

**Thornhill & District Community Transport  
Minutes of Meeting  
Held at Thornhill  
On Tuesday, 18/03/2014**

**Present:** Tom Park, David Dick, David Kerr, Jenny Bourne, Davie Hastings, Rab Cook, Jock Scott

**Apologies:** Gordon Neilson, Joan Neilson, John Maxwell, John Docherty, Ian Walker, Robin Robertson, Robin Paisley, Ronnie Gibson

1.	<p><b>Welcome</b></p> <ul style="list-style-type: none"> <li>Tom Park, Chairman, welcomed everyone.</li> </ul>	
2.	<p><b>Apologies</b></p> <ul style="list-style-type: none"> <li>Received, as above.</li> </ul>	
3.	<p><b>Minutes of Pervious Meeting</b></p> <ul style="list-style-type: none"> <li>Approved. Proposed: DD; Seconded: JB.</li> </ul>	
4.	<p><b>Matters Arising</b></p> <ul style="list-style-type: none"> <li>The two main grant applications for a replacement bus (to the Scottish Government, and to Tesco) had, neither of them, been successful.</li> <li>DK still to hear back from CTA Scotland, who can, apparently, provide feedback on applications, but it is known that both funds were heavily over-subscribed and it is speculated that there will have been many applications from organisations whose need was more acute than ours.</li> <li>Our plan to replace LJ07 PYF by next Christmas is, accordingly, not being proceeded with meantime. We will, however, keep possible alternative sources of funding under review and will not lose sight of the fact that, sooner or later, the current vehicle will need to be replaced. It should, however, have a good few years of relatively faithful service left in it yet.</li> <li>Part of the replacement plan would be to try to build up the £33k-odd fund by degrees. Applications to neighbouring Community Councils (Thornhill, Penpont, Closeburn) should be made for Windfarm contributions to this. TP had heard that Thornhill Community Council (at least) had not had many applications for monies to date.</li> <li>Application will also need to be made to the Community Councils for another grant (along same lines as last year) to support our scheduled Wednesday and Friday routes. There is no sign, to date, that Transport Scotland are going to address the ticketing and reimbursement of concessionary fares issues faced by small CTAs.</li> </ul>	<div style="text-align: right; margin-bottom: 20px;">  </div> <div style="text-align: right; margin-bottom: 20px;">  </div> <div style="text-align: right;">  </div>
5.	<p><b>Finance</b></p> <ul style="list-style-type: none"> <li>DD presented a summary of the financial position (annexed).</li> <li>We are 2 weeks away from the end of the financial year,</li> </ul>	

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	<p>and a surplus of £2,000 is predicted.</p> <ul style="list-style-type: none"> <li>• There have been extraordinary items in this financial year, including a Windfarm grant (to fund scheduled routes mentioned above) on the income side and a substantial expenditure on hire of a replacement bus, when ours was out of action, in contrast.</li> <li>• Overall, DD pronounced himself comfortable with the levels of our income and expenditure, and felt our current hire rates were appropriate.</li> <li>• Noted that, following the sad death of Lea Wilson, Treasurer of St John's, Dumfries, who used to look over our accounts, DK had managed to secure the services of Annette Beagrie, a former Mortgage Manager with Bank of Scotland, also a member of St John's, who will look at our accounts this year.</li> </ul>	
6.	<p><b>Bus Report</b> DD reported:</p> <ul style="list-style-type: none"> <li>• Most recent quarterly check, due about now, had not been done, because we had had the bus MOT'd instead, in order to move the MOT anniversary away from its busy period in May.</li> <li>• Bus had passed MOT, with a couple of advisories; a couple of which were 'known issues' (small oil leak, slightly uneven tyre wear) and some slight wear to ball joints, which are ok just now, but will be replaced in due course.</li> <li>• Brake wear warning light problem had been dealt with. Auto electrician advises that many pads (and the one in question is a new one) have faulty sensors in them from new, and we might replace it a number of times, without making the light go out. In the end, it had been decided to disable that particular sensor. This, it was felt, could be done without danger, as the vehicle is checked on a quarterly basis anyway, and any pad wear would be picked up visually then.</li> <li>• Noted also: fire extinguisher loose, and a way should be investigated of stopping it falling out of its bracket; and panel behind driver's left ear is hanging off, and needs tidying up. DK to source suitable tape.</li> <li>• Bodywork: wasn't done previously, because owners of bodyshop had suffered family bereavement. JB will rebook it.</li> <li>• Noted, with regard to preceding item, that people generally comment favourably about how well kept the bus is, inside and out.</li> </ul>	<div style="border: 1px solid black; background-color: yellow; padding: 5px; width: fit-content; margin-left: auto;">DK</div>

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7.	<p><b>Licences</b></p> <ul style="list-style-type: none"> <li>• DK advised that Annandale Transport Initiative annually asks all of its drivers to submit scans or photocopies of their licences (both card and paper counterpart). This is more robust than the <i>ad hoc</i> system we have at present, and he proposed we start doing this, starting with our next meeting, which will be the AGM. Members will be asked to bring their licences with them to that meeting, and a copier or scanner will be here to record them.</li> </ul>	
8.	<p><b>AOCB</b></p> <ul style="list-style-type: none"> <li>• TP submitted his resignation. He has attempted to do this for a number of years, but has always been persuaded to withdraw it. This time, however, he is determined to resign. DK, on behalf of the Association, accepted TP's resignation reluctantly and with regret. More will be said later, but, in the meantime, tribute was paid to TP's enormous contribution to the setting up, and running of T&amp;DCT over the years. He will be much missed.</li> </ul>	
9.	<p><b>DONM</b></p> <ul style="list-style-type: none"> <li>• Provisionally 17/06/2014, to include AGM, but may have to be the week after, owing to possible absence of GN. More later.</li> </ul>	
10.	<b>Meeting Closed</b>	

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**Annexe: Financial Report**

Year to date – 18th March 2014

Income (Excluding income from and transfers to reserve fund) £11,646.39

Expenditure (Excluding income from and transfers to reserve fund) £9582.97

Profit + £2063.42

Below should be considered with above.

Donations/ Grant from Clyde Windfarm and Closeburn Community Council £3240.00

Therefore without these grants and donations we would have made a loss to date of - £1176.58

We therefore need desperately to have the Scottish Government recognise our scheduled journeys and repay the Senior Citizens Travel Passes again because we will not be able to get either of these grants again for 2014/ 15. Having said that our new pricing should take a better effect this year as it was only introduced in October and I have already pointed out a drastic reduction in hires.

David Dick  
18th  
March 2014