**World War One Objects in the Agricultural and Industrial Gallery at the Museum of Lincolnshire Life**

**Ruston Proctor Petrol Loco** - manufactured in Lincoln in 1917 (28 were made in total) and worked at Holton Heath Gunpowder Mill, Dorset, during World War One, where explosives were made for the military and navy therefore it is spark proof. This locomotive was a direct copy of a German design, except for the engine, which was produced in Lincoln. As a result of using this machine, the Gun Powder Mill’s production rate increased dramatically, helping to aid the war effort. Only two of these locos survive. Said to be the oldest internal combustion locomotive in the world. 20hp.

**Tank** – see <http://www.lincstothepast.com/exhibitions/treasures/lincolnshire-tank/#> for general info on WW1 tanks, but ignore the Flirt II section, which will be updated later this year. We are still keeping this info out of the public domain, until we are fully prepared, but the history below is Daphne's.

Little is known of the wartime history of the Lincoln tank. The tank had been used for training by F Battalion when it arrived in France, a fact mentioned by Captain Farrar when the tank was presented to Gloucester. It was serving with 12th Company, D Battalion of the Tank Corps and was due to go into action on 22 August 1917, but the day before it was hit by German fire and it was handed over to the Salvage Company for recovery. It is suggested that the tank was hit by plunging fire (such as a mortar) that penetrated its rear roof and exploded over its transmission and radiator.

She arrived on a Gloucester park as one of the nation's presentation tanks, 1919. Presentation tanks were awarded to the towns and cities which had raised the most funds for the war effort. During World War Two the tankwas sited on Hucclecote Airfield near to Gloucester and probably used as a pill box.

The Lincoln tank was transported to Bovington Training Camp, Dorset, in 1945, which later became Bovington Tank Museum. She was set up as a static exhibit as the gates to the camp. Her engine was removed and she gradually deteriorated.

In the 1970s the Lincoln Tank Group approached Bovington Tank Museum to ask for the loan of a First World War tank for display in the City of Lincoln, the birthplace of the tank. Ruston Gas Turbines agreed to finance the project and permission was granted on condition that the tank be refurbished and placed on public display. In the early 1980s the tank was restored by apprentices at Rustons.

In 1989 the tank was placed on display at the Museum of Lincolnshire Life, where she remains to this day. Her true identity was discovered in November 2013 when her serial number was found inside the tank.

Field Gun - one of a complete battery, captured by the 1st Battalion, Lincolnshire Regiment at the Battle of Marne on 8th September 1914 (think I may have sent you a photo of these guns on wagons). These were the first guns to be captured from the enemy by the British Expeditionary Force during the First World War. The Army Council presented one of the guns to the Lincolnshire Regiment. After the war this was one of two guns which stood on Monks Abbey playing field on Monks Road, Lincoln (photo of this too) and then was mounted outside Sabraon Barracks on Burton Road, until coming to the museum in 1984.

**Sylvie** – manufactured by Ruston Proctor (Lincoln) 1913. Spent all her working life on a farm in Fleurance, France. Named after the farmer's granddaughter. Was purchased by the museum in 1972 and returned to Lincoln. Was used to drive agricultural machinery, e.g. threshing drums. Is probably the only steam engine in the country to have a 1972 Lincoln number plate!

**Air Plane Propellers** - during the First World War Lincoln was one of the largest aircraft production centres in the country. Ruston was the first Lincoln firm to venture into aircraft production and during the course of the war became the largest producer of aircraft engines in the country. 110 hp Clerget Rotary engine, which was used to power aircraft such as the Sopwith 1½ Strutter, an aircraft produced by Ruston between 1915 and 1917. Ruston’s Trade Mark for aircraft and aircraft parts incorporated the Lincoln Imp. This example made by Gwynnes Engineering of London – Rustons subcontracted out the work.

**Clayton Crawler Tractor** – manufactured by Clayton Shuttleworth (Lincoln) 1917.

An early example of a ‘Crawler Tractor’ used in agriculture, but also for hauling gun carriages on the battlefield or airplanes on the test sites in Lincoln – (West Common) in WW1. Fitted with a Dorman of Stafford type 4 cylinder petrol engine.