

ALC/R16

3rd. November 1976

Bear Mr. Gourvish,

I was recently speaking with CH, a lecturer at the Open University, who in the course of our conversation mentioned an account you have written about the British Rail management and your particular interest in the LNWB,

Since February, I have been working as a researcher to a group who are producing a drama based on the history of Wolverton during the period 1832 to 1862. Wolverton is a railway town recently incorporated into the new city of Milton Keynes. The play will be produced next March and we hope to begin rehearsals at the end of November, at present we are still short of information for parts of the story.

Until 1846, Wolverton works was a repair depot for LBR. The then .superintendent, Bury, had interests in a firm producing locomotives oo few engines were ever produced at Wolverton and there was no incentive for Bury to develop "Wolverton works, However, when the LBR was incorporated into the LNWR a new superintendent called McConnell was appointed to Wolverton works who expanded the works and began production of locomotive engines there. Bloomers are the famous example of these engines. We have quite a considerable amount of information on McConnell and the period of development of Wolverton works from 1846 until McConnell's resignation in 1862, However, we have very little information about certain aspects of LBR and LNWR management and operation.

From a series of letters written by Richard Noon (ref: British Transport Record Office R103 to R286/29- 41) it is obvious, that Moon disagreed with many of the policies of the early LNWR and intended to see them changed, In the letters he says that LNWR should be run by a committee, And when he became chairman, I imagine his relationship to the board and his involvement in every day running of LNWR was very different to those of his predecessor, Lord Chandos, Mark Huish was one of the people of whose policies Moon heartily disapproved We would like to know more about the policies that governed Mark Huish's decisions, and his personality, and the structure of the management of LNWR before and after Moon became chairman.

In the play we would like to capture the flavour of the early railway in operation. The company attracted many military men. One such "person, Bruyeres, conducted signalling practice at Wolverton station; we would like to find out as much as we can about his duties, the way he dispatched then and the men under him.

We would be very grateful if you could help us with any information on these points, we would refund any expenses such as photocopying, any guidance you could give us to suitable references would be very much appreciated.

As the drama is a documentary drama, we work under the discipline of not incorporating any scenes into the work that are not directly taken from primary source materials. For *the* purpose of the drama primary sources includes autobiographical materials. Anecdotal material is particularly valuable in drama but almost any sources can be turned to good use.

Hoping to hear from you,

Yours sincerely,