

**Montgomery County Historical Society Oral History Collection**

**Narrator: S. Frank Shore (FS)**

**Interviewer: J. Paul Van Nevel (PVN)**

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**PVN:** This is Paul Van Nevel and I am interviewing Senator S. Frank Shore in the Beall Dawson house on October 18, 2005.

**PVN:** Senator Shore, you moved into Montgomery County in what year?

**FS:** 1956.

**PVN:** And you came out of where?

**FS:** Washington, D.C.

**PVN:** What was early life like in Montgomery County, do you remember?

**FS:** Yes, I used to come on the bus from Chevy Chase Circle. We had just moved to Kensington and I had to catch the last bus at 10:45 to get to Kensington. If you missed that bus you would have to walk the eight miles from Chevy Chase Circle to Kensington, to get home.

**PVN:** Where did you go to school and where did you graduate?

**FS:** I went to Henry T. Blow Elementary School, Holy Name Catholic School on West Virginia Avenue in D.C.

**PVN:** Was that elementary too?

**FS:** Elementary. Then I went on to Eliot Junior High School which is right across the street from Eastern High School and then I went to Eastern for two months and then we moved. In those days you had to move to the school in that district. so then we moved to the McKinley Tech High School.

**PVN:** You moved to Cromwell Terrace North East?

**FS:** Cromwell Terrace North East, correct. And then from there, in 1955 I was recruited to come to St. Anthony's High School in Brookland, in D.C. at 12<sup>th</sup> and Monroe streets and I was one year there at St. Anthony's where I graduated in 1955.

**PVN:** Last year you celebrated your 50<sup>th</sup> anniversary.

**FS:** 50<sup>th</sup> anniversary this year. June 5, 1955. It is 50 years since I graduated. That was the class of 1955 at St. Anthony's and I am happy to tell you I graduated.

**PVN:** What about your military service?

**FS:** I was in the U.S. Army in 1956 to 1962. Two years active duty started in Ft. Jackson, South Carolina where we went on a troop train. From there we were flown to Ft. Hood, Texas, the largest military base in the world.

**PVN:** Is that outside El Paso?

**FS:** No, that is 600 miles away. This is near Killeen, Texas and Waco and Rattlesnake, Texas right in the center of Texas. It is the largest military base in the world. It is a tank training center and it is so large there are four base movies on it. If you miss the movie at Fort Hood at one base you had four opportunities to see the movie at Ft. Hood two, three, four. From Ft. Hood, I left

there in late '56 on a troop train to 'operation gyro' going to Germany. We went on a troop train from Fort Hood, Texas to Chicago one day and then Chicago to the Brooklyn Army Terminal where we caught a troop ship to Bremerhaven, Germany. We were in Germany for two years and then the famous Elvis Presley replaced us. He was going to 'operation gyro' when I was coming back to the 'zone of interior' in Brooklyn, New York. Elvis Presley's ship was coming to Germany so Elvis Presley really replaced our unit when we left Bremerhaven. Thank God for Elvis Presley. We were so happy to hear he was coming and we were going back to the United States.

**PVN:** My full name is J. Paul Van Nevel. J. stands for John What does the S. in S. Frank Shore stand for?

**FS:** Samuel.

**PVN:** Do you have a story to tell us about that?

**FS:** Yes, when I was born, my grandfather was Frank S. Shore and my uncle was Frank S. Shore and my mother got it reversed at Columbia Hospital, must have been a little nervous after I was born, and she made it S. Frank Shore; S. Franklin. Franklin after Franklin Delano Roosevelt and so I was supposed to be Frank S. the third but I am S. Frank; S. Franklin Shore at birth.

**PVN:** Were your relatives named Franklin, too? After Franklin Roosevelt?

**FS:** Yes.

**PVN:** They were born before 1935 though.

**FS:** Yes but they were all in there with Franklin S.—no I correct that. They were not named after Franklin Roosevelt. I had the Franklin. The Frank on the tombstone is

Frank S. Shore over at Mt. Olivet Cemetery and that is where I will be buried. That is where my son Mark is buried. No, they were way before that. My great grandfather was John Shore. My grandfather was Frank S. and my uncle was Frank S. but they weren't named after—mine is the only one with Franklin and my mother put that in there but she reversed it. I was supposed to be Frank III, named after my grandfather.

**PVN:** What did you do for a living all these years?

**FS:** I worked at the C&P Telephone Company for 31 years as a messenger, coin box collector, setting up public telephones all over the metropolitan area. I then sold public telephones, number six booths of the earlier days of aluminum booths out on the highway. I did all that then I went into marketing. I marketed big switchboards, business setups, I would travel all over the Metropolitan area setting up communications equipment for businesses, small businesses, corporations, Chevy Chase Motors, GEICO, VITRO. Wherever communications were needed we set up switch board equipment.

**PVN:** When did you start at C&P?

**FS:** In 1956 and I retired in 1986. I had 31½ years service and at the time I was caring for my son Mark who had Multiple Sclerosis, so I was serving in the Senate, in the House trying to help Mark and going to work at the phone company simultaneously.

**PVN:** What got you interested in public service?

**FS:** That is a good question. I met my wife in 1959 and we were married on November 12, 1959, in Harrisburg, Pennsylvania and we moved to Langley Park—.

**PVN:** You have an anniversary coming up soon.

**FS:** That is right, it is coming too. We moved to Langley Park over on 1425 Kanawha Street. That is where we were first married. She was a nurse working at Providence hospital and we were living in an apartment just like we started when I was a kid on Maryland Avenue. Our first home, we moved to Troy Road, where I reside today, in 1960. When we got into the community I started going to civic association meetings with the Randolph Civic Association and I became the Vice President.

**PVN:** Is that near Randolph Road?

**FS:** That is right in the Randolph Hills community and we are in the third section and I was Vice President of the Randolph Civic Association. That was 1960 and I was brand new to the community and I got involved at the civic association level. When I first got into the civic association, there was big controversy there on the famous Rockville Freeway that was discussed in 1960.

**PVN:** What is the Rockville Freeway?

**FS:** Rockville freeway is the one you have been hearing about for 50 years.

**PVN:** The Inter County Connector?

**FS:** The Inter County Connector! The Rockville Feasibility Study, the Montrose Expressway. It had many names but it goes way back to the Rockville Freeway, when I first moved to Randolph Road. So I am sitting in all these meetings. This is 10 years before I got elected. Someone said, "You ought to run for public office." I ran in 1970. But listening to all these 10 years of horror stories about how the freeway was going to cut through this community and wipe out 70 homes on Viers Mill and come through Franklin Park. I had an earlier education on the Rockville Freeway but they kept renaming it.

**PVN:** The reason you ran for public office in the House of Delegates was because someone suggested it?

**FS:** Community interest, yes and I was involved in the Boy Scouts. They thought I would be a good candidate and I ran. I was fortunate to win my first election. Nine days after election night, 1970, I ran on the 3A, it was called district 3A then, district 1, representing the whole western side of Montgomery county, from Chevy Chase circle where I told you I caught that bus, all the way to the top of the county in Dickerson, Poolesville and Barnesville. It was like a district made up of little America. It had millionaires in Chevy Chase, farmers in Poolesville, it had Gaithersburg, every segment of society within that first district and I won. I won by 49 votes in 53 precincts. Nine days after the election the absentee ballots, I was behind 400 votes on election night. It was reported that I had lost election night in the old Evening Star. “He had lost and Harry Lerch, who had been an incumbent, had won on election night.”

**PVN:** Was he Republican?

**FS:** He was the Republican and I was the Democrat and in those in days they had the paper ballots, the absentee ballots came in and so for nine days we sat over here on the Board of Elections, which was over here by Richard Montgomery then and they would count each one, and went through all the absentee ballots and I came out winning by 49 votes and that was nine days—I don’t know why it took so long but it was a nine day process.

**PVN:** To count 400 ballots?

**FS:** To count all the ballots; the accuracy of it and I won by 49 votes so after I won I got the name of Frank ‘Landslide’ Shore. I had won by less than one vote per precinct in that district. It was really a major upset because we probably weren’t expected to win because in that huge area I am telling you about, we had to knock on many doors, visit many farms, reach many people. I can remember in that first election we had Dickerson. Have you ever been up to Dickerson?

**PVN:** I have been up there because of the plant.

**FS:** Well, just past there, there is a little church in Dickerson and they had a ham and oyster dinner. I remember going to this particularly. They had the old storm doors where they opened the storm doors and the ladies were cooking the ham and oyster dinner and I was up there campaigning at Dickerson, just past the power plant. You go into Dickerson, it is on the left hand side. This is a 1970's story and I can remember this fellow was in there and he said, "I haven't had a chance to register to vote but I would like to support you but where would I get registered?" Well, in those days you had to come to the Board of Elections in Rockville to get registered to vote. It sounds like an easy thing to do. Coming to Rockville, the dividing line on the county, was anything above Falls Road. Falls Road out here was considered up-county, way up-county. Dickerson, like a half day trip. So here is a guy, working his farm who wants to vote. He is in Dickerson, he has to come all the way down to Rockville, put his tractor away, get the horse and buggy out and come to Rockville to register to vote.

**PVN:** In subsequent elections, did you have the same district?

**FS:** No. That was my first district, 3A, from 1970 to 1974. Then the state was re-apportioned from the 10-year census. Then I got the district which was called district 17 which was Rockville, Gaithersburg and Garrett Park; the town of Garrett Park, the city of Rockville, the second largest city in Maryland in those days, and the city of Gaithersburg. I called that the Metro district. The train went right through the district so I came into district 17 which was a much more homogeneous district than the vastness of the old district 1-3A, the whole western side of the county.

**PVN:** So subsequent elections, you won by more than 49 votes.

**FS:** Yes, I increased the margin but I did that working with the wonderful team of Judge Jim

McAuliffe who was the senator in those days, he later became a judge, the late Senator and County Executive Charlie Gilchrist, my good friend here on 405 W. Montgomery Avenue who ran for the Senate, so we had a great team effort. We called it the Green Team. The Green Team in District 17, and on my shirt we called it the Shore line. The Shore line was from Gaithersburg, into Rockville and to Garrett Park. We worked the train. I was one of the founders, major supporters of the Metro system. We spoke at the Friendship dedication, we were at the Rockville train station, we were big supporters after the late Congressman, Carlton Sickles, who was really the father of the Metro system. At WINX radio, I used to do the 'all aboard, Metro is a'comin.' We would do a lot of promotion. In fact, one time we put ads in the paper about the coming of Metro which is a pretty successful mode of transportation.

**PVN:** You came to succeed Charles Gilchrist because he had been the senator from district 17 before you.

**FS:** That is right.

**PVN:** Why did he choose not to run? Was it because he was becoming an Episcopal minister?

**FS:** No, Charlie Gilchrist was living with me in Annapolis. We were serving and he was in the Senate, I was in the House of Delegates. We roomed together. There was a fellow named Tom Stone and others who were with the Park and Planning and they were encouraging Charlie to run for County Executive. That particular year it got a little lonely in Annapolis because we would have these events scheduled in Annapolis and we would encourage people to come down from the county to visit the state legislature and of course Charlie, in those days, was then encouraged to come back to run for county exec.

**PVN:** And he did and he won.

**FS:** And he did and he won and then he endorsed me as the state Senate candidate. That is the



way I got—

**PVN:** That is how you transitioned from the House of Delegates to the Senate?

**FS:** To the Senate in 1978. I was for Charlie to stay in the state Senate and Charlie kept saying, “Well, they want me to run for county executive” and when Charlie went to the priesthood later on, that is when his son developed a brain tumor and then he entered the priesthood, an Episcopal priest. That was later. That didn’t have any influence on him at that juncture for the county executive. It was a group of people here in Rockville. One of them was Thomas Stone who is a practicing attorney. He was able to convince—there were others but that was around 1978. One of the great stories at the Maryland Inn that year when we were serving. I was in the House, Charlie was in the Senate. Charlie had come in with his entourage from the county and in those days the first county executive of Montgomery county was Jim Gleason. He had gotten elected in 1970.

**PVN:** He was a Republican.

**FS:** He was a Republican; that is correct. He came down, it was at the Maryland Inn and I remember this story very succinctly. It was in the little inn down there, it’s the oldest inn in Maryland—right across the street from the state capitol.

**PVN:** That is where Governor Marvin Mandel used to go all the time with his wife.

**FS:** That is correct. In the Maryland Inn. So here comes Charlie Gilchrist with this whole entourage from the county. I am in Annapolis. So Jim Gleason sees Charlie Gilchrist. He said, excuse the expression, “Who in the heck would want this job?” Gleason was in his eighth year of county executive. He was elected in ‘71, the first Republican and then, here is Charlie looking to succeed him and Jim Gleason, with a strong statement, something like, “who wants this job?”. In other words, he had eight years upon his shoulders and Charlie was seeking this job. That

exchange took place at the Maryland Inn and it stuck in my mind. Jim Gleason was a tough guy in public hearings and all. He was a strong defender of the county but he didn't come to Annapolis too often. When he came people listened and we were there to listen to the county's programs that day and here comes Charlie walking in like a kid in a candy store. "I'm seeking the county executive", like he was the new kid on the block. From that point on, we worked on getting Charlie elected to County Executive.

I had helped get Charlie elected to the state Senate in '74. From that '74 race, I'll go back to '74, we had to work out the strategy because the late Tommy Anderson, that I told you about at the Beall-Dawson house working on that clock that we keep hearing going off—Charlie Gilchrist was the upstart state Senate candidate to unseat Tommy Anderson, the Republican, the judge's son. Well, we had to work out a south to north strategy and so we worked out, Tommy Anderson's father, Judge Anderson, they all lived here in Rockville and Charlie lived up the street here at 405 West Montgomery and Andy Sonner lived at 205. I'm in Randolph Hills in the south, the southern part of the 17<sup>th</sup> district from the start. We went along Dewey Road, in those days Dewey Road, which is way down there off Randolph Road and we registered a lot of new voters down there who are disenfranchised. Charlie and I met them for the first time. Charlie won that race by 1200 votes. He was not suppose to win. The '74 election, we worked out a strategy and Charlie was successful for the state Senate replacing Judge Jim McAuliffe who had been the chief of police's son, Jim, and James McAuliffe's father was Chief of Police back in those days—and he was the senator—lives down here in Copenhaver, and still living. So that strategy from the district 1-3A, where I told you the whole western side of the county campaign which was awesome, then was condensed into district 17 working out a little different logistics and we worked that, that way the late Charlie Gilchrist was elected.

**PVN:** I want to get into the issues that got you elected and kept you in the office but before that, are you still involved in politics?

**FS:** Sure.

**PVN:** You are?

**FS:** Everything. I go to luncheons in Annapolis, I go to the William Donald Schaefer lunches. I see different political leaders and different things. I am involved in the Multiple Sclerosis Foundation and doing a lot of things. I am very involved. My son, Matt, who was the president of the Randolph Civic Association, he has kind of followed in my footsteps. The one who is still at home, so he has done some wonderful things. My late son Mark served on the commission with 'People With Disabilities' for seven years and I served three years as a parent of a disabled son. He got all the curb cuts in Montgomery County for the people in wheelchairs and disabilities.

When Mark came down with multiple sclerosis, he lived for 17 years with the disease. He went to Montgomery College, graduated on the stage with his walker, he went to Salisbury State University and he went to the University of Maryland. All these things he did was after he got the disease. He had a speaker phone in his room and he was serving on this commission here in Rockville and he did all these marvelous things and never complained about his disability. He went on doing these other things. All three of my sons went into the Air Force at the same time.

**PVN:** Who was the third son? Greg?

**FS:** Greg, Sam Frank and Mark. Remember the TV show, 'My Three Sons'? They showed them being inducted into the Air Force? Well, Mark went into the Air Force with his two brothers. We have a picture. He is in the Congressional Record. Mark is in the Congressional Record as going into the Air Force with Frank and Greg and the Air Force found he had Multiple Sclerosis so he couldn't go on with his brothers to serve the nation, and Charlie Gilchrist sent them all off with a ceremony up at the county office building. So when the other two went on to serve in the Air Force, Mark went on to Montgomery College, Salisbury State and doing all these things for 17 years until his death in '98, that he was doing. When I talk about and think of all the things he accomplished, he did them after he had the disease.

**PVN:** That is amazing.

**FS:** It was an amazing story.

**PVN:** Now tell me about the issues that got you elected to the House of Delegates and what issues kept you in office all these years?

**FS:** Well, it started off as the Rockville Freeway and the Rockville Freeway was certainly a gnawing point in our community and of course, we were the ones with the late Idamae Garrott, you recall the late Idamae Garrott, she was the president of the county council and then she became a state senator. To carry on with the 50-year Rockville Freeway issue we were talking about earlier—when I first got to the community, the Rockville Freeway, we went out to Herbert Hoover one night in 1971 with Senator Jim McAuliffe. At Herbert Hoover, there were 1200 people hanging from the rafters over there about this freeway.

**PVN:** You mean Herbert Hoover Junior High School?

**FS:** Herbert Hoover Junior High School. There were 1200 residents over in that community that were fired up about the Rockville freeway that I had been listening to for 10 years from when I got to the community from '60 to '70 and here, I had just gotten elected by 49 votes and I am sitting out there in this hot seat at Herbert Hoover Junior High as I recall and so we left there. Of course, we were always opposed to the Rockville Freeway because it was going to divide between church and community coming down from 270 and it was going to go all the way to Laurel to the Contee Sand and Gravel. What we were doing, we were going to create a city over in Laurel, 198 coming out there at Route 1 and in order to get there, they had to start over here at 270 and Montrose. You will hear it discussed now. It is called the Montrose Parkway. They had to rename it about six times. But it starts about 50 years ago.

Now the Achilles tendon or the snail darter of the issue was the brown trout and the Paint Branch watershed over at New Hampshire and Randolph Road is a phenomena in that watershed

where the brown trout actually spawn like the snail darter in Tennessee. You remember they had the snail darter in Tennessee? Well we have the brown trout. In that forest, we could go over there this morning, they've got signs all around that it is protected by the Department of Natural Resources for the State of Maryland. This is where the Rockville Inter County Connector is supposed to go past the brown trout and with bridges and snow salt and all the other stuff and drop it down on the population of brown trout. Now, the brown trout is one of the six species of trout that were brought over from Germany so this was right in the heart of this connector getting over to the Contee Sand and Gravel and Prince Georges so they could start a new city like Bowie-Belair. In other words, this was a road to get from 270 over to 95, go through the Jewish Community Center down here with an elevated highway, to get the orange trucks, big oranges, quicker from Florida, get them up to New York. In other words, you would fly off 270 and cut right on across with this elevated highway and all these pieces—but the Achilles tendon to it was, they wanted to start it over here at 270 and Montrose. If they had probably started it at the other end, they would probably had it half finished but they wanted to start it over here where the 1200 people were, all the judges and doctors and everybody that lives in Old Farm, North Farm, Tilden Woods. I could just see the faces from 35 years ago at these hearings.

Well the fear of this highway got so big that the president of the Randolph Civic Association, Walter McKee—he was a Comsat engineer; he had six children, had a beautiful home on Brentford Drive; he was the president of the Randolph Civic Association when I got there—and every night he would talk about this fear of this highway behind his house that he had customized for his six children. He has got such fear of the highway, he sells his house and moves to Falls Road up here at Fallsmead, just of the other side of Falls Road and Maryland Avenue where it all merges over here on the other side of 270. He moves, he is gone. He has moved up to this new section in Fallsmead. I am talking up to a 20-year period now. I am elected. I am sitting in these hearings into the night. Twelve thirty, one o'clock at night over here at Rockville, the delegation is meeting with the State Roads Commission. I have been fighting the Rockville Freeway for 20 years. I looked up one night and I see Walt McKee out there because we stopped the Rockville Freeway and the way we stopped it, we stopped it with the late Idamae Garrott's plan of the Matthew Henson State Park, with is on the other side of Turkey Branch, which is one of the

links coming out of Viers Mill.

We turned that into a state park in the '80's. We had a bill signing with Governor Harry Hughes and that was a state park in this magnificent county. There was only one state park and that was Seneca Park. Well, we stopped it, I think it was in '86, '85, '86, Matthew Henson State Park became a reality between Viers Mill and Connecticut Avenue. It is still in that same corridor I am talking about so you can't get up through the state park. Since then—three years ago, two years ago—we, with delegate Hank Keller, we got that turned over to the county. It now is a county park and is going to be part of the Matthew Henson Hiker, Biker Northwest Corridor. It is a four-and-a-half million dollar project to link this into the Sligo, Northwest and Beach Drive. It is going to be a magnificent finish. I got that done through Governor Bob Erlich and he signed it into law two years ago. The late Idamae Garrott had passed away and there was a hearing at Park and Planning. I saw it in the paper and I said certainly, Idamae Garrott had already passed away. She couldn't be at the hearing so I went down to testify that night and we got that passed with all for the handicapped, the disabled veterans, and that is all being done right now. That was part of the Rockville freeway right away so we know the Inter County Connector can't go through there.

**PVN:** And this is an issue that got you elected in the first place to the House of Delegates?

**FS:** Absolutely, absolutely. It didn't mean anything, to those people in district one when we first got elected. I had that whole, area too but what were they concerned with down there? What were they concerned with in district one? That was a very similar thing. It was the East-West Highway-Connecticut Avenue under-over where Columbia Country Club is and the Connecticut Avenue going to Chevy Chase Circle. Those big trees. They wanted to remove four of those big homes on that corner and have it like Dupont Circle where East-West Highway would go this way, Connecticut would go this way—that was stopped dead in its tracks.

**PVN:** So the big issues were highway related?

**FS:** Road related. Road related. Transportation. Moving people. I was a major supporter of

‘Metro is a-comin’, the MARC train. I’ve done all kinds of support on all the transportation but road related, when it affected you, whether it be East-West Highway, and I am telling you about the Rockville Freeway, cutting across up to Contee over in Laurel and you’d say, “Why do people want to go from 270 to Laurel, anyway?” It is a major transportation hub. Well, the more we got into it and I found the brown trout one night and I relayed that to the late Idamae Garrott and she got a bus load of people on a bus and we went out to investigate.

We even had Ted, the late Ted Williams, the great baseball player, who was a trout expert, we even had his book and the six species of trout and there was a lady who had her cup at the Paint Branch water shed that drank from the cup to show the clarity of the water in the Paint Branch. It was like the canary in the mine for air quality. This was water quality and it is all protected by the state so how could the state devastate the brown trout population, which is protected by the Department of Natural Resources and on the other hand have the State Highway Department say, “we could do minimal damage to the brown trout” who were below in a snow storm when they were trying to put the snow salt up on the roads and it was running down. I don’t think the brown trout eat that snow salt. They like other things but snow salt is not one of their famous diets.

So we were into this and highway related and dividing communities. The one that comes down Montrose was going to divide the church from the chapel. It had such magnitude, and now what has taken place recently, is they talk about, it is called the Montrose Parkway. It is billed as, maybe a little Beach Drive, and some of these right-of- ways, we are still talking about and it is to relieve some of the traffic on Montrose. The road is now supposed to get over to Merchant’s Tire which is right there by Randolph Road. Originally, Randolph was going to be closed—in the original plan—and was supposed to go over the train and you wouldn’t go down Randolph Road. It was going to be the Rockville Freeway and then it was going to wipe out those homes as you come down to Turkey Branch past Viers Mill Village!

There were 70 homes that were going to be removed, just devastated—little second world war homes in there—so it was a major thing. Now they are inching along with it. They are talking about the Montrose Parkway. It is billed, not as a state project, it is billed as a county project. Much needed but it hasn’t been built yet and it is the same right-of-way that goes down behind La Madeleine Restaurant and that shopping center. All that green space in there is the old

state highway right-of-way. Those green trees behind. On the other side of the Jewish Community Center there is a green space between those homes and there is a Getty gas station back in there. It is a kind of a road to get over to the Merchant's Tire. It is a lot of pieces to this puzzle but it goes back over 50 years.

I wasn't in Annapolis then but it has been on the drawing board over 50 years and so now, I am told that the Inter County Connector, the last delegate that came out to the civic meeting last year, Delegate Richard Meldonato representing district 18. See, we are in district 18 now, we have been reapportioned that our new district is in 18. So he comes out to say the Inter County Connector—guess what the latest thing, is they talk about for the Inter County Connector? A toll road! A toll road! He was talking to the community about a toll road that you would get on the Inter County Connector and like, it would be non-rush hour it might be \$2 when you got on but if you got off at rush hour, it might jump to \$10. In other words, he was talking about a flexible toll they were talking about on this Inter County Connector that has been talked about over 50 years. I am talking about now, the part getting over to Laurel.

The little hidden piece over here, the Montrose Parkway billed as like a scenic little ambient trail you would wander, like going down through Beach Drive. Suddenly it is going to be a toll road. Do you follow what I am saying? It is like Route 66 going out to Dulles where you fly off here and you pay a toll to get off or you go to the airport if you get over here so all these things, now we hear about the toll possibility.

You would be like Charlie on the MTA. You know he got on the MTA and he couldn't get off because they kept raising the fare, the old Kingston Trio thing, "did he ever return? No he never returned?" Remember the Kingston Trio singing the old MTA in Boston? The 1897 subway, the oldest subway in the United States, Boston. New York, 1904. The oldest subway in the world? London, 1863. So, Charlie on the MTA. Will he ever return, no he never returned because they kept raising the rates. Well here we are talking about the Inter County Connector, 50 years later and Delegate Richard Maldanota is talking to us. Now, he is an elected official, District 18, serves on these committees. He is sitting in these same hearings that I am telling you about that I sat for 20 years.



**PVN:** What were your biggest accomplishments in the House of Delegates?

**FS:** Well, I got down in '71. I was a student driver education (safety issue) instructor at McKinley High School in 1954. You know, I was like the assistant to the teacher, Professor Jenkins was his name. I would go out on the plaza at McKinley Tech and teach drivers ed. We would take them out for road tests. In the earlier days, I was in the drivers ed with the AAA, American Automobile Association, and they would come over and those were the days when you had the clutch and the brake. There was no automatic transmissions in those days. I think they came out with power glide later on. Chrysler and Plymouth had fluid drive, they had some of those earlier days of automatic transportation.

I was a drivers ed teacher and then when I went over to St. Anthony's, it showed on my resume that I had taught drivers ed. So then I taught three of the nuns at St. Anthony's, including the principal, Mother Cornelia, how to drive. They had inherited a Plymouth from Elizabeth, New Jersey and they asked if I would teach them how to drive because they had inherited a car—which I went up and picked up and brought back to the convent—then I got three of the nuns their drivers licenses. I would travel around by Catholic University, up Brookland avenue, Taylor street, driving the nuns around so they were driving and I was teaching the nuns how to drive and we would drive past the playground where I played a lot of ball and they would see me riding around with the nuns. They said, “you were riding around with Mother Cornelia”. “Well” I said, “I am teaching her how to drive.” So, I had lots of experience driving and teaching people how to drive. My father taught my sister and I how to drive. You know where we learned how to drive?

**PVN:** Where?

**FS:** Mt. Olivet Cemetery over on Bladensburg Road where the Shore family stone is and where Mark is buried—I will be buried there, my grandfather, my aunts, uncles—because, you know why we learned how to drive in the cemetery? You couldn't hurt anybody there, my father said “Be sure you are safe and then proceed.” So we were into safety from the very moment that we drove. So then, I got into seat belt safety. In 1972 I introduced a bill with Judge Lenny Ruben to

put 'seatbelts save lives' on Maryland drivers licenses. It was rejected. There was an accident in Kentucky in '72, a lot of school children were killed. For 12 years I worked on seat belt safety, "seat belts save lives." I should have brought the belt, I meant to put it in my bag to show you. I've got the Maryland belt that I wore, all macramed in Maryland colors that I am "Mr. Seatbelt." So it took me 12 years, 12 years—

**PVN:** So you were in both the House of Delegates and the Senate before you got it fixed?

**FS:** Right And the way we got it done was again, with the late Idamae Garrott. The late Peg Schweinhout had introduced legislation about the terrible tragedy in Kentucky, saving all those children's lives and all. They weren't successful until 1984 with kids in safety seats. That is where you buckle up the infants, in their safety seats.

So, in '84, Idamae Garrott, I was a cosponsor, she was part of the kids in safety seats, and we got the kids in safety seats signed into law in '84. That was a long time from '72. We'd been working all these years, so we got the kids buckled up then we found out, well if the kids were buckling up, what if they become orphans as mom and dad's not buckling up, so then we parlayed that into the rest of the family. The family that buckles together stays together. So we had tragedies where children were saved in Pikesville, the parents checked out. They were wards of the state because they weren't buckled up. The kids were being saved.

So in '84, Maryland was the 35<sup>th</sup> state in the nation to get the kids in safety seats. We weren't in the leadership role, we were 35<sup>th</sup> out of 50 states in getting the kids buckled up. Then in '86, when we passed the first mandatory seat belt law, secondary violation—

**PVN:** Which were you? How long did it take?

**FS:** Two more years. Time flies when you are having a lot of fun. Two more years it took us to get the rest of the family buckled up and we were the 21<sup>st</sup> state in the nation. The first state in the nation to get kids in safety seats was Tennessee. There was a doctor down there from Vanderbilt University Hospital who was the leader in safety. Tennessee was the first state in the nation to get

kids buckled up and New York State was the first state with governor Mario Cuomo getting the family buckled up.

So those were the two leaders and we were 21<sup>st</sup> in '86 getting us into the "buckle up" program and I went out to Columbus Ohio as we became the 21<sup>st</sup> state in the nation. I represented Maryland with Major Ray [Cotton] from the Maryland State Police. We became part of the "buckle" up program. We were the 21<sup>st</sup> state in the nation so I went to that ceremony and spoke there in Columbus, Ohio with the Ohio State Highway Patrol in Columbus.

**PVN:** So that was your big accomplishment in the House and Senate in Maryland. What was your big disappointment?

**FS:** Big disappointment? I am a strong defender of human life so when I was first elected I was always the defender of life from '71 right on through until '90 when I participated in what I call the Super Bowl for Life goal buster in 1990 in which we held up the Senate for eight days. We were strong defenders of life and we still are.

**PVN:** Do you mean you were against abortion?

**FS:** Against abortion. We were elected for the pro-life stands in '70. I went through eight years in the House and then 12 years in the Senate and ended up in 1990 in an eight day filibuster in the battle for life.

**PVN:** Did you lose that battle?

**FS:** We won that battle because back in the Super Bowl for Life we won that filibuster but then I lost the subsequent primary election. I was a member of the 16 Blocks of Granite in Filibuster.

**PVN:** Is that how Delegate Mary Boergers got—

**FS:** That is how she got there.

**PVN:** She is a Democrat, too.

**FS:** She is a Democrat and she ran on the Democratic primary in 1990. I didn't get beat by a Republican.

**PVN:** She ran as a pro-abortion person?

**FS:** A pro-abortion person, that is correct. So they were all in the wings when I was in the eight day filibuster and we mirrored this after the late Johnny Unitas. He was the quarterback in the first super bowl so we couldn't fumble the ball and so I was getting reviews in USA Today. We got coverage—we were all over the country. Then we were targeted by groups like 'Emily's List' and these other groups but Mary Boegers was the Democratic candidate so I had never been challenged by a Democrat in a primary. The five elections that I won were all against Republicans. They put up heavy competition but this was an inside thing where she was running in the primary election which is a different race than a Democrat to Republican race.

**PVN:** Why are you pro-life? Is it because of your religion?

**FS:** I have always been pro-life.

**PVN:** Is it because of your religion?

**FS:** Well, I have always been father of five children. I have always been pro-life.

**PVN:** Very unusual for a Democrat to be pro-life.

**FS:** I know. That is why I am very unusual. I was at 7003 Delaware Street in 1970. These were

campaign workshops for 1970 election!

**PVN:** In Delaware Street in Montgomery County?

**FS:** Delaware Street in Chevy Chase, the home of Don Robertson who was later to become the majority leader, and the first election, there were seven of us on that 3-A and there were two Senators from that side of the county. Two Senators and seven Delegates and I was the only one at that caucus to express an interest in pro-life so mine goes way back. Then my wife got me out one night. My wife is a nurse, as I said, and she has been involved in nursing her whole life. She worked at Suburban. She resigned from Suburban when they started doing abortions. It goes way back. As a father of five, you know when you find out you are expecting a child, that is when your wife tells you it is dinner time. So, the mystery of life, we all know how we got here, we don't know how we are leaving.

**PVN:** What about if your personal views got mixed up with the state laws.

**FS:** That wasn't where I was at. The religious part of it at all. As a father of five children, it was real life and it was a gamble. There was a gal right across the way from Mark's partner. She adopted a child two years ago. Now she delivered a child and this was a young gal who was going to abort and she teaches music. She saved this young gal from—but the strong point about life has always been something we have always cherished and so even when Mark was at death's door with Multiple Sclerosis attacking his voice and his eating abilities and all that stuff, we have always been strong defenders of life across the board, whether it be the elderly, the handicapped, the unborn because there is nobody who is born who can jump up on the operating table and do a tap dance.

They need some care, they need some nurturing and so it is something which goes way back before—and I am a Roman Catholic but it is even further even than that, the degree of human life, it seems to me I gave so many talks; here we are, we've got some people who want to adopt, they are going to Romania and all these countries all over the world and then we have that heinous

thing come out in Wichita, Kansas a few years ago with the partial birth abortion. My God, that is almost like a Frankenstein movie that you are almost ready to be born and somebody decides they don't want you and you check out in the eighth month, the ninth and I tell you, it is like a horror story and as the father of five, I recall when Josie would tell me we were expecting another child the baby starts to jump in the womb at like four months, five months—.

**PVN:** You can feel it.

**FS:** It is moving around, it is kicking. You can imagine a mother carrying an infant, I don't know what her circumstances are, but this baby is jumping around in her uterus and at eight months what is it doing at eight months and you say, "Well I decided it is not a good time," or something. It, to me, is horrendous because once you see the birth, and it is the way we all got here.

**PVN:** Do you have a position on the Terri Schiavo case down in Florida?

**FS:** That was after me. I was in Tampa during that whole episode. When Mark was in his later years, I had selected a famous doctor who was in charge of the Shady Grove Adventist Hospital, very prominent. They had come to me on two or three occasions that, what were we going to do with Mark? In other words, there are people, certain people, who use the words 'the quality of life'. It is like you and I are sitting here today and what is our degree of quality of life? Well, it fits back to the Terri Schiavo thing where they said, "pull the tube", one said, "do this", the other one said, "do that." Well in Mark's case, he had just gotten a new [interruption in tape] and here Mark is sitting there getting the feed tube. I had gone over to get him a brand new replacement from Dr. Levine and he is in the handicapped van in a wheel chair and all and later that week he is taking a turn for the worse and I was out there and the doctor came in and said, "I have been after you to pull the tube." I said, "Well we just [clock chimes]—Tom Anderson, he is a wonderful man. He used to come over here to receptions.

Anyway, here we are, my wife is a nurse, she is at Mark's bedside, I am in the hallway talking to the doctor and she said, "I've been after you to pull more tubes" "I just got Mark a brand

new tube,” I said. She said, “That is like telling me that a man bought a new pair of shoes today wouldn’t be allowed to die tomorrow.” I am relating that to the Terri Schiavo thing. The person who decides when you are going is the same person who decides how you get here. It is a quality of life thing and I had selected this doctor in Annapolis and I said this doctor is going to be wonderful for Mark but it is an interesting dichotomy as to when—the only thing that was the lack of care from the impact itself that was causing the backup of the tube so there are lots of things to the care puzzle.

It is not just “Terri Schiavo wants to die and she told us while she could still talk” but it seems to me with that kind of decision making you would empty out many of the care facilities. There wouldn’t be any people in these care facilities if you used the same approach as ‘the man had a new pair of shoes’. These are not new, they need a shine right now, but to me that dichotomy and coming from my 30 some years and 20 years in Annapolis and I remember there were two doctors that stuck in my mind, the earlier debates on abortion. This is going back to 1970. One was Dr. Frank Coltrider from the University of Baltimore hospital who claimed to have done 400 abortions and then there was Dr. Helen Taussig—.

**PVN:** I worked at Johns Hopkins before I came here. She did the ‘blue baby’ operations.

**FS:** That is correct. You remembered the name?

**PVN:** Yes, I met her many times.

**FS:** Well, she testified at the first hearing. I was a neophyte legislator and these places were packed. They brought her in from Johns Hopkins. That is correct. The blue baby! Well, she was up in years. Very elderly lady.

**PVN:** This must have been in the seventies? She was up in years in the sixties.

**FS:** 1971.

**PVN:** She was killed in a car accident because she didn't have her seat belt on.

**FS:** That is correct. This is incredible. You knew of this lady?

**PVN:** I knew her, yes.

**FS:** So she comes and she is sitting at the hearing—in the St. John's auditorium and the place is packed, media—and she is in there and so when you are in these hearings and the legislature and the way it works is, the witnesses testify and the Delegates or the Senators ask the questions. There are no questions from the audience. The pros go first and the cons go second and then the questions, you know, are there any questions? Senator, do you have a question? Well, she was up in years and she had, maybe some sort of hearing device. She was having great difficulty hearing. When you ask a question you always want to write it down because if I ask her a question and she didn't hear the question, then you have to know what you asked a second time.

Now, it can be a ploy, if you follow what I am saying, like "I didn't hear you" but in this case I was sitting up there, I asked the question and of course, she hadn't heard the question and of course NBC, CBS, ABC, and whoever was there, everybody in the world was there and I am trying to get to the—[FOLLOWING SENTENCE UNCLEAR] because she came—save the blue babies, and then she was the amniocentesis, in other words, this started to develop if your wife had Down's syndrome.

**PVN:** [REMARK UNCLEAR]

**FS:** The amniocentesis, the fourteen day test and that kind of thing. Well then, I listened to all that and then they had Dr. Helen Taussig and that Dr. Andre Hellegers who was brilliant, who had been a Danish physician at Georgetown with the neonatology unit and he was the guy that was probably the most interesting of all these witnesses. He was the guy—at what point does life begin? What is the earliest survival rate? It was like 500 grams or a pound. This is the ones



where the premature and the babies born and what is the earliest stages that life can survive, that is out of the womb. He was the expert on that end of it and she was the expert on the blue baby and I am bringing it up to the stage for a minute because of my commitment to life. Back to the seat belt thing. It is an interesting dichotomy because later on, I am at Suburban Hospital with Dr. Peter Farney and Peter Farney is the shock trauma doctor down at Suburban and we were at a Chamber of Commerce meeting here in the county, like a breakfast meeting, we had coffee and doughnuts and danish and he wanted to know “How long do you live when your head hits the windshield in a 30-mile-an-hour crash?” And it is something like 37 seconds. He is in his medical smock. He is at this breakfast. I am with him, because I am the sponsor of the seat belt legislation, they invited me, and he is enlightening the business people in the county of how long it takes to die, 37 seconds as I recall; it is when your head hits the windshield and you get the ‘contra’ the brain smashes to the front of the skull and it goes back and hits the back of the skull and it is a 37-second thing. He is giving the technological stuff so I am coming from Dr. Helen Taussig and Dr Andra Hellegers from the ‘71 and then I am in the ‘80's with Dr. Peter Farney, you know, you have been in a crash. Bam! OK, get him down to the shock trauma or up to the shock trauma with doctor—oh, you know this name too.

**PVN:** Up in Maryland, you mean.

**FS:** The guy who founded---, the roly-poly guy who founded the shock trauma up at Baltimore.

**PVN:** I can't remember his name.

**FS:** I will think of it in a minute. I'm having a senior moment. But he is the guy who used to come down and testify and I've got a plaque from the group. He bought the—Dr. R. Adams Cowley. Dr. Cowley is the founder of the whole shock trauma in the United States and it all came about from his book ‘The Golden Hour’. He can get you in to Hopkins, Suburban with the helicopter and get you in within the hour, he's got a great chance of saving you.

I went to the shock trauma with Dr. Cowley and my God, it was the most awesome

experience that I think I ever had. He wanted to show me what happens in the shock trauma area. I am tying it in with Dr. Cowley, Dr. Peter Farney here, Helen Taussig, Andra Hellegers, all these famous people in medicine in the life thing. He took me to shock trauma, this is the greatest. We were waiting, it was really like a MASH unit. I go up there and the nurses are sitting on the table, waiting for the helicopter. They are eating a sandwich, like a tuna fish sandwich. You could cut the tension with a knife. I am in his office. He has caricatures all over the office like somebody would draw up at Ocean City. He had a humor like George Gobel. Remember the dry kind like George Gobel? So he said, "See this caricature here? That was people who had been at shock trauma and had survived." He wanted to know how they got there. In other words, how did you get to shock trauma?

Well this particular case was a Baltimore City police officer who was patrolling out on Highway 695. He was almost getting ready to be off duty but he had to relieve himself. He gets out of his cruiser and goes there in the bush to relieve himself. He goes back to his cruiser. He decided he was going to catch a smoke. He was a big guy. Large posterior. Lights up a cigarette behind his cruiser and he gets hit by an 18 wheeler coming around 695. His posterior is sticking out and they clipped it and he ended up in shock trauma.

**PVN:** How did he get there?

**FS:** By helicopter. So all these caricatures are all around his office and he gave me a copy of his book. Then we took the tour and the tour was really enlightening. We go up where the helicopter comes in. We cut right in line and shoos you right in. This is really something. I am up there around Thanksgiving time, a chill in the air. I saw actual patients he was saving. Every thing you could possibly see. The grand finale was going down to the bowels of shock trauma. There is a piece down there called the hyper baric chamber, the hyper baric chamber. It looks like Jules Verne, *Twenty Thousand Leagues Under the Sea* and its got these little port holes in it. I'm down there with Lou Panos. Lou Panos had been the governor's press secretary, he had been a Baltimore Sun reporter and he was the public information officer at shock trauma the day I went up.

Lou Panos, I knew him many, many years and here he is in shock trauma. He had never been for the tour. We had the pink booties on, the whole sterile suit and we were in there. When I got down to the hyper baric chamber after going through the entire process of this life saving institution—an amazing place—I looked through the portholes of this hyper baric chamber and I'm looking in and at least 40 or 50 people are looking out at me. They are in the chamber! Getting oxygen for the healing of the wounds. When I left there, I could still see these faces looking out at me and I am looking in there. It was like putting on a show and tell. And Lou Panos had never been there either. He was the public information. He was along with me and when we left there I headed up to Lexington Market to get myself a corned beef sandwich and I was listening to some carolers. It was between Thanksgiving and Christmas.

**PVN:** Did Dr. Cowley go with you?

**FS:** No, he had more patients to save. He was a stocky guy and he had developed all these techniques in the second world war. He was a surgeon in the second world war. He came from Utah, as I recall, and he watched the German surgeons, the swiftness of their surgery. In other words, they were a lot faster and he developed this technique and that is the way the thing was developed but it all came out of like a MASH tent in the second world war. He was a surgeon and just a magnificent man to watch. I have never been back since I saw a hyper baric chamber. It is like something—if people saw this, and he was equating that to the lives we had saved with the seat belts.

The seat belts, and these people would end up like Dr. Helen Taussig. She was in a critical crash. Didn't have her seat belt on. She hadn't heard my speech on seat belts. It is like "the people brakes" and in a 30 mile an hour crash it is like going up to the third story of a building and driving off head first and trying to catch yourself on your hands. If you go 40 miles an hour, you go up to the fourth story, you go 50 miles an hour you go up to the fifth story. Ain't nobody going to survive those kinds of crashes. It is the people brakes that keeps you in the seat and it all goes back to my father's "be sure you are safe and then go ahead" The other thing my father used to say was this. He used to say, we all lived in the city, OK? We were residents of D.C. and so we

would go to a stop sign and my father said “always go to a light controlled intersection, not a stop sign.” Because if you go to a stop sign and somebody would run a stop sign, and when they’d run a stop sign my father would look over and say, “well look, they’ve got Maryland tags on them” and he would say, “There goes one of those Maryland farmers.” I thought every body in Maryland was a farmer because my Dad, he told that story so many times, he said, “Look they just ran the stop sign. They didn’t realize it was here because they are from Maryland and they are farmers from Maryland”. I thought everybody in Maryland was a farmer. Then I found out that that wasn’t the case at all.

**PVN:** Tell me about the Republican party in the state. Is it as it was back in 1971 when Lerch almost beat you? You won by 49 votes.

**FS:** That whole western side of the county was a very big Republican stronghold. In fact, I would say, very powerful in those areas that I first ran into and I was just very fortunate to bring out the 49 votes in an election night because we unseated the late Newton Steers who was the senator then and there with the late, she just passed away, Louise Gore. Louise Gore and Newton Steers and Louise Gore was the, not the founder, but she ran the ‘Jockey Club’. She is Al Gore’s relative. They all had the ‘Jockey Club’ down there and she lived at Marwood, which is in Potomac, which is a big estate and Newton Steers had been the insurance commissioner and he lived on River Road, I was at his house one time for a function, and he was married to Jacqueline Kennedy’s sister. If he wasn’t at the state house he was at the White House. He was Newton I. Steers and then he later became a congressman.

**PVN:** Was he married to Lee Radziwell?

**FS:** I think that is it. I am trying to put all these things together. So you had Newton Steers, Louise Gore, you had Ed Clark. Harry Lerch is a very prominent attorney in Chevy Chase.

**PVN:** He is the guy you defeated.

**FS:** He is the guy that I got 49 votes. So, we unseated, in that year, 1970—we unseated the Republicans, the only Republican that survived that district, which was really their district. 3A was the Republican district, 3B was the Democratic district and 3C was the agricultural district up in Olney, Brookeville, up that way. When they had divided those three districts up, they had given that district, really, for the sake of discussion, to the Republicans, which they owned that district, so when I won, I won in a district that had predominate and the only one to survive was John McInerney who was a practicing attorney, who was the minority leader who had served with J. Glenn Beall, who was the U.S. Senator from Frostburg before Paul Sarbanes beat him.

Out of seven delegates and two senators, we swept that district except for Stu McInerney who then sat next to me and was a great pillar of knowledge. When I first got elected, he sat here and he had been in the front of the class. He had been in the minority leader for the House of Delegates before I got there. He since has passed away but I learned so much about the legislature from John McInerney, because all the other people with us were all brand new, we were all rookies. We say we were rookies in the major league. Here he was, and I would ask him questions and he had a famous statement, he said, “Listen, if you want to speak in the House of Delegates, you want to think about it once, think about it twice and think about it the third time because if you think about it three times someone else will already have said what you are going to say. There are 141 members in the House of Delegates. You are one of 141. Then, if they have already said it and you are doing a repeat type of thing; you only get X number of minutes to speak. If they get tired of listening to you then they turn you off.”

**PVN:** The other delegates?

**FS:** The other delegates. So he said if you wait three times—. Now, when he spoke, when he took the floor, “Mr. Speaker”—when he spoke, people listened, people loved him, and so there were some delegates who spoke all the time. If you get four people in the House of Delegates to stand up, they can cut your debate off. In other words, if you have been speaking ad nauseam in the House of Delegates, nobody is listening to you and then four delegates out of 141 can stand up and

cut off debate. In the Senate, you have the right to filibuster, that is a whole different body, but I learned so much from the late Stu McInerny that helped me win a lot of things. But you never spoke, you let the thing develop and then, when you really have something to say, you speak.

**PVN:** What issues did you not anticipate that came up in the House of Delegates and the Senate in Maryland?

**FS:** The bank scandals, remember the Savings and Loans back in the '80's? That was a major crisis. As always, one of the big things, the stadium authority, the inner harbor, lots of things that I was a major supporter of.

**PVN:** You came in after the Beltway was put in around Washington, right?

**FS:** I came in after the Beltway, the roller coaster and all that stuff. All that stuff was a big political thing between the congressmen. If you look at the Beltway—

**PVN:** But not in the state legislature.

**FS:** Right, but the congressmen all played a part in the federal highway; you know there is federal highway dollars and there is state highway dollars and all these beltways, whether it be 695 and 495, they also were a lot of political things because they were supposed to be 70 miles between turn-offs off the beltway. In some places you will see where they have gotten two or three more than there are supposed to be, something like a four mile stretch in there, but if you go up to 695, you will see where the congressmen played a part. The other thing I was going to tell you about the Baltimore subway system, the Baltimore subway system was passed by one vote in the legislature and it won by one vote, and I was at the dedication, I was a full supporter of the Baltimore subway and that was with the modern subway and the links that links all that transportation system together.

I was also a major supporter of the 31-mile light rail that goes from Owings Mill down to

Cromwell, to BWI, to stadiums, the whole deal. You get on light rail today and take an entire tour of Baltimore, Baltimore County, Anne Arundel County, catch a plane, go to a ball game, go to the Inner Harbor, all on light rail and the trade off was the 70 million dollar package that we were going to get to put in five-mile light rail from Silver Spring to Bethesda under the Air Rights Building. It is a five-mile stretch. That was going to be the link that kept you from going all the way down to Metro Center and come all the way back up to Glenmont. This was a 70 million dollar—

**PVN:** It was **never** built.

**FS:** We got the money and then county executive, Neal Potter, didn't want it so it went back into some of these other roads projects, but we got that, we got that. The 31-mile, with Larry Levitan, the senator who was on budget and the 31-mile Baltimore system with a five-mile Bethesda to Silver Spring and I took it up to the Navy-Maryland game in September. I was with the admirals on it. I was with, you know the whole midshipman, it has been working. It is the greatest little system with these blue and white cars. It's the old street car. It's what they call light rail. Heavy rail is a train locomotive but 31 miles; it is working, they have the safety stuff; the gate arms come down. It's a beautiful system.

We were going to run that from the Air Rights Building down in Bethesda. You go down Wisconsin Avenue. There are two buildings down there south of East-West Highway called the Air Rights Building. The reason it's called the Air Rights Building, trains ran under there from 1909, they used to have freight trains, coal trains, troop trains and they all went up the Georgetown Spur which is now closed. As I tell you the story, I was pushing to get the MARC train from Silver Spring where the Georgetown Spur comes off and goes all the way down to 19<sup>th</sup> and K where they used to bring coal. We were going to run the MARC train down there. You see the tracks going down Bradley Boulevard, it's now called the—what is it now called?

**PVN:** Bike and hiking.

**FS:** That is it. Well, that is the train right-of-way.

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**PVN:** It goes by Ourisman Honda.

**FS:** That's it! You've got it! You are on the right track.

**PVN:** Because that is where I take my car for servicing.

**FS:** Yes, that is where it is. So all of this stuff, that was a big disappointment because when we went out with General Bob McGarry, who was Secretary of Transportation in Montgomery County with Sid Kramer, I think. We went down there to walk the route in the tunnel and everything. We came out of the tunnel on the other side of Wisconsin where your Ourisman place was. There used to be train tracks. It was like the little receiving train yard right in that area. So when we got out of the tunnel to come over, you can see the train tracks in the tunnel if you do this walk, you will see where the train tracks and the trestle, all the accouterments of transportation, and I said, "where are the train tracks that used to come through this shed over here" and he said—Bob McGarry, who was a general from the Army days—he said, "why, I concreted over them." I said, "you did what?"

With a major transportation plan, 70 million dollars had been allocated by the state to put in our five miles of light rail and the Columbia Country Club was one of the big opponents to it and they claim that this was going to disturb the golfers. They had heard troop trains and coal trains since 1909. Trains have been running up and down that track and suddenly they wanted into a pristine thing where you just hear the birds chirping. Like if you were on the 18<sup>th</sup> hole, and this light rail was to be going by 'ding, ding, ding' with it's whistle, it was going to disturb the golfers at Columbia Country Club so the opposition came from Columbia Country Club and some of the residents around there that didn't want anything to do with trains that had been running since 1909.

**PVN:** How do you want to be remembered?

**FS:** Defending life. Defending life at all stages. Safety. I went on many drunk driving. I was



sponsor some of the .08 bills. We hear some on the news now. In D.C. they are stopping you if you got .0 tolerance. I fought those. Maryland used to have the .15 and the .13. Colorado, the home of Coors beer, was something like .15. We have been strong defenders in the field of safety and we have been out on many police ride-alongs. The seat belt was the number one defense against the drunk driver. We spent a lot of time in the safety field.

**PVN:** Is there anything I did not ask you that you want to discuss?

**FS:** I enjoyed helping people and people were at the forefront. In other words, I like people and serving people, we served all kinds of people, and one of things I have always been interested in public service, is those people you help the most can help you the least. We have helped many, many people, not just in Rockville or District 17 or 3. We helped everybody wherever the help was needed, whether it was Baltimore, Frostburg. If I met someone, there was someone we never didn't help.

**PVN:** How would you characterize your stint in the General Assembly, your stay in the Senate and the House? Would you characterize it as constituent service?

**FS:** Very constituent service. In fact, we served so many people. Somebody told me this in the research in the history of General Assembly of Maryland, I have the most resolutions honoring people in the state; for the late Johnny Unitas, Johnny Holiday from WWDC. Many, many others. People who we felt— for the Holy Cross tartans, winningest basketball team in '84 that won 114 straight. We have more resolutions. I haven't researched this, but I am told that we hold the record in 20 years time of honoring people who were worthy of honor. So I am happy that we were able to help so many people and serve for so many years. You have got to get elected five times to serve for 20 years. I enjoyed doing it. It was like serving 20 years in the military. You had to meet roll calls, you had to be there through snowstorms, blizzards, important legislation, budgets, education, schoolroom size. I could go into an whole plethora of issues.

We were the sponsors of the D.C. voting rights in '79 and '80. It took us two years. We got that passed. I was the sponsor of that. I knew, when I was going to school at McKinley Tech, with Dr. Jenkins teaching history, that people were falling asleep in the back of history class because we had no money to vote. D.C. didn't get the right to vote until 1980 when they got the vote for the president. They let them vote for the president in 1960, I'm sorry. 1960, one hundred and sixty years from when they were disenfranchised from 1800. One hundred sixty years, no vote. The students kept hearing about the vote in Kansas, the vote in California, the vote in New York. Nobody voted in D.C. So then, I was a sponsor, one of the lead sponsors, got a picture of it, and we got it through and Harry Hughes signed it into law. It took two years, working on the D.C. voting rights and someone said, "you are in Maryland" but we had to get that ratified so it was '79 and '80. I have been to the forefront. I have received a 'Native Son Award' at Howard University for my efforts in the voting rights amendment so I saw them in my own eyes in my own time.

**PVN:** Do you have any memorabilia that you want to let the Society have?

**FS:** 'Buckle Up for Safety' seat belt.

**PVN:** That is right. That would be great.

**FS:** I meant to bring it to the interview.

**PVN:** You can bring it over anytime or even mail it in. Mail it into the library, the Jane Sween Library. Pat Andersen is the librarian there.

**FS:** That would be wonderful. The Maryland seatbelt. That is where I was named "Mr. Buckle Up." You know, like Mr. Robinson's neighborhood? I wore this seat belt everywhere and it was like, "buckle-up, make my day" and so I wore it with tuxedos to the mansion, I wore it everywhere. I wore it over two years and I even wore it and someone says, "does he wear it to bed at night?" I

wore it everywhere because I had to keep the focus on the issue and I couldn't think of any better way and the late Kay Beinen, she was in the House of Delegates with me, she needlepointed it. This is all needlepointed in Maryland colors with the great seal of Maryland on the buckle and she made it up for me and I wore it everywhere. In other words it looked like a cummerbund for my tuxedo. I would go to the governor's mansion and they would say, "Is he buckled up?" They would say, "Don't leave home without it." I did all of this promotion with that one seatbelt I will be glad, I would love to give it to the Society.

**PVN:** I will give them the Multiple Sclerosis thing you gave us. I wrote on there that you are the guy in the maroon.

**FS:** That is right, the guy with the maroon sitting—.

**PVN:** You were in maroon there.

**FS:** Well, that was the McKinley Tech colors. I had a jersey that I wore and we had maroon and grey at Tech and so I just happened to have that jersey.