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# SANDTOFT SCENE

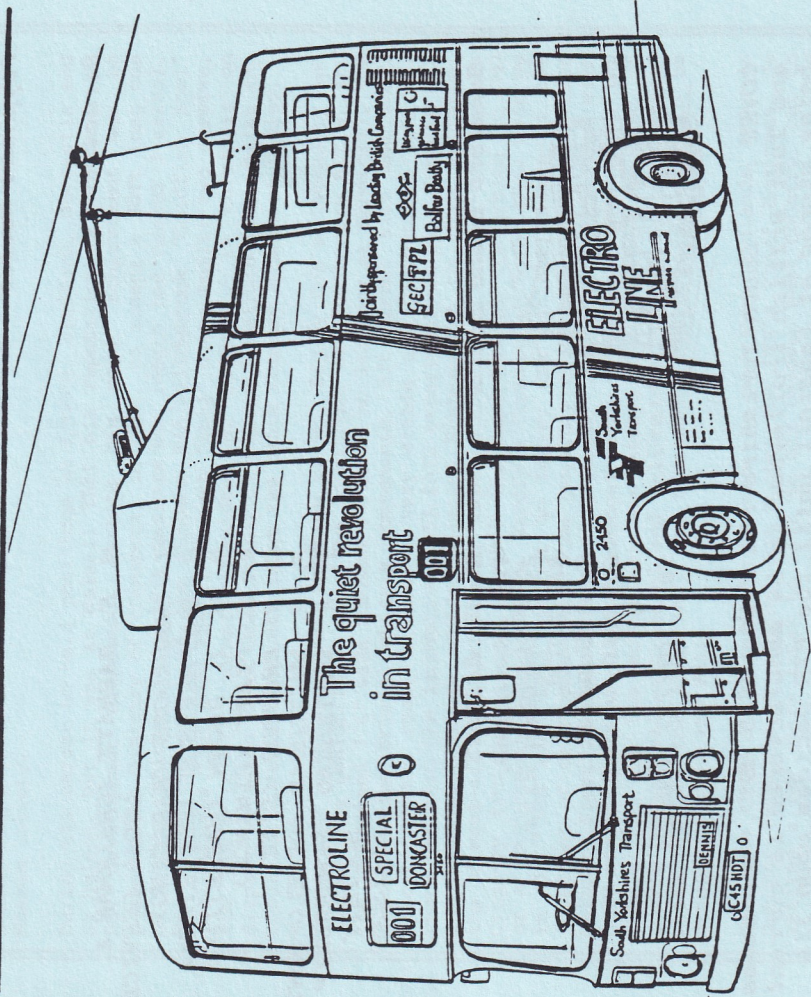
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NO: 25

WINTER

1994

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THE

SANDTOFT TRANSPORT CENTRE

MAGAZINE

**SANDTOFT TRANSPORT CENTRE LIMITED  
INFORMATION**

*Sandtoft Transport Centre Limited is a company limited by guarantee and is a registered educational charity.*

**Registered Company Number :- 1747475**

**Registered Charity Number :- 514382**

**Registered Office :- The Museum Premises,  
Belton Road,  
Sandtoft,  
South Humberside.**

**Information Number :- (0724) 711391**

**Payphone Number :- (0724) 711846**

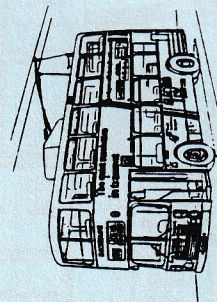
**Directors**

- M. F. BARRATT (CHAIRMAN & LEGAL SERVICES)**
- J. SAMBROOKS (MANAGING)**
- R. SHEPHERDSON (SECRETARY)**
- D. M. J. BROWN (MARKETING)**
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- C. N. PROCTOR (SITE)**
- F. R. WHITEHEAD (DEVELOPMENT)**
- J. R. WHITEHEAD (MEMBERSHIP & SOCIETY LIAISON)**

**Sandtoft Scene Editor :- M. F. BARRATT**

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24, Tongdean Rise,  
BRIGHTON,  
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BN1 5JG*

**Tel. (0273) 508013**



**COVER :-** South Yorkshire PTE 2450, (C45 HDT), the newest and last British trolleybus to be manufactured is currently being stored at Sandtoft until the PTE decides upon its future. During Yorkshire Day in 1993 it was posed alongside Doncaster 375 (CDT 636) to show what was and what might have been!

Editorial address : See Opposite Page

**OBITUARY**

**R. EDGLEY COX, M.Sc., C.Eng., F.I.Mech.E., F.I.E.E., F.C.I.T.**

We are sorry to report the death on 11 January 1994 of Ronald Edgley Cox, General Manager and Engineer of Walsall Corporation from 1952 to 1969. He was 82.

Mr. Edgley Cox had been a Vice President of the British Trolleybus Society since its foundation in 1961. In 1969, when the Sandtoft museum site was found, he agreed to become a trustee of the trust formed to administer the museum, remaining so until shortly before the trust was superseded by the present Company. He was a keen follower of Sandtoft, where in 1971 he "planted" the first traction pole, and in 1972 drove the museum's official first trolleybus powered from overhead wires - which were just 100 yards long at that time! 40 traction poles and much of the museum's running wire and other overhead fittings had been bought from Walsall following his professional advice. He was also President of the Black Country Museum Transport Group, and performed formal inspections of the tramway installation at Crich for the Tramway Museum Society.

During his career he held positions at London, Bradford, Newcastle and St.Helens, but it was at Walsall that his reputation as a pioneer in PSV development blossomed. Perhaps his major achievement was to persuade the Ministry of Transport, in 1954, to accept a 30ft long bus on 2-axes (hitherto the 30ft maximum bus length had needed 3-axes). He was justly proud of the Sunbeam F4A/Willowbrook "Goldfish Bowl" trolleybuses that were the first such "long" buses built: two survive, the BTS's no.872, normally resident at Sandtoft, is currently on display at Aston Manor Road Transport Museum in Birmingham, whilst the beautifully restored no.862 is at the Black Country Museum at Dudley.

There were numerous other examples of Mr. Edgley Cox's ingenuity and engineering genius. There were the lengthened ex-Cleethorpes BUT's, and the lengthened 7'6" wide Sunbeam F4/Brush no.342 (now at Sandtoft), the latter having Bristol chassis components, 8ft. front axle and wheel spacers on the rear, to make a very stable and comfortable vehicle. There was also the innovative 1953 PAYE experiment using a Sunbeam S7, the diesel-electric propulsion experiments using an ex-Cleethorpes Crossley trolleybus, and in 1969 the experimental conversion to OMO of a Bournemouth Sunbeam MF2B. Hardly a Commercial Motor Show went by in the '50s and '60's without an Edgley Cox exhibit, often at the forefront of development and some possibly controversial, a shortened Daimler Fleetline and later a gigantic 36ft long Fleetline with CCTV-controlled rear platform amongst them. A visit to Walsall in the 1960's for any bus enthusiast was always interesting, enhanced of course by the well-engineered and well-maintained trolleybus overhead which enabled the efficiency and advantages of the trolleybus to be demonstrated to the full.

The take over of Walsall Corporation by the West Midlands PTE, in October 1969 saw Mr. Edgley Cox become the PTE's Chief Engineer. He retired a few years later to live in his beloved West Country, but to the end he always kept up to date with developments in the industry and the hobby. He leaves a son Tom, daughter Alison, and two grandchildren, Christopher and Nichola, to whom we extend our condolences.

# Sandtoft Transport Centre

BOARD MEMBERS - 1993-4

M.F. Barratt,  
"The Hawthorns",  
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RG1 6JD.

## VICE-CHAIRMAN, SALES & SITE DIRECTOR

\*\*\*\*\*

## MEMBERSHIP & SOCIETY LIAISON DIRECTOR

\*\*\*\*\*

## FROM THE BOARD

### BOARD MEETINGS

Since the Annual General Meeting in November there has been one Board Meeting which took place on 16th January 1994 in Norwich. This was the first time all the new Board Members had met and the meeting was very productive. Further meetings are planned for March and June.

### MATTERS ARISING FROM THE AGM

The Members' Forum which took place immediately after the Annual General Meeting raised a number of important issues and, as promised, the Board is already looking into these. Prime issues include the provision of toilets for the disabled, a proper rationalised key system, the provision of better play facilities for children and the prospects of running trolleybuses along the runway to the north east of the present site. The Board will report developments in this journal.

### VEHICLE TESTING

Following the report in the last edition the Board has received comments from trolleybus users, notably Geoff Griffiths, about the practicalities of the present testing rules. These are being reviewed but everybody is reminded that the principal concern of all must be SAFETY!

### COMPANY RULES

The Board is considering the "overhaul" and revision of the Company's Articles of Association which have remained largely unchanged since 1983. In some respects they are now rather archaic and could do with being a little more "user friendly". More importantly, however, the Board wishes to produce a concise "Company Handbook" containing all the rules and regulations relating to the museum and its operation (from vehicle testing to toilet cleaning!). David Brown is to co-ordinate this exercise and everybody is welcome to write to David with his or her ideas of what rules/procedures should be adopted.

### THE NEW BOARD

The names and addresses of the new Board Members are set out opposite on Page 5 for your convenience: -

**CHAIRMAN'S ANNUAL REPORT 1993**  
by Michael F. Barratt - Chairman

Although I have been involved with Sandtoft Transport Centre since 1969 and held positions on the Board, on and off, since it became a Limited Company in 1983, this is my first Annual Report to the Members as Chairman of the Company and in it I hope that I have been able to cover all the main events of the past year.

oo0oo

Before I do so, may I thank especially all my fellow Board Members who have, without exception, worked so hard in the last twelve months to keep Sandtoft alive and well and I would like to thank, most particularly, Martin Harvey, our Financial Director, who will be leaving us after today. Without doubt, Sandtoft has benefitted greatly by his services and the way in which he has introduced a proper tight budgetting discipline to our affairs. I am sure you will all agree with me, when you hear his Financial Report, that Sandtoft will be all the poorer (not financially we hope!) for his demise. It has certainly been richer (financially!) during his term of office. Thank you Martin.

oo0oo

When I took over as Chairman from Bob Rowe last year I was, thankfully, confident that Sandtoft was on the up and up. We seemed to be entering a period of stability and I had a major plan in mind - to make Sandtoft the NATIONAL Trolleybus Museum of Britain. This is an aim which I continue to hope Sandtoft can aspire to. Last year Francis Whitehead brought along a model of the proposed Visitors Centre. This, without doubt, is going to be the biggest project which Sandtoft has embarked upon since the inception of the museum itself all those years ago. Tenders have now gone out and it is to be hoped that the shell of the building will be finished by the running season next year. Francis and John Whitehead have worked particularly hard in getting this project up and running undertaking many important tasks including negotiations with the Boothferry District Council and the VAT Inspector. I ask all members, who are able, to help to contribute to this project. All those who have visited the new Exhibition Hall at Crich will know how much it has enhanced that Museum. Just think how our own Exhibition Hall is going to enhance Sandtoft.

-6-

Early on in my Chairmanship tragedy struck Sandtoft - not once but twice. Firstly, we lost Dorothy Dare, a great friend and patron to the Museum. She will be sadly missed but we hope that a suitable memorial can be established. I met Dorothy on a trip to the Isle of Man when, with her loving canine, "The Pie", she became the life and soul of the party. Dorothy's passing has become as much an end of an era as the last Reading trolleybus. We shall always remain indebted to her for the Museum Site which she had the foresight to purchase all those years ago. We shall always remember her with great affection and gratitude. Her sad loss was followed, quickly, by the sudden and very unexpected death of our auditor, Tony Monks. It was a particularly personal loss for me as I had known Tony for many years and he had become a very good friend as well as client of mine in my own professional life. He was especially pleased to work for Sandtoft as he had a healthy regard for charitable work being heavily involved with the MSPCC and his local church. We hope that the new Childrens' Play Area can be dedicated to both Dorothy and Tony in view of their strong work with children.

oo0oo

I have been helped, greatly, by the two Doncaster-based directors, Jim Sambrooks and Chris Proctor. Where would we be without them? Chris keeps the shop going strong, as well as looking after many other aspects of the Museum, and Jim remains the ever ubiquitous Jim who, as Managing Director, has worked very hard to keep all the operational units functioning so smoothly and who, through his entertaining column in SANDTOFT SCENE, keeps our armchair members fully conversant with what is going on at the site (although I do have to translate his text sometimes with the help of my wife who also speaks Yorkshire!)

oo0oo

Although David Brown lives, it seems, as far away as it seems possible from everybody else on the Board, his contributions to the Board have been immeasurable. His verve and enthusiasm when it comes to publicity have been much appreciated and he always has a sensible and useful contribution to make to Board debates. Perhaps being so remote, he can look more objectively than some others of us can.

-7-

I would like, also, to make a special mention to the members of the Sandtoft Miniature Railway who, I believe, are sometimes forgotten amongst all the trolleybuses and motor buses. They have done remarkably well this year with their newly built locomotive and I know that they are a major attraction on running days, particularly "The Gathering" and especially amongst our younger visitors. The line and rolling stock is always well maintained and is a great asset to Sandtoft.

oo00o

Sandtoft is not just a museum. It is a living community. Unfortunately, as in any community, conflicts do occur from time to time between members. These cannot be irradicated altogether; we are all human; but I would ask working members to try and bury their differences and make Sandtoft one place where their cares and worries can be forgotten for the common aim of making Sandtoft a truly magnificent transport centre.

Discipline is important on a site which is dedicated to working electric traction. Electricity is dangerous and Members are asked to read, carefully, the directions and warnings which appear from time to time in SANDTOFT SCENE. They are put in to remind members that rules do exist and are made from time to time by the Board of Directors for good reason; principally to safeguard the life and health of every Company member and member of the Public. It is hoped, in the new year, to produce a booklet for each working member containing the detailed Rules and Regulations of the Company for Safe Working Practices. There are now more and more legislative restrictions being put on organisations such as our own resulting from the Transport and Works Act and I am liaising with the National Tramway Museum on the effects of this piece of law and to ensure that we do not find ourselves in breach.

oo00o

I would, however, like to conclude on a happier more optimistic note. This year we had two tremendous running days - "The Gathering" and "Yorkshire Day". The wonderful atmosphere engendered by these events was a tribute to all concerned and both enthusiast and non-enthusiast had a wonderful day.

-9-

Last year, Richard Rampton, a well known figure at Sandtoft, informed us that he would not wish to continue on as Secretary beyond March of this year. It is always difficult when this happens as the job is not the most glamorous one to fill being largely sheer hard work and the first port of call of the complaints! However, after a short advertising campaign in SANDTOFT SCENE, Pete Chadwick answered our prayers and came to the rescue. As a professional Secretary to a Charity he seemed the ideal person and after he was interviewed at a specially called Board Meeting we were delighted to invite and welcome him to join us. Pete has provided that degree of professionalism to the job which we all crave and it is with great sadness that, reluctantly, we have to accept his decision not to stand for formal election at this AGM. Nevertheless, I would hope the membership will join with me in thanking both Richard and Pete for their sterling service in 1992/93 and to wish our new Secretary every success in 1993/1994.

oo00o

As well as the Board Members there are so many others who contribute so much to the successful running of the Museum. The list would take a long time to recite in full but I think special mention should be made of Andy Feather, Steve Harrison, Andy Thornton, Bob and Pat Ashton, Brian Maguire, Sheila Pearson, Geoff Griffiths, Richard Bilbe, Andrew Fieldsend, "Tomuous" Bond, Richard Fordham and all those others whose names are well known to you and who frequently appear in the pages of the SCENE. There are many other unsung heroes whose work is testimony itself to their dedication. My apologies to those of you who are not mentioned here but I can assure you that your work does not go unappreciated! I would also like to thank those non-members without whose help, support and tolerance we could not function; people like our spouses, girl/boy friends, neighbours and those in the trade and industry.

oo00o

-8-

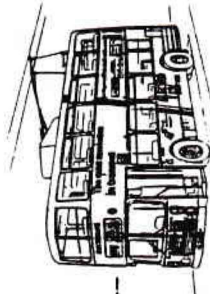
We were lucky with the weather on both occasions and by the good turn out of interesting vehicles from long distances in many cases. These events provide much needed income for the museum. Additionally, I am pleased to report that restoration work continues to progress on numerous, vehicles, some like Cleethorpes 54 and Nottingham 493, being of particular local interest.

oo0oo

However, it is not just the vehicles which need attention, the site itself needs to be kept well-maintained. There are still too few people who come along and work on the museum site rather than vehicles. If any of you can spare a day to come along and cut the grass, or paint a door or simply do some weeding, you will be most welcome and will also be doing your "bit" to see Sandtoft into its 25th Year.

Thank you all!

oo0oo



## WORKING WEEK

Members are reminded that the Operating Season does not just occur. A lot of preparation work is necessary before the Museum can open to the public at Easter. The winter takes its toll of the site and the vehicles and much has to be done. Each year, therefore, a working week is set aside to do all those necessary tasks to clean up the site and make it presentable to the public. This year the week set aside is 16th - 23rd March 1994.

All those who can get up to Sandtoft to assist are asked to do so and to get into contact with either MARTIN GIBBONS or JIM SAMBROOKS as soon as possible.

-10-

## YORKSHIRE DAY 1993

by Jim Sambrooks

YORKSHIRE DAY, organised by DOLMS, was a very successful event with which to end the 1993 Season.

oo0oo

More than a dozen visiting buses attended; most with Yorkshire connections. Star of the show, in the opinion of the writer, was ex-Yorkshire Traction's 492, a 1935 Leyland Tiger T57 which I had the pleasure of driving on the Isle of Axholme Tour. Kingston-upon-Hull City Transport sent their AEC Regal III and a fine sight it was alongside Stephen Torres's ex-Lancashire United Guy Arab III saloon. Stephen also displayed his ex-Haslingden PD2 and Guy Warrior/Mulliner in the livery of Philllips of Shiptonthorpe.

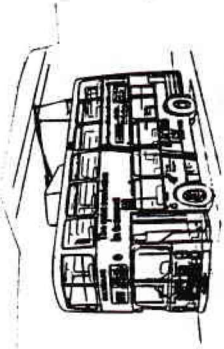
oo0oo

Bringing back memories for me was RT 4494 in London Transport County Area livery displaying "370" destination blinds and Grays (GY) garage codes. A nice touch of "Yorkshirisation" was a label pronouncing it to be "on hire to Samuel Ledyard".

oo0oo

Local operators again supported the event. South Yorkshire Transport, or "Mainline" sent an ex-Barnsley Leyland National and Atlantean/Alexander 1800. Yorkshire Traction sent a Dennis Drat (sorry Dart!) as well as 492. Leon were represented by two ex-Rossie Motors Fleetlines which posed for photographs with the ex-Rossie Daimler CVD6 preserved by Mainline employees. Wilfreda Beehive sent their Leyland National Greenway publicising the company's late night (or early morning) Doncaster-Sheffield service.

-11-



Quite a surprise was the arrival of about a dozen classic cars, mainly Rovers of the 90 and 100 type. They made a splendid display on the grass facing Sandtoft Square. It was interesting to see how the new generation Rover (600-series) owes much of its frontal design to these older machines.

oo0oo

South Yorkshire PTE entered their experimental trolleybus 2450 although it had to remain a static exhibit. It was placed alongside Doncaster 375 with both vehicles displaying blinds for the Bentley route. Following its eviction from Leicester Avenue the vehicle is to remain at Sandtoft for the time being and it is in its honour that this issue bears its portrait on the front cover!

oo0oo

There were the usual vehicle parades round the circuit arranged in themes eg. Doncaster Corporation, Independents, Yorkshire Municipals etc. There were also the ever popular Isle of Axholme tours (three in total) and a new feature "Photocall" where groups of vehicles were parked up in front of the trolleyshop nicely posed in the sun for the benefit of the many photographers who had come.

oo0oo

Regrettably only two trolleybuses were available for service, viz. Bradford 735 and the ubiquitous Huddersfield 631. Good loadings were recorded for most of the day. Making a rare appearance was Nottingham Tower Wagon 802 at the special request of an ex-NCT employee now wheel-chair bound.

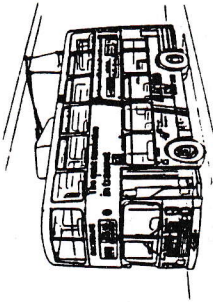
oo0oo

All in all it was a very good day; well organised and most enjoyable. Congratulations to DOLRS and I look forward to the next event.

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## SCENE AT SANDTOFT

by Jim Sambrooks



The museum has benefited considerably by two working visits of a team of Royal Navy apprentices. During their first week, in September, much time was spent improving the Lecture Theatre and its "environs". The gate hut received a major overhaul including a new roof. Many other jobs were also done on site. Much of the apprentices' second visit, in November, was spent sorting out Nottingham 493's electrics and servicing the lawn mowers. Our thanks are due to Shane, Alex and Taff who thoroughly enjoyed themselves and hope to return next year.

oo0oo

Bob and Pat Ashton continue their gardening tasks almost unaided despite the appeals which have appeared in this journal. Many trees have been pruned but there was no shortage of volunteers to burn the off-cuts one cold January Sunday.

oo0oo

Sheffield members have restored the former Sheffield Tramways lamp bracket that once supported the Sandtoft "Moon". They plan to re-hang it on a traction pole later in the year. They have also been re-fixing all the water fall pipes on the depot buildings.

oo0oo

Away from site Andy Feather and his team have been jacking out traction poles for eventual transportation to Sandtoft. A useful piece of equipment also acquired is a three-phase bench grinder (for grinding three-phase benches?) which is now suitably installed in the workshop.

-13-

It has been MOT time again for the Doncaster service bus, 206, and I am pleased to welcome back from Cambridge, although only temporarily, Tomuous Bond who has been an enormous help with this task over the years (this gentleman has previously been referred to in this column as "T" Bond due to the Editor's inability to spell his correct(?) christian name!)

oo0oo

In addition to the electrical works mentioned above, Nottingham 493 has had most of its sliding windows removed for overhaul and these are now being refitted. Similar vehicle, Nottingham 506, continues to have its interior restored and there is a strong possibility of both vehicles re-entering service for Sandtoft in 1994.

oo0oo

While work continues on Bradford 703, sister vehicle 704 is gradually being stripped for spares. Seats and window panes have been removed for the former Regency Hotel which its owner, Jim Speed, hopes to have back on the road this season. Bradford 847 has received even more windows leaving only a few gaps to be filled - hopefully soon.

oo0oo

The last outside panel, apart from the cab area, has been fitted to Cleethorpes 54. It had to be specially made as it is the offside lower corner one that curves in two directions at the same time (I believe the correct terminology is "double curvature" but that is too complicated a term for me to explain otherwise!).

oo0oo

The winter weather has, as usual, taken its toll of the vehicle batteries; the Preston towing wagon always suffers as does 206. This is the time that the ex-Ludlam Street slave battery trolley, BR1, comes in most useful.

-14-

oo0oo

The depot re-allocations took place late in 1993 after a points review. Reading 181 and Bradford 706 moved in as Rotherham 44 and Cardiff 262 moved to outside accommodation. Of course, it wasn't as simple as that and two weekends were spent by the Vehicles and Exhibits Manager, Ian Witson, and his team in re-organising the depot.

oo0oo

SYPTE trolleybus, 2450 (featured on this edition's front cover), the Dennis Dominator/Alexander arrived at Sandtoft for Yorkshire Day. Following the demolition of its former home at Leicester Avenue, Doncaster, it was homeless and so it remains at Sandtoft pending negotiations with the PTE as to its future (watch this space!).

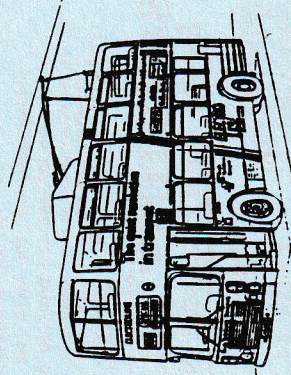
oo0oo

Finally I would like to finish my column this month by welcoming two new junior helpers (they cannot be members of Sandtoft until they reach 18 years of age) in Neil and Martin Hulks from Doncaster. If the museum is to continue to develop as it should it needs new blood as well as more commitment from existing members. I therefore appeal to all members to make the effort to do a bit for your museum. Let's have the place looking like a really first class tourist attraction by opening time at Easter.

S'thee,

JIM

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-15-

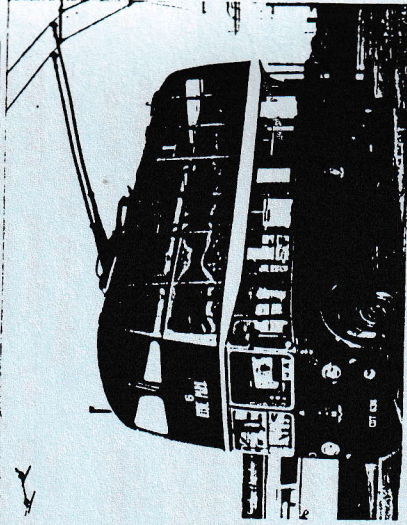


# SANDTOFT '94 HOME OF THE TROLLEYBUS

← 25th ANNIVERSARY 1969-1994 →

## TROLLEYDAYS

EASTER SUNDAY, MONDAY &  
TUESDAY APRIL 3rd, 4th & 5th.  
MAY DAY HOLIDAY SUNDAY &  
MONDAY MAY 1st and 2nd.  
SPRING BANK HOLIDAY SUNDAY  
& MONDAY MAY 29th and 30th.  
JUNE 26th SUNDAY.  
AUGUST 14th SUNDAY.  
LATE SUMMER HOLIDAY  
SUNDAY & MONDAY  
AUGUST 28th and 29th.  
SEPTEMBER 25th SUNDAY.  
YORKSHIRE DAY  
SUNDAY OCTOBER 23rd.  
OPEN 12 noon to 6 p.m.



TROLLEYBUS RIDES... MUSEUM SOUVENIR SHOP  
MINIATURE 7" GAUGE RAILWAY... REFRESHMENTS  
SMALL DISPLAYS & EXHIBITS ..... SLIDE SHOWS  
PICNIC AREAS ..... TOURIST INFORMATION

## SANDTOFT GATHERING '94

SUNDAY 31st JULY Open 10 a.m. to 6 p.m.

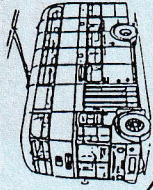
ADMISSION ON TROLLEYDAYS :- ADULTS £3.00 CONCESSION £1.50  
FAMILY IN CAR £7.00 \* INCLUDES FREE TROLLEYBUS RIDES \*  
FREE bus service from Doncaster Railway Station 1.30 p.m. on Trolleydays.  
Returns from Sandtoft 4.30 p.m. (30 min journey time).  
FREE CAR PARKING AT THE MUSEUM.

For further information on Trolleydays and other events  
please telephone the MUSEUM 24 hr. INFORMATION LINE : (0724) 711391.

Information updated prior to each event. (Standard telephone charge rate)  
We are always pleased to accommodate coach tours and party visits by prior appointment. Resident motorbuses  
frequently attend displays and rallies locally and nationally. Further information can be obtained from:-  
STC Popularity, 71 Bishop's Close, River Green Park, Thorpe St. Andrew, Norwich, Norfolk, NR7 0EH. (stamped  
addressed envelope please) or telephone 0603 300907.

## SANDTOFT TRANSPORT CENTRE

Belton Road Sandtoft Near Doncaster South Yorkshire



24 Hour Information Line

Tel: (0724) 711391

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S.T.C. reserves the right to alter or cancel any event.

U10P

