

S+V Finance

Docket No. 3 5087

LETTERS (CONTINUED)

Who's anti-progress?

Greg Hinz was exactly right in his Aug. 11 "Off track" column on Canadian National Railway's purchase of the Elgin Joliet & Eastern. The re-direction of some railroad freight traffic would benefit many thousands in Chicago and its inner suburbs.

I have lived in Des Plaines for nearly 25 years and find the debate over CN's purchase terribly amusing. If you live in one of the inner suburbs near O'Hare Airport, your choices for avoiding railroad crossings and the associated delays are very limited.

Anywhere north or south of the airport, roadways running east and west are cut by numerous rail lines that bracket the eastern and western boundaries of the airport property. Not only does ordinary commuter traffic back up for train traffic, but so does all the truck traffic from the freight terminals attracted by proximity to the airport. If you're caught between rail crossings, there are no north-south alternates to save time by paralleling the tracks—the airport is in the way.

Residents of the inner suburbs have long been told by the western suburbs that our opposition to the O'Hare expansion and western access is anti-progress and not in keeping with the best interests of the entire metro area. It's funny how "progress" is a good thing, as long as the associated inconvenience goes to someone else.

JOHN ZURAWSKI
Des Plaines

appeared in {

Orain's

9/08

as a citizen
from Warrenville,
I am fine
w/ the
progress

Extra
train
traffic {

Mary Walker