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March 1, 2024

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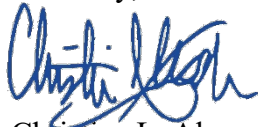
Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *The Maryland and Delaware Railroad Company – Modified Certificate of Public Convenience and Necessity* – STB Docket No. FD 29830

Dear Ms. Brown:

Please find enclosed the Notice of the Maryland and Delaware Railroad Company of Partial Termination of Modified Certificate of Public Convenience and Necessity for filing in the above referenced proceeding.

Sincerely,



Christian L. Alexander

**Before the
Surface Transportation Board**

**STB Docket No. 29830
– Partial Termination of Modified Certificate
Of Public Convenience and Necessity**

**STB Docket No. 29830
The Maryland and Delaware Railroad Company - Modified Rail Certificate – Trail Use
Request**

**Notice of The Maryland and Delaware Railroad Company
Of Partial Termination of Modified Certificate of Public Convenience and Necessity**

Pursuant to 49 C.F.R. § 1152.24, The Maryland and Delaware Railroad Company (“MDDE”) hereby submits this Notice of its intent to terminate service over three segments of the line known as the Cambridge Secondary Track between Seaford, DE, and Cambridge, MD. This line, among others, is addressed in MDDE’s modified certificate of public convenience and necessity issued by the Interstate Commerce Commission in *Maryland and Delaware R. Co. – Modified Rail Certificate*, Finance Docket No. 29830 (Service Date Feb. 9, 1982) (the “Modified Certificate”). A copy of the Modified Certificate is attached as **Exhibit A**. These line segments are described as follows: (1) an approximately 8.23-mile segment of line located in Dorchester County, Maryland from approximated valuation station 1714+31 +/-, as shown on valuation map V3-68, at approximate Milepost 32.47 at Cedar Street in Cambridge, Maryland, to approximate valuation station 1280+00 +/- as shown on valuation map V3-60, at approximate Milepost 24.24 at US 50 – Ocean Gateway near Linkwood, Maryland; (2) an approximately 6.1-mile segment of line located in Dorchester County and Caroline County, Maryland from approximated valuation station 1637+80 +/- as shown on valuation map V20-32, at approximate Milepost 31.2 at Broad Street in Hurlock, Maryland, to approximate valuation station 1315+90 +/-, as shown on valuation map V20-26, at approximate Milepost 25.1 near Railroad Avenue in Preston,

Maryland; and (3) an approximately 0.4-mile segment of line located in Dorchester County, Maryland from approximated valuation station 1642+28 +/- as shown on valuation map V20-32, at approximate Milepost 31.28 in Hurlock, Maryland, to approximate valuation station 1663+10 +/-, as shown on valuation map V20-26, at approximate Milepost 31.68 at Delaware Avenue in Hurlock, Maryland (collectively hereinafter referred to as the “Segments”). A map of the property depicting the Segments is attached as **Exhibit B**.

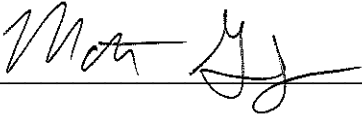
No service has been operated over the Segments for a number of years, and the Segments along with other connecting portions of the Cambridge Secondary Track have been embargoed for several years due to deteriorated track conditions. MDDE requests that the Board partially terminate the Modified Certificate as it applies to the Segments. MDDE will terminate service sixty (60) days following the date of this Notice.

MDDE conducts freight operations on the lines authorized in the Modified Certificate pursuant to an agreement dated June 25, 2008, as amended, with the Maryland Transit Administration (“MTA”), the fee owner of the Line. Because of a lack of requests from shippers, no freight service has moved over the Segments for a number of years. As a result, MDDE is not providing notice to any shippers at this time.

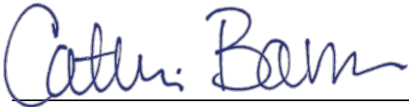
Additionally, we are advised that Dorchester County, Maryland (the “County”), is simultaneously filing a request for Notice of Interim Trail Use for the Segments in order to construct a recreational trail. The County has indicated that it is willing to serve as the trail sponsor pursuant to the requirements set forth at 49 C.F.R. § 1152.29. MDDE does not object to the County’s request for interim trail use authority, under which the County proposes to enter into a trail use agreement with MTA.

Submitted this 1st day of March, 2024

Witness:



**The Maryland and Delaware Railroad
Company:**

By: 

Cathrin Banks
President and General Counsel

Exhibit A

Modified Certificate

[attached hereto]

CC

SERVICE DATE

FEB 9 1982

INTERSTATE COMMERCE COMMISSION

Finance Docket No. 29830

MARYLAND AND DELAWARE RAILROAD COMPANY

Modified Rail Certificate

January 29, 1982

NOTICE:

On January 6, 1982, a notice was filed by the Maryland and Delaware Railroad Company (M&D) for a modified certificate of public convenience and necessity under 49 C.F.R. 1120A, published at 45 Fed. Reg. 53827. As of that date, this carrier is authorized to provide service over (1) the Maryland Department of Transportation lines between Townsend, DE to Chestertown and Centreville, MD approximately 55 miles; Clayton, DE to Easton and West Denton, MD, approximately 53 miles; and Seaford, DE to Cambridge and Preston, MD approximately 37 miles and (2) Worcester County and the Snow Hill Shippers Association lines between Frankford, DE and Snow Hill, MD approximately 27 miles.

The line described under #1 above is owned by the Maryland Department of Transportation and the line described under #2 will be owned by Worcester County. The lines were previously operated by M&D as a designated operator (D-OP-24).

This notice shall be served upon the Association of American Railroads (Car Service Division) as agent of all railroads subscribing to the car-service and car-hire agreement, and upon the American Short Line Railroad Association.

By the Commission, Heber P. Hardy, Director, Office of Proceedings.

(SEAL)

JAMES H. BAYNE
ACTING SECRETARY

Exhibit B

Map of the Segment

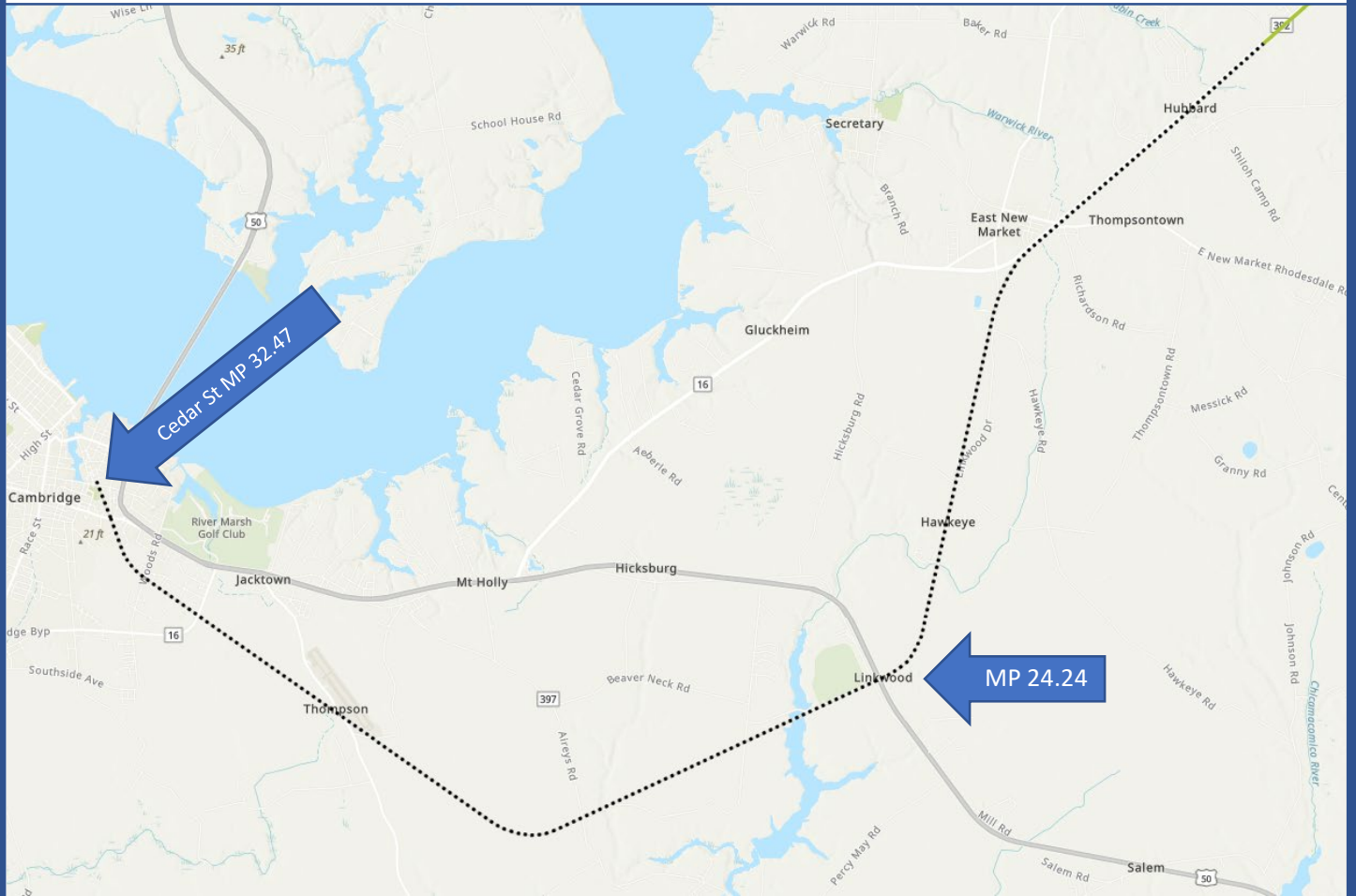
[attached hereto]

THE CAMBRIDGE SECONDARY

Inactive Section

Linkwood, MD to Cambridge, MD

USRA LINE 168



Legend

- Active
- Railbanked-Active
- Inactive
- Railbanked
- Abandoned

November 29, 2023
MDOT TSO, RIF

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
FREIGHT RAIL LINES



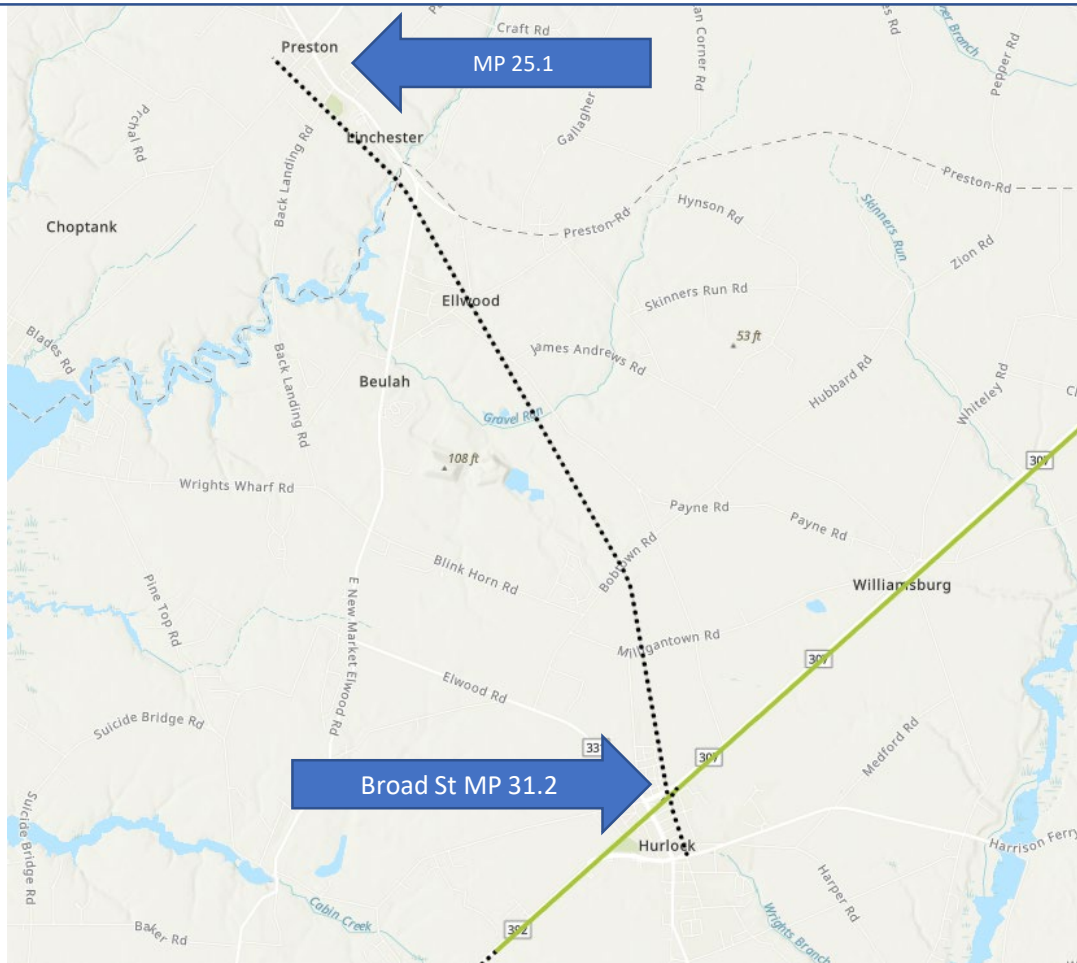
Map showing inactive sections of the Cambridge Secondary. The Maryland & Delaware Railroad, Contracted Operator and holder of modified certificate of public convenience.

THE PRESTON TRACK

Northern Section

Hurlock to Preston, MD

USRA LINE 152



Legend

- Active
- Railbanked-Active
- Inactive
- Railbanked
- Abandoned

November 29, 2023
MDOT TSO, RIF

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
FREIGHT RAIL LINES



Map showing
inactive sections of
the Preston Track.
The Maryland &
Delaware Railroad,
Contracted
Operator and
holder of modified
certificate of public
convenience.

THE PRESTON TRACK

Southern Section

Hurlock, MD

USRA LINE 153



Legend

- Railbanked-Active
- Inactive
- Railbanked
- Abandoned

November 29, 2023
MDOT TSO, RIF

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
FREIGHT RAIL LINES

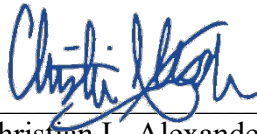


*Map showing
inactive sections of
the Preston Track.
The Maryland &
Delaware Railroad,
Contracted
Operator and
holder of modified
certificate of public
convenience.*

CERTIFICATE OF SERVICE

I certify that I have this 1st day of March 2024, caused copies of the Notice of Partial Termination of Modified Certificate of Public Convenience and Necessity of the Maryland and Delaware Railroad Company to be served by first class mail, postage prepaid on the parties listed below:

Dorchester County, Maryland
County Office Building
501 Court Lane
Cambridge MD 21613
Attn: Jeff Powell

A handwritten signature in blue ink, appearing to read "Christian L. Alexander", written over a horizontal line.

Christian L. Alexander