



Bulleid News

No. 12

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Bulled Family

I have started researching the Bulled family, which is undoubtedly related to the Bulleids/Bullieds/Bullheads, but the connections may go back before parish records were kept. It is certainly before official records began in the 19th century. The earliest known Bulled was Nicholas of Romansleigh, Devon, a gentleman who died in 1673, leaving money to the poor of the parish. His Will is on the family website. Nicholas' father was John, whose surname was spelt Bulleid in his Will of 1650 and his mother was Thomazine, surname Bullhead in her Will of 1635.

By the 19th century, the family seems to be based in Witheridge and nearby Thelbridge and it is curious that, if a line is drawn due south from South Molton, the name is Bulled east of that line, but Bulleid/Bullied, west of the line.

William Henry Drew Bulled was born in Thelbridge in 1831. He was a Gentleman's servant, living in the house in St Thomas, Exeter, of his uncle, James Drew, in 1851, but subsequently moved to Jersey, Channel Islands, where he married Caroline Mary Le Riche in 1858. They had had eight children (six surviving) by the time they decided to leave for New Zealand, arriving in Napier in July 1874. The cost to the New Zealand Government of their immigration was £74-5-0d. Two more children were born in Napier.

On 22 December 1879, William was driving his horse and cart, when the horse suddenly took off. William was leaning forward to pull back the reins, when he slipped and fell under the cart, which ran over him. He died within minutes, a terrible tragedy just three days before Christmas. It is sheer coincidence that the source of this information, his great

granddaughter Iris Taylor, was writing from Christmas Road in Manurewa, Auckland!

Jack Bulleid, the former family historian, was an agricultural consultant living in Taunton, Somerset. He used to visit farms throughout the West Country and maintained contact with Bulleid farmers, although he did not research their ancestry as far as I know. If anyone has information about the Bulleids, I would be pleased to receive it.

Giants of Steam

The car's windows had iced overnight and there was a touch of frost on the ground as the sun rose in a clear sky. Our thirty minute drive to the Bluebell Railway took us through the Ashdown Forest, where the trees were beginning to change colour and the leaves had started to fall.

The Bluebell, in Sussex, is England's largest preserved railway. The line runs from Sheffield Park to Kingscote, via Horsted Keynes, and the journey takes half-an-hour through open countryside, woodland and farms. There are just a few houses where washing on the line attracts soot from the steam engines.

This was the first day of the annual 'Giants of Steam' exhibition and three of the four Bulleid Pacifics at the centre of the exhibition were already in steam. The boiler of the fourth was being fired up as the engine received a final wash. It was forty years since four of cousin Oliver's locomotives had been seen together. For the *aficionado*, they were:

- West Country Class 'Blackmoor Vale', No. 21C123, renamed 'O V S Bulleid' for the exhibition. The engine is owned by The Bulleid Society and operated by the Bluebell
- West Country Class 'Wadebridge', 34007, on loan from Wadebridge (34007) Limited and the Mid-Hants Railway
- Battle of Britain Class '92 Squadron', 34081, on loan from North Norfolk Railway
- West Country Class 'Eddystone', 34028, on loan from Southern Locomotives Limited. Whereas the three engines above have been restored in Oliver's original 'air smoothed' design, 'Eddystone' was rebuilt by British Railways when it lost its aerodynamic panels along the sides of the boiler, revealing a more conventional, but elegant design.



The final wash and brush-up before steaming into the exhibition. Note the crest from Oliver's coat of arms, including three plovers, known in Devon as 'Bullheads'.

Oliver was Chief Mechanical Engineer of Southern Railway from 1938 to 1951 and was responsible for all engines, carriages and freight trucks on the Southern; anything mechanical, in fact. Southern's HQ was at Victoria Station in London and covered much of south east and south west England.

His first task as CME was to modify and upgrade the main steam engines on the line, but he soon designed his own 'Pacifics'. Any engine with a 4-6-2 wheel configuration is a Pacific, regardless of who designed it. There are 4 wheels on the front bogey, which helps guide the engine and distribute its weight; 6 large, coupled driving wheels; and 2 trailing wheels. The Bulleid Pacifics fell into three classes: -

1) Merchant Navy Class. The first Merchant Navy Pacific was introduced in February, 1941 and 30 more followed. They were named after shipping lines and used on Southern's main lines, such as London to Plymouth. They were rugged, fast and popular with the drivers, but not the mechanics, as we shall see. The boiler was encased by flat panels to provide 'air smoothing'. However, the engines were too heavy for parts of the suburban network, so Oliver designed his 'Light Pacifics', which were astutely named by the marketing people at Southern to popularise the network: -

- 2) West Country Class with each engine named after a place in the West Country (including 'Blackmoor Vale' mentioned above)
- 3) Battle of Britain Class with each engine named after one of the RAF's fighter squadrons, or fighter stations.
- 'Exeter' was the first Light Pacific and was completed at Brighton in June 1945. 110 were eventually produced.



Merchant Navy Class 'Bibby Line'

The Bulleid Pacifics had some unusual features, apart from the air smoothing, the main one being that the valve gear was totally immersed in an oil bath. The air smoothing and valve gear made maintenance difficult and caused other problems, hence the grumbles of the mechanics. However, they hauled all the famous trains on the network: the 'Golden Arrow'; 'Devon Belle'; 'Bournemouth Belle'; 'Atlantic Coast Express' etc.

Britain's rail network was nationalised in 1946 and Southern became part of British Rail. The latter decided to rebuild the Bulleid Pacifics; they removed the air smoothing panels and replaced the valve gear. 'Blackmoor Vale' was one of the engines not modified and this was the main reason why it was chosen for preservation by The Bulleid Society in

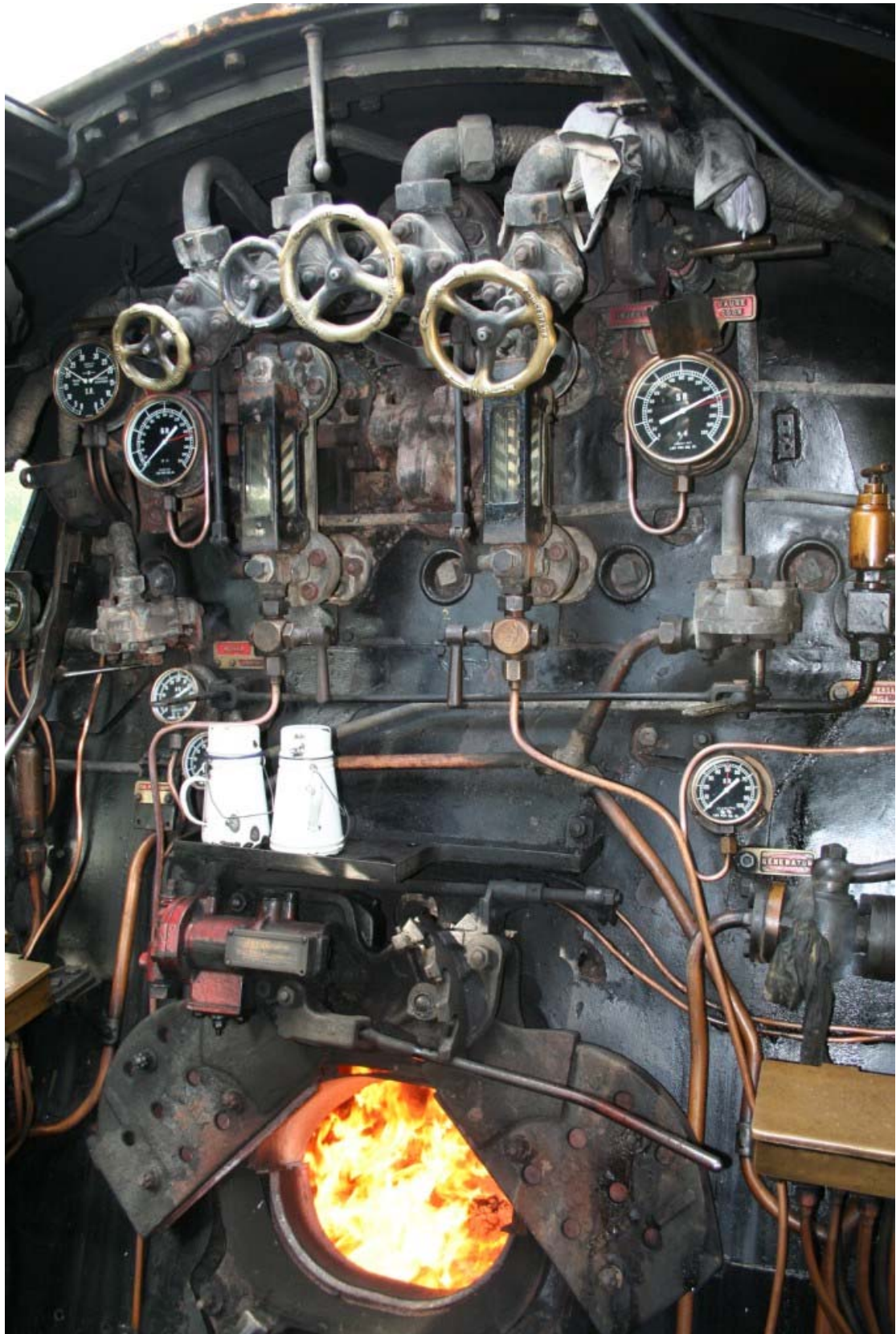
1967, the year in which steam engines were finally withdrawn by British Rail.



West Country Class 'Taw Valley' following rebuilding by British Rail



'Eddystone' at Sheffield Park



Eddystone's footplate



Battle of Britain Class '92 Squadron' taking on water at Sheffield Park



West Country Class 'Wadebridge' at Horsted Keynes

Oliver designed other rolling stock for the Southern including the austerity 'Q1' Class engine. The war brought a major increase in freight traffic to the Channel ports and a powerful engine was urgently required to haul it. Being wartime, however, it was necessary to save on materials

and weight. Forty Q1s were delivered in 1942 and were the most powerful 0-6-0s ever produced in Britain. They were intended to have a limited lifespan, but were not finally withdrawn until 1966, almost the end of the steam era on British Rail.

In 1938, Oliver introduced new buffet sets for mid-Sussex traffic and in 1949 double decker carriages for the commuter line from Dartford in Kent to London. The latter were not withdrawn until 1971. Also in 1949, he introduced his controversial 'Tavern Cars'.

Back at the exhibition, 'Eddystone' pulled out of Sheffield Park at 11am, pulling a passenger train comprising Southern Railway carriages and buffet car, and the wooden Great Northern Railway Directors' Saloon built in 1897.



The Directors' Saloon of the Great Northern Railway, built in 1897

An hour or so later, 'Wadebridge' hauled the second passenger train, which included two of Oliver's third class coaches, out of Sheffield Park, connecting with 'Eddystone' at Horsted Keynes. On return to Sheffield Park, 'Eddystone' was coupled to '92 Squadron' and the two locomotives pulled the next passenger train to Kingscote and back, a rare sight indeed.



'Eddystone' and '92 Squadron' coupled together

The Bluebell line is being extended to East Grinstead, hopefully by 2009, where planning permission has already been granted for a new station close to the existing one, which is the terminus for the main line to London. On completion, 'Blackmoor Vale' will pull into the new station allowing passengers to go shopping in the large Sainsbury's supermarket opposite, continue to London's West End, or commute to the City of London. This kid in his sixties can't wait!



The Bulleid Society's kiosk at Sheffield Park

Memories

Bob Teasdale has contributed an interesting and amusing article to "Memories" on the website, about his service in the Royal Navy in Battle Class destroyers in the 1950s. It is well worth reading and don't forget that the whole "Memories" collection can easily be downloaded to your own computer to read at leisure. It is now almost 80 pages.

Family Website

Phil Bullied kindly hosts our site and cares for all technical matters. Its server has recently been upgraded and the site is now much faster. When Phil is confident that the hardware is performing properly, he will upgrade the website software to the latest version. Our thanks are due to Phil for the time and effort he puts into this, not to mention bearing the cost but, in fact, he has asked me to thank all users for visiting the site. The more 'hits' it has, the better, as these provide the motivation to keep the site going. A few facts:

- the site went live in February 2007 and now has 72 registered users
- the family tree contains 5,452 people and 1,911 families
- it has 445 items under 'Media', including photos of people and places; Bulleid churches, headstones and farms; documents; an art exhibition; an exhibition of the steam locomotives designed by Oliver Bulleid; and two fine old recordings

A small number of users have not yet visited the site and are encouraged to do so.

Family Logo

This will be a Christmas present to the family worldwide. That's all I'm saying for now.

Bulleid Festa

The dates are booked: Friday, 12 to Sunday, 14 September 2008 inclusive. The accommodation has been reserved for those who have confirmed their attendance. We have secured a private bar at The Fox & Hounds, Eggesford, for the buffet lunch on Friday. It is expected that there will be more than 50 people for the Reception and Dinner on Saturday night. Winkleigh church has been booked for a special family service on Sunday; and both restaurants have been reserved at a lovely old pub not far from Bullhead farm for a traditional lunch after the church service.

If you have not yet booked your place, it is not too late. I have a couple of spare rooms reserved at The Old Parsonage, Winkleigh, which provides bed and breakfast and, when they have gone, I shall be willing to help latecomers find accommodation.

Family News

Cathy Bullied Young recently visited her son and daughter-in-law and their six-month old daughter, Sydney Mae, in Connecticut, USA. She kindly sent us these photos: -



The youngest known family member...



...can you see my tooth?



... with doting Grandma!

Warm regards to everyone,

Geoff.

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Family website:

www.bulliedfamily.com

Bulleid Family Pages:

www.devonheritage.org