

## Buses in Brentwood

### Errata and corrigenda from Chris Stewart

*In addition to the editor's error (see errata slip noted on the LHRG amendments web page), Chris Stewart submits the following:*

(front cover photo) The bus was actually turning after working a schools contract. It had previously seen occasional use on the 565, the last noted occasion being 4 November 2008.

(pages 10/11) The 347 began as a joint Monday-Saturday operation between LT and Eastern National on 25 July 1981, but from 23 January 1982 EN withdrew from the Saturday service. LT stopped running from 4 September 1982, leaving EN working Mondays to Fridays.

(page 25) Essex CC, after detailed discussions with Eastern National, put out some subsidised services to tender with effect from April 1985 as a trial prior to full Deregulation in 1986. Amongst these, Ingatestone Coaches (Morgan) won the contract for the 269 and operated it from 14 April 1985. Harris Bus took over a year later from 1 April 1986.

(page 25) From 7 September 1980, services 253 and 264 were replaced by circular routes 270 and 271, with a limited number of extensions to and from Hutton Industrial Estate numbered 272 (outwards) and 273 (inwards).

(page 26) The incorrect caption printed on p17 related to this photo:



*South Weald had been left unserved since withdrawal of Bordabus route 6 in 1987 until Village Link services 19-22 were introduced in February 1999. Mercedes 709D 2659 (M659VJN) is seen passing the Church on the TFO Brentwood to Fryerning (via St Vincent's Hamlet, Navestockside and Doddinghurst) 22 on 23rd April 1999. Within two years South Weald and St Vincent's Hamlet had lost all public transport again.*