

# In the Beginning

The English Electric Company built thousands of locomotives at its works in Newton-le-Willows, Lancashire. From 1967 - 68 it built a total of 50 2,700 horsepower diesel electric locomotives for British Rail. These coincidentally came to be known as the Class 50s.

The locos were originally leased to BR for utilisation on the West Coast Mainline north of Crewe. Their modern design and 100mph capability made them the ideal choice to work the crack expresses between London and Glasgow.

Electrification of the line to Glasgow finally saw the 50s drafted to BR Western Region, working expresses from Paddington to the Midlands and the West Country.

During the early 1980s each of the class was given a life extending refurbishment, and they also started to take over services between Waterloo and Exeter.

Sectorisation of BR fragmented the class in 1987, but they still visited their old haunts on the WR. Many of their turns went over to Class 47 operation, but as anyone who was around at the time would agree, they still hung on in there.

The fact that the WR serves the holiday resorts of Devon and Cornwall meant that the 50s were still rolled out at weekends, retaining a number of turns to Penzance until 1988. To most, 1988 was last 'real' year of 50s on Inter City expresses.

From then on, they eked-out their days working out of Waterloo and many were even restricted to 60 mph freight traffic.

BR kept three of the Class on restricted duties for use on charters only. 50 007 and 50 050 worked the final train from Penzance to Paddington in March 1994, bringing down the curtain on the class.

By then a number of Class 50s had already been sold to private owners.

A new dawn in the Class 50 story was about to begin...



50 031, 50 035 and 50 044 viewed from within the Kidderminster Signalbox.



50 031 and 50 049 at Inverness. With your help they can return.

You too can be part of the success of the Class 50 Alliance, and become a part owner of our locomotives by purchasing shares in the locomotives. Shares can be purchased outright or in part by standing order from as little as £1 per month! Shares cost £25 each.

As a shareholder you can get involved in supporting the aims of the group in many different ways:

- Join one of the working parties that regularly get involved in the maintenance and restoration of these complex locomotives.
- Help with fund raising by assisting in the sales operation at opendays and on railtours.

Download share purchase forms from our website at: <http://www.class50alliance.co.uk/downloads.htm>

# Class 50 Alliance

Preserving Class 50s Since 1989



*Owners and operators of  
Class 50 diesel-electric locomotives*

## Share Prospectus 2009

[www.class50alliance.co.uk](http://www.class50alliance.co.uk)

## Built to Last

Thankfully, the Class 50 story didn't end on that night in 1994. The Fifty Fund, like Project Defiance and other groups have worked tirelessly to ensure that these historic locomotives are kept in working order for generations to come.

The Fund first moved its locos to St Leonard's depot for overhaul. The locos' massive 16-cylinder engines were each coaxed back to life by a team of dedicated volunteers. Not all of whom were professional engineers and railwaymen, but a team of people who wanted the Class 50 to live on.

A move to the Severn Valley Railway was a major achievement for the Fund. 50 031 making its passenger debut as soon as it arrived.

We are indebted to the SVR for their support. But we proved all along that the Fund is a professional organisation that means business. The SVR provided us with the ideal springboard to return these magnificent locomotives to the mainline. In 1997, 50 031 made history by single-handedly hauling a special train from Birmingham to Plymouth and back.

Project Defiance, like the Fund, bought their own loco 50 049 Defiance in 1991. Initially based on the West Somerset Railway before moving to the SVR. The two groups started working together, sharing experience and spare parts. So it was inevitable that at some point the two organisations would merge.

The merger was formally agreed in 2006, and a few months later in 2007 The Class 50 Alliance was formed. As part of the agreement, the Fifty Fund was reformed to operate as the Fund Raising support organisation, to market the Shares in the new company.

Being part of the SVR is important to us, and we have an excellent working relationship with our colleagues from the DTG and WLA.

If you like what you've read about Class 50 Alliance, why not join us and keep this part of railway history on the right track. For further information, please visit our websites: [www.fiftyfund.org.uk](http://www.fiftyfund.org.uk) and [www.class50alliance.co.uk](http://www.class50alliance.co.uk).

## Two Decades of Success

Since 1989 The Class 50 Alliance has built up a strong reputation and has lead the way in Class 50 preservation.

### 1991

- purchase of 50 035 Ark Royal - the first 50 to be preserved.
- successfully tender for the purchase of 50 031 Hood.
- save 50 044 and 50 049 from the scrapman.
- 50 031 works the first passenger train in preservation.

### 1994

- 50 044 Exeter rededicated with the ship of the same name, in its home city.

### 1997

- 50 031 returns to the mainline.

### 1998

- All four of our locomotives are based on the Severn Valley Railway, Britain's premier heritage railway.
- 50 044 also returns to the mainline.
- 50 049 Returns to the mainline.

## Notable Firsts

- First Class 50 to operate a passenger train in preservation.
- First Class 50 to operate a passenger train in private ownership on the mainline.
- First preservation organisation to operate two preserved diesel electric locomotives in multiple on the mainline.



50031 at Bristol with the Pilgrim Hoover Railtour 1<sup>st</sup> November 1997. The first railtour using a mainline register preserved class 50.

## The Challenge Ahead

Over the last twenty years the group has seen many successes, but also experienced a few unfortunate set backs.

Whilst in service with Arriva Trains 50 031 suffered a main generator flash over, 50 044 had a traction motor fault - requiring a replacement motor, and now after many years of hard work on the mainline both 50 049 and 50 031 require bogie overhauls and new tyres.

In 2008 EWS announced that it would be closing their part of the Old Oak Common depot complex. The Class 50 Alliance had been fortunate to be able to use many of the facilities there and our engineering team will sorely miss it. While the Alliance has purchased jacks and many other items as they have come available a home for our locos is still to be found. The board of the SVR have agreed that a permanent shed needs to be provided for the diesel locos based there and is willing to part fund the project. But the diesel groups including C50A must make up the deficit.

Likewise many of our spares have been stored in the open at Kidderminster and a new spares facility can be provided (again at Kidderminster), if we can find the resources to purchase and erect it.

These costs can in part be funded by the monies earned from hiring 50 031 and 50 049 to Arriva Trains in 2007. However extra money will allow the Alliance to repair and protect our locos more quickly and prevent work undertaken being undone by the elements.



Taken at Old Oak but with your help we can build our own "factory" at Kidderminster.