

## Delmarva Peninsula Rail Lines

FOR the purpose of expressing the support of the General Assembly of Maryland over the efforts by the Governor to resolve obstacles to the continuation of rail service on the Eastern Shore.

WHEREAS, The continuation of rail service is vital to the economy and industry of the Eastern Shore of Maryland and of the entire Delmarva Peninsula; and

WHEREAS, Failure of the Southern Railroad to acquire the bankrupt and abandoned rail lines on the Delmarva Peninsula will cause severe economic losses to industries which rely on rail transportation in this area by isolating the Eastern Shore of Maryland from other markets; and

WHEREAS, The Governor of Maryland, the Honorable Marvin Mandel, was instrumental in persuading officials of the Department of Transportation, the Southern Railroad and the Brotherhood of Railway and Airline Clerks to resume negotiations so the orderly takeover of rail service on the Eastern Shore can be accomplished without delay; and

WHEREAS, Unless an agreement is reached quickly and without interruption in service, thousands of citizens on the Eastern Shore will be subject to hardship, grave economic losses and the possible loss of millions of dollars in industry; now, therefore,

BE IT RESOLVED BY THE GENERAL ASSEMBLY OF MARYLAND, That the members of the House of Delegates and Senate support the Governor of Maryland in his tireless efforts to resolve any obstacles to the continuation of rail service on the Eastern Shore and offer their encouragement and help in any way to assure that this section of Maryland will not be abandoned and isolated from important trade markets because of a lack of adequate transportation; and be it further

RESOLVED, That copies of this Resolution be sent to the Honorable Marvin Mandel, Governor; to the Honorable Harry Hughes, Secretary of the State Department of Transportation, Baltimore-Washington International Airport, Baltimore, Maryland 21240; and to the Honorable William Coleman, Secretary of the Department of Transportation, Washington, D.C.

Approved May 4, 1976.