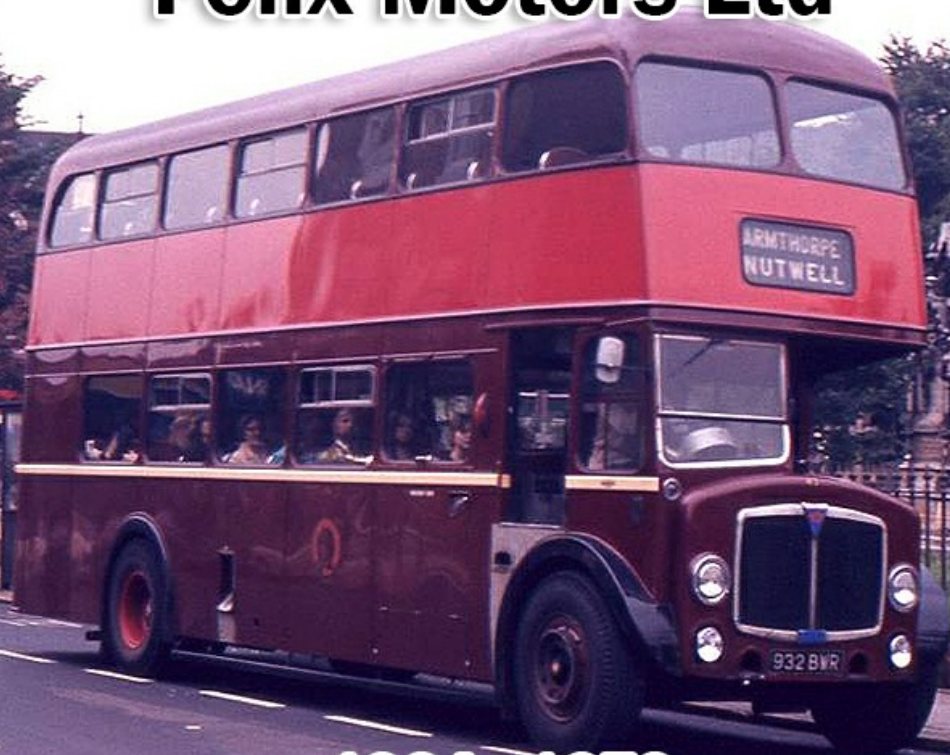


# Felix Motors Ltd



**1924 - 1976**

## Contents

Felix Motors Ltd. - Fleet History 1924-1976	Page 3
Felix Motors Ltd. - Bus Fleet List 1924-1976	Page 6

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Cover Illustration: Felix Motors No. 42 (932BWR), a 1963 AEC Regent V with Roe 73-seat bodywork. (Alan Hall).

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Ernest Parish began running on a route between Doncaster and Armthorpe in 1921 in partnership with a Mr. A Severn, although it was already well served by other operators. It would seem that they operated under the name of 'Parrish Brothers' until sometime around 1924 when Ernest Parish became the sole owner. He operated out of a garage on East Lane, Stainforth and re-named his company after a well-known cartoon character of the time (Felix the Cat), and for some time a cartoon image was used as an emblem on the side of the vehicles.

In 1925 a licence was granted to operate a service to Thorne Moorends via Edenthorpe and Hatfield, which probably prompted the removal of the firm from Stainforth (after permission to operate via that village was refused) to a newly constructed depot in Park Lane, Hatfield in 1930. The new service was operated jointly with a number of other concerns, including Renown, which was taken over by Felix in 1941 along with three vehicles.

Early vehicles were of small seating capacity, the first known vehicle being a 1921 Daimler, originally used as a lorry, but which had received a 20-seat bus body by 1924 and this remained the standard until 1930, when a 30-seat Leyland Lion LT1 (WX3297) was purchased. This would appear to have been the first vehicle numbered when fleet numbers were introduced in the 1930's (although it carried No. 9, presumably to take account of earlier vehicles), and subsequent vehicles were numbered chronologically.

The livery used by Felix Motors at this time was red and black, but by 1937 the livery was reported to be red and cream, although it would seem that this was a generalisation of the maroon, crimson and cream livery used until the end.

Wartime deliveries included an 'unfrozen' Leyland TD7 and Daimler CWA6, both of which lasted until 1952. Postwar deliveries continued to be of AEC and Leyland manufacture (continuing a policy that had started in the 1930's), with Barnaby bodywork being favoured for new coaches. From 1953, however, Felix Motors' standard vehicle was on AEC chassis with Roe bodywork.

A service to Lindholme commenced jointly with Renown, T. Severn & Sons, and Premier (H. Wilson) in 1940, mainly for the RAF personnel at the camp there, with a short-lived extension to Bawtry in 1946. In 1941, Felix Motors became the first operator in the country to have a woman (Miss Phyllis Thompson) licensed to drive a double-deck vehicle.

With the development of the large South Commons Estate in the latter part of the 1950's, buses between Thorne and Moorends were diverted through the estate, although some journeys continued on their normal route.

Between 1956 and 1961 a feeder service for RAF personnel to Bawtry, Finningley and Lindholme was operated (financed by British Rail) in the early hours of Monday morning.

In 1961 the Company introduced a garter emblem in preference to the plain Felix Motors Ltd fleetname; the first vehicle to wear it was No. 34, a 1955 AEC Regent III, which was repainted in April of that year.

Tours and excursion licences allowed the company to pick up at points between Edenthorpe and Thorne Moorends, and contract and private hire work was undertaken, including express services to home matches of Doncaster Rovers FC (for which express licences were granted in 1952) and special services to the St. Leger race meetings at Doncaster Racecourse.

The original ticket system was Bell Punch, but this was later superseded by TIM machines used on crew operated services, whilst the Setright system was used on one-man operated journeys, which were relatively few and consisted mainly of duplicate and quiet journeys.

On the 1 April 1976, following the retirement of the Managing Director, Mr. Edgar Whittaker (who had assumed control when Ernest Parish died in 1957), the company was sold to the South Yorkshire PTE, bringing to an end over 55 years of Felix Motors Ltd.

## Bus Fleet List 1924-1976

This listing is in the format - Year into service; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

### 1924

WR5115	Daimler	1883	??	B20?
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WR5115 ex-Peters, Denaby Main; originally a lorry and was first recorded as having a bus body by 1924 and it seems likely that this was the vehicle that inaugurated the first Felix Motors service.

Withdrawn **1924** (WR5115).

### 1925

WT6858	Guy J	J4288	??	B14F
WU2757	Thornycroft A1	12155	??	B20F

WT6858 ex-Parrish Brothers (new 1924).

Withdrawn **by 1928** (WT6858), **by 1932** (WU2757).



WT6858 was a 1924 Guy J with 14-seat bodywork by an unknown builder, that came from the Parrish Brothers partnership after it was dissolved, in 1925. (Bus Archive).

**1926**

<b>FU5327</b>	<b>??</b>	<b>??</b>	<b>??</b>	<b>?20?</b>
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FU5327 purchased second-hand (origin unknown).  
Withdrawn **unknown** (FU5327).

**1927**

<b>WW2561</b>	<b>Dodge</b>	<b>??</b>	<b>??</b>	<b>B20F</b>
<b>WW3239</b>	<b>Thornycroft A2L</b>	<b>14679</b>	<b>??</b>	<b>B20F</b>

Withdrawn **by 1928** (WW3239), **by 1932** (WW2561).

**1928**

<b>DT1296</b>	<b>Thornycroft A6</b>	<b>16420</b>	<b>??</b>	<b>B20F</b>
<b>WW6343</b>	<b>Reo Sprinter</b>	<b>FAX6038</b>	<b>??</b>	<b>B20F</b>

Withdrawn **1933** (WW6343), **by 1934** (DT1296).

**1930**

<b>9</b>	<b>WX3297</b>	<b>Leyland LT1</b>	<b>50896</b>	<b>??</b>	<b>B32F</b>
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No. 9 impressed by War Department in 1940, returned 1943; re-bodied by Barnaby to B32F on return.

Withdrawn **1949** (9).

**1931**

<b>10</b>	<b>WX7065</b>	<b>AEC Regal</b>	<b>662937</b>	<b>Barnaby</b>	<b>B32F</b>
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No. 10 rebuilt in 1935 and re-numbered 11 (in 1940?).  
Withdrawn **1952** (10[11]).

**1932**

<b>11</b>	<b>WX9932</b>	<b>Maudslay ML3E</b>	<b>5056</b>	<b>Barnaby</b>	<b>B32F</b>
-	<b>YG952</b>	<b>Bedford WLB</b>	<b>108597</b>	<b>??</b>	<b>B20F</b>

Withdrawn **1938** (YG952), **1940** (11).

**1933**

<b>12</b>	<b>YG3763</b>	<b>AEC Regal</b>	<b>6621518</b>	<b>Barnaby</b>	<b>C32F</b>
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No. 12 re-bodied by Barnaby to H55C in 1943.  
Withdrawn **1950** (12).

**1935**

<b>14</b>	<b>AWT170</b>	<b>Leyland LT7</b>	<b>6756</b>	<b>Barnaby</b>	<b>B32F</b>
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Withdrawn **1950** (14).



No. 14 (AWT140) was a Leyland LT7 'Lion' with Barnaby B32F bodywork, new in 1935. (Bus Archive).

**1937**

<b>13</b>	<b>BW560</b>	<b>Leyland TS7</b>	<b>13194</b>	<b>Barnaby</b>	<b>C32F</b>
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No. 13 re-numbered 18 after 1942.  
Withdrawn **by 1951** (13[18]).

**1938**

<b>15</b>	<b>CWY758</b>	<b>AEC Regent</b>	<b>06615962</b>	<b>Roe</b>	<b>H31/25R</b>
<b>16</b>	<b>CWU707</b>	<b>Dodge SBF</b>	<b>741</b>	<b>Barnaby</b>	<b>C26F</b>

Withdrawn **1942** (16), **1955** (15).

**1941**

<b>17</b>	<b>WN4751</b>	<b>AEC Regent</b>	<b>6611870</b>	<b>Brush</b>	<b>L25/26R</b>
-	<b>UG5104</b>	<b>Dennis Lancet</b>	<b>170369</b>	<b>Dennis</b>	<b>C32F</b>
-	<b>CWW605</b>	<b>Albion CX9</b>	<b>58003B</b>	<b>Rainford</b>	<b>DP32F</b>
-	<b>DWR728</b>	<b>Albion PK115</b>	<b>25024K</b>	<b>Barnaby</b>	<b>DP31F</b>

UG5104, CWW605, DWR728 ex-Renown, Stainforth. These vehicles presumably took the numbers 18-20 but never wore them and were not repainted into Felix livery.

DWR728 re-seated to C27F before entering service.

Withdrawn **by 1942** (UG5104), **1943** (CWW605, DWR728), **1950** (17).



Felix Motors' first double-decker was No. 15 (CWY758), a 1938 AEC Regent with Roe H31/25R bodywork. (Bus Archive).

**1942**

<b>21</b>	<b>EWR423</b>	<b>Leyland TD7</b>	<b>307043</b>	<b>Park Royal</b>	<b>H30/26R</b>
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Withdrawn **1956** (21).

**1943**

<b>22</b>	<b>EWU223</b>	<b>Daimler CWA6</b>	<b>11488</b>	<b>Roe</b>	<b>H30/26R</b>
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Withdrawn **1956** (22).

**1946**

<b>23</b>	<b>EYG33</b>	<b>Leyland PD1</b>	<b>460430</b>	<b>Roe</b>	<b>H31/25R</b>
<b>24</b>	<b>EYG622</b>	<b>AEC Regent</b>	<b>06617840</b>	<b>NCB</b>	<b>H30/26R</b>

Withdrawn **1957** (24), **1958** (23).

**1947**

<b>25</b>	<b>FWX799</b>	<b>Leyland PS1/1</b>	<b>462347</b>	<b>Barnaby</b>	<b>C35F</b>
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Withdrawn **1959** (25).

**1948**

<b>26</b>	<b>GWY157</b>	<b>AEC Regent III</b>	<b>09611684</b>	<b>Roberts</b>	<b>H30/26R</b>
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Withdrawn **1962** (26).



No. 23 (EYG33) was a 1946 Leyland PD1 with Roe H31/25R bodywork seen here in Churchgate, Doncaster in 1957. (John Kaye).

**1949**

<b>27</b>	<b>HWX899</b>	<b>AEC Regal III</b>	<b>6821A175</b>	<b>Barnaby</b>	<b>C35F</b>
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Withdrawn **1962** (27).

**1950**

<b>2</b>	<b>JWU131</b>	<b>Leyland PD2/1</b>	<b>500108</b>	<b>Leyland</b>	<b>H30/26R</b>
<b>29-30</b>	<b>JWU132-33</b>	<b>Leyland PS1/1</b>	<b>496111/996</b>	<b>Barnaby</b>	<b>C33F</b>
<b>31</b>	<b>JWX259</b>	<b>Leyland PD2/1</b>	<b>501607</b>	<b>Leyland</b>	<b>H30/26R</b>

Withdrawn **1959** (30), **1960** (29), **1962** (28), **1966** (31).

**1951**

<b>32</b>	<b>KWU506</b>	<b>Leyland PS1/1</b>	<b>500261</b>	<b>Barnaby</b>	<b>FC37F</b>
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Withdrawn **1965** (32).

**1953**

<b>33</b>	<b>LWY942</b>	<b>AEC Regent III</b>	<b>9613S7174</b>	<b>Roe</b>	<b>H31/25R</b>
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Withdrawn **1966** (33).



No. 27 (HWX899), a 1949 AEC Regal with attractive Barnaby 35-seat coachwork. (Bus Archive).



No. 31 (JWX259) was a Leyland PD2/1 with Leyland 56-seat bodywork, dating from 1950. It was withdrawn in 1966. (LTHL collection).

**1955**

<b>34</b>	<b>OWX283</b>	<b>AEC Regent III</b>	<b>9613S8171</b>	<b>Roe</b>	<b>H32/26R</b>
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Withdrawn **1969** (34).

**1956**

<b>35-36</b>	<b>RWU642-43</b>	<b>AEC Regent V</b>	<b>D3RV098-99</b>	<b>Roe</b>	<b>H33/28R</b>
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Nos. 35-36 fitted with platform doors in 1963.

Withdrawn **1973** (35-36).

**1957**

<b>37</b>	<b>TWR174</b>	<b>AEC Regent V</b>	<b>D3RV326</b>	<b>Roe</b>	<b>H33/28R</b>
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<b>38</b>	<b>TWR175</b>	<b>AEC Reliance</b>	<b>MU3RV1141</b>	<b>Roe</b>	<b>C41C</b>
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No. 37 fitted with platform doors in 1963; to South Yorkshire PTE 4/76 (allotted number 1161, but did not carry it and was not operated by SYPTE).

Withdrawn **1969** (38).

**1958**

<b>39</b>	<b>VWY179</b>	<b>AEC Regent V</b>	<b>D3RV517</b>	<b>Roe</b>	<b>H33/28R</b>
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No. 39 fitted with platform doors in 1963; to South Yorkshire PTE 4/76 (re-numbered 1162).



AEC Regent V No. 35 (RWU642) carried Roe H31/25R bodywork and dated from 1956. (Bus Archive).

**1959**

**40 XWX795 AEC Reliance 2MU3RV2510 Roe C41F**

Withdrawn 1974 (40).

**1960**

**41 9629WU AEC Reliance 2MU3RV2955 Roe DP43F**

No. 41 re-seated to DP41F in 1974; to South Yorkshire PTE 4/76 (re-numbered 1012).

**1961**

**42 8176WY AEC Regent V 2D3RA1018 Roe H41/32RD**

No. 42 to South Yorkshire PTE 4/76 (re-numbered 1163).

**1962**

**43 932BWR AEC Regent V 2D3RA1154 Roe H41/32RD**

No. 43 to South Yorkshire PTE 4/76 (re-numbered 1164).

**1963**

**44 493DWW AEC Reliance 2MU3RA4316 Duple C43F**

No. 44 to South Yorkshire PTE 4/76 (re-numbered 1013).



No. 40 (XWX795), a 1959 AEC Reliance with Roe 41-seat coachwork, seen here at Felix's Park Lane depot in 1973. (John Stringer).

**1964**

**45     AWR997B            AEC Regent V            2D3RA1529     Roe                    H41/32RD**

No. 45 to South Yorkshire PTE 4/76 (re-numbered 1165).

**1965**

**46     EWY590C            AEC Reliance            2MU3RA5626     Plaxton                C43F**

No. 46 to South Yorkshire PTE 4/76 (re-numbered 1014).

**1966**

**47     KYG313D            AEC Regent V            2D3RA1807     Roe                    H41/32RD**

No. 47 to South Yorkshire PTE 4/76 (re-numbered 1166).

**1968**

**48     VWT355F            AEC Reliance            6U3ZR7051     Plaxton                DP51F**

No. 48 to South Yorkshire PTE 4/76 (re-numbered 1015).

**1969**

**49     YYG649G            Daimler CRG6LX        63110            Roe                    H44/30D**

No. 49 to South Yorkshire PTE 4/76 (re-numbered 1224).



Turning into East Laith Gate in August 1970 is No. 45 (AWR997B), a 1964 AEC Regent V with Roe 73-seat bodywork. (John Kaye).



No. 49 (YYG649G) was Felix Motors' first rear-engined vehicle. It was a 1969 Daimler CRG6LX with Roe 74-seat dual door bodywork. (John Kaye).

**1970**

**50      CWX484H            AEC Reliance            6U3ZR7352      Plaxton            C51F**

No. 50 to South Yorkshire PTE 4/76 (re-numbered 1016).

**1971**

**51      HWW773J            Daimler CRG6LX      64654            Roe            H44/34F**

No. 51 to South Yorkshire PTE 4/76 (re-numbered 1325).

**1972**

**52      SWT433L            Daimler CRG6LX      66134            Roe            H44/34F**

No. 52 to South Yorkshire PTE 4/76 (re-numbered 1326).

**1975**

**53      JHL500P            Daimler CRG6LX      67903            Roe            H44/34F**

No. 53 to South Yorkshire PTE 4/76 (re-numbered 1327).



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*In producing this booklet reference has been made to the following publications: Felix Motors of Hatfield, Tony Peart and Michael Fowler, Buses Special 1976; PSV Circle Fleet History 2PB13, 1993.*

*Photographs from the LTHL collection and courtesy The Bus Archive, John Kaye, John Stringer, Alan Hall.*

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