

## JOINT RESOLUTIONS

WHEREAS, This proposal is a welcomed alternative to the prospect of a government subsidized operation and a vital contribution to the restructuring process mandated by the Regional Rail Reorganization Act; and

WHEREAS, The Southern proposal is the only plan to emerge thus far which addresses itself to the important community and economic goals of the Regional Rail Reorganization Act; and

WHEREAS, Southern acquisition and operation of the Delmarva lines will relieve CONRAIL of the burden of providing rail service to the Delmarva region...a region which has not been central in the USRA's strategic options planning; and

WHEREAS, The Southern proposal will assure continuation of vital rail service on the Delmarva peninsula; now, therefore, be it

RESOLVED, BY THE GENERAL ASSEMBLY OF MARYLAND, That the Southern Railway System proposal be adopted [[immediately]] and approved by the United States Railway Association, the Interstate Commerce Commission, the Rail Services Planning Office of the Interstate Commerce Commission, the Senate Commerce Committee, and the House Commerce Committee for incorporation in the final system plan; and be it further

RESOLVED, That copies of this Resolution be sent to the United States Railway Association, Washington, D.C.; the Interstate Commerce Commission, Washington, D.C., the Rail Services Planning Office of the Interstate Commerce Commission, Washington, D.C.; the Senate Commerce Committee of the United States Senate, Washington, D.C.; and the House Commerce Committee of the United States House of Representatives, Washington, D.C.

Approved May 15, 1975.

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No. 48

(House Joint Resolution 49)

A House Joint Resolution concerning

State Share of Oil Import Duty Revenues

FOR the purpose of urging the Maryland Congressional Delegation to support legislation to provide for