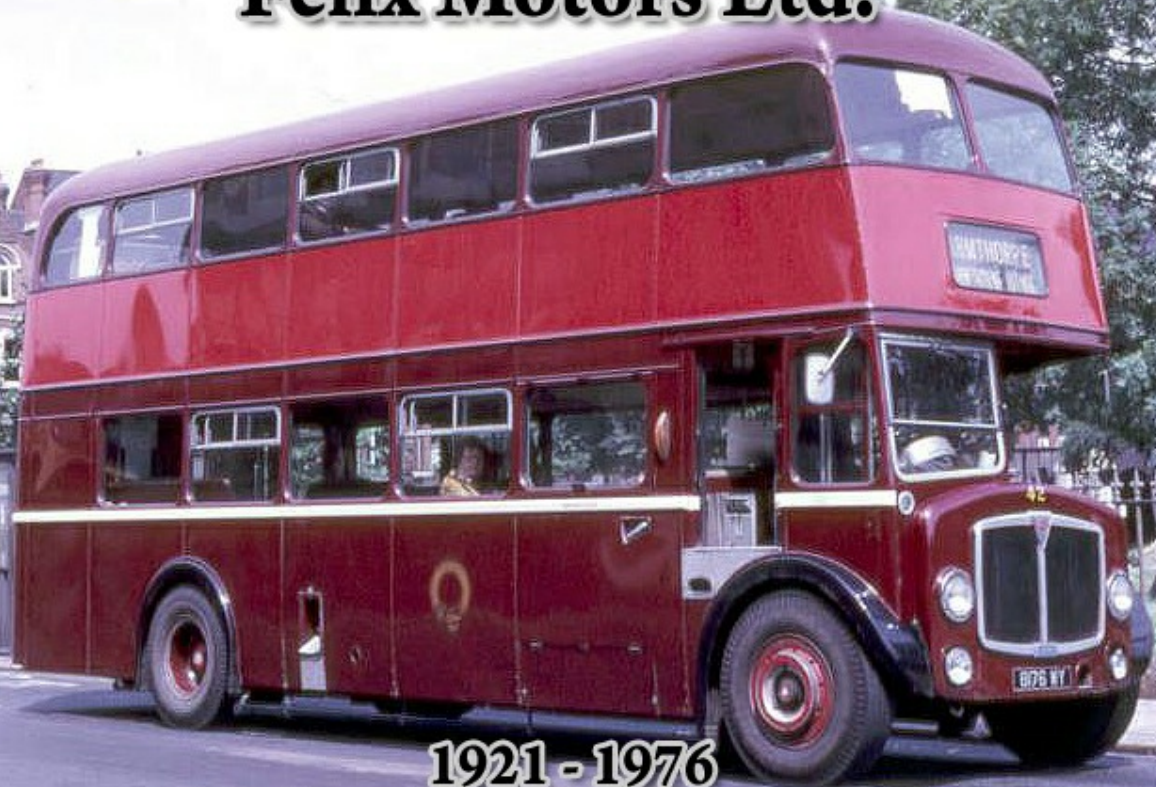


# Felix Motors Ltd.



1921 - 1976

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Cover Illustration: Felix Motors No. 42 (8176WY), a 1963 AEC Regent V with Roe 73-seat bodywork. (George Cropper courtesy Donald Hudson).

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When Ernest Parish began running on a route between Doncaster and Armthorpe in 1921, it was already well served by other operators. Operating out of a garage on East Lane Stainforth, the company was named 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 and 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 1st 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 1921-1976**

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

### **1921**

- ; **WR5115; Daimler; 1883; ? ; B20?**

WR5115 was originally a lorry and was first recorded as having a bus body by 1924, but it may have been earlier and it seems likely that this was the vehicle that inaugurated the first Felix Motors service.

Withdrawn 1926.

### **1925**

- ; **WT6858; Guy J; J4288; ? ; B14F**

- ; **WU2757; Thornycroft A1; 12155; ? ; B20F**

WT6858 ex-Parrish Brothers (new 1924).

Withdrawn by 1928 (WT6858), by 1932 (WU2757).

## 1926

- ; **FU5327; ? ; ? ; ? ; ?20?**

- ; **R7831; Crossley; ? ; Dickens; B14F**

FU5327 purchased second-hand (origin unknown).

R7831 ex-Felix Bus Service, Stanley (new 1924).

Withdrawn unknown (FU5327, R7831).

## 1927

- ; **WW2561; Dodge; ? ; ? ; B20F**

- ; **WW3239; Thornycroft A2; 14679; ? ; B20F**

Withdrawn by 1928 (WW3239), by 1932 (WW2561).

## 1928

- ; **DT1296; Thornycroft; 16420; ? ; B20F**

- ; **WW6343; Reo Sprinter; FAX6038; ? ; B20F**

Withdrawn 1933 (WW6343), by 1935 (DT1296).

### **1930**

#### **9; WX3297; Leyland LT1; 50896; ? ; B32F**

No. 9 impressed by War Department in 1940, returned 1943; re-bodied by Barnaby to B32F on return.

Withdrawn 1949.

### **1931**

#### **10; WX7065; AEC Regal; 662937; Barnaby; B32F**

No. 10 rebuilt in 1935 and re-numbered 11 (in 1940?).

Withdrawn 1952 (10[11]).

### **1932**

#### **11; WX9932; Maudslay ML3E; 5056; Barnaby; B32F - ; YG952; Bedford WLB; 108597; ? ; B20F**

Withdrawn 1938 (YG952), 1940 (11).

### **1933**

#### **12; YG3763; AEC Regal; 6621518; Barnaby; C32F**

No. 12 re-bodied by Barnaby to H55C in 1943.

Withdrawn 1950.



### **1935**

**14; AWT170; Leyland LT7; 6756; Barnaby; B32F**

Withdrawn 1950.

### **1937**

**13; BWW560; Leyland TS7; 13194; Barnaby; C32F**

No. 13 re-numbered 18 after 1942.

Withdrawn 1957 (13[18]).

### **1938**

**15; CWY758; AEC Regent; 06615962; Roe; H31/25R**

**16; CWU707; Dodge SBF; 741; Barnaby; C26F**

Withdrawn 1942 (16), 1955 (15).

## 1941

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

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).

## 1942

**21; EWR423; Leyland TD7; 307043; Park Royal; H30/26R**

Withdrawn 1956.

## 1943

**22; EWU223; Daimler CWA6; 11488; Roe; H30/26R**

Withdrawn 1956.

**1946**

**23; EYG33; Leyland PD1; 460430; Roe; H31/25R**

**24; EYG622; AEC Regent; 06617840; Northern Coachbuilders; H30/26R**

Withdrawn 1957 (24), 1958 (23).

**1947**

**25; FWX799; Leyland PS1/1; 462347; Barnaby; C35F**

Withdrawn 1959.

**1948**

**26; GWY157; AEC Regent III; 09611684; Roberts; H30/26R**

Withdrawn 1962.

**1949**

**27; HWX899; AEC Regal III; 6821A175; Barnaby; C35F**

Withdrawn 1962.



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

**1950**

**28; JWU131; Leyland PD2/1; 500108; Leyland; H30/26R  
29-30; JWU132-133; Leyland PS1/1; 496111/996; Barnaby; C33F  
31; JWX259; Leyland PD2/1; 501607; Leyland; H30/26R**

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

**1951**

**32; KWU506; Leyland PS1/1; 500261; Barnaby; FC37F**

Withdrawn 1965.

**1953**

**33; LWY942; AEC Regent III; 9613S7174; Roe; H31/25R**

Withdrawn 1966.

**1955**

**34; OWX283; AEC Regent III; 9613S8171; Roe; H32/26R**

Withdrawn 1969.



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

## **1956**

**35-36; RWU642-643; AEC Regent V; D3RV098-99; Roe; H33/28R**

Nos. 35-36 fitted with platform doors in 1963.  
Withdrawn 1973 (35-36).

## **1957**

**37; TWR174; AEC Regent V; D3RV326; Roe; H33/28R**  
**38; TWR175; AEC Reliance; MU3RV1141; Roe; C41C**

No. 37 fitted with platform doors in 1963; to South Yorkshire PTE (SYPTe) 4/76 (allotted number 1161, but did not carry it and was not operated by SYPTe).  
Withdrawn 1969 (38).

## **1958**

**39; VWY179; AEC Regent V; D3RV517; Roe; H33/28R**

No. 39 fitted with platform doors in 1963; to SYPTe 4/76 (re-numbered 1162).

## **1959**

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

Withdrawn 1974.



No. 40 (WXX795), a 1959 AEC Reliance with Roe 41-seat coachwork, seen here at Felix's Park Lane depot in 1973. (John Stringer).



**1960**

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

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

**1961**

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

No. 42 to SYPTE 4/76 (re-numbered 1163).

**1962**

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

No. 43 to SYPTE 4/76 (re-numbered 1164).

**1963**

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

No. 44 to SYPTE 4/76 (re-numbered 1013).

**1964**

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

No. 45 to SYPTE 4/76 (re-numbered 1165).



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

**1965**

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

No. 46 to SYPTÉ 4/76 (re-numbered 1014).

**1966**

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

No. 47 to SYPTÉ 4/76 (re-numbered 1166).

**1968**

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

No. 48 to SYPTÉ 4/76 (re-numbered 1015).

**1969**

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

No. 49 to SYPTÉ 4/76 (re-numbered 1224).

**1970**

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

No. 50 to SYPTÉ 4/76 (re-numbered 1016).



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

**1971**

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

No. 51 to SYPTE 4/76 (re-numbered 1325).

**1972**

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

No. 52 to SYPTE 4/76 (re-numbered 1326).

**1975**

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

No. 53 to SYPTE 4/76 (re-numbered 1327).

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