Article taken from *'Garden Rail USA'*

Gauge 1, 1:19 scale, live-steam 0-4-0T
Mamod Ltd.
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Price: Ga. 0, £299; ga. 1, £319; shipping to the US, £60
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Mark II version of Mamod's locomotive; all metal, live-steam engine; ready to run; two double-acting oscillating cylinders; gas-fired pot boiler; ceramic burner; silver-soldered boiler, 15 psi working pressure; safety valve; displacement lubricator; throttle; reversing lever; water glass; instructions, oil, and butane adaptor included; 0-gauge version also available. Dimensions: length, 81Ž2"; width, 31Ž4"; height, 5". In 16mm (1:19) scale, this works out to 13'5" x 5'2" x 7'11", respectively
Pros: Heavy, robust construction; quiet burner; efficient oscillating cylinders with glands; strong, silver-soldered boiler; easy access to controls; strong runner
Cons: Lubricator cannot be filled with engine sitting on the rails; R/C conversion and kitbashing would be difficult; fire hard to see in bright sunlight; difficult to run slowly without a train
Mamod's original redesigned locomotive (Mark I) was reviewed in the October 2009 GR. In that review I mentioned several things that I felt could be improved. Kudos to Mamod, who have addressed many of those issues in their Mark II version of the locomotive, reviewed here.
The new Mamod features several significant improvements over the Mark I version. Cosmetically, the smoke stack has been trimmed down and given a decorative brass cap, making it much more attractive. The cab windows have also been given brass spectacle rings, improving their appearance. Unfortunately, the sub-miniature steam dome is still in place, as is the throttle housing atop the boiler at the rear. Overall, the engine looks better though. This is basically a toy engine, not a scale model, so much must be overlooked that might otherwise draw comment.
Other improvements include access to the fuel filler through a hole in the roof of the cab. Included with the engine is a gas adaptor for screw-on-type gas cans, a nice touch. The adaptor is screwed onto the gas can and its snout inserted through the cab roof to engage the filler valve. The tank need not be removed as in the Mark I version-a definite improvement! Because the tank merely clips in place, and is attached to the burner by a flexible plastic line, it could be easily moved to a tender or following car. The exhaust steam in this version is appropriately piped out the stack (in the Mark I version it just exhausted to the open air).
Another significant improvement is the addition of a displacement cylinder lubricator. This provides internal lubrication for the cylinders and should improve the locomotive's performance and ultimate longevity. The filler valve for the lubricator is, strangely, on its side, protruding from the side of the cab. To fill the lubricator, the engine must be laid on its side, which is too bad, as it would be nice to be able to drain and refill it while the engine is standing on the rails.
Aside from these changes, this engine is similar to the Mark I version. It is gray instead of green and has the company's graphics applied as a stick-on. All of the sheet metal is pop-riveted together, making disassembly of the body for kitbashing impossible without drilling out the rivets.
To prepare the engine for a steam test, I oiled it all around, filled the lubricator half way (as per the instructions) with steam oil, and filled the boiler up to the mark on the glass with distilled water. I filled the gas tank with butane and lit the fire by turning on the gas and applying a match near the burner, below a side tank. This is best done in subdued light, or at least in shade, as the lit flame is difficult to see.

Steam-up day was a toasty afternoon in August. Pressure came up after five minutes or so. I moved the lever to "forward." With very little priming the engine was off, running fast. Being a little engine, it has that propensity. I found it difficult to throttle it down when running light. I tied on a train of 10 axles and, once the boiler level had dropped a little, the engine settled down to a nice, long, even run. It looked great running through the garden.

This locomotive is intended to be a beginner engine. In that role it performs well. It is easy to operate and there is little to go wrong. For the more advanced hobbyist, who may wish to modify and kitbash it, and perhaps add radio control, it is a little more challenging. Altogether, though, it is a well designed, well made product. The improvements over Mark I make it even that much better. -M. Horovitz