
THNSW AGM 2020 MINUTES

The seventh Annual General Meeting (AGM) of Transport Heritage NSW Limited was held on Saturday 28 November 2020, via Redback online webinar.

Meeting opened at 5:00pm.

Chair: Rob Mason

Attendees – THNSW Board

Rob Mason	Chair
Alex Claassens	Elected Director, Deputy Chair
Dale Budd OBE	Elected Director
Howard Collins OBE	Appointed Director
Brett Fitzpatrick	Elected Director
Andrea Plawutsky	Appointed Director
Deanna Varga	Appointed Director
Peter Watters	V/Company Secretary

Attendees – Voting Members

A total of 57 voting members were in attendance, noting that 18 of those eligible to vote members in attendance had already submitted a proxy and therefore were not able to participate in the live voting conducted as part of the AGM.

Attendees – Non-Voting Members

Andrea Plawutsky	Appointed Director
Andrew Moritz	CEO.

Attendees – Non-members

Wayne Price, Director, Castletons Auditing Services and Chartered Accountants, and THNSW Auditor for EoFY 2019/20

Members of the THNSW Management Team and Support Personnel

Apologies

David Ireland	Elected Director
Melissa Sinfield	Voting Member

1. Welcome & Apologies

The Chair opened the meeting with an Acknowledgement of Country and acknowledgement of those THNSW Members who have been formally honoured either here in Australia or the United Kingdom.

The Chair thanked those in attendance and accepted all of the apologies received.

The Chair advised the meeting that a total of 148 proxies had been received of which 145 were valid.

Where the proxyholders had been directed on how to vote, these results had already been counted and will be displayed on the screen at the appropriate agenda items. Where the member has given their proxyholder discretion in how they vote, those individuals have been confidentially contacted yesterday by our V/Company Secretary, Peter Watters, and have provided their direction as to voting. These votes have also been included in the tallied results that will be shown on the screen at the time of each motion.

The Chair also reminded members that if they had already cast their vote by proxy and were in attendance then they could not vote again, and they would not see the online poll appear during the meeting.

The Chair sought confirmation that there was a quorum for the meeting – minimum of 25 eligible to vote members – which was confirmed by the V/Company Secretary, Peter Watters, and a quorum was declared.

The Chair reminded those present that this was a meeting of Members and only those Members who were financial could vote. Non-members were welcome however were not entitled to be heard or vote. The Chair also reminded members that if they wished to raise a “Point of Order”, they should clearly state “Point of Order” in the online chat function, and that it will be read to the meeting. Given this is an online meeting we will not be calling for movers and seconders from the general membership floor for each motion. All motions are being moved by the Board as per the Notice of AGM agenda items already provided to Voting Members. This is for no other reason than sheer practicality.

2. Minutes of the Annual General Meeting 2019

To confirm the Minutes of the Sixth THNSW Annual General Meeting (AGM) held on 30 November 2019.

The V/Company Secretary, Peter Watters, called for any corrections to the Minutes.

There were no corrections to the Minutes.

The motion was put to a vote. Proxy votes were displayed on the screen.

Motion: **Carried**, by majority.

The Company Secretary declared the Minutes of the Sixth (6th) Annual General Meeting held on 30 November 2019 confirmed.

3. Reports

To receive the Annual Report including the Directors’ Report, Financial Statements and Auditor’s Report for the financial year ended 30 June 2020.

The Chair, Rob Mason, spoke briefly to the Directors’ Report and the Annual Report and highlighted the many achievements of the organisation in the FY 2019/20 most notably the return to service of locomotive 3801. This year has been like no other, firstly with the drought, bushfires, floods and then the pandemic. These external events have had a profound impact on THNSW and all its activities. Despite all these challenges, the Board is proud of what our team of volunteers and staff had achieved throughout what has been a truly ‘unprecedented’ year.

A short video of the year’s highlights was played.

The Auditor, Wayne Price, spoke briefly to the Financial Statements and Auditor’s Report, and commented in relation to the new requirement to recognise leased assets in the financial statements. Wayne also commended the organisation on the work done to address and minimise the financial impacts of the Coronavirus and noted the small surplus achieved despite the very difficult environment.

There were no questions for the Auditor.

The Chair declared the Annual Report, including the Directors' Report, and the Financial Statements and Auditors Report for the financial year ended 30 June 2020 received.

4. Appointment of Auditor

To approve the recommendation of the Board for the appointment of Castletons Auditing Services and Chartered Accountants as THNSW's Auditor to carry out the FY 2020/21 Audit.

The Chair of the Finance Risk & Audit Committee (FR&AC), Deanna Varga, acknowledged Wayne Price from Castletons and thanked Wayne and his team for their work to date in providing auditing services to THNSW.

The motion was put to a vote. Proxy votes were displayed on the screen.

Motion: **Carried**, by majority.

The Chair of the FR&AC declared the appointment of Castletons Auditing Services and Chartered Accountants as THNSW's Auditor to carry out the FY 2020/21 Audit.

5. Life Membership

To approve the recommendation of the Board that Life Membership be granted to (listed in alphabetical order by surname):

Stephen Corrigan
Ian Gregory
Glenn Hargrave
John Lloyd, and
David Sinfield

The Chair called for a vote in relation to each nominee individually. Proxy votes were displayed on the screen.

Each nomination was **Carried**, by majority.

The Chair declared the granting of Life Membership of Transport Heritage NSW to Stephen Corrigan, Ian Gregory, Glenn Hargrave, John Lloyd and David Sinfield.

The Chair congratulated all new Life Members.

All new Life Members will receive a framed certificate, gold-plated Life Membership badge, gold-coloured perpetual Life Membership card and a THNSW 2021 calendar.

6. Disposal of Assets

To approve the recommendation of the Board to deaccession five (5) items of rolling stock from the member-owned assets in the THNSW collection.

Details of the items had been circulated with the notice of meeting.

The Chair, Rob Mason, addressed the meeting and advised the items had been recommended for deaccession by the Curatorial and Collections Committee. The Chair also addressed Questions on Notice received about the lack of undercover storage space at Broadmeadow and the silver city comet cars. (See Appendix 1 for the detailed Question and response)

The motion was put to a vote. Proxy votes were displayed on the screen.

Motion: **Carried**, by majority.

The Chair declared the deaccessioning of the five (5) items of rolling stock from the member-owned assets in the THNSW Collection.

7. Election of Directors.

The Chair advised the meeting that there was one (1) nomination for the one (1) elected Director vacancy on the Board and thus there had been no requirement to conduct a ballot in accordance with the Constitution.

The Chair declared Alex Claassens duly elected as an Elected Director to the THNSW Board for a three (3) year term.

The Chair congratulated Alex.

8. Appointment of Non-Elected, Appointed Directors

The Chair advised that one (1) Non-elected, Appointed Director position fell vacant at this AGM.

In accordance with the Constitution the nominating panel convened and determined to re-appoint Andrea Plawutsky to the position of Non-elected, Appointed Director for a three-year term.

The Chair congratulated Andrea.

9. Special Resolution

To approve by special resolution the recommendation of the Board for the adoption of the updated Constitution of Transport Heritage NSW Limited in substitution for and to the exclusion of the existing Constitution of the Company with effect from the close of the meeting.

The V/Company Secretary addressed the rationale and reasons for the changes and responded to Questions on Notice received about the changes to the THNSW Constitution. (See Appendix 1 for the detailed question and response)

No further questions were received via the online chat.

The motion was put to a vote. Proxy votes were displayed on the screen.

The V/Company Secretary informed the meeting that as a special resolution it required a vote of 75% or more in favour to pass and hence a detailed count of the poll and proxy votes received would be conducted and recorded.

The results were as follows:

	For	Against	Abstain	Total
Proxy Votes	123	18	4	145
In Studio	4	-	-	4
Online Poll	22	9	2	33
Total	149	27	6	182
% of Total	81.9%	14.8%	3.3%	100.0%

Motion: **Carried**, in accordance with the requirements of a special resolution.

The V/Company Secretary declared the approval by special resolution for the adoption of the updated Constitution of Transport Heritage NSW Limited in substitution for and to the exclusion of the existing Constitution of the Company with effect from the close of the meeting.

10. General Business

To reply to any questions on written notice received by the Company Secretary at the Eveleigh Office on or before 5:00pm Friday 6 November 2020.

Approximately 30 questions were received from eight (8) individual members. Due to the number of questions on notice received, the Board determined to compile questions and answers into a handout which was distributed to those members in attendance. See Attachment 1.

The Chair addressed the meeting in relation to questions and concerns regarding the following dominant issues:

- Locomotive 3801 and its return to service;

- 5711 tender project and its relocation to Chullora; and
- Independent Funding & Advisory Panel (IFAP) and supporting the NSW Government-owned heritage transport assets across the Sector.

A number of additional questions of clarification from a member who had asked a question on notice were received via the online chat. These were responded to.

Additional questions not formally received prior to the meeting in accordance with the requirements of Questions on Notice were deferred to the Members' Information Forum (MIF) held following the AGM.

10. Meeting Closure

The Chair confirmed that there was no further business for the AGM that could not be better covered in the MIF immediately following the AGM.

The Chair therefore declared the Annual General Meeting 2020 closed at 6:05pm.

Rob Mason
Chair

Alex Claassens
Deputy Chair

Peter Watters
V/Company Secretary

AGM 2020 – Questions on Notice Received – Responses are to the ‘best of the Board’s knowledge and belief as at 27 Nov 2020’.

#	Date Received	Received From	Topic	Specific Question	Response
1	30 Oct 20	P. Davis (11830)	3801	Can the Board advise what consultants/ managers were engaged during the 3801 projects, to what they were engaged for, the total costs associated with those engagements and what benefit did they provide to the project and the project manager?	<p>The locomotive 3801 project commenced in 2008 under the former Office of Rail Heritage (RailCorp). In 2015 the project was transferred to Transport for NSW (TfNSW). Responsibility for completion of the reconstruction of locomotive 3801 was transferred to THNSW in late 2015.</p> <p>Various specialist technical advice was obtained and employed throughout the project</p> <p>Specific contractor and/or employment details, including names and costs are confidential.</p>
2	30 Oct 20	P. Davis (11830)	3801	Can the Board provide a reason as to why the old last turn wheel discs were refitted to brand new axles on the tender of 3801? Given the wheels sets in question are on the handbrake bogie and what were the benefits of retaining worn wheel disks and what was the cost of overhaul of the tender bogies?	<p>Every component was assessed during the overhaul and a determination whether to renew, overhaul and/or repair the wheelsets (including the discs) was made by the 3801 project team. This determination was based upon the condition of the components, the cost to repair/replace, availability of parts, implications to the project and on-going costs following overhaul.</p> <p>An initial determination was made to replace the bearings on the bogie wheelsets only, however this was later revised to include the replacement of the axles as the bearing seats were later found to be damaged.</p> <p>Consideration was also made as to whether the wheel disc should be replaced, however it was decided to reuse those wheel discs based on cost, availability and potential delays to the project.</p> <p>It is important to note following the overhaul of a heritage locomotive, that it’s not returned to ‘new condition’. There will always be components remaining, that while serviceable, are in various stages of their lifecycle.</p>
3	30 Oct 20	P. Davis (11830)	3801	Can the Board provide a detailed scope of work on what tasks were carried out on locomotive 3801 at Thirlmere when the loco returned from Chullora to Thirlmere including material and man hour costs along with any reworking or repairs.	<p>Locomotive 3801 returned to its home base at Thirlmere in January 2020, in preparation for what would have been its official relaunch in March.</p> <p>A range of anticipated and unanticipated works were required at Thirlmere. They were addressed and recorded as follows:</p> <ul style="list-style-type: none"> • <i>Fit brake pipeline to speed recorder.</i> • <i>Repair fireman’s side injector – non-operational – overhaul driver’s side to reduce wastage. Re-machine in line and boiler check valves due to leaking past.</i>

#	Date Received	Received From	Topic	Specific Question	Response
					<ul style="list-style-type: none"> • <i>Repair damaged main reservoir pipework impacted by spring gear – bent pipework and cracked fittings.</i> • <i>Replace injector live steam pipework and conical fittings due to leakage – fittings incorrect and pipework poor condition with cracking from bending evident.</i> • <i>Rewire ICE radio installation – continual faults. Replace terminations between engine and tender – broken off and junction boxes full off water.</i> • <i>Repair 32-volt wiring – shorted out – poor terminations made good.</i> • <i>Repair tender brake rigging on leading bogie – live leavers installed upside down causing top sliding arms to lift off sliding face – bent items straightened and refitted.</i> • <i>Fit correct deck hose valve and install steam rated hose.</i> • <i>Repair whistle air actuating cylinder.</i> • <i>Fit copper cylinder cover gaskets to stop leakage.</i> • <i>Reface Cardew valve isolation mountings on cylinder covers to stop leakage.</i> • <i>Replace both M3 feed valves – failed.</i> • <i>Rebuild sanding valve.</i> • <i>Steam line to compressor failed due to fracture – replaced cab end section.</i> • <i>Repair excessive brake pipe leakage.</i> • <i>Repair internal steam dry pipe – connection between Melesco dryer elbow and pipe heavily corroded allowing boiler water to enter dry pipe and thus cylinders.</i> • <i>Remetal and machine side rod brasses – several bearings running at 100c during trials – rods removed; metal found to be partially melted. Bearings machined eccentric and metalled to suit wheel centre distances which don't match the rod centres. (this repair not permanent and will be rectified in the future).</i> • <i>Attend to leaking boiler seams and rivets – ongoing.</i> • <i>Rebuild all three safety valves – unable to set blow backs.</i> • <i>Replace fireman's side check valve due to defective body.</i> • <i>Lubricator drive failed on final day of trail operations in September.</i> • <i>Throat plate arch tube plugs – retap holes due to poor / missing thread causing leakage.</i> • <i>Drivers side brake cylinder found defective after September trials.</i>

#	Date Received	Received From	Topic	Specific Question	Response
4	30 Oct 20	P. Davis (11830)	3801	Can the Board advise if any defects in work carried out during the overhaul of 3801 were found and if so, what were they?	See answer to Q3
5	30 Oct 20	P. Davis (11830)	3801	Does locomotive 3801 require special inspections or is it just another engine that's maintenance is covered by the current Safety Management System? Such as Roller bearing monitoring.	<p>A risk-based methodology was applied during the safety assurance for the return to service of locomotive 3801. This identified additional risks associated with operating the locomotive, along with controls to mitigate those risks. Some of these controls were completed during the overhaul, while others are required during the operate/maintain phase.</p> <p>These risks and associated mitigations were documented in the safety assurance report provided to the Office of the National Rail Safety Regulator (ONRSR) and relevant rail infrastructure managers to demonstrate THNSW has reduced the risk so far as reasonably practical when operating locomotive 3801.</p> <p>The additional 'operate/maintain' controls included:</p> <ul style="list-style-type: none"> • Updated steam locomotive pre-trip, yearly and 5 yearly examinations to include CI38 requirements. • Creation of traction competency for the CI38. • Monitor the axle to wheel interface of the new axles as part of the pre-trip for the first 500km. • Monitoring the material of the cylinder liners before each main line operation until 500Km have been achieved. • Installation of roller bearing monitoring equipment that continuously monitors bearing performance during operation and is used to predict likely failure. <p>These controls effectively place locomotive 3801 within the same maintenance and operations regime as the other THNSW operated steam locomotives, with an ongoing requirement to examine the locomotive in accordance with the SMS (pre-trip, yearly, 5 yearly, etc), including using the of roller bearing monitoring equipment to monitor the driven wheel axle bearings.</p>
6	30 Oct 20	P. Davis (11830)	3801	What is the anticipated working life span of the locomotive 3801 given how supposedly thorough the overhaul was in comparison to other locomotive restorations at Thirlmere?	<p>Locomotive 3801 is expected to have a working life span similar to that of any THNSW operational steam locomotive.</p> <p>It is important to note following the overhaul of any heritage locomotive, that it is not returned to 'new condition' and completely trouble or maintenance free operation should not be expected.</p> <p>Similar to the rest of the operating fleet locomotive 3801 will be subject to continuing and ongoing maintenance by our skilled team of staff and volunteers.</p>

#	Date Received	Received From	Topic	Specific Question	Response
7	30 Oct 20	P. Davis (11830)	3801	If THNSW continues with a presence at the ex 3801 Project Chullora site, who will manage it, how will its functions be funded, and what if any are the expected outcomes of that investment?	<p>RailCorp has confirmed that THNSW can continue to access the workshop space previously occupied by the 3801 project for the short to medium term at no cost to THNSW.</p> <p>The space will ultimately be vacated once the Chullora Heritage Hub is fully established.</p> <p>Following the recent decision to relocate the 5711 Tender Project from Valley Heights to Chullora, activities at the site will fall predominately with the Heritage & Collections team.</p> <p>The restoration to display condition of the tender is expected to be completed during 2021.</p>
8	30 Oct 20	P. Davis (11830)	3801	If the ex 3801 Project site at Chullora continues to be supported, what current funded functions, assets or other activities will suffer so as to fund continued activities at Chullora?	<p>Site costs are expected to be minimal.</p> <p>Given the recent decision to transfer the 5711 Tender Project to Chullora, the associated project costs are expected to be funded from the approved project monies. There will be a knock-on impact on other activities and projects being undertaken within the Heritage & Collections portfolio. These impacts are already being assessed and will be determined once the work program for the 5711 Tender Project is agreed.</p>
9	30 Oct 20	P. Davis (11830)	3801	Has the Board considered an independent assessment of the work carried out on 3801 and the appropriate standards that have been worked to along with proof that these standards have been achieved?	<p>Yes, in early 2020 THNSW engaged International Railway Heritage Consultancy in the UK to undertake an independent post overhaul condition assessment of locomotive 3801.</p> <p>The assessment was to determine likely maintenance issues and any concerns into the future and make recommendations for the operational parameters that will ensure the locomotive's longevity and reliability.</p> <p>This assessment was to be undertaken earlier this year. Unfortunately, due to COVID-19 the SMEs have been unable to visit Australia to view and undertake a detailed inspection of the locomotive.</p> <p>Given the expiration of time and operations undertaken, the scope of the engagement will now likely change. This will be reviewed and confirmed when more is known about the timing associated with the reopening of Australia's international border.</p>

#	Date Received	Received From	Topic	Specific Question	Response
10	30 Oct 20	P. Davis (11830)	3801	Can the Board provide a detailed cost break down of the work carried out to 3801 during its overhaul including management and staff wages, cost of various components?	<p>The locomotive 3801 project commenced in 2008 under the former Office of Rail Heritage (RailCorp). In 2015 the project was transferred to Transport for NSW (TfNSW). Responsibility for completion of the reconstruction of locomotive 3801 was transferred to THNSW in late 2015.</p> <p>THNSW has no knowledge of the costs incurred for the life of this project.</p> <p>The return to service of locomotive 3801 was a commitment by the current NSW Government in 2011. It established THNSW with special purpose funding to complete the project and return locomotive 3801 to heritage service.</p>
11	30 Oct 20	P. Davis (11830)	3801	Does the Board consider that the 3801 project has been a financially viable option for the overhaul of steam locomotives?	<p>The decision to overhaul locomotive 3801 was made by the NSW Government and commenced by the Office of Rail Heritage (RailCorp) prior to the establishment of THNSW.</p> <p>THNSW is fortunate to have had the financial commitment and backing of the NSW Government to complete the project.</p> <p>As the locomotive 3801 project has shown, undertaking a major locomotive overhaul is a major multi-year multi-million-dollar decision and not one to be made lightly, or without a clearly defined scope and commitment to funding.</p> <p>With the completion of locomotive 3801 and other recent steam locomotive projects, the Board has determined THNSW has sufficient steam locomotive capacity in the short and medium terms and that attention now needs to turn to upgrading passenger carriages. This will ultimately support the growth in operations and increasing demand for quality heritage train experiences.</p>
12	30 Oct 20	P. Davis (11830)	Rolling Stock Maintenance	Can the Board provide advice and costings for the various items of rollingstock and locomotives that have received major work at Thirlmere in the last 24 months?	<p>Allocation of the annual fleet maintenance budget is a management function and is determined in line with the operational program and maintenance cycles of various fleet items.</p> <p>The Board approves major fleet maintenance/restoration projects where expenditure of more than \$100k is required. This has included, but is not limited to, decisions with respect to overhaul of the <i>Southern Aurora</i> fleet, locomotive 3001, 3265 and 3526.</p> <p>The following operational rolling stock items have received major work and funding from the fleet maintenance budget during the period 1 July 2018 – 30 June 2020:</p> <p>Only those items that incurred \$100k or greater are reported.</p>

#	Date Received	Received From	Topic	Specific Question	Response			
					Rolling Stock item	2018/19	2019/20	Total
					HFS2017	\$70,455	\$105,405	\$175,860
					RMS2358*	\$69,999	\$40,895	\$110,894
					4201	\$104,197	\$75,230	\$179,427
					4306	\$100,233	\$16,819	\$117,052
					3001	\$0	\$164,077	\$164,077
					2705	\$85,241	\$25,963	\$111,204
					3265*	\$119,639	\$6,149	\$125,788
					<p>* Maintenance work on these items of rolling stock funded from other sources.</p> <p><i>Note: the above costs represent those which can be directly captured and attributed to the rolling stock item. No management overhead or facility costs are applied, nor general non-specifically attributable costs, such as the provision of the workshop facility, tools, equipment and/or consumable items. Locomotive 3801 is not included given it was funded from special purpose funds outside of the fleet maintenance budget and not performed at Thirlmere.</i></p>			
13	30 Oct 20	P. Davis (11830)	Broadmeadow Storage	A number of carriages sent to Broadmeadow in 2008/09 & 10 were basically in an operable or restorable condition, but due to absolutely no care or measures to reduce deterioration they are all now basically uneconomic to repair, this is despite a number of approaches to management by previous volunteers and employees to provide some protection which was declined. Can the relevant managers please explain why no attempt has ever been made to cover them in some form and why approaches made to attempt to cover the vehicles were constantly declined?	<p>Responsibility for the Broadmeadow site and its contents was transferred from the former Office of Rail Heritage (RailCorp) to THNSW in early 2014, shortly following THNSW's establishment. The Independent Funding and Advisory Panel (IFAP), which approves the use of funding required for government assets, was not established by Transport for NSW until mid-2016.</p> <p>Attempts were made to cover vehicles with tarpaulins, however, were largely unsuccessful due to weather and vandalism and difficulty in safely accessing the tops of the vehicles. A subsequent plan to progressively cocoon vehicles was shelved due to lack of access for elevated work platforms to mitigate workplace health and safety issues surrounding working at heights.</p> <p>A number of these vehicles had been sitting in open air storage not undercover at Thirlmere prior to their relocation to Broadmeadow.</p> <p>The THNSW Board and management have been working since 2016 to identify a more appropriate storage location and are now working closely with the NSW Government to realise the new</p>			

#	Date Received	Received From	Topic	Specific Question	Response
14	06 Nov 20	B. Saunders (Life Member, 1319)	Storage of historic carriages and exhibits at Broadmeadow	<p>THNSW has a large number of THNSW historic carriages and exhibits stored at Broadmeadow locomotive depot out in the weather for over a decade and have deteriorated immensely over this time. Five of these historic carriages have had the rooves and walls collapsed and have now been written off. The rest of the historic carriages and exhibits have been greatly weather damaged. The Management team and Board have been advised of this damage for many years and member have been seeking preventative action to this to no avail for over a decade.</p> <p>Why is it that THNSW did not apply for IFAP funding or THNSW funding over the last decade to assist for cocooning or weather protection whilst in storage at any stage and have allowed these historic carriages to be lost and damaged?</p> <p>Is this the correct way to manage the heritage collection?</p>	<p>Chullora Heritage Hub which will ultimately provide safe and secure storage for remaining rolling stock.</p> <p>Responsibility for the Broadmeadow site and its contents was transferred from the former Office of Rail Heritage (RailCorp) to THNSW in early 2014, shortly following THNSW's establishment. The Independent Funding and Advisory Panel (IFAP), which approves the use of funding required for government assets, was not established by Transport for NSW until mid-2016.</p> <p>There is a total of 72 items of rolling stock currently stored at Broadmeadow, of which 58 are owned by the NSW Government. 18 items are undercover.</p> <p>THNSW recognises the best way to preserve these items of rolling stock and the small objects for the future is to store them appropriately. For rolling stock that means undercover storage.</p> <p>THNSW welcomes the NSW Government's commitment to establish the Chullora Heritage Hub, providing THNSW the opportunity to house many of these assets undercover.</p> <p>As noted in the answer to Q13, cocooning was considered however was not viable. Cocooning is also not necessarily considered appropriate for all items as it creates microclimates that encourage mould and other issues equally damaging to the collection.</p>
15	06 Nov 20	B. Saunders (Life Member, 1319)	Constitutional Change	<p>The board is seeking to change the THNSW constitution to permanently allow for electronic meetings for AGM. There is present COVID legislation that allows for electronic meetings during this COVID times that remains in force until March 2021. Electronic meetings have a lot of drawbacks such as not being able to hear other members comments or discussions or interactions and that we are totally relying on the Chairman to correctly read out questions without paraphrasing changing or forgetting to ask questions. The Board appears to becoming more and more withdrawn and isolated from the membership and this permanently going to electronic meetings appears to be a further step in this regard. Virtual meetings are highly inefficient and unsatisfactory as a means of internal discussion and debate and the platform used by THNSW is worse than most in this regard.</p> <p>Why is the board seeking to change the Constitution to permanently allow electronic AGMs when COVID</p>	<p>The updates proposed to the THNSW Constitution make provision for a wider range of digital options, now and in the future. The Board expects to resume holding physical meetings in the future when the various COVID-19 control measures and guidelines are sufficiently relaxed.</p> <p>In recommending these updates to the Constitution the Board has sought legal advice and is following recommended practice from industry bodies such as the Australian Institute of Company Director (AICD), Australian Charities and Not-for-profits Commission (ACNC) and Justice Connect - Not for Profit Law Centre to enable the organisation to continue to give its members alternative and pragmatic means of access and participation in the future, without having to rely on temporary Government legislation to hold meetings and conduct business by electronic means.</p> <p>The first virtual members' information forum demonstrated strong support for more virtual meetings, with 96% of those attending indicating it was a positive experience and record attendance normally not seen with physical 'in person' meetings.</p>

#	Date Received	Received From	Topic	Specific Question	Response
				<p>legislation already allows this for a limited time and why was there no prior advice or consultation with Members, why was the previous Constitutional Review Working Party not reconvened?</p>	<p>Given the successful uptake of online media by the community, including our THNSW members, the Board, will also look to continue to provide digital access when physical meetings recommence. This will open up new ways of engagement for those members usually unable to attend in person but who wish to participate in the organisation's activities and/or meetings.</p> <p>All questions on notice have been answered, either here or directly to the member.</p> <p>As outlined in the Notice of AGM, these are minor administrative updates to the Constitution. None of the proposed updates change the objects of the organisation, membership structure, THNSW-owned Collection Assets, etc., and as such make no major changes to our THNSW Constitution. As such the Board determined to pragmatically recommend these administrative updates, and only these administrative updates, to the membership now with no further review or proposed amendment of the Constitution at this time.</p> <p>Members have been notified in accordance with the requirements of the Constitution for a Special Resolution to be voted on at the meeting.</p>
16	01 Nov 20	J. McCutcheon (9450)	Constitutional Change	<p>Could the Board explain why the following resolution 7.1(b) needs change?</p> <p>In addition, I wish to record my objections to some of the changes recommended by the Board and offer alternate changes for consideration by the voting members in future, I also offer reasons for these changes.</p> <p>(b) For Members that join the Company subsequent to 01 July 2019, the Membership Year commences on the annual anniversary of the month upon which the particulars of the Member were first recorded in the Register of Members or upon which membership was approved REMOVE as a new or re-joining member is not deemed to be so until approved by the Board who must then instruct the Company Secretary to ensure the members name is entered on the 'Members Register' in a timely manner, which is, in fact, the Membership Data Base from which the members payment of fees is recorded.</p> <p>This clause should read:</p>	<p>Clause 7.1(b) has been updated simply to provide clarity as to the membership anniversary date recorded in the Register of Members.</p> <p>This Special Resolution was sent to all Voting Members as part of the Notice of AGM and as such it is not possible to propose and recirculate additional changes to the updates already proposed for adoption at this AGM.</p> <p>Further changes to the Constitution will be considered in the future and the suggestions made here by J. McCutcheon have been recorded for future consideration.</p>

#	Date Received	Received From	Topic	Specific Question	Response
				<p>7.1(b) For Members that join the Company subsequent to 01 July 2019, the Membership Year commences on the 'Annual Anniversary' of the date upon which the particulars of the Member's details are first recorded in the Register of Members.</p> <p>I would respectfully recommend the following changes to ensure the proper application of 7.1(b) above; membership should never be a profit centre and the Board should do all in their power to promote voting membership, whilst ensuring the costs of maintaining such membership if fully covered, as this forms the very core of our 'Company Objects'.</p> <p>6. Applications for Membership 6.1 The Board alone may determine and from time to time vary:</p> <p>(a) the Application Fee;</p> <p>(a) the classes of membership;</p> <p>(b) the form and application procedure for each class of membership; and</p> <p>(c) the annual subscription fee payable for each class of membership; or</p> <p>(d) may affix an Application Fee to the class of 'Associate Member'</p> <p>6.2 Any person or Partner Organisation wishing to apply to become a Member of any class must lodge their application to become a Member in accordance with the application procedure including any forms provided for this purpose in accordance with clause 6.1 above, and at this time pay to the Company Secretary the applicable annual subscription fee plus any further fee payable upon application (together</p>	

#	Date Received	Received From	Topic	Specific Question	Response
				<p>with any "Application Fee" in the case of Associate Membership);</p> <p>6.3 Any application to become a Member that is lodged in accordance with this clause 6 and is lodged more than 14 clear business days prior to the next scheduled meeting of the Board must be reviewed and considered by the Board or its delegate at or before the next scheduled Board meeting.</p> <p>6.4 Any applications lodged less than 14 clear business days prior to a scheduled meeting of the Board will be reviewed and considered by the Board or its delegate at or before the date of the subsequent scheduled meeting of the Board.</p> <p>6.5 The Board or its delegate must consider every application to become a member that is lodged in accordance with clause 6.1 and retains sole discretion in determining whether or not to accept any such application for membership.</p> <p>6.6 Before a period of 5 business days has elapsed from the date of acceptance of a membership application by the Board or its delegate, the Company Secretary or delegate must:</p> <ul style="list-style-type: none"> (a) Enter the particulars of each new Member into the Register of Members; (b) Apply the Application Fee already paid by the new Member as full satisfaction of the annual subscription fee; and (c) must inform the applicant of the acceptance of their application for membership including details of their Membership Date and the class of membership that has been granted; <p>6.7 Before a period of 30 calendar days has elapsed from the date of non-acceptance of a membership application by the Board or its delegate, the Company Secretary or delegate must:</p> <ul style="list-style-type: none"> (a) Notify any person or organisation that has not been successful in their application for membership; 	

#	Date Received	Received From	Topic	Specific Question	Response
				<p>(b) Return the Application Fee in full to the unsuccessful applicant and;</p> <p>(c) Cancel or deactivate any account or card provided to the unsuccessful applicant that would otherwise allow the unsuccessful applicant to enjoy benefits available only to Members of the Company.</p> <p>I also register my disapproval of having the Board insisting our appointed Company Secretary having to sign official correspondence by the usage of 'V/Company Secretary' the letter 'V' I assume is for volunteer; nowhere in the constitution is this called for; the former Company Secretary never signed in this manner and he was a volunteer.</p>	<p>The use of the suffix 'V' for Volunteer was considered appropriate when the Board determined to separate the Company Secretary role from that of a sitting Board Director, and call for expressions of interest from qualified members to volunteer for this role.</p> <p>The use of the V clearly distinguishes that this is a volunteer role and that the Company Secretary is not a Director with any deliberative powers of a Director.</p> <p>The Board will review the naming convention at a future point in time once the organisation has become fully accustomed to the Company Secretary role no long being undertaken by a Director.</p>
17	01 Nov 20	K. Rouvray (7277)	V/Company Secretary Title	<p>Peter why do you as Company Secretary use V/Company Secretary as your title?</p> <p>As all the Board are volunteers except the Chair Rob Mason, use Director not V/Director, question, what is correct at Corporate Law and just use Company Secretary, (and be proud of it).</p>	See previous answer above.
18	01 Nov 20	K. Rouvray (7277)	Board Charter	<p>FROM the Board Rap February 2020 Board Workshop & Board Charter review</p> <p>The Board debriefed on its Board / CEO and Senior Management Team workshop, facilitated by The Ethics Centre, held earlier in February. The purpose of the workshop was to confirm that our purpose and values are aligned to our new Strategic Plan, ahead of reviewing the Board Charter.</p> <p>FROM the Board Rap May 2020 Updated Board Charter</p> <p>The Board adopted a revised and refreshed Board Charter. The Board Charter is an important governance document. It provides guidance on the formalities of the nature of the relationship and responsibilities and expectations of both the Board individual Directors and management.</p> <p>Comment</p> <p>Whilst the updated Board Charter, I believe exists on the THNSW, Web Site, no details of what changes were made to the 2016 Board Charter, covering the important</p>	<p>The first THNSW Board Charter was adopted by the then Board in June 2016. It is common practice for Board Charters to be reviewed regularly.</p> <p>The revised Charter (April 2020), available on the THNSW website, reflects the guidance provided by the Australian Institute of Company Directors (AICD), and emphasises the specific duties of a Director, the limit of authority of individual Directors, the</p>

#	Date Received	Received From	Topic	Specific Question	Response
				<p>governance relationship and responsibilities of both the individual Board members and management, to the Members.</p> <p>Question One would understand and assume changes were made to improve important governance and responsibilities. Please to the Members, detail, what major changes were made and reason behind such changes to relationships and governance and the differences to the 2016 Board Charter.</p>	<p>requirements on new and retiring/resigning Directors plus a new Conflict of Interest procedure for Board Directors and the Board itself.</p> <p>The Board Charter focusses on the Board, its Directors and how it operates as a Board. As such it does not change responsibilities of, or delegations to, the CEO and management.</p> <p>The Board welcomes any feedback on the current Board Charter from THNSW members.</p>
19	02 Nov 20	R. Littlefair (1216)	Items at the Quarry	<p>What is being done about the removal of the containers, etc, with the museum's equipment, that have been left in the quarry?</p> <p>Is all the equipment & materials still in good order?</p> <p>Who is paying the fees for the use of the quarry?</p>	<p>As reported in previous years, until THNSW has suitable long-term storage facilities to relocate these items to, they will remain in situ at the Quarry.</p> <p>It is expected that as the Heritage Hub progressively comes on-line, this may provide an opportunity to resolve this matter.</p> <p>Checks of the equipment and materials stored at the quarry are regularly undertaken.</p> <p>THNSW pays any fees and costs associated with use of the quarry.</p>
20	02 Nov 20	K. Rouvray (7277)	Silver City Comet	<p>It is disappointing that the disposal of assets for voting on, at the AGM, include 2 cars from the Silver City Comet sets including one rare buffet car.</p> <p>As the 1937 Silver City Comet was the first airconditioned train in the British Empire (<i>Ian Dunn October 1977 Roundhouse</i>) and thus is a very historical and iconic train to both NSW and Australia, the questions I have are:</p> <ul style="list-style-type: none"> ▪ Why have these 2 cars been left to just fall apart, and can the Buffet car be put aside for future restoration? ▪ Do we still have any other Silver City Comet cars in THNSW collection for eventual restoration etc. ▪ If so, can the Board guarantee these historical cars will be kept under cover so they can be preserved and one day hopefully restored to public display condition or even returned to heritage service. 	<p>Unfortunately, THNSW (and the NSW RTM before it) has had no undercover storage for these items since their relocation from Thirlmere c2009.</p> <p>THNSW did not have responsibility for the Broadmeadow site until shortly after it was established in 2014.</p> <p>On the advice from competent and highly experienced car builders, the Collections & Curatorial Committee has assessed these two cars as being beyond repair and have therefore recommended deaccessioning.</p> <p>Yes, THNSW still has three Silver City Comet cars on display in the Great Train Hall at the NSW Rail Museum, Thirlmere and they are undercover.</p>

#	Date Received	Received From	Topic	Specific Question	Response
21	06 Nov 20	C. Pursehouse (1348)	IFAP & the NSW Government-owned Heritage Collection	<p>IFAP & the State-Owned Heritage Collection</p> <p>In a recent communication the Chairman advised the Chullora Volunteers (in regard to a specific locomotive in the State-Owned Heritage Collection) that “<i>this was allocated for static display by the Independent Funding and Advisory Panel (IFAP)</i> “ and further that “<i>...the Board does not have the power to overturn this decision</i>”.</p> <p>My question does not relate to the Item that was the subject of that reference but to IFAP, it’s role and authority and the role and authority of the Board.</p> <p>According to the information on the THNSW website IFAP administers funding under Stream 2 of the funding provided by government to THNSW for “<i>Custodians of State-Owned Heritage Collection assets</i>”. The explanatory organisational chart on the website, “Our Funding”, shows Stream 2 funds as administered by THNSW. In the past it has been represented to the membership that, as its name implies, IFAP is an advisory body concerned with requests for funds only, that it is not of itself empowered to make decisions other than to determine its position to recommend acceptance or rejection of Applications for funding and I am unaware of it ever having been made clear that it has any role in the allocation of assets/items from the Collection; the advice quoted above is not consistent with this understanding.</p> <p>1. (a) Is THNSW the Custodian for all Items in the State-Owned Heritage Collection under the Master Custody Management Agreement?</p> <p>(b) What is the role of THNSW in regard to Subsidiary Custody Management Agreements?</p> <p>(c) Who determines whether the recommendations of IFAP are implemented or not?</p>	<p>a) No, whilst THNSW has overarching administrative responsibilities for all items in the State-owned Moveable Heritage Collection, THNSW is custodian for only those items directly allocated to the organisation – i.e. at the NSW Rail Museum, Valley Heights Locomotive Depot Heritage Museum or as part of the operational fleet. THNSW maintains items in the residual collection (those items not currently allocated to a custodian) and supports the care and preservation of the custodial collection (those items allocated to a custodian other than THNSW).</p> <p>b) THNSW is effectively the agent for the owner of the assets, being the NSW Government. THNSW works with custodians to ensure the care and preservation of the state-owned heritage assets which they have custody of.</p> <p>c) IFAP is directly accountable to Transport for NSW.</p>

#	Date Received	Received From	Topic	Specific Question	Response
				<p>(d) Does the THNSW Board approve or review Applications made to IFAP and especially those made in THNSW's name (this relates to the making of the Application, not approval of funding or IFAPs recommendation)?</p> <p>(e) Can the agreements, authorisation or arrangements pertaining to IFAP, including its role and authority be posted and maintained on the THNSW website?</p> <p>2 (a) Who determines the allocation of Items in the State-Owned Heritage Collection to other organisations (ie. other than for use/display etc by THNSW)?</p> <p>(b) Will the Board institute a policy for all Items in the State-Owned Heritage Collection whose allocation is within its capacity to determine, to consult with the Members of THNSW before making any decision to allocate any such item to or for display or use by any organisation other than THNSW?</p>	<p>d) Yes, the Board reviews and approves all applications to IFAP made by THNSW. The Board does not review and cannot determine any applications made by other organisations.</p> <p>e) IFAP is not a THNSW body or group. For example, it is not a subcommittee of the THNSW Board. IFAP, its role and authority are determined by Transport for NSW.</p> <p>2 a) Applications for the loan or custody of items from the State-owned heritage collection are made via THNSW. THNSW provides advice to IFAP. IFAP makes its own determination and recommendation to Transport for NSW, which then either accepts or rejects IFAP's recommendation. This includes the allocation of those items which THNSW makes application for custody of for either the Museum or operational collections.</p> <p>THNSW does not have any automatic rights to use or display objects in the residual collection and must make application to IFAP just like other groups.</p> <p>b) The THNSW Board does not determine allocation of items in the state-owned residual collection to other groups. IFAP has that responsibility. The Board can make application to take an item into direct custody, in the same manner that other Sector Groups do.</p> <p>The THNSW Member-owned collection is managed in accordance with the THNSW Collection Management Policy available on the THNSW website.</p> <p>Loans from the THNSW-owned Collection are considered and determined in accordance with the THNSW Collection Management Policy.</p> <p>The State Movable Heritage Collection is not a member-owned asset.</p>
22	06 Nov 20	B. Saunders (Life Member, 1319)	IFAP Stream 2 Funding and other Grant Funding	The present 2020 THNSW Annual Report and previous four years THNSW Annual reports shows the distribution of IFAP Stream 2 and other grant funding that is presumably sanctioned by the THNSW board before being submitted to IFAP for consideration. The Cooma Monaro Railway	<p>IFAP determines the merit and distribution/awarding of Funding Stream 2 (FS#2) and the Transport Heritage Grants Program (THGP FS#3).</p> <p>FS#2 funding is <u>only available for state-owned heritage transport assets (with some exclusions)</u> and no organisation, including</p>

#	Date Received	Received From	Topic	Specific Question	Response
				<p>appears to have been granted \$749,444 this year for fencing. This is on top of being given \$324,398 in 2017-2018 for fencing around precinct and a total of 12 different THNSW IFAP grants over the last 4 years including given proposed custody of steam locomotive 3203 to Cooma and the funding including asbestos removal on 3203 is a total of \$1,788,185 in IFAP grants in the last 4 years.</p> <p>Does the board believe this is a fair and equitable distribution of grants based on merit amongst the rail heritage sector?</p> <p>Does the THNSW board sanction all these funding applications to IFAP and ensure that there is no conflict of interest from THNSW staff members?</p> <p>Why is THNSW not applying for more IFAP funds for of its own collection of exhibits having such a large and enormously historic collection?</p>	<p>THNSW, is able to apply for FS#2 funding for items that they own, i.e., THNSW cannot apply to IFAP for funding for items in its own member-owned collection.</p> <p>The THNSW Board reviews and approves only those applications made by THNSW to IFAP and has no role in reviewing and approving applications made by other organisations to IFAP.</p> <p>The Cooma precinct was selected by the former Office of Rail Heritage (RailCorp), is listed on the State Heritage Register and is the largest of the custodial precincts. It was identified as being the most in need of investment at the time of THNSW / IFAP's establishment. The Cooma Monaro Railway is an active Sector Group and has a strategic plan which has been reviewed by IFAP, and is undertaking a program of improvements to the heritage fabric and amenity of the site in accordance with that plan.</p> <p>The total amount of FS#2 funding provided to Cooma over the period should be correctly noted as \$1.3m. The funding allocation of \$324k for fencing in 2017/18 was withdrawn and replaced by the funding allocation of \$794k for fencing in 2019/20.</p> <p>Any real or perceived potential conflicts of interest for THNSW staff members have been declared and are managed to avoid the conflict. THNSW employee conflicts of interest must be declared to IFAP as part of IFAP's deliberations.</p> <p>Since 2016, IFAP has granted THNSW \$3.2m worth of project funding from FS#2 for projects at Valley Heights, Thirlmere and for objects within our care. As noted in the annual financial statements, in recent years TfNSW has approved the reallocation of \$3.7m in unspent, unallocated FS#2 funding to FS#1 enabling THNSW to address the backlog of maintenance issues, both in the operational fleet and property maintenance areas that were transferred to THNSW at the time of its establishment, and a further \$0.6m to the SPF to enable the unfunded completion of the locomotive 3801 project.</p> <p>Due to our role to support the growth and development of the heritage transport sector throughout NSW, THNSW has determined that it will not apply for the small grants under the annual THGP, particularly given the funding THNSW receives under other funding streams (FS#1, FS#2 and Special Purpose Funding (SPF)).</p> <p>As detailed in the annual financial reports, THNSW receives a minimum annual FS#1 funding allocation of \$3.8m for its activities</p>

#	Date Received	Received From	Topic	Specific Question	Response
					<p>of which \$1.0m must be spent on the operational fleet, i.e., \$15.2m over the last four years.</p> <p>Minimum annual funding of \$1.85m is available under FS#2.</p> <p>The funding arrangements specifically exclude THNSW applying for FS#2 funding for operational fleet items.</p>
23	06 Nov 20	T. Ball (Life Member, 734)	IFAP decision wrt 3203	<p>I wish to know just how the decision to give away Thirlmere's only member of the iconic (P) 32 Class was made. This loco was chosen by the founding members of the RTM in 1963. Were any of them consulted on this move to a remote country station, cut off from the rail network. My two visits there revealed very low visitor numbers.</p> <p>Was it subjected to a Board review? What part did the IFAP play, if any?</p> <p>3265 is NOT a Rail Museum exhibit; it may be reclaimed by The MAAS at any time (maybe to be mounted at Parramatta someday?.....) 3214 is NOT at THE rail museum for NSW, & good luck to Valley Heights for their exhibit.</p> <p>To remove this truly iconic exhibit from Thirlmere is akin to taking the Holden out of the Museum of Australian Motoring. It MUST remain part of our Thirlmere Museum.</p> <p>I should inform you that I am seeking a Freedom of Information search of IFAP records relating to this very regrettable situation, following the reply from Rob Mason to Colin Pursehouse.</p>	<p>Locomotive 3203 is a NSW Government-owned item of rolling stock, not THNSW-owned. It is part of the State-owned Moveable Heritage Collection and was moved to Broadmeadow in 2008/09 by the former Office of Rail Heritage and has not been on public display since that time.</p> <p>Under the custody and funding arrangements between the NSW Government and THNSW, THNSW has the responsibility and opportunity on behalf of the NSW Government to work with like-minded sector groups across the State to care for, maintain, restore and provide access to selected Government-owned heritage transport sites and rolling stock. This work is overseen by IFAP who determines applications for custody/loan and the allocation of Funding Stream #2 and THGP Funding Stream #3 funding. Frequently this involves the loan (short-term) or providing custody (long-term) of items to other recognised Sector organisations.</p> <p>Details of the process to make application for a loan or custody of a NSW Government-owned Collection Item are available on the THNSW website at www.thnsw.com.au/loans-custody-agreements</p> <p>THNSW holds regular (two per year) Sector Development Workshops for interested groups and THNSW's Sector Development Officer, works to support those groups to achieve their projects and outcomes.</p> <p>Under the custody and funding arrangements applications for custody of residual assets are reviewed and determined by IFAP without reference to the THNSW Board.</p> <p>Locomotive 3203 was, until its allocation to the Cooma Monaro Railway group, part of the residual collection, i.e., not allocated to any group, however available for application to the IFAP by a recognised heritage transport organisation. Importantly, it was not in the direct custody of THNSW. The locomotive has not been given away, rather it has been put on custody with another like-minded organisation.</p>

#	Date Received	Received From	Topic	Specific Question	Response
					<p>Very few items of rolling stock housed and displayed at the NSW Rail Museum, Thirlmere, belong to THNSW. Most are items from the State-owned Moveable Heritage Collection, with some owned by others.</p> <p>Museums regularly loan items from their collections and borrow items to complete exhibitions. THNSW is no different in this respect.</p>
24	06 Nov 20	T. Ball (Life Member, 734)	Signals Display	Has there been any progress reviving the excellent display of signal equipment assembled by Bob & Peter Booth, after a lifetime collecting it around this State?	Not currently. The inclusion of signalling equipment in the exhibition spaces at the NSW Rail Museum, Thirlmere, is being considered as part of the interpretation plan for the site currently under development.
25	06 Nov 20	B. Saunders (Life Member, 1319)	Post 3801 Project / 5711 Restoration	<p>The THNSW Chullora engineering team after an 11 year overhaul have successfully overhauled and delivered 3801 to THNSW and has been performing well. This THNSW Chullora engineering team have been formally requesting another steam locomotive to overhaul for the last four years for a “next project” so as they can continue the experienced team and highly equipped workshop steam locomotive overhauls in Sydney. Last 2019 AGM THNSW announced amongst various possible proposals to put up locomotive 5711 as a possible project. A subsequent meeting at Chullora with board and team members the team accepted 5711 as a project. A boiler inspection and feasibility study confirmed that it is viable to return locomotive 5711 to steam. Subsequently the board has decided that 5711 is not to be returned to steam at the present time but nothing will be done to it to prevent it being returned to service at a future date.</p> <p>Why is it that after almost a full year that there has been no movement of this proposed 5711 locomotive restoration to Chullora Engineering team and has left the Chullora team to not have any project all this time?</p>	<p>As recorded in the Minutes of last year’s AGM 2019, and in the appended answers to Questions on Notice, the Board has already indicated that once the locomotive 3801 had been completed, the static restoration of 5711 was one of a number of projects under consideration.</p> <p>Following further representations from a group of interested members, the Board undertook a review of the feasibility of returning locomotive 5711 to operational condition. The Board reviewed the findings and has determined that now is not the time for the organisation to embark on another extensive steam locomotive reconstruction project. THNSW needs to be fully focused on its other key priorities under way, including the establishment of the Heritage Hub, the extension of the Loop Line and the need to focus on passenger carriages for our operational fleet.</p> <p>As noted elsewhere a decision to embark on a project of the scale of 5711 is at least as great as 3801 and without a clear line of funding at the outset would represent a high-risk strategy for THNSW.</p> <p>The Board has determined however to progress the development of a project plan to restore, preserve, protect and display 5711 whilst doing nothing that would prevent its operation should a future Board decide to embark on such a project.</p> <p>THNSW is eligible to apply for Funding Stream #2 funding for the restoration and preservation of a non-operational item of government owned rolling stock in its direct custody. (Items that THNSW intend to operate are not eligible for FS#2 funding.)</p>

#	Date Received	Received From	Topic	Specific Question	Response
					<p>Given IFAP approved a project to restore 5711's tender to display condition in 2016, which has not yet been completed, the Board, following discussion with volunteers from Valley Heights and Chullora, recently announced that the tender will be relocated to Chullora where additional resources of the Chullora volunteers are available to complete it and acquit the original approved proposal.</p> <p>Unfortunately, due to the COVID 19 pandemic and its resulting impacts, significant management attention has had to be diverted elsewhere and all volunteering and projects at all locations, including Chullora, were adversely impacted from mid-March 2020. While regrettable, this was necessary due to the restrictions and guidelines published by Government to address the pandemic.</p> <p>Volunteering has now resumed at all sites including Chullora under new COVID Safe arrangements.</p>
26	06 Nov 20	C. Pursehouse (1348)	Volunteers recognition, recruitment and a new project for previous 3801 project volunteers	<p>Chullora The Volunteer team based at Chullora who delivered a restored 3801 at the beginning of this year have been seeking identification and allocation of a new project for the past approximately four years. The Chullora Team were forced to petition the Board on more than one occasion to stave off attempts by management to shut Chullora down prior to completing 3801 and it was only by such extreme action were we able to continue our work. On several occasions we have been led to believe there was significant support for another project for Chullora at Board level yet despite this it is only in November of this year, nearly a year since 3801 left our Workshop that there has been any real decision and we may have something in the very near future.</p> <p>THNSW is described in its Constitution as a <i>membership and volunteer based organisation</i>. This is a fundamental part of the character and ethos of our organisation and always was.</p> <p>My question therefore is:</p> <p>(a) Why has it taken four years for a new project to be identified and allocated to Chullora, why is it that the most senior management of THNSW appear to place no value upon the expertise, commitment</p>	<p>As recorded in the Minutes of last year's AGM 2019 and specifically in the appended answers to Questions on Notice:</p> <ul style="list-style-type: none"> ➤ <i>the immediate and overarching focus for the Board and staff/volunteers involved was on completing the 3801 project after almost 12 years. A number of completion dates came and went however the project was finally delivered successfully in March 2020. Any consideration of another project was premature until 3801 was completed.</i> ➤ <i>continued use of the 3801 project workshop space at Chullora after the completion of the 3801 project was not confirmed until after the 2019 AGM in Dec 2019.</i> ➤ <i>various projects were under consideration and discussion however at that time none had secured funding.</i> ➤ <i>with the completion of the 3801 project that funding has ceased and the priority and funding from TfNSW has now turned to other major THNSW initiatives including:</i> ➤ <i>establishing the Heritage Hub at Chullora</i> ➤ <i>making the Loop Line operational between Buxton and Colo Vale; and</i> ➤ <i>focussing on the customer experience by restoring carriages.</i> <p>As recently announced, the Board has determined to develop a project plan to restore, preserve, protect and display 5711 whilst doing nothing to prevent its operation should a future Board</p>

#	Date Received	Received From	Topic	Specific Question	Response
				<p>and enthusiasm of the Chullora Volunteers and the facility that has already been created?</p> <p>(b) Whilst acknowledging that Volunteers in some areas of THNSW are well supported and valued by the organisation, given the experience of Chullora, why should all THNSW Members and Volunteers have confidence that they will be supported and recognised for the value of their contributions and why should potential Members and Volunteers join us?</p> <p>(c) What is being done now to recruit new Volunteers and Members to THNSW and to retain existing Members and Volunteers?</p>	<p>determine to embark on such a project. Once the plan is developed and agreed, funding will need to be secured.</p> <p>Given there is a previously approved project to restore the 5711 tender to display condition which has not been completed the Board, in discussion with volunteers from Valley Heights and Chullora, has recently announced that the project will be relocated to Chullora where additional volunteer resources are available to complete the project.</p> <p>As reported in the Chair's wrap and discussed at the recent virtual members' information forum, the Board has established a membership review working group and recently undertaken a membership and audience survey to determine how best to align the membership offer to potential members. Board Director Deanna Varga will speak to this matter at the members' information forum following the AGM.</p> <p>As reported in the Annual Report total membership numbers have remained static year on year. (1,777 as at 30 June 2019 and 1,770 as at 30 June 2020).</p>
27	06 Nov 20	T. Ball (Life Member, 734)	Next project for Chullora volunteers.	<p>The team that I worked with at Chullora on 3801 was an outstanding team, volunteers & paid staff, none better in my 53 years of volunteering. If I was running a Museum, I would have had a suitable follow-up project in there the day after 3801 chuffed out!!</p> <p>Just exactly why has that not happened????</p>	<p>As reported last year, the absolute priority for THNSW was the completion of locomotive 3801 after more than twelve years. Locomotive 3801 was a finite project which was only possible with specific special purpose funding from TfNSW. Now that that project has been completed, that funding has ceased.</p> <p>The priority and funding from TfNSW has now turned to other major THNSW initiatives including:</p> <ul style="list-style-type: none"> • establishing the Chullora Heritage Hub; • making the Loop Line operational between Buxton and Colo Vale; and • focussing on the customer experience by restoring carriages. <p>The Board in consultation with volunteers at Valley Heights and Chullora has recently agreed to relocate the currently approved and funded project to restore the 5711 tender to Chullora where more volunteer resources are available to complete the project.</p>
28	06 Nov 20	D. Oram (1123)	Next Main Line operational steam	Now that 3801 has been successfully delivered what will be the next significant mainline operational steam locomotive to be added to the post 2025 operational fleet and how will members and volunteers be able to input into this project	As noted previously, with the completion of 3801 and other steam locomotive projects THNSW will have seven operational steam locomotives. Maintenance resources (space, equipment, funding and personnel -volunteer and staff) are finite and are considered

#	Date Received	Received From	Topic	Specific Question	Response
			locomotive project	and when does planning and possible funding activities commence either as an SFR or donations /sponsorships as done in UK.	<p>stretched for the size of the entire fleet (not just steam) being maintained in operation.</p> <p>The Board must prioritise its resources in this area for best effect and considers THNSW has sufficient steam locomotive capacity in the medium term. Attention now needs to turn to upgrading passenger carriages for both the loop line and mainline to support the growth in operations and the public demand for heritage train experiences.</p> <p>Various options remain under consideration for additional mainline steam locomotive power, including a major overhaul of either locomotive 3830 and/or 3642. THNSW welcomes donations towards its ongoing work and restoration projects at anytime.</p> <p>https://www.thnsw.com.au/donate</p> <p>The Board is currently focussed on securing funding to complete its major projects including the:</p> <ul style="list-style-type: none"> ➤ establishment of the Heritage Hub at Chullora; ➤ making the Loop Line operational between Buxton and Colo Vale; and ➤ focussing on the customer experience by restoring carriages
29	06 Nov 20	D. Oram (1123)	Board Committees	How do members receive feedback on the effectiveness of the various committees and sub committees established , eg Fund raising and, Curatorial and Rail Operations, in terms of outputs achieved this year vs the charter /purpose and what are the plans for 2021?	<p>Board Subcommittees and Working Groups are advisory in nature and have no independent decision-making powers. As per their published Terms of Reference (ToRs), Subcommittees and Working Groups make recommendations to the Board.</p> <p>The Members' Information Forums (MIFs), THNSW Annual Report, eNews, Roundhouse and Board Chair's Wrap all report on activities of the Board and its various Subcommittees and Working Groups throughout the year.</p> <p>Some recent examples include:</p> <p>Collections & Curatorial Committee (C&CC) – collection acquisition, significance assessment of the State-owned moveable heritage collection, recommendations regarding deaccessioning.</p> <p>Rail Operations Support Committee (ROSC) – Rail Safe Working training and competence initiatives both for the Loop Line and Main Line.</p> <p>Safety & Environment Committee (SEC) – overseeing the implementation of the safety management system (SMS) including</p>

#	Date Received	Received From	Topic	Specific Question	Response
					<p>rail safety and work health safety, most recently with respect to COVID safe work practices</p> <p>Finance, Risk & Audit Committee (FR&C) –review of quarterly financial reports and the annual audited financial statements, annual review of the business risk register.</p> <p>Fundraising Working Group – as reported in the Annual Report, funds raised from donations and gifts in FY 2019/20 despite the pandemic were \$303k up from \$169k in the previous year.</p> <p>Membership Review Working Group – update provided by Board Director Deanna Varga as part of the eMIF in October, further update at the MIF following the AGM.</p>
30	06 Nov 20	D. Oram (1123)	Strategic Plan	How do members input into the on-going review of the 2024 strategy in the light of achievements to date and progress up to 2024 and beyond on behalf of the people of NSW	<p>The THNSW Strategic Plan was adopted by the Board in 2019.</p> <p>The major initiatives outlined in the plan – complete 3801 (completed in 2020), establish the Chullora Heritage Hub and upgrade the loop line are progressing as detailed in the Annual Report, eNews, <i>Roundhouse</i> and Board Wraps.</p> <p>Members are welcome to forward any comments or suggestions about the strategic plan by email to ceo@thnsw.com.au and they will be raised with the Board.</p>
31	06 Nov 20	B. Saunders (Life Member, 1319)	Questions on Notice	<p>THNSW is a democratic organisation that spends considerable government and member monies and should be accountable to the membership at the AGM at all times. THNSW annual AGM questions on notice are the only means that are available to members have the Board questions answered and recorded for everyone to see. The limiting of three questions per member is not conducive to the Board's accountability to the membership. I believe it is unconstitutional to limit the AGM questions to three per member.</p> <p>Why is the board continuing to restrict questions and answers to and from the board to challenge the accountability in this organisation?</p>	<p>Following feedback from a number of members about the number of Questions on Notice submitted by only a small number of members last year (approx. 150 questions from nine members with approx. 130 of those from only two members), the Board determined to provide guidance to members this year when asking Questions on Notice out of respect for all members as a whole membership group.</p> <p>The Notice of AGM does say that questions on notice should be <i>preferably limited</i> to no more than three question per member,</p> <p>A number of members have submitted more and all questions on notice submitted have been recorded and addressed here.</p>