conforming texture. The ornamental plaster ceiling is pierced by a large skylight which lights the concourse from overhead.

Flanking the east side of the main concourse is the large Lunch Room of Harvey, Inc., with the artistically-appointed Harvey Dining Room adjoining

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South of the Lunch Room is the Barber shop, also operated by Harvey, Inc., and south of the Barber Shop, the men's lavatories and dressing rooms.

Adjoining the Main Concourse on the west is the Waiting Room, 162 feet long, 52 feet wide and 20 1/2 feet high, with Tennessee marble floor, marble encased columns, Botticino marble wainscot, with plaster above, and an ornamental plaster ceiling. Connecting with the Waiting Room is the retiring room for women and room of the Travelers Aid.

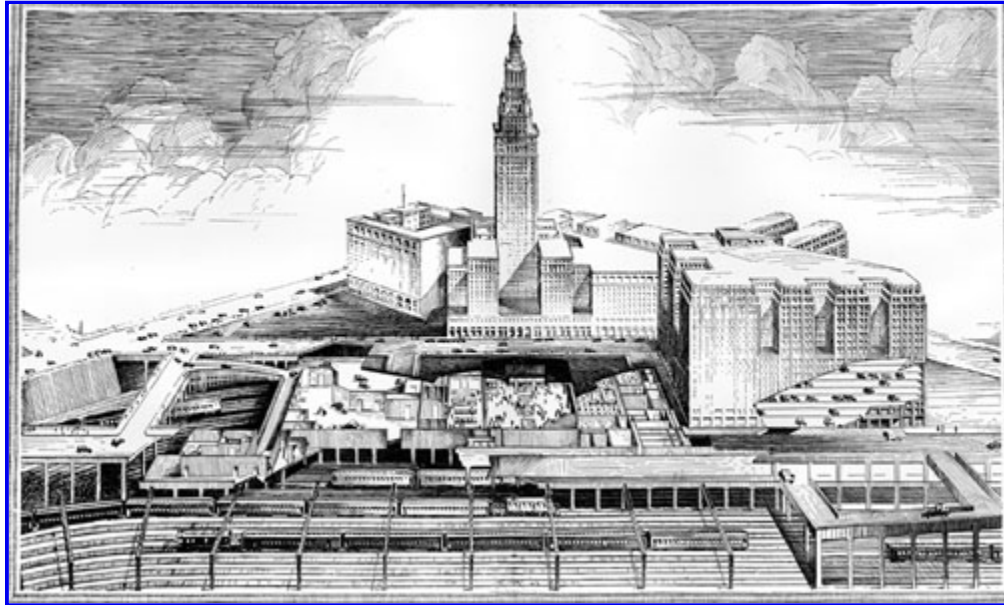
**Stairways to trains:** From the middle of the Main Concourse, staircases lead to the train platforms on the track level below. each stair is divided by a railing into two portions, one for passengers going to the trains and one for passengers coming from the trains, but so arranged that the entire stairway can be used, if necessary, for either ingress or egress at one time. Passengers bound for trains enter the stairway on the westerly side and passengers alighting from trains enter the Main Concourse on the easterly side , thereby keeping the two lines of traffic separated. This arrangement is convenient for persons meeting passengers, since all arriving passengers will pass through one side of the Main Concourse.

**Platforms and Tracks:** The train platforms are arranged in two groups, the rapid transit platforms in the northerly part of the station and the railroad platforms in the central and southerly portions. The layout provides ultimately for twenty-three platforms and thirty-four tracks-twelve platforms and twenty-four tracks for railroads, and eleven platforms and ten tracks for rapid transit. The rapid transit platforms range in length from 660 to 780 lineal feet and the railroad platforms from 1,230 to 1,630 lineal feet. The latter are capable of accommodating 15 to 20-car trains, with electric locomotives.

Until required for expansion purposes, the spaces between Huron and Canal roads will be used for the Coach Yard. It has ten tracks and platforms. Eventually, the yard will be moved to a location beyond the terminal area.

**Cab Stand:** The Cab Stand at the west end of the station is reached by means of the inclined roadway from West Sixth Street. It is designed for circulatory movement and accommodates 125 cars. The entrance to the station , at the cab stand, opens upon the South Passageway, connecting with

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Cross sectional view of the union station area, looking north from canal road.

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The Waiting Room

**Baggage Room:** the Traction Concourses, Ticket Lobby, Main Concourse and other facilities. The Baggage Room, with over 33,000 square feet of floor space, adjoins the cab stand. A leg from the inclined roadway from West Sixth Street leads to the Baggage Room and provides 200 feet of tailboard space for loading and unloading.

**Mail and Express Rooms:** The Mail and Express Rooms, which are at the east end of the station floor, occupy areas of 11,000 square feet and 10,000 square feet respectively. A ramped roadway leads from Huron Road to the Mail and Express rooms, which have approximately 250 feet of frontage for tailboard loading and unloading.

**Baggage Elevators:** Near each end of each train platform, elevators are provided for the handling of baggage, mail and express to and from the trains. The elevators operate between the platform level and the station floor level. Passageways on the later level connect these elevators with the Baggage, Mail, and Express Rooms. Trucking is thus eliminated from the central part of the platforms where most of the passenger traffic is handled.

**Ticket Office:** The Ticket Office is equipped with the most modern facilities for serving patrons of all roads using the terminal. Here are located the business office of the station, under the direction of Terminal Passenger and Ticket Agent, and rooms for Treasury , Accounting, Ticket Stock, Files and Private Offices for the Agent and for the public who cannot be served at the bank of ticket windows. The Ticket Office has complete facilities in

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The Ticket Lobby.

the way of locker and toilet rooms for employees. It is regarded as the most complete layout of it's kind in the country.

**Pullman Reservations:** All Pullman reservations are handled through the Pullman Distribution Room, which is connected by many trunk lines with the Main exchange (Main 2300), also with all ticket sellers in City and Depot Offices of lines using the terminal, establishing almost service between the public through the Main Exchange and ticket offices. Sleeping and parlor car diagrams on file are transmitted to trains, at train time, through pneumatic tubes. Retiring and rest room for operators and Pullman distributing clerks adjoin this unit.

**Telephone Information:** Adjoining the rest room of the Pullman Distribution Room is the Telephone Information Room, connected with the public through Cherry 8200. Here, information covering arrivals and departures, rates, routes, and all other information regarding the service of all lines using the terminal , is disseminated.

**System of Ventilation:** The atmosphere within the station is wholesome at all times. The ventilating system circulates 650,000 cubic feet of air per minute. Intake and exhaust fans keep the air constantly fresh.

**Electric Locomotives:** The Terminal operation involves the use of twenty-two electric locomotives. These are 204 tons each, with 150 tons on the driving wheels. They are eighty feet long, inside the knuckles, and 13 feet 2 inches high, from rail to cab roof and are equipped with six twin-gearred

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The East Traction Concourse Room.

**Locomotive Repair Shops:** An electric locomotive repair shop for heavy maintenance and detail inspections is located at Collinwood. Electric locomotive inspection sheds for daily inspection and minor repairs are located at Collinwood and Linndale.

**Electrification System:** The electrification system for the operation of railroad trains is the overhead catenary type. The line voltage is 3,000 volts, direct current. The current is supplied from two semi-automatically controlled substations, one with three 3,000 kilowatt units and the other with two 3,000 kilowatt units and provision for a third. Six circuit breaker houses equalize the voltage.

**New York Central and Big Four:** The west-bound passenger trains of the New York Central operate over the New York Central right-of-way from Collinwood to Fairmount Road, then over the Nickel Plate right-of-way to East Fortieth Street and then over the terminal right-of-way into the station. Passing west of the station, the west-bound New York Central and Big Four trains operate over the westerly station approach and the Big Four right-of-way to Linndale. The movement is just reverse for the east-bound New York Central and Big Four trains. Collinwood and Linndale are the points where the New York Central trains change motive power, and Linndale is the power-changing point for the Big Four.

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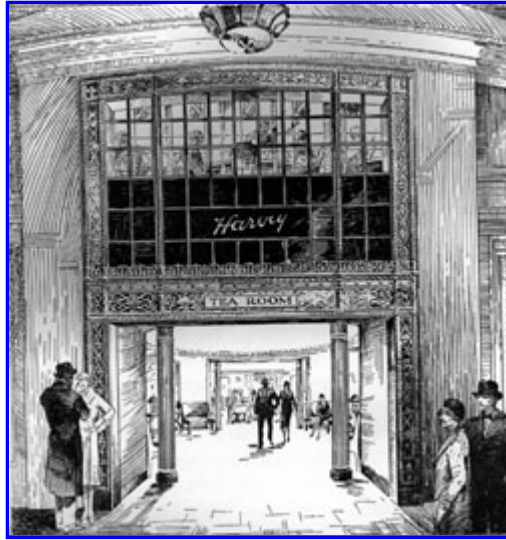
Cross-Sectional View of Union Station (looking north from Huron Road).

**Nickel Plate and Other Roads:** The Nickel Plate trains are hauled by electric locomotives to and from points just beyond the limits of the station approaches. The Baltimore & Ohio, the Erie and the Wheeling & Lake Erie, coming into Cleveland from the south, would enter and leave the station over the easterly station approach, changing power just outside the terminal limits.

**Signal System:** The signal system is the standard method of the American Railway Association. It includes three-arm color-light, "home signals," and four position dwarf signals. Switches are operated with a 220-volt switch operating mechanism, conforming in design to the specifications of the Signal Section of the American Railway Association. The interlocking machine, with its 576-lever frame, is the largest ever fabricated into one unit. It controls all switches and signals between West Twenty-fifth and East Thirty-seventh Street, a distance of about three and one-half miles. It handles all trains entering and leaving the station and also the movements in and out of the coach yard.

The signal system—the safest devised—has been so perfected as to make it impossible for signals and switches to conflict. The system is operated from the Signal Station located on Canal Road, approximately opposite Huron Road in the southeast portion of the station area.

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Entrance to "The Meeting Place".

The Harvey Lunch Room adjoins the east side of the Main Concourse. The three large "U"-shaped lunch counters, combine Verde Antique, Black and Gold, and Laredo Chair marble, each counter being equipped with three illuminated, glass-enclosed and refrigerated show cases. The table service and the lunch counter service accommodate a turnover of about six thousand persons during the lunch period. The walls and the free-standing columns and pilasters, finished in American black walnut, are an indication of the pains that have been taken to have the Lunch Room conform with the dignified character of the station interior.

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The Harvey Restaurant.

With its English stump oak walls and columns with hand-carved ornament and inlays of ebony, white maple and rosewood, the Restaurant, at the south end of the East Traction Concourse, strikes an even richer note. The floor is of Belgian Black and Alaska Token marble, laid in pattern, and the high ceiling is of ornamental plaster, richly decorated. The Restaurant is seventy feet long and sixty feet wide. It is entered through a foyer, which is in keeping with it in treatment and finish. The foyer includes a wardrobe-checking room and lavatories and is finished in the manner of a club lounge.

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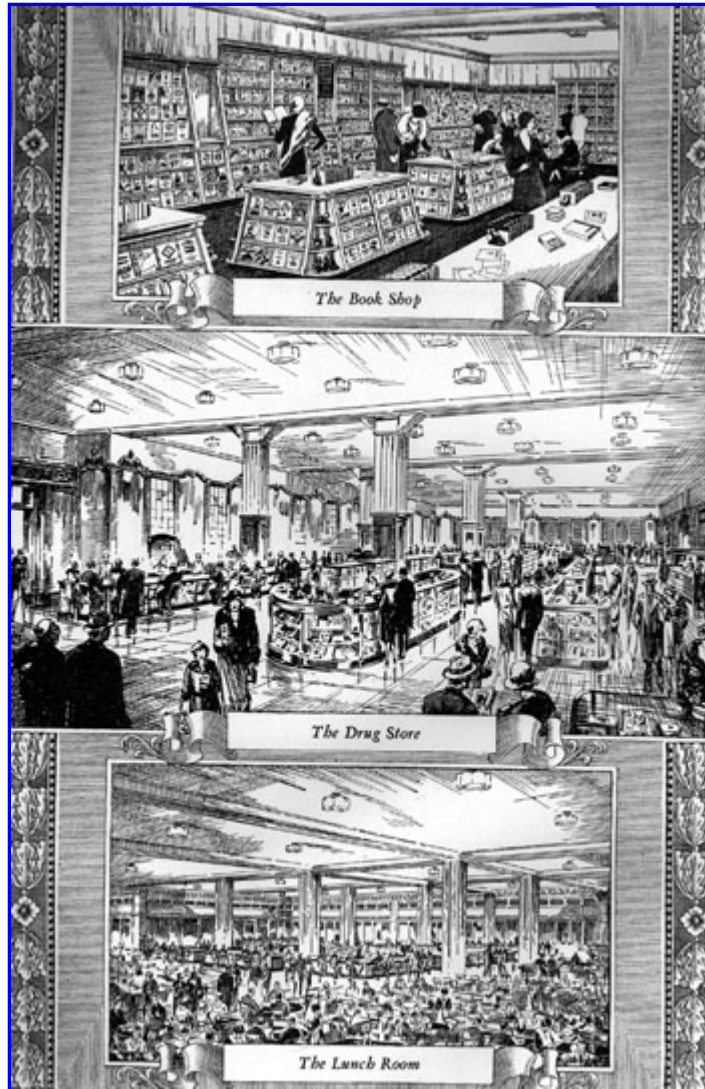


"The Barber Shop".

The Harvey layout of food facilities is not only scientifically planned from the standpoint of service to the Lunch Room and Restaurant, but it is an example of the most modern development of the culinary art—a space and span food town, where even the air is filtered and refrigerated for the comfort of Restaurant and Lunch Room patrons. The first and most important rule of Harvey management will be that of immaculateness.

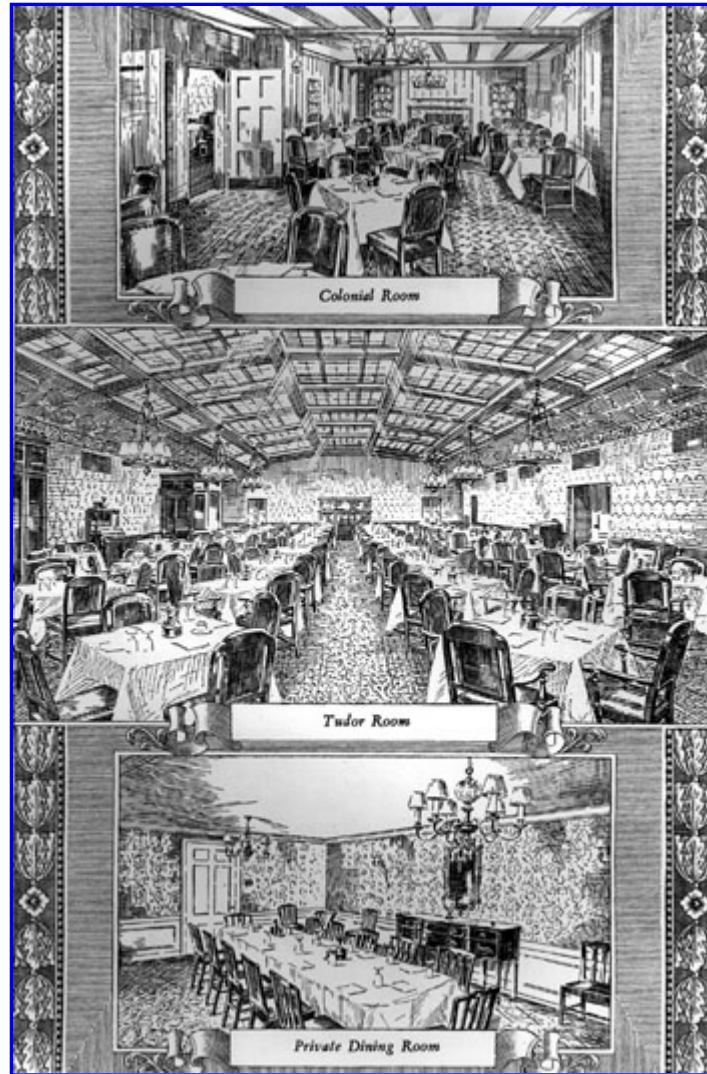
In the northerly portion of the station is located an interesting group of shops, built around a rotunda, called "the Meeting Place," which is attractively appointed and set apart as a rendezvous where friends can meet. The entrance to the Meeting Place is directly below the Tea Room that fronts on the elevator lobbies of the Terminal Tower. Gray Tennessee marble floor, paneled walls and ornamental plaster ceiling give "The Meeting Place" an inviting and distinctive appearance. In the background is a sculptured fountain with an arrangement of lights which will spread an iridescence of alternating blues and greens and other colors on the cascading water. In the background, too, will be an eating place that will include the Mirror Room. The latter derives its name from the interesting way in which mirrors are used in its wall decoration.

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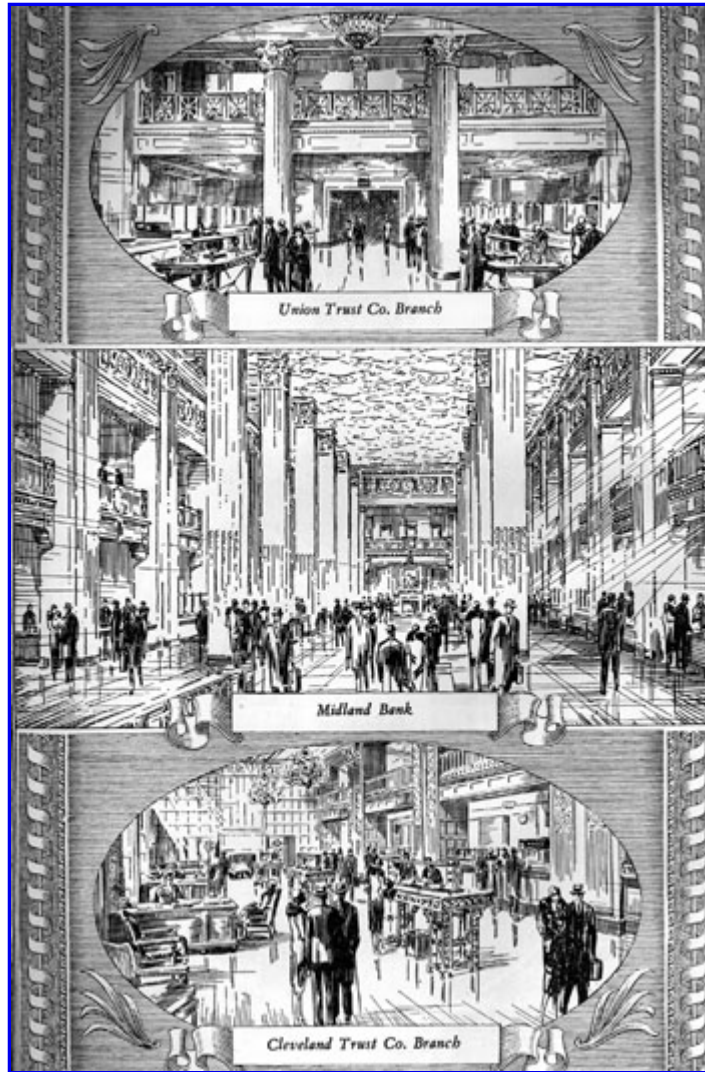
Group of Harvey Shops.

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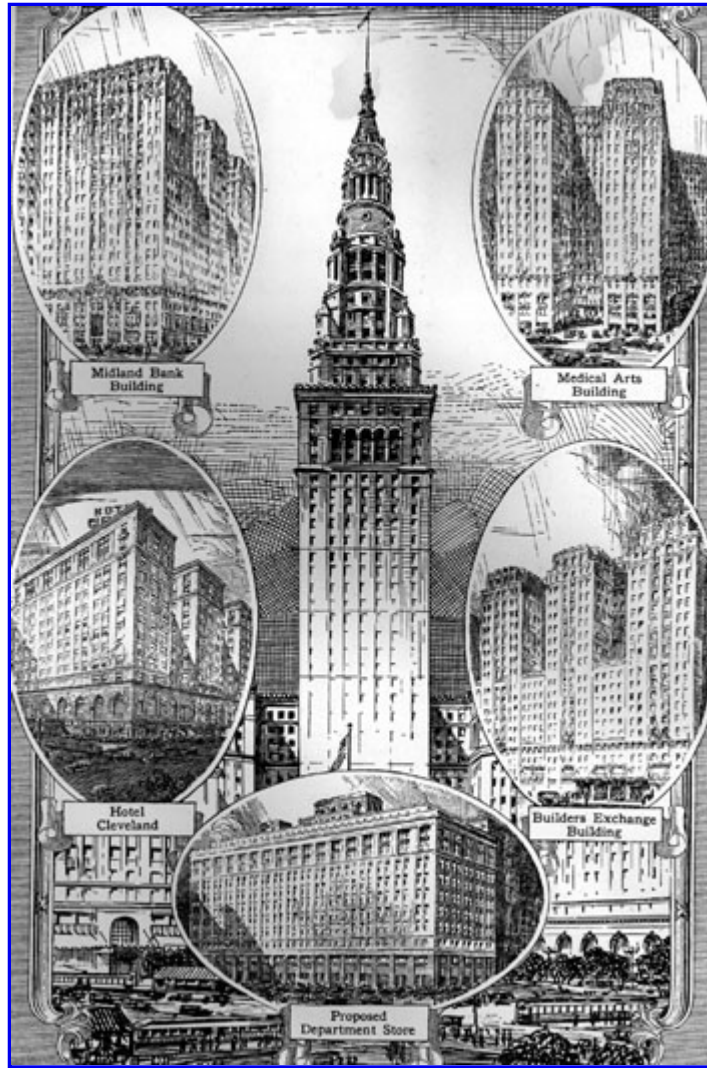
Guildhall Restaurant Group.

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The Terminal Banking Facilities.

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The Terminal Banking Facilities.

## TOWER DOMINATES GROUP

The Terminal Tower dominates the terminal group of buildings. Rising 708 feet above the concourse level, the tower is visible for many miles. The tower proper is 98 feet square. The building extends from the Public Square to Prospect Avenue. The Public Square Entrance is integral with the Union Station Portico.

By day, the Tower is impressive in its chaste dress of limestone. By night, hundreds of floodlights transform it into a luminous mass. From the Observation Porch, on the forty-second floor, and the Soda Grill on the forty-third floor, Clevelanders and visitors to Cleveland obtain a long-range view of Cleveland and its surroundings.

The Medical Arts Building, the Builders' Exchange Building and the Midland Bank Building occupy practically the entire block bounded by Ontario Street, Prospect Avenue, Huron Road and West Second Street. Each of the buildings is integrated with the nine-story Terminal Garage of 1700-car capacity, and is linked by a passageway with the station, the Public Square Entrance to the Station and The Terminal Tower

The Garage occupies the first nine floors of the Builders' Exchange Building. Besides being connected, floor by floor, with the Medical Art's Building, the garaged construction is actually carried over with the southerly part of the Midland Bank Building, making available within the structure more than 80,500 square feet of automobile storage space.

On the tenth floor of the Builders' Exchange Building, with convenient entrances from the Medical Arts' building and the Midland Bank Building, is "Guildhall." It includes, besides a cafeteria, two distinctive public dining rooms, with the atmosphere and appointments of a private club-the spacious "Tudor Room," with arched glass ceiling under skylight, and the "Colonial Room." Attractively appointed private luncheon-conference rooms adjoin the Guildhall group of restaurants.

The completed terminal buildings, the Midland Bank Building, which is almost completed, and the proposed department store, are the improvements of The Cleveland Terminals Building Company.

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Exteriors of the terminal buildings are of soft gray limestone, conforming one with the other in design and architectural treatment. In each instance, the treatment is free from the suggestion of historic period or style and is essentially an effort toward a straight forward solution of specialized office building construction. What may be said of one applies to all. The architecture accepted the best and most appropriate themes and modified, simplified and applied them in what is best described as the new American adaptation. In addition, the architects contributed their knowledge of materials, their understanding of the laws of light and heat and ventilation and their grasp of the engineering and mechanical methods by which vibrations are eliminated and sound isolated.

**THE CLEVELAND UNION TERMINALS COMPANY,**

C.L. BRADLEY, *President*, G.D. McGWINN, *Vice President*,

*H.D. JOUETT, Chief Engineer.*

***THE CLEVELAND UNION TERMINALS BUILDING COMPANY,***

*C.L. BRADLEY, President, R. H. SHARPE, Vice President,*

*H.D. JOUETT, Chief Engineer.*

***ARCHITECTS: GRAHAM, ANDERSON, PROBST & WHITE.***

*June Twenty-eighth,*

*Nineteen-Thirty*

