

## **Messrs. John Holdsworth and Company, Shaw Lodge Mill, Halifax**

**Beam Engines:** I have no details of these but Fred Hawksworth records that there was a cast statue of Hercules in the offices of the mill which had been removed from the beam engines when they were scrapped. He notes that it was a 'trade mark' of the firm Wood Bros of Sowerby Bridge to adorn their large beam engines with a statue of Hercules and a number of these statues remain today in private hands. The beam engines might therefore have been by Wood Bros.

### **Other engines in date order:**

**Pollit & Wigzell O/N 323** of 1875: A 20 HP compound non-condensing engine with slide valves with auto cut off on the HP. 13'' + 24'' x 36''

**Pollit & Wigzell O/N 226** of 1885: A horizontal single cylinder engine 14'' x 48'' with no flywheel or governor being supplied. Pusher HP engine for a beam engine? Engine later removed to Messrs. A. Brearley of Sowerby Bridge.

**Cole Marchent and Morley O/N 169** of 1894: A HTC engine rated 500ihp, both cylinders Corliss valves, ropes driving, Porter crossed arm governors, 19'' + 36'' x 54'' , 70 rpm (later 75 rpm). Drove a generator in later years. Named '**Kathleen**'.

**Pollit & Wigzell O/N 806** of 1899: A HCC engine both cylinders Corliss valves, 14'' + 27'' x 42'', 120 psig, 350ihp, 75 rpm (later 80?), 12ft. diameter flywheel weight 7 tons, 13 x 1 5/8 ropes, named '**Constance**'. Stopped and removed 1957. (GS has 16 photos of this engine)

**Pollit & Wigzell O/N 832** of 1900: A patent three-rod HTC engine. 10½'' + 21'' x 36'' 150ihp, Whitehead governor, HP Corliss and LP Slide valve, 82 rpm, 120 psig, 20'' x 54'' HAP. Drove a dynamo later. Named '**Gwen**'. This order stated that 'Old flywheel to be re-used'. This engine appears to be that in CAA's photo.

Geoff Shackleton, July 2015.