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GLB pluses and minuses

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Great Lakes Basin Railroad: Pluses & Minuses

When we look at the GLB RR we have to see the pluses for Illinois and also the minuses. But beyond Illinois, we have to look past this state and even this country.

This is a world project. We see the main reason is to move products around Chicago.

One use would be intermodal transport from the west coast to the east coast of the United States. GLB states that it will save two days by using this new route. How many of these items are perishable in this time saving?

The other is the transport of crude oil from Canada, for which time doesn't seem to be a crucial factor. The GLB proposes that goods would be transported to Indiana in eight hours.

A plus is that the trains don't run through Chicago.

It doesn't seem that Union Pacific, one of the largest railroads in the U. S., is having a problem with running through Chicago. They are upgrading trackage right now to decrease transport time to the east.

What would be the prime agriculture acreage lost to this RR? Is it lost to only the farms, or is it lost to Illinois? It is lost to the United States, and, to the world. How many acres is it? 15,000 for a rail yard in Kankakee; 10,000 for trackage; 5000 to services and yards in Rockford; how much in borrow-pits to cover the slopes?

If this was land in the west that is land used for grazing that would be one thing, or even high desert land. But what the GLB is asking for by Eminent Domain is the most productive land in the world.

We have to ask the main question: How many people in the world would this land feed? Not only for one year, but we have to look at the next hundred years. Is it worth sacrificing all this productive land to save a day of crude oil going to a refinery, or an intermodal shipment of goods made in China?

Respectfully,
David Vlasaty
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