**roadrunner52 roadrunner52** <road52runner@gmail.com> Mon, Dec 21, 2015 at 9:29 PM

To: coaltrains.review@chiefscientist.nsw.gov.au

My daughter, Wendy Mudaliar, lives in Little Barber St Gunnedah adjacent to the rail corridor.

How can you carry out a survey regarding airborne coal dust without a comprehensive questionaire being sent to each resident involved, then followed up by a true scientifically based research project of air and surface sampling.

Since the increased coal freight past her property there has been a significant rise in deposited coal dust onto her roof, which is obviously at some point airborne.

Having been present on many occasions when these coal trains pass both on the up (loaded journey), and the down (unloaded journey) I see there being several probabilities for the coal dust.

1) coal being blown off the top of the load.

2) coal fines leaking through the bottom doors and made airborne by ALL passing freight trains.

3) loco drivers using engine only brakes in the down direction which causes fines left in unloaded wagons becoming airborne.

I fail to see the difference between vehicle towed trailers, loaded semi trailers, both of which are required by law to cover their loads, yet coal trains are exempt. If anything air filled rubber tyres and suspension on a bitumen road should provide a smoother ride for the load than that of steel wheels on a steel track.

Surely the wind resistance on the load will be similar to both forms of transport, so why the difference in load covering?

One of my daughter's children has asthma. Were any detailed studies undertaken to determine if the incidence of asthma attacks along the corridor were higher than those remote from the corridor?

Coal contains various compounds, one of which is sulphur. Were there any studies undertaken to determine if those sulphur compounds deposited on metallic surfaces along the corridor have resulted in faster corrosion rates, than those metallic surfaces remote from the corridor (similar to acid rain, when water is added)?

Closely coupled with the coal dust issue is that of noise pollution (frequency and dose rate) by the increase in traffic in residential areas. Those living adjacent to the corridor should have been provided with noise barrier protection, particularly when traffic is now much increased during the period 2200 - 0600. Thankfully my daughter does not have the high pitched screaming as trains round curves that I do, on the Central Coast.

I am also rather disturbed that the fact that research was indeed carried out but only discovered having occurred by reading "Railway Digest", not a publication that the general public is likely to read. I am a railway buff, hence my reading the magazine.

I look forward to your comments.

Regards,

Keith Bowman