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### **Perseverance**

Timothy Burstall, of Leifth, who had some experience of building steam road coaches, entered perseverance. His locomotive is said to have borne some resemblance – as far as the motive-power section was concerned – to his six-wheeled steam road coach, which he had patented in 1826.

So little information has been handed down that there is even doubt as to whether the illustration is actually of the engine sent to Rainhill. Like Novelty, it was a tank engine and – also like Novelty – fuel was from the top of the firebox, a practice which was followed, over one hundred years later, on Sentinel patent locomotives.

The two vertical cylinders, 7 1/2 in by 16in, drove the 4ft 10in diameter wheels via return connecting rods. Unlike steam road coach practice, Perseverance, appears to have had a underfired grate, anticipating much- later practice. The weight of the locomotive was 2 tons 17cwt.

Perseverance, like Cyclopede, fell far short of the required fleetness and was not considered to be worth trying on the full course. Peculiarly, it seems to have been virtually ignored in all reports, but there could be an explanation for its fading from the scene and its poor performance. There is a reference, by the secretary of the L&MR on 5<sup>th</sup> October, that the failure of a chain on the engine's way to Rainhill, which led to its falling on the ground and a crank being damaged and a pipe broken. Repairs couldn't have been completed by 6<sup>th</sup> October.

The L&MR, who seemed to have had the engine in their care when the mishap occurred, presumably felt some responsibility in the matter, for the awarded Burstall a consolation prize of £25. his engine – lacking in springs and steam gauge of the typed stipulated – failed to fulfil the Stipulations, but there is no record of it being disqualified on that account.

The absence of Perseverance from the running trials cannot have influenced the course of locomotive development for, like Novelty, it woefully lacked adhesion. While the wheels were all of the same diameter, they were not coupled. The drive to them was not direct by through gears but there was no provision for varying speed. Nickolas Wood, who recorded the Trials at some length limited his reference to Perseverance to a statement that the boiler was vertical, whilst Rastrick did not even give it a mention in his notebook. Elijah Galloway described 'the mechanical combinations' of the locomotive as 'nearly similar' to the Burstall & Hill steam coach, which was been patented some years previously.

A noteworthy point, entitling the engine to a place in locomotive development, was the apparent use of roller bearings for the axles.