In the year 1865, the Dalmellington Iron Co. of south Ayrshire had a set of blast engines installed by the Lilleshall Engineering Co. of Oakengates, Shropshire. Apparently, as a result of this contract, in 1866, Lilleshall supplied D.I.C., with a locomotive - No. 6 on D.I. Co. list. It has no maker's name. It was an 0-4-0 with round topped saddle tank, outside cylinders 14" x 21", wheels 38" dia., on a wheelbase of 7'0". Lilleshall designs of this period incorporated certain details then used at Crewe and No. 6 had Allen's straight link motion and Ramsbottom safety valves over the firebox. I think it probable that her original funnel had the ornamental top used at Crewe but in a shortened funnel had to be fitted to suit Burnfoot Hill shed. Another Lilleshall feature was a peculiar framing convering the slide bars. The boiler had a dome in central position and carried a working pressure of 120 lbs.

Most of D.I. Co's ironstone pits were situated on a plateau 500 feet above the main works at Waterside, in the Doon Valley, and the lines serving them could only be reached by a rope worked self-acting incline of half a mile at 1 in 6. Two of the engines had, therefore, to be established in an isolated shed at Burnfoothill, near the top of the incline, and at this elevated outpost No. 6 spent almost all of her working career, being lowered down the incline only when heavy overhaul was needed in the Waterside shops. Weather conditions were severe, but it was not until 1896 that the crudely shaped cab was fitted and the safety valves were removed to the top of the dome. In 1906, Barclay of Kilmarnock supplied a new boiler. In 1909 No. 6 was superceded by another engine, No. 15, and came down to work from the Waterside shed. To allow her access through the brickwork through a low tunnel, her cab was removed and her funnel hinged. She worked at various tasks, including the hauling of molten slag to the Slag Mill until withdrawn and scrapped in 1911. Her 1906 boiler was sold intact.