

Alan CHANNELL

INLAND RAIL NARROMINE to NARRABRI (N2N)

I own a small property that was originally in the study area but is now just out of the feasibility area.

I am also a retired plant mechanic formally maintaining all the plant and equipment of the last NSW ARTC track re-sleeper gang prior to it all going to contractors.

I don't know the economic viability of Inland Rail and, despite all the political hype, neither does anyone else. I do believe that it could make a positive impact on our freight system so long as it is constructed properly and without the plethora of self-important people pushing their own private agenda for their own private gain.

The political hype that its construction is going to bring benefits and employment to the towns it passes through is just that, political hype, commonly called "crap".

EG: In all the meetings held around Narromine to Coonamble the proponents and the National Party Ministers have always stayed in Dubbo, despite Narromine and Gilgandra having good motels and clubs. ARTC's *shop front* is in Dubbo even though they and their masters are adamant that the line isn't going to go anywhere near Dubbo.

The resleeper gang of approx. 60 personnel, I worked with travelled extensively throughout NSW. We stayed in a large town for a few months, worked on the line both sides of that town before moving on to the next one. Local labour was never employed. The short stay, the training required and the OH&S requirements made unfeasible and it will be for Inland Rail as well.

AD Channell