

THE CRESCENT

THE COALITION FOR THE CAPITAL CRESCENT TRAIL

Summer 1998

Vol X No. 3

AN OPEN TUNNEL IS A JOY FOREVER

by John Dugger

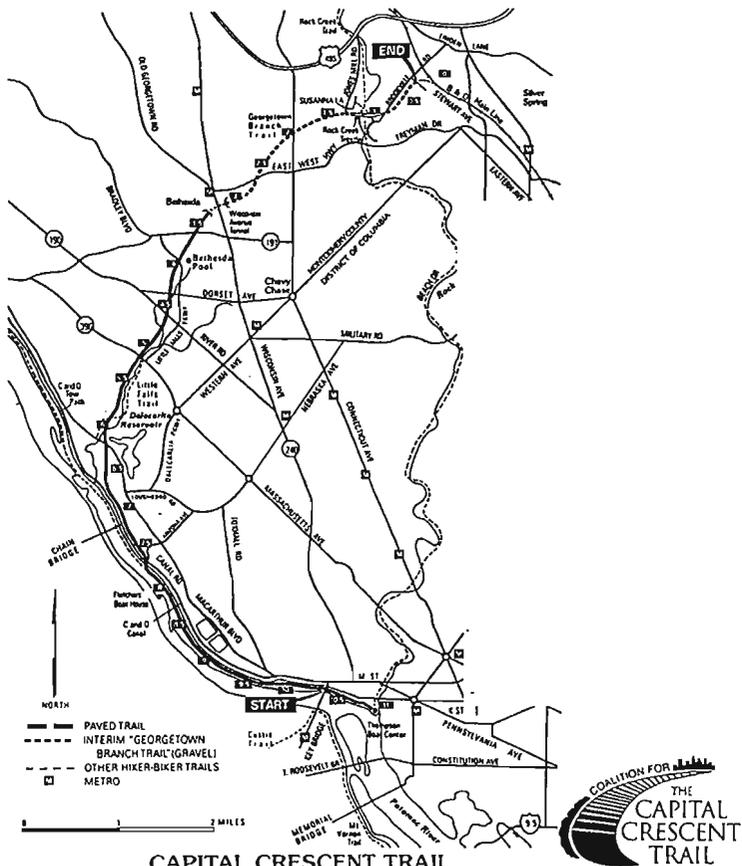
August 15, 1998 is a date to celebrate in the history of the Capital Crescent Trail, with the ceremonial opening of the tunnel under Wisconsin Avenue. Even before that date, it has been possible to pass through and admire this new link, with a fine asphalt trail illuminated by handsome dual-globe light poles, making it possible to go from Rock Creek Park to Georgetown without major impediments. The tunnel will be a trail asset for generations to come.

The open tunnel is tribute to a sustained community effort to get the Montgomery County Council to approve and fund much of the cost, and to the leadership of the Coalition, which also provided \$45,000 from its treasury to get best possible routing for the Trail for longer sight distances, and to get lighting of a quality that would make the tunnel welcoming and attractive, with the result that users would feel safe and comfortable.

The campaign to open the tunnel, initiated by the Coalition for the Capital Crescent Trail, was strongly supported by the Greater Bethesda-Chevy Chase Coalition, and by volunteers led by local resident Pam Browning, who collected thousands of petition signatures for tunnel opening. We have a particular debt to County Executive Douglas Duncan, who came out strongly in favor, to County Council President Ike Leggett, and to Council Members Betty Ann Krahnke, Neal Potter, Nancy Dacek, and Michael Subin for their votes. The Montgomery County

(continued on page 6)





CAPITAL CRESCENT TRAIL
District of Columbia & Montgomery County, Md.

THE COALITION FOR THE CAPITAL CRESCENT TRAIL
BOARD MEMBERS 1998/99

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- John Duggers, Chair
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- Ernie Brooks, Treasurer
- David Sproul, Secretary
- Charlie Wellander, Ass't Treasurer

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REACH THE CAPITAL CRESCENT
BY INTERNET

For those of you who prefer to "surf the net" you can reach the Capital Crescent Trail through Ernie Brooks:
"ewbrooks@oasys.dt.navy.mil"
he'll process your request.

The Crescent is published three times a board year (June-June) by the Coalition for the Capital Crescent Trail (CCCT), P.O. Box 30703, Bethesda, MD 20824, phone (202) 234-4874. CCCT is a non-profit citizen's group promoting development of the 11.2 mile rail-to-rail conversion from Georgetown, D.C. to Silver Spring, MD for multi-purpose, recreational use.

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We request that all entries should be sent to the post office box listed above. Submissions should be sent on 3.5" diskette or via e-mail to john_campanile@paramount.com.

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Coalition Board Members for 1998-99

The following Board of Directors has been nominated for election at the June 1998 Annual Meeting of the Coalition for the Capital Crescent Trail. The Board elects its officers at its first meeting after the Annual Meeting, and it is anticipated that the ones listed below will be endorsed.

OFFICERS:		AT-LARGE MEMBERS:	
CHAIR	John Dugger	Henri Bartholomot	Phil Lerman
VICE CHAIR	Victoria Cordova	John Campanile	Wayne Phyllaier
SECRETARY	David Sproul	Nadine Dutcher	David Putman
TREASURER	Ernie Brooks	Douglas Engle	
ASST. TREASURER	Charles Wellander	Scott Hall	



During the annual meeting, the Coalition recognized the following individuals and Board members for their outstanding contributions in 1997/98 to the Coalition and towards the overall goals of building a first-class Capital Crescent Trail:

Pam Browning - Volunteer Trail Activist

In recognition of her leadership role in organizing the grass roots petition drive which built overwhelming public support to open the Wisconsin Avenue Tunnel.

Ziba Parsa, CDCI Inc.

In recognition of her unprecedented support for the Capital Crescent Trail, as demonstrated by her commitment to the quality design and development of the Trail through the Wisconsin Avenue Tunnel.

Myra Menseh Patner - Staff Writer, Gazette Newspapers

In recognition of her continuing efforts to raise community awareness about the Capital Crescent Trail, through her commitment to writing on the important issues that affect it.

The Honorable Neal Potter - Member, Montgomery County Council

In recognition of his support for the Capital Crescent Trail, as demonstrated by his pivotal vote in favor of opening the Wisconsin Avenue Tunnel.

The Honorable Michael Subin - Member, Montgomery County Council

In recognition of his support for the Capital Crescent Trail, as demonstrated by his pivotal vote in favor of opening the Wisconsin Avenue Tunnel.

COALITION BOARD MEMBERS:

Henri Bartholomot

In recognition of his unparalleled leadership in the Coalition's efforts to open the Wisconsin Avenue Tunnel, and to design and develop that segment as a high quality, user-friendly facility.

Doug Engle

In recognition of his commitment and technical expertise in the Coalition's efforts to develop the Capital Crescent Trail consistent with the highest standards of trail design and engineering.

Margaret Marchak

With heartfelt thanks from the Coalition for her many years of commitment and outstanding service as a Coalition Board Member.

Coalition Chair **John Dugger** and Vice-Chair **Scott Hall** were also recognized for their outstanding leadership of Coalition activities in the past year.

CCCT Hosts "Bells & Whistles" For Trail Safety

by John Dugger

While most users have been delighted with the Capital Crescent Trail, a consistent source of unhappiness has been by those users, primarily pedestrians, who have been frightened or made uncomfortable by bicyclists and rollerbladers overtaking without giving warning of their approach. The Trail, with an excellent surface and few curves, is more conducive to speed than most trails. In order to encourage users on wheels to give audible warning (these being the users who do almost all of the overtaking), the Coalition posted temporary signs along the length of the Trail from Bethesda to Georgetown urging bicyclists and rollerbladers to give warning before passing. Then, on the morning of Saturday, May 23 (Memorial Day weekend, the traditional start of the summer season) the Coalition set up a table at the Bethesda Avenue trailhead for our "Bells and Whistles" event, installing without charge bells on bikes of those who wanted them, and giving whistles on lanyards to rollerbladers. This proved a very popular event as more than 130 bells were installed and over 100 plastic whistles with the Coalition logo were given away.

While our event was in progress, the Montgomery County Park Police set up a radar demonstration at the base of the River Road Bridge, clocking bicyclists' speed coming down the bridge, with a speed readout device mounted on a police car to show them how fast they were going. Since trail safety was the focus of this effort, no citations for speeding were issued. Two television stations, WRC-TV and Newschannel 8, ran stories of this event in their evening news broadcasts.

"Bells and Whistles" also received its share of press coverage as well as discussion on the internet newsgroup dealing with Washington area bicycling. Nearly all of the coverage was favorable, although some bicyclists complained that the real offenders were pedestrians who did not keep to the right, took up too much of the Trail, or failed to leash their dogs or control their children. However, it was widely recognized that both in the Montgomery County and D.C. segments of the Trail, bicyclists and rollerbladers are required by park regulations to give audible warning when overtaking.

For a successful Trail, all users must feel comfortable. The Coalition is working with the National Park Service and the two Montgomery County departments responsible for management of the Trail to develop and implement uniform amenities such as safety signs, safety brochures, and guidance on Trail safety and courtesy at kiosks, so that users on wheels and users on feet will understand their responsibilities.

In his July 9th *Washington Post* column, Ron Shaffer, aka "Dr. Gridlock," solicited comments on bike path etiquette. Coalition Chair John Dugger responded with the following letter:

With respect to "Bike Path Etiquette," the problem starts with the term "bike path". All such trails in the Washington area are "hiker-biker trails", and all users - whether walking, on rollerblades, pushing strollers, riding bikes - are equally entitled, and the term "bike trail" wrongly suggests special rights for bicyclists. As in all traffic systems, the person/vehicle being overtaken has priority, and the user who is overtaking must stay out of the overtaken user's way, while the latter has an obligation to stay to the right and behave predictably. On all Washington area's trails, the overtaking user is required by trail regulation to give audible warning to the user being overtaken, whether by voice, bell, or whatever - the method is flexible, depending on jurisdiction.

Some bikers and rollerbladers seem to be unaware of the requirement to give warning, or choose to ignore it; this is our biggest source of complaints by users of the Capital Crescent Trail. We also hear complaints from bikers of irresponsible walkers and rollerbladers taking up more of the trail than they should. The Coalition for the Capital Crescent Trail, as part of an ongoing effort to promote trail safety, recently sponsored a "Bells and Whistles" event, giving free bells and whistles to bikers and rollerbladers to encourage them to warn before overtaking. The Coalition is working with officials of the National Park Service and Montgomery County Parks and Transportation departments to get signs, center lines, and other measures to improve trail manners and user comfort. Hiker-biker trails should be an enjoyable experience for everyone.

Planning Board to Hold Hearings on Completion of CCT

by Wayne Phyllaier

The Maryland-National Capital Park and Planning Commission is in the process of revising the Master Plan for North and West Silver Spring. When adopted the Master Plan will describe the official position of the Montgomery County Planning Board on land use issues including the development of the Georgetown Branch Trail (the future Capital Crescent Trail) from Rock Creek Park to the Silver Spring business district.

As part of the Master Plan development process a community workshop was held on June 2 in Silver Spring to review the draft Silver Spring/Takoma Park Transportation and Circulation report. Community input at the workshop was very supportive of developing a first class trail along the Georgetown Branch right-of-way. A Community Workshop on the *Preliminary Staff Draft Recommendations for North and West Silver Spring Master Plan* has been tentatively scheduled for July 7, with presentation of the Master Plan to the County Planning Board scheduled for July 23, and a Planning Board Public Hearing scheduled for Sept. 24. All meetings will be in the Park and Planning Auditorium at 8787 Georgia Avenue, Silver Spring.

These meetings will present a good opportunity for us to show the Planning Board strong community support for completion of the Capital Crescent Trail between Bethesda and Silver Spring. Times for the meetings have not yet been announced, but will likely be in the evenings. Check the *CCCT User and Events Hotline*, 202-234-4874, box 8, for exact times or call CCCT Board member Wayne Phyllaier, 301-565-3157, if you have questions or comments.

GEORGETOWN BRANCH/CAPITAL CRESCENT TRAIL

The short stretch of the Trail in Silver Spring, between Grubb Road and Stewart Avenue, is now in very poor shape due to erosion, and wheels typically sink into the sand in some places requiring bicyclists to dismount. The remainder of the Trail, between Jones Mill Road and the just-opened Wisconsin Avenue tunnel, is in very good condition, though weeds are flourishing alongside. With the tunnel open, this segment should see greatly increased traffic.

HIT AND RUN ON CCT INJURES WABA VOLUNTEER

John Malcolm, an office volunteer for the Washington Area Bicyclist Association (WABA), was injured when he was bumped from behind by another cyclist on the Capital Crescent Trail in early March. He spent three nights in the hospital and was unable to return to work at the WABA office for a considerable amount of time.

The other cyclist left the scene without identifying himself.

Although John's injuries were not life-threatening, this incident is yet another example of irresponsible behavior and reckless riding that has created a very painful experience for him and has cost him productive time.

The Board of the Coalition for the Capital Crescent Trail joins WABA in expressing our concern to John. We'd also like to remind all cyclists to observe common-sense rules of safety: Ride responsibly and pay attention to your fellow trail users.

An Open Tunnel is a Joy Forever - continued from page 1

Department of Public Works and Transportation, and its contractor, CDCI Inc., completed design and construction in record time.

In a vote taken last February, the County Council appropriated \$410,000 for the tunnel: \$80,000 to obtain a necessary easement, \$30,000 for design, \$145,000 for trail construction, \$120,000 for fencing and lighting, and \$35,000 for modifications to the Bethesda/Woodmont intersection. However, the Coalition found that funding was insufficient to pay for taking the Trail along the outside of the tunnel's curve (the northern alignment) where there would be the best view of approaching traffic, so we spent \$20,500 for additional design and construction costs to achieve this optimal routing. We also felt that the planned lighting fixtures were barely adequate to light the Trail itself, much less the entire interior of the tunnel, so the Coalition again went into its treasury and engaged a lighting consultant firm at a cost of about \$5,000. Agreement was reached on greatly superior double-globe fixtures, each with 250-watt sodium bulbs, providing much better interior lighting and more attractive fixtures, at an additional cost to the Coalition of \$20,000. The Greater Bethesda-Chevy Chase Coalition picked up \$5,000 of these costs.

We can be very proud of the tunnel which has resulted. Our particular thanks go now to the members of the Coalition whose support helped persuade the Council to vote for tunnel funding, and whose contributions are helping us restore our treasury to a level where we can continue to carry out important efforts to complete and improve the Capital Crescent Trail.

Under Construction ...

Tunnel renovations in a six-week span, from project beginnings in early May to tunnel opening in July.



In the beginning...

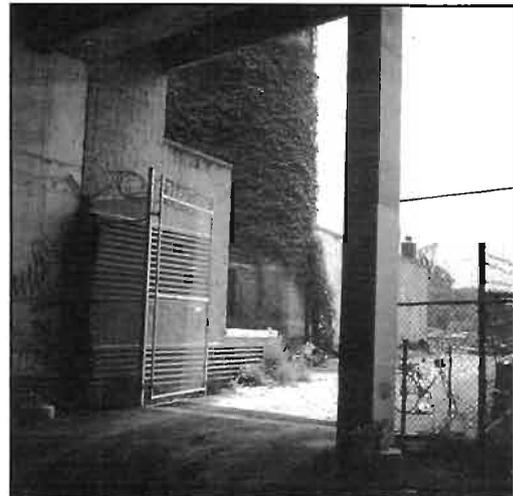
Path into the tunnel is "roughed in" with a gravel base at Reed Street/Woodmont Avenue end.



Paving operations at Elm Street.



Crews install fencing in front of the shops on Reed Street.



The light at the start of the tunnel.

NATIONAL TRAILS DAY CELEBRATION: A TALE OF TWO RAIL-TRAILS

June 6th marked the seventh anniversary of the annual National Trails Day, the perfect occasion for local trail enthusiasts to celebrate two rail-to-trail projects in our own backyard: the Capital Crescent Trail, and the future Metropolitan Branch Trail, a seven-mile linear park and trail that will run from Union Station to Silver Spring.

National Trails Day has been used by trail advocates nationwide to highlight efforts to create and improve trail facilities in their communities. The day was created in 1992 by the American Hiking Society, a national, non-profit organization based in Silver Spring. Locally, this observance involved a partnership between members of the Coalition for the Capital Crescent Trail (CCCT), the Metropolitan Branch Trail Coalition (MBT), and The Washington Area Bicyclist Association (WABA).

The day began with foot and bicycle hikes of both trails that converged at the Silver Spring Metrorail for the noontime rally. Members of the Coalition walked and biked from locations along the Georgetown Branch Trail, while MBT members did the same from the Takoma Park Metro.

As the rally began, MBT's Paul Meijer warmed up the crowd with news that D.C. Delegate Eleanor Holmes Norton announced \$8.5 million in MBT funding from the ISTEA re-authorization bill recently signed by President Clinton. In addition, said Meijer, \$8 million has been pledged by D.C.'s Department of Public Works, making for a grand total of \$16.5 million in trail funding. MBT's next step is a July 22nd strategy meeting with the Washington D.C.-based trail advocacy group Rails-To-Trails.

"We are working hard to make sure they spend the money soon," said Meijer over the applause of the crowd gathered under the station's clock tower.

Following welcoming remarks by WABA President Peter Harnik and the CCCT Vice-Chair Scott Hall, Montgomery County Councilmember Derrick Berlage nailed the ceremonial "Golden Spike" into the ground, symbolizing the connection between the two trails.

Afterwards, rally participants were led on a guided Metrorail tour to Union Station along the Metropolitan Branch route including the first section under development along John McCormick Road in Brookland. Once completed, the MBT will be a pedestrian and bicycle greenway running parallel to Metro's Red Line in Northeast D.C. The right-of-way became available after CSX Corporation abandoned a stretch of railroad side tracks between Union Station and Brookland/Catholic University.

CCCT Board member Nadine Dutcher, WABA's Ellen Jones and MBT's Paul Meijer combined their collected efforts in organizing this year's rally and making it a success. For more information about the Metropolitan Branch Trail, call the WABA office, 202-628-2500.

Special thanks to Paul Meijer for his assistance in researching this article.



Summer 1998

National Trails Day

As Washington Area Bicyclist Association president Peter Harnik looks on, Montgomery County Council member Derrick Berlage (kneeling) nails the symbolic "Golden Spike" during National Trails Day ceremonies at the Silver Spring Metro station. The spike represents the link between two rail-trails - the Capital Crescent and the Metropolitan Branch Trails.



The Crescent

5 Years Ago...

Ground-breaking and rail-lifting ceremony is held at Fletchers Boat House on June 3 attended by many dignitaries including (then) National Park Service Director Roger Kennedy. Later that month, rails and ties are removed and Trail paving begins from Key Bridge to Potomac Palisades.

10 Years Ago...

CCCT newsletter reports: "NPS and Montgomery County efforts to acquire the rail line are on a back burner for the moment, due to a bid by developer Kingdon Gould, Jr. to buy the entire 11-mile strip. He intends to operate freight service on it and ICC [Interstate Commerce Commission] regulations puts any offer to continue rail service first in line. However, price is now a major issue. Gould values the line at about \$6 million while CSX Corporation, the railroad's owner, puts the value at anywhere from \$19 to \$83 million."



15 Years Ago...

The National Trails System Act is amended to allow for the "railbanking" and interim trail use of unused railroad corridors. [Editor's note: A year later, Washington Area Bicyclist Association Vice-President Peter Harnik writes Maryland-National Capital Park and Planning Commission inquiring about reuse of Georgetown Spur if it were to be abandoned...The rest, as they say, is history.]

90 Years Ago...

Metropolitan Southern Railroad Company builds 4.5 miles of rail line from Chevy Chase to the District line. The newly-named Georgetown Spur passes under present MacArthur Boulevard through the Dalecarlia Tunnel (photo), whose red-brick facing is considered a work of art.

DIAL UP TRAIL CONDITIONS AND EVENTS

Be the Coalition's eyes and ears the next time you're out on the Trail-- call the CCCT "User & Events Hot Line" at 202-234-4874, box 8, and leave a message on trail conditions that you've encountered, or on any issue which might impact the Trail. The Hot Line message provides trail users with weekly updates on trail status, conditions, and Coalition events.

If you're new to the Capital Crescent Trail, leave your name and address to receive an membership brochure. After reading it, we hope you'll support the CCT and become a member of the Coalition

MARK YOUR CALENDERS! You won't want to miss these CCCT events . . .

THE WISCONSIN AVENUE TUNNEL DEDICATION CEREMONY

Saturday, August 15, 9:30 a.m.
West Entrance of Tunnel, Woodmont & Bethesda Avenue

and . . .

"WELCOME TO FALL" BIKE RIDE

Saturday, September 26, 10:30 a.m.
Bethesda Avenue Trailhead
(see page 10)

Capital Crescent/Rock Creek Trail
"Welcome to Fall" Bike Ride
SATURDAY, SEPTEMBER 26, 10:30 A.M

Meet at the usual spot - the Bethesda Ave. trailhead - and ride through the newly-completed tunnel! We'll follow the following route, although we may skip miles 3.2 through 5.9 due to the erosion on that section of the Trail. No go if rain - to confirm if doubts, call the CCCT Events Hotline, 202-234-4874, box 8. Helmets required.

S - STRAIGHT	X - CROSS
L - LEFT	TRO - TO REMAIN ON
R - RIGHT	

00.00 **START** - Capital Crescent Trailhead, Bethesda Avenue. GO RIGHT (east) on Bethesda Avenue. **CAREFUL! AUTOMOBILE TRAFFIC!**

00.05 X Woodmont Avenue.

00.1 X Wisconsin Avenue, then L on immediate R onto Willow Lane.

00.2 L onto 47th Street

00.3 R into Filbert Street Park, 10 yards later, L onto paved path, then L onto crushed-stone Trail. Follow "Georgetown Branch" signs for next 4 miles.

01.5 Veer R, then X Connecticut Avenue, at light. Then L on sidewalk for 25 yards, R TRO Trail.

02.2 **CAUTION - DANGEROUS INTERSECTION!**
 L on sidewalk at Jones Mills Road, go a few yards, X intersection at light, then continue L a few yards on Jones Mills to Susanna Lane.

02.3 R on Susanna.

02.4 R onto "Georgetown Branch" leading into Rock Creek.

02.6 R onto Rock Creek Trail.

03.1 L at "Georgetown Branch" sign leading to stairs onto synagogue parking lot. Water, restrooms.

03.2 X parking lot, L onto Freyman Drive, up hill.

03.4 L onto Terrace Drive.

03.5 X Grubb Road, S onto crushed-stone Trail. Follow Trail one mile to Trailhead at Stewart Avenue in Silver Spring.

Ride Thru Tunnel!



- 04.5 Backtrack on CCT towards Rock Creek.
- 05.5 BL and S onto Terrace Drive.
- 05.6 R onto Freyman Drive, down hill, past synagogue parking lot.
- 05.9 R onto Meadowbrook Lane.
- 06.0 **CAUTION - DANGEROUS INTERSECTION!** X East-West Highway at light, S TRO Meadowbrook.
- 06.2 R at stop sign, TRO Meadowbrook.
- 06.5 Candy Cane City, R at stop sign, over bridge.
- 06.6 L onto Beach Drive. **CAREFUL! AUTOMOBILE TRAFFIC!**
- 07.0 S at DC line - Begin auto-free-on-weekends Beach Drive for next 4 miles.
- 09.5 S at stop sign TRO Beach Drive.
- 11.0 BR onto bike trail, S at stop sign, S thru parking lot TRO trail.
- 11.2 Pierce Mill.
- 11.5 L over creek bridge TRO trail.
- 12.5 BR before tunnel TRO trail.
- 13.2 **CAUTION - DANGEROUS INTERSECTION!** X Rock Creek Parkway.
- 15.2 R at Virginia Avenue into parking lot.
- 15.3 BL on bridge towards Potomac River, R at river.
- 15.5 R at sundial next to Sequoias, onto 30th Street.
- 15.6 L onto K Street. **CAREFUL! AUTOMOBILE TRAFFIC!**
- 16.2 S under archway -- Begin Capital Crescent Trail.
- 18.7 S at Fletcher's Boathouse. (Rest rooms)
- 20.7 S at Little Falls Trail TRO Capital Crescent Trail.
- 23.0 **CAUTION - DANGEROUS INTERSECTION!** X Little Falls Parkway.
- 23.7 Arrive Bethesda Trailhead.



HOW DO I FIND THE CCT FROM VIRGINIA?

FROM ROSSLYN, cross the Potomac on Key Bridge. At M Street, turn right (east), right again on Wisconsin Ave. (south), and right one more time (west) on K Street (under the Whitehurst Freeway). K St. ends as you approach the Washington Canoe Club. You'll see the CCT trailhead straight ahead.

FROM NORTH ARLINGTON, go north on either Glebe Road or Military Road to cross the Potomac on Chain Bridge. Take the ramp down off the bridge before Canal Road. This ramp puts you on the C&O Towpath. Take the Towpath south (towards Georgetown) about one mile to Fletcher's Boat House. The CCT is the paved path, 2 miles north of K St./Georgetown trailhead. Backtrack north if you want to head towards Bethesda/Silver Spring; continue south if Georgetown is your destination.

To receive a CCT map, send \$1.00 and a SASE to CCCT, Box 30703, Bethesda, MD., 20824 (Map is free with membership).

Yes! I Want To Help Complete The Capital Crescent Trail!

Name(s) _____ (H) _____ (W) _____
Address _____ Apt. _____
City _____ State _____ Zip _____

\$100* SPECIAL HONOR MEMBERSHIP

Commemorative rail spike, your name on our annual report, action alerts and subscription to our newsletter. [Rail spike: yes no]

\$60 * SPONSORING MEMBERSHIP

Newsletter subscription, action alerts.

\$30 SUSTAINING MEMBERSHIP

Newsletter subscription, action alerts.

\$10 INDIVIDUAL MEMBERSHIP

Newsletter subscription, action alerts.

*T-shirt, if desired. Circle size: M L XL

New member Renewing Member

Thanks for your efforts to Open The Tunnel!

Here's an additional contribution of \$ ____.

Make checks payable to: The Coalition for the Capital Crescent Trail, P.O. Box 30703, Bethesda, MD. 20824

Detailed four-color map of the Capital Crescent Trail with historical perspectives is free to new members.

All contributions are tax-deductible.

CALENDAR OF EVENTS

All events are rain or shine, unless noted. To confirm any event, call the CCCT, 202-234-4874, box 8

Saturday, August 15, 9:30 a.m. CEREMONIAL OPENING OF THE WISCONSIN AVENUE TUNNEL, at the tunnel's Bethesda/Woodmont Avenue side. Bethesda Metro. ♿ (See page one)

Monday, August 17, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro.

Indoor bicycle parking. *Guests are welcome!* ♿

Monday, September 21, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro.

Indoor bicycle parking. *Guests are welcome!* ♿

Saturday, September 26, 10:30 a.m. BIKE RIDE of the CAPITAL CRESCENT/ROCK CREEK TRAILS. Start/end at Bethesda trailhead (Woodmont & Bethesda Ave). Easy pace with rest stops; lunch at Pierce Mill. NO GO if rain 50% or better. Call if unsure: 202-234-4874, box 8. (See page 10.) Helmets required!

Monday, October 19, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro.

Indoor bicycle parking. *Guests are welcome!* ♿



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