



# CLASS 50 ALLIANCE

WORKING TO PRESERVE CLASS 50s SINCE 1989

## Share Prospectus 2022-2025



### Want to become a shareholder? Join today

The Class 50 Alliance has become one of the UK's leading modern traction preservation groups and now has responsibility for six Class 50s. During the last 30 years, the group has worked tirelessly to ensure that these historic locomotives are kept in working order for generations to come.

You too can be part of the success of the Class 50 Alliance by becoming a shareholder in the company. Shares can be purchased outright or in instalments via standing order. Shares cost £25 each and you can join today using the "buy it now" buttons on the website linked to the flash code provided here or by filling in a shareholder application form at the end of this document.



When you become a shareholder not only will you be supporting the aims of the group, you will be able to get involved in many ways:

- Join one of the working parties that regularly get involved in the maintenance and restoration of these interesting and unique locomotives. Don't worry if you are not a fully trained locomotive engineer: Training will be given and your safety is our paramount concern, so you will work alongside our experienced team picking up skills as you go along.
- Help with fund raising by assisting in the sales operation at open days and on railtours.
- Assist with the administration of the Alliance and Fund : essential back-office functions.

With your support, together we can help to maintain our locomotives to the highest standards and keep these fine locomotives running.

### Summary of Shareholder Benefits

1. Membership of The Fifty Fund (C50A Supporters Organisation).
2. Voting rights (usually exercised at the AGM).
3. Access to the Fund's electronic archive of Class 50 related periodicals including back issues of the Class 50 News and Class Fifty Forum magazines.
4. Discounts on some rail-tours (dependant on the operator).
5. An electronic copy of The Class 50 News (available through the website). The C50N contains articles on; C50A/TFF activities (preservation, operations, etc), operating 50s in BR days, other class 50 related material, and many photographs.



50049 (leading) and 50007 at Teignmouth, 27<sup>th</sup> August 2022 – photo courtesy of Les Wearne

For each year a share is purchased there are additional benefits:

1. Discounts on selected merchandise from the online store.
2. A high-quality printed copy of the Class 50 News sent to your door.
3. A full colour share certificate.

It won't surprise you to know that, considering our overall aims of preserving and operating these fine locomotives, the company does not envisage paying any dividends to shareholders.



50031 on its first day of working in preservation at the SVR

### Our Organisation – the start of an adventure and where we are today

It was in 1991 that the first Class 50, 50035 *Ark Royal*, was officially bought for preservation and handed over to its new owners, the Fifty Fund. 50035 was moved to St Leonards depot for restoration to begin and was soon joined by 50031 *Hood* and 50044 *Exeter*. 50031 was operational and became our ambassador at heritage railway events around the UK, while work was carried out by our dedicated volunteers on 50035 and 50044.

In May 1992, 50031 moved to the Severn Valley Railway, to make its passenger debut. This marked the start of a relationship with the railway that has been our home for the last 30 years. Once restoration work was completed on 50035 and 50044, they also moved to the SVR. The relationship with SVR provided the ideal springboard to return 50031 to the mainline in 1997.

Project Defiance, like the Fund, bought their own Class 50, 50049 *Defiance*, in 1991. 50049 was initially based at the West Somerset Railway before moving to the SVR in 1998. The Fifty Fund and Project Defiance began working together and the spirit of collaboration was born. In 2006, after several years of working as a successful partnership, the decision was taken to merge the two organisations to form the Class 50 Alliance. As part of this agreement, the Fifty Fund was reformed to operate as the supporter's organisation, focused on maintaining the historical archive and fund raising (including selling shares in the new company).

In 2017, the opportunity arose to purchase a mainline ready 50007 *Hercules*. Before re-entering service, 50007 underwent a thorough technical inspection and both its main and train heat generators were overhauled. In 2018, an agreement was made with The Birmingham Railway Museum to take over the management and operation of 50033 *Glorious*, making it the 6<sup>th</sup> Class 50 in the Class 50 Alliance fleet.

# A brief history of the Class 50s

The English Electric Company built thousands of locomotives at the Vulcan Foundry in Newton-le-Willows, Lancashire. Between 1967 and 1968 it built a total of 50, 2700 horsepower diesel electric locomotives for British Rail. Initially number D400-D449 and known as English Electric Type 4s, the locomotives became Class 50s in the TOPS renumbering of 1973.

The locomotives were originally leased to BR for use on the West Coast Mainline, on the non-electrified section, north of Crewe. Their modern design and 100mph capability made them the ideal choice to work the crack passenger expresses between London and Glasgow.

Electrification of the line to Glasgow led to the transfer of the class to the Western region to work express services from London Paddington to the Midlands and the West Country.

During the 1980s each member of the class was given a life extending refurbishment at Doncaster works. Following refurbishment, the fleet was concentrated at two depots: Laira in Plymouth and Old Oak Common in west London. The class continued to be used on Western Region services and began working on the West of England mainline between Waterloo and Exeter.

Sectorisation of British Rail in 1987 meant that the workings of the class began to be fragmented, although the class still visited their old haunts on the Western Region. 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 Western Region serves the holiday resorts of Devon and Cornwall meant that the 50s were still rolled out at weekends, retaining a few turns to Penzance until 1988. To most, 1988 was the last "real" year of Class 50 on Inter-City expresses. From then on, they eked-out their days working out of Waterloo to Exeter or on track maintenance and freight duties.

In 1991, the rundown of the Class 50 fleet was in full swing, however interest in the class grew. In the very final years BR kept BR kept three of the class for use on charter trains. 50007 and 50050 worked the final train from Penzance to Paddington in March 1994 (an event that was re-created in 2019).

By then a certain number of the class had been sold to private owners and a new chapter in the Class 50 story had begun.



50044, in the guise of D444, at Arley in May 1994 during its first day of passenger service at the Severn Valley Railway

# Notable Achievements

Since 1989, the Fifty Fund and the Class 50 Alliance have built up a strong reputation and have led the way in Class 50 preservation.

We were the first group to operate a Class 50 on a fare paying passenger train in preservation. That honour fell to 50031 in May 1992. We were also the first group to return a Class 50 to the mainline, with that honour also falling to 50031 when Hood worked the Pathfinder Tours "Pilgrim Hoover" charter, which it hauled from Birmingham to Plymouth in November 1997.



50031 at Bristol with the Pilgrim Hoover Railtour 1<sup>st</sup> November 1997.

The first railtour using a mainline registered preserved class 50.

More recently a strong relationship has been forged with GBRf and the mainline duo of 50007 and 50049 have been painted into their stroking blue and orange livery.

In September 2021 another notable achievement was made when 50007, 50044 and 50049 worked in multiple on the mainline, the first time that a preservation group has provided triple-headed mainline passenger haulage. And recently our locomotives were paired the Belmond British Pullman, a very proud moment indeed and another first for our group.

It is now more than three decades since we took possession of our first locomotive, and since then five other members of the class have joined the fleet. Currently three members are registered for mainline use (50007, 50044 and 50049) and 50035 is a regular performer on the SVR. Plans are in place for both 50031 and 50033 to re-enter service in the near future.

All this has been achieved thanks to our fantastic team of volunteers and the support provided by our shareholders, and we hope that with your help we will be able to continue to pioneer Class 50 preservation in the future.



50049 *Defiance* & 50007 *Hercules* at Charlbury on 3 July 2021 with the Belmond British Pullman. Photo courtesy of Martin Loader.

# Fund Raising and the Challenges Ahead

It is important not to under-estimate the challenge ahead. We are a volunteer-based organisation and fund-raising is essential in keeping these wonderful locomotives in action and securing their future.

To support our locomotives, we undertake a range of different activities. As well as encouraging enthusiasts to join us by buying shares, we operate a part sponsorship scheme and raffles. All profits from these activities and our online store are invested back into the organisation.

Our online store stocks a selection of DVDs, books, calendars, clothing, mugs and much more.

<https://www.fiftyfundstore.co.uk>



Scan the QR code to access our online store



50035 Ark Royal    50044 Exeter    50031 Hood    50049 Defiance    50007 Hercules    50033 Glorious

# Class 50 Alliance Ltd



## SHARE PURCHASE FORM

I wish to purchase ..... shares in Class 50 Alliance Limited at £25 each. I understand that owning a share in Class 50 Alliance Limited automatically enrolls the owner as a member of The Fifty Fund (TFF), and commits the shareholder to abide by the terms of the Fund's constitution. TFF promotes interest in, and supports financially, the locomotives owned by Class 50 Alliance Limited.

I enclose a cheque to the value of £..... made payable to Class 50 Alliance Limited.

I also wish to make a donation of £.....

Full name: .....

Address: .....

.....

Postcode: .....

Signature: ..... (If under 18, Parent/Guardian's signature)

Date: .....

E-mail Address: .....

If you already have Class 50 Alliance Ltd shares, please state your reference No.....

Please return this form to: 4 The Cloisters, Bridgeman Drive, Windsor, Berkshire. SL4 3ST

Note: Share Certificates are usually issued around 6-8 months after the C50A's financial year end (31<sup>st</sup> December)

# The Fifty Fund

www.fiftyfund.org.uk



50035 Ark Royal



50044 Exeter



50031 Hood



50049 Defiance



50007 Hercules



50033 Glorious

## SHARE PURCHASE FORM

I wish to become a shareholder in the Class 50 Alliance Ltd (C50A), owners of 50007, 50035, 50044 and 50049. I understand that owning a share in C50A automatically enrolls the owner as a member of The Fifty Fund, and commits the shareholder to abide by the terms of the Fifty Fund's constitution. TFF promotes interest in, and supports financially and otherwise, the locomotives owned by C50A. N.B: The Fifty Fund operates the purchase of shares by instalments for C50A.

I wish to purchase shares in Class 50 Alliance Limited at £25 each. **Please complete this form in block capitals**

Full name: .....

Address: .....

Postcode: ..... E-mail .....

Signature: ..... (If under 18, Parent/Guardian's signature)

Date: ...../...../.....

If you already have Class 50 Alliance Ltd shares, please state your reference No.....

**Return form with a stamped addressed envelope to:**

The Fifty Fund, 20 The Sycamores, Bluntisham, Huntingdon PE28 3XW

Notes: Share Certificates are issued around four months after the C50A's financial year-end (31<sup>st</sup> December).  
The Fifty Fund operates the share purchase by instalment scheme to enable people to buy shares in C50A.

## Standing Order Mandate

To the Manager	(Your Bank)		
Bank Address	(Please include the postcode)		
Sort Code			
Please Pay	National Westminster Bank plc, Didcot Branch, Sort Code 60-06-36		
For the Credit Of	The Fifty Fund S/O Account: (Office Use Only)		
An Initial Payment of	(Amount in Figures) £ (Minimum amount: £3.00)	(Amount in Words)	(Date of First Payment) / / 20
Subsequent Payments of	(Amount in Figures) £ (Minimum amount: £3.00)	(Amount in Words)	
	And thereafter on the		Of each month. Until further notice
Quoting reference	(Office Use Only)		

And debit my / our account accordingly

Account number to be debited:

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Name of the account

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Signature

Date