

## **The History of DMU vehicle E50619**

### **E50619 in BR Service**

Class 108 vehicle E50619 was ordered from British Railways, Litchurch Lane Works, Derby on 13th July 1957. It was part of lot number 30406 which comprised of vehicles E50599 to E50624.

The vehicle is a power car of type DMBS (Driving Motor Brake Second), indicating that it has a driving compartment, is powered, contains a compartment for the guard and luggage, and has second class seating. The vehicle is fitted with two BUT (Leyland) 6-cylinder horizontal engines, each of 150 bhp.

On completion, E50619 was initially coupled to DTCL (Driving Trailer Composite Lavatory) vehicle E56210, and allocated to Bradford Hammerton Street depot (56G) on 19th August 1958.

Subsequently it was reallocated to Bradford Manningham (55F) during April 1960 and to Leeds Neville Hill (55H, later NL) in June 1965.

E50619 was originally delivered in BR Green livery with cream lining and 'whiskers' and a two-character headcode. By October 1976 it had been repainted White with Blue Band with an all yellow front end and the two-character headcode had been removed. The vehicle was refurbished in October 1981, being painted Blue and Grey with an all yellow front end and in April 1983 it was renumbered to E53619.

On 20th May 1984 it was reallocated to Hull Botanic Gardens (BG) and finally to Bristol Bath Road (BR) on 6th October 1987. The vehicle was withdrawn from service on 29th July 1991 and stored with M54492 at Gloucester Horton Road, where they had latterly been used in an Emergency Services exercise.

In March 1992, 53619, along with vehicle 54492, were sold to the Dean Forest Railway (DMU Group), arriving at Lydney by rail on 20th April 1992.

### **E50619 in DFR Service**

On entering preservation, the vehicle reverted back to its original number E50619. The two-character headcode was re-instated in the early 1990s and August 1993 saw the vehicle repainted into BR Green with cream lining with an all-yellow front end and 'whiskers'. In October 1993, E50619 was launched into passenger service on the Dean Forest Railway.

The front end was repainted BR Green with 'whiskers' in July 1995, but the summer of 1996 saw the vehicle repainted again in BR green with cream lining, this time with a small front-end yellow panel.

E50619 was used in filming of scenes for the movie 'Darklands' with M56492 in April 1996 and in June 1996 the vehicle starred in the first "DMU Day", which evolved to become the Annual Railcar Convention, organised by The Railcar Association.

In spring 2001, the exterior doors were refurbished and in spring 2002, the front saloon ceiling panels were renewed. The interior wood was also stripped and varnished, the fluorescent light fittings replaced by tungsten ones, and overhauled vacuum cylinders fitted.

In spring 2003, a new corridor connection was fitted then, in the winter of 2003, the vehicle was withdrawn and both engines were removed to allow air compressor replacement. The Halon engine fire system was also removed. Additionally, the engine driven cooling fans were replaced with electrically driven Kenlow thermostatically controlled type. In October 2004, with repairs complete, the vehicle returned to traffic.

In 2007 the roof was repainted and 2008 saw the vehicle repainted BR green with cream lining and a small front-end yellow panel. The interiors of the cabs and guards van were also refreshed.

In 2009, the vehicle had an interesting role as a driver training vehicle for Arriva Trains Wales, and "rain caps" were fitted to the tops of the engine exhaust pipes. Then in September 2010 the vehicle's tyres were turned.

At the end of the 2014 running season, E50619 was withdrawn from traffic for some major work to be undertaken over the winter. The cab front steelwork was corroded and required replacement. Parts of the framework behind it was also in need of replacement. The fibreglass dome was removed and waterproofed followed by the fitting of an entirely new aluminium cab front end. Reassembly followed and a repaint of the cab end completed the task. The opportunity was taken to change the vehicle's small yellow panel to the older cream whiskers on the front end, and the headcode box was also removed. On 2<sup>nd</sup> May 2015 the vehicle returned to service at the DFR's 'Thomas' event.

January 2016 saw E50619 receive bodywork repairs to the corridor end, after which the rest of the vehicle and roof were fully repainted.

Over the past few years, E50619 has been in regular service either as a 2 or 3-car set. In 2020 the vehicle was withdrawn from service to allow some essential maintenance to be undertaken, re-entering service in 2022. During 2025 & 2026, the vehicle saw further repairs to the corridor end, with the steel body skin being replaced by an aluminium skin.