

Benefits of Membership

Members receive the Society's journal, *Bulleid Express*, which is published annually jointly with the group looking after No. 34059, *Sir Archibald Sinclair*. It covers all things Bulleid and features news of our locomotives, historical articles plus information on other preserved Bulleid locomotives.



Society members have the chance to work on Bulleid Society stock or help with the Society's shop. For details please contact: The Secretary, The Bulleid Society, c/o Sheffield Park Station, Nr. Uckfield, Sussex TN22 3QL. Email: secretary@bulleidsociety.org

New volunteers are always welcome.



Membership Form

Please enroll me as a member of the Bulleid Society. I enclose my annual subscription of £10 (Overseas £11) (Life membership available for £150.)

All cheques and postal orders should be made payable to: The Bulleid Society and sent to:
Please enclose an SAE.

Martin N Widdowson Esq.
Membership Secretary, The Bulleid Society,
The Coach House, Lewes Road, Little Horsted, Uckfield,
East Sussex, TN22 5TS.

Name: _____

Address: _____

Post Code: _____

Email Address: _____

Signed: _____

Age if under 18: _____

Data Protection: We are committed to protecting your personal information and will not share your details with any organisation outside the Bluebell Railway, which comprises the Bluebell Railway Trust, Bluebell Railway Preservation Society, Bluebell Railway PLC and supporting groups including the Bulleid Society.

The Bulleid Society

The Society was formed in 1965 as a result of a meeting between like minded persons – two of them Nine Elms, London, motive power staff – a senior driver and a fitter – together with enthusiasts – all devoted to the works of OVS Bulleid, the last Chief Mechanical Engineer of the Southern Railway (1937 – 1947). The intention of the Society was to purchase and restore to running order an original Bulleid West Country or Battle of Britain class locomotive.

Locomotive No. 21C123, *Blackmoor Vale*

After considerable publicity, much investigation and fund raising No. 34023, *Blackmore Vale*, was selected and It was purchased for the sum of £1,900. This engine was deemed to be the most suitable from the point of view of mechanical and boiler condition.

Coach CK No. 5768

The Bulleid Society also owns the Bulleid-designed coach CK No. 5768 which is a most useful vehicle as it includes First Class compartments. After undergoing a major overhaul it is now in regular service.

Locomotive No. 96, *Normandy*

In addition, the Society is also the owner of the B4 class 0-4-0 dock tank, No. 96, *Normandy*. Society members were involved in its purchase, initial restoration and return to steam which took place in 1986. Built in 1893 for the London and South Western Railway it is an extremely robust and powerful locomotive. No. 96 has proved most versatile, mainly used on shunting and works trains. It has been agreed that the overhaul of the engine will be a priority.



No. 96, Normandy shunting at Horsted Keynes (Photo Jon Bowers)



All the Society's stock is based on the Bluebell Railway, with whom the Society has always had a very good working relationship.

THE BULLEID SOCIETY

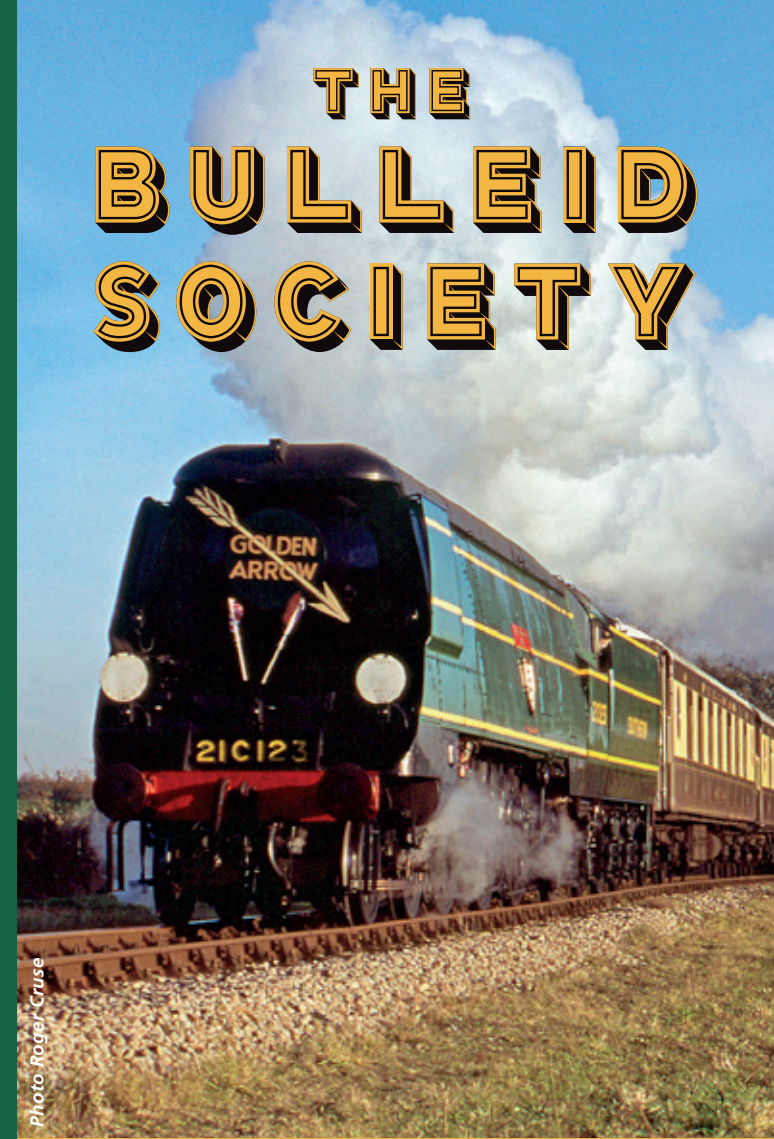


Photo: Roger Cruise

Southern Railway West Country Class Locomotive No. 21C123, *Blackmoor Vale*

London & South Western Railway B4 Class Locomotive No. 96, *Normandy*

Southern Railway Bulleid Composite Coach No. 5768

www.bulleidsociety.org



Illustration of Blackmoor Vale reproduced courtesy of Richard Green © 2023 (www.locos-in-profile.co.uk)

WEST COUNTRY CLASS LOCOMOTIVE No. 21C123, *Blackmoor Vale*

Blackmoor Vale is one of the first 48 members of a class of locomotives totalling 110 designed by OVS Bulleid, the last Chief Mechanical Engineer of the Southern Railway, as a smaller version of the Merchant Navy class.

Classified as mixed traffic, they were intended for use on both passenger and freight trains. They incorporated the same novel features as the Merchant Navy class, an all steel welded firebox with Nicholson Thermic Siphons, oil bath enclosing the chain driven inside valve gear, air smoothed casing and a steam powered turbo-generator providing electricity for the route lamps and cab and footplate gauge illumination.

With their low axle loading of 18 tons 15 cwt they had high route availability and could travel over the Southern lines west of Exeter where many of the larger locomotives such as the Merchant Navy and Lord Nelson classes were prohibited due to their high axle loading.

No. 21C123, *Blackmoor Vale* was built at Brighton locomotive works to order number 2561 and entered traffic in February 1946. Fitted with boiler number 1279, constructed at Eastleigh Works, and tender number 3273, built at Ashford Works, the engine carried Southern Malachite green livery with three yellow stripes and the Southern roundel fixed to the smoke box door. The SOUTHERN lettering on the tender was in 'sunshine style' and the engine was initially allocated to Ramsgate shed in Kent.

It was withdrawn from service in 1967 and purchased by The Bulleid Society.

From 1967 to 1971, No. 21C123 was based on the Longmoor Military Railway in Hampshire; this closed in 1971 and the locomotive was moved to the Bluebell Railway. With more comprehensive engineering facilities available on the Bluebell, *Blackmoor Vale* was returned to steam in 1976, resplendent in malachite green livery and numbered No. 21C123.

Its boiler certificate expired in 1986 and it commenced a period of static display in BR green livery, which it ran with for a short period of time before its withdrawal from traffic. It entered Sheffield Park works in the autumn of 1997 and in August 2000, with its general overhaul complete the locomotive was rededicated by David Shepherd the wildlife artist and HAV Bulleid, the Society's President and son of OVS Bulleid

21C123 at Stewarts Lane, 1946. (Photo Pursey Short)



The locomotive was withdrawn from traffic due to firebox problems. The steel welded firebox dates from the British Railways era and requires a new inner firebox, and with ancillary boiler work, the cost will be at least £300,000.

Technical data

Wheel arrangement:	4-6-2
Cylinders (3):	16 ³ / ₈ x 24 in.
Boiler pressure: (originally 280lb/sq in)	250 lb/sq in
Firegrate area:	38 ¹ / ₄ sq ft
Tractive effort: (originally 31,050 lb)	27,720 lb
Evaporative surface:	2122 sq ft
Superheater:	545 sq ft
Total:	2667 sq ft
Driving wheel diameter:	6ft 2in
Bogie and trailing wheel diameter:	3ft 1in
Tender water capacity:	4500 gallons
Coal capacity:	5 tons
Weight of engine:	86 tons
Weight of tender:	42 tons 12 cwt
Length - engine:	44ft 2 ³ / ₄ in
Length - tender:	23ft 2in
Total:	67ft 4 ³ / ₄ in