



Article taken from ‘*Garden Rail Germany*’

### (MAMOD Dampflokomotive Mk2, page 2)

#### MAMOD Steam Locomotive Mk2

In issue 5/2010 we briefly presented the new MAMOD “Mk2”. In the meantime, it had its baptism of fire on the Mannheim Dampf 2010. Live-Steam-models – especially those with oscillating cylinders – often do not want to run smoothly right from the beginning. This was also true for the Mk3 but after persuasion and stimulus, it was chuffing on the oval ARGE Pfalzbahn. During the test drive it could run 10, 14 and 17 minutes with one fill up.

In comparison to last year’s model, the “Mk2” has had several changes. Its predecessor needed some drops of oil in the tank but the new one has a lubricator. (page 3) The gas tank can be filled while inside the locomotive and it can also be taken out to be filled. The remaining changes in outward appearance did not have changed profoundly but improved it as for instance the brass window frames and the part-brass boiler. The major difference is the “smoking” boiler. The Mk1 dissipated the exhaust steam between the front axis whereas the Mk2 dissipates it – just like in a ‘big’ locomotive – in the boiler.

The burner underlying the boiler produces enough heat for about 15 minutes which will probably increase when the train is running for a while.

#### Conclusion:

The new model comes with a new design and some technical improvements. It is a nice, easy to handle Live-Steam-Locomotive – not only – for beginners.