

SCAMP, the little loco with a big heart.
Assembly instructions for frame and bodywork
of the Mk4 version.



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There are quite a few options when building a Scamp, all covered in the instructions.



Scamp style bonnet



Lister style bonnet



**Orenstein and Koppel
style bonnet**



Ruston Style bonnet



Lister end weight



Ruston Style buffer beam



Rear cab sheet



Lister style side weights



Slatted seat

General notes

The Scamp is a collaboration between it's designer Colin Edmondson and Chris Dixon of CMD Engineering, who sells both the kits and ready to run Scamps. Prototypes of all the Mk4 variations have been built and tested, design changes since the initial prototype build may result in your parts not looking exactly like the illustrations.

As we have no input once the kit has been delivered to you you build it and use it at your own risk. If you have any doubts please ask, my email address is at the top, or make use of the 'Scamp Owners Club' facebook group.

Part of the design ethos of the loco is to use easily available commercial parts for all the items which may wear out, so that spares can be easily and cheaply obtained. Almost all the parts below are available from Ebay, otherwise I have suggested suppliers in the shopping list. One spare that you will not be able to buy from Ebay is the laser cut motor sprocket, one is included and a spare one can supplied by CMD on request.

Most of the laser cut mild steel parts are supplied pickled and oiled, you will find it easier to clean and degrease them before bolting up the assemblies. The steel is then unprotected and needs to be kept dry or surface rust will form.

The laser cutting sometimes leaves a small amount of oxide on the lower edge of the cut, particularly on thicker steel. I use the back of a hacksaw blade and wire brush to scrape it off. You only need to remove anything that is loose.

Lightly sanding or scouring the surfaces before bolting together is a lot easier than doing it afterwards. If you are going to use acid etch primer the scouring or sanding is not really required.

Remove the nibs left by the laser cutting process, particularly from the inside of any holes where bearings will be pressed in.

Folded joints can be filled and smoothed or left 'as is' for a more industrial look.

Tools required

I am assuming that you already have the basics, electric drill with clutch settings, spanners,

Hacksaw

Stanley knife

Screwdrivers etc

Twist drill set up to 6mm.

Allen keys.

Use of a lathe for an hour to turn the taper on the pulley parts, or these can be supplied ready machined on request when you order your kit.

Angle grinder with a fine grit flap disc and 1mm cutting disc.

Workmate and a block of wood 500mm long for folding Scamp style bonnet.

Pop-rivet gun.

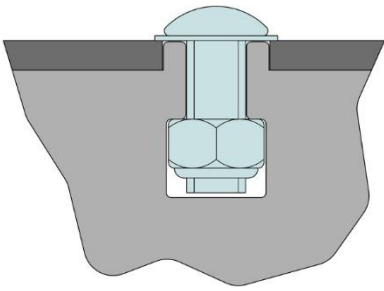
Wire strippers and decent quality crimping tool.

Staple gun for seat covering.

A battery drill with adapters for allen keys, 10mm and 13mm sockets will speed things up a lot. The average 1/4" drive socket set will have all that you need.

Need I remind you, SAFETY GEAR, buy it and wear it.

The build concept.



The frame is bolted together to make the kit build as accessible to as many of you as possible. The tabs are inserted into the slots, the nyloc nuts slid into place and the screws with the washer fitted are tightened, finger tight at first, then once all the screws for the current operation are in place they are tightened with a battery screwdriver or electric drill set on it's highest torque setting. If you are using a battery screwdriver you may need to do an extra tighten by hand just to make sure that the screws are fully home, they don't need to be super tight.

Unless otherwise stated use M6 x 16 button head screws with thin (form B) washers under the screw head and nyloc nuts. The washers give the screws the correct clearance in the slots and protect the paint if you have painted before bolting up.

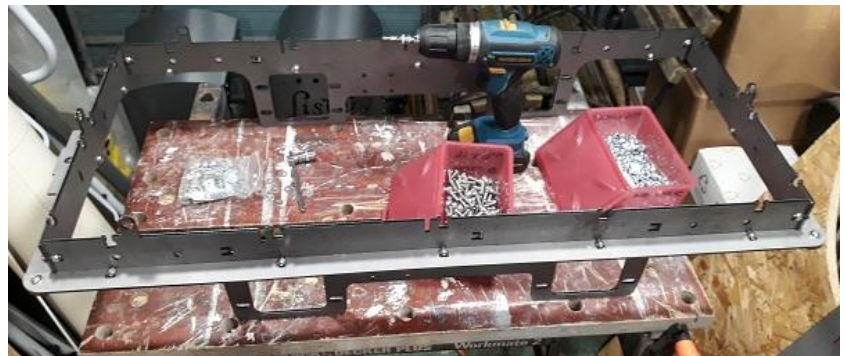
Frame

This assembly is **HANDED**, see the four 6mm holes for mounting the layshaft.
You need to set them opposite each other.



< Assemble the side and end frames as shown, using the Allen key adaptor in the electric drill to speed up assembly.

> Add the flanges to the side frames and end frames using M6 x 16 button screws and nyloc nuts. Add screws to the four corner holes, heads uppermost.



Footplate

Decide which side you want to face when you are driving your Scamp, your knees will stick out and there may be other clearance problems! My own preference, shown in the photo, is to have my right hand on the brake and speed controls and my left hand on the throttle lever. You might be influenced here by which side the pull start on the engine works although you may be able to unscrew it and rotate it to change sides. If you run alongside a prickly hedge you will want pull start and knees facing the other way! The footplate is handed by the positions of the brake lever and the control box, to change sides simply turn the footplate over.



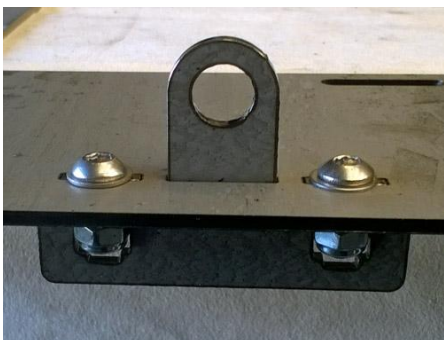
Slot the footplate over the tabs and bolt up with M6 x 16 button head screws and nyloc nuts. The centre tab on the end stretchers poke above the footplate and take rubber 'well nuts' to act as mounting points for the bonnet and cab back, as do the rear tabs on the side frames.



< Bolt the coupling sides to the front face with M6 x 16 button head screws and nyloc nuts. It doesn't take any coupling loads, they are transmitted through the coupling pin holes.

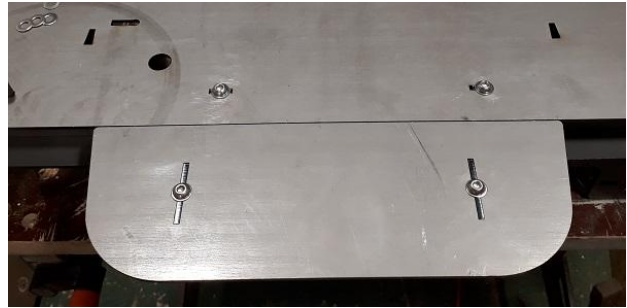


> Fit the coupling assemblies to the frame.



< Push the two seat box mounting brackets into their slots from underneath and fix with M6 x 16 button head screws and nyloc nuts. Fit a 'well nut' in each hole.

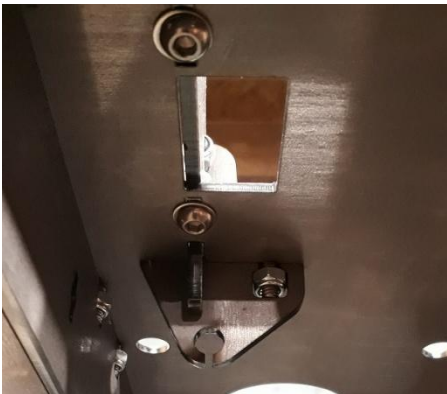
Footrest



The footrest simply needs its support legs bolting in place with M6 x 16 button head screws and nyloc nuts and slotting into the slots in the frame. Removal makes it easier to fit the Scamp into the back of the average car.

Brake lever

Slide the bracket which supports the quadrant into place from beneath the footplate, slot the brake quadrant through the slot in the footplate and fix with M16 screws and nyloc nuts.

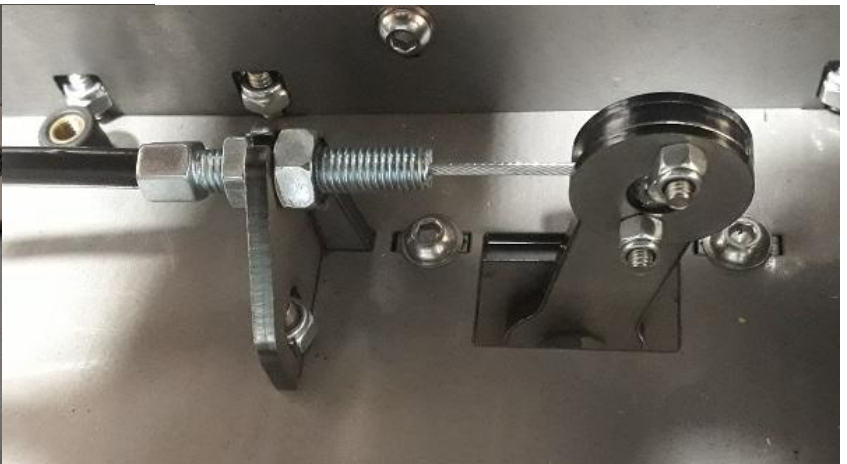


> File a 45 degree chamfer on one side of the pawl as shown, ending with a slightly rounded nose. Cut a 100mm length of 20mm diameter, 2mm wall tube, clean up the ends and drive it over the projecting stub of the 6mm thick lever centre and cap it with a plastic cap. If the tube is a loose fit on the lever then first squeeze the tube slightly in the vice and try it again. There is a photo of the assembly on the next page.





Round off the sharp edges on the latch lever and assemble the parts of the lever top as shown with M6 x 25 screws. The tapered side of the pawl is towards the camera in these photos. Tighten the screws until the parts are just nipped up, make sure that the latch and latch lever can operate freely, then finally tighten the screws. Add the return spring.



The heavy duty handbrake cable is trapped into the slot at the bottom of the lever by the two discs which are fixed either side of the lever with two M4 screws.

Fit the lever with an M8 x 20 screw as a pivot, with washers both sides and between the lever and the quadrant, and a nyloc nut. The tightness of the nut controls the stiffness of the brake lever, so don't over tighten it. Leave the oiling of the moving parts until after painting. The outer cable may need it's plastic coating removing for 6mm or so to allow it to enter the adjuster, which is fitted as shown, the extra nut is M8, saw off the nyloc part for easier assembly. The rest of the cable fitting will be covered in part two.

Derailing bars



< Miss this stage if fitting the Ruston or Lister style buffers. Bolt the derailing bar brackets to the inside of the frames with M8 x 25 hex screws. Cut two lengths of 20mm tube 360mm long and slide into the brackets with an equal amount sticking out at each end.

> Drill two 3mm diameter holes in the tube just inboard of the brackets, taking care to keep them in line. Slide the tube along and enlarge the holes to 5mm.





< Take the tab fret and twist each of the tabs free. Each bar is slid through the holes in the brackets, a tab persuaded into the hole in the bar, then the tabs are screwed to the brackets with M6 x 16 screws and nyloc nuts.

> Installing the tabs.



Engine and dynamo mount



< Place the two ends into the slots in the bottom plate and fit with the usual M6 x 16 screws, thin washers and nyloc nuts.

> Add the slotted dynamo mounting plate and the two side ribs aligned as shown, with the pegs at the same end as the overhanging bottom plate.





> Add the top plate. **The screws holding the top plate down should not have washers fitted.** The screw head is the same thickness as the spacer plate, **if you add washers the engines will not bolt down properly on to the spacer plate.**

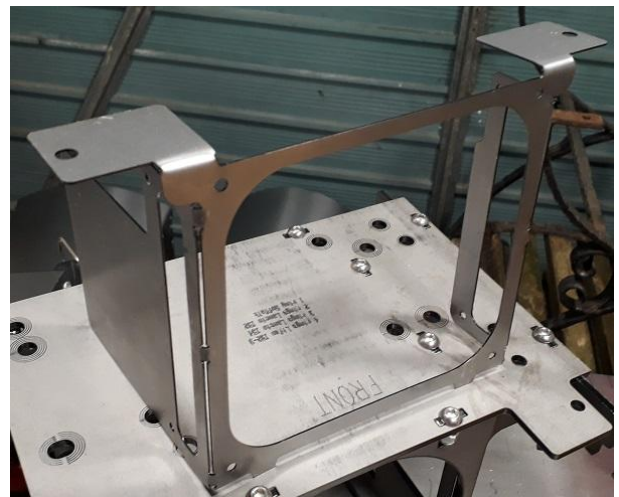


> The bottom guard is bent up as shown. One of the pieces of mesh is cut and folded to fit inside the guard to prevent fingers getting close to the fan.

< File a small chamfer on either side of each peg so that it slots into the hole in the footplate more easily.



< The spacer plate just sits on top, put it to one side until you are ready to mount the engine.



> The mesh is held in place with pop-rivets, pushed through the guard and fitted with M4 washers before expanding them. Two more rivets have been added since the photos were taken. Once this has been painted you might like to add a bead of mastic round the mesh to stop it 'zizzing'.



< The guard hooks into the slots on the baseplate, the screws holding the top guard in place will also hold the bottom one. The shape has changed since this photo was taken.

> The upper guard is folded as shown and pop-riveted, then fitted to the top plate with M6 x 16 screws and nyloc nuts. You will remove the guards to fit the engine in part 2.



< Two M6 x 40 screws are placed in the holes in the footplate from underneath and nuts added to lock them in place. Washers protect the paint, if required.

> The engine cradle hooks into the two slots in the footplate and the pegs engage in the two holes.





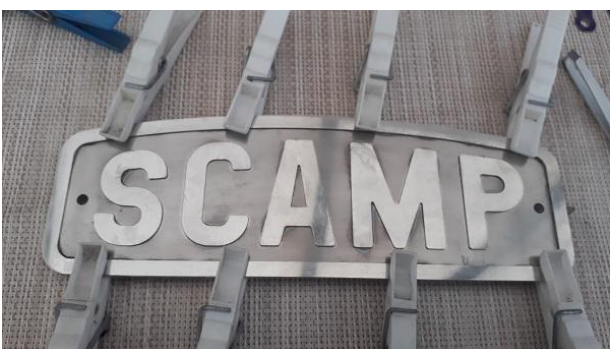
< Two M6 nyloc nuts and washers placed on the M6 x 40 screws hold the cradle in place.

Shiny parts and badges



For the polished stainless steel badges and grille surround peel the protective covering off the steel and clean off any adhesive residue with white spirit.

The front of the badge back plate needs to be lightly sanded and the backs of the letters need to be de-burred and lightly sanded and then every part scrupulously cleaned with thinners or methylated spirits. They are glued in place with superglue and lightly held with clothes pegs until they are set. The position of the letters is etched on the back plate to make the job easier. The plate surround is stuck on the same way once the letters have stuck, again using clothes pegs to hold it while the glue sets. Clean off any glue that has oozed out.



For a red background I first spray the plate first with a red oxide primer followed by several coats of gloss, as red paint doesn't cover very well. After each coat the paint is cleaned off the shiny bits immediately with a thinners soaked rag. Apply as many coats as you find necessary. The badge is pop-riveted in place or if there are no holes it can be fixed with double sided or magnetic tape after the body is painted.

The SCAMP number badge has to have the middle parts removed to leave just the background. If there is a number '0' on your badge take care twisting the parts out that you don't remove the whole centre by mistake. It is fitted to the rear cab sheet or the back of the seat box as you wish, I use the peelable sticky tabs sold in supermarkets.

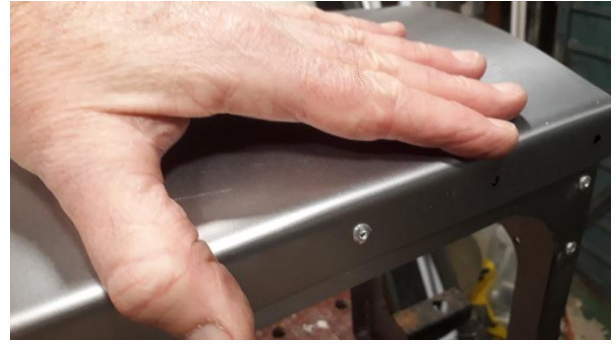
Scamp style bonnet



Fold the side flanges of the front and rear panels in the workmate, those on the front just less than 90 degrees, and those on the rear a bit more than 90 degrees. Use a block of wood behind the steel as you fold it to spread the load and ensure an even bend. Grip the wood and the steel by hand and fold both over together. Pop-rivet the bonnet side frames to the front and rear panels, omitting the rivets in the top holes.



Line the etched lines on the thin bonnet skin up with the top edge of the workmate and, again using a block of wood at the back to spread the force evenly, carefully fold the flanges nearly to 80 degrees on both sides, using the front as a template to get the angle correct. You need to use some force, but the wood will ensure that you apply it evenly. Try the skin in place and tighten the bend a little if necessary by clamping it up again, placing the block of wood on top and belting it with a hammer.



Pop-rivet one side of the skin, spring the bonnet to to the correct radius and hold it while you push a rivet in each hole on the other side then pop-rivet it in place.



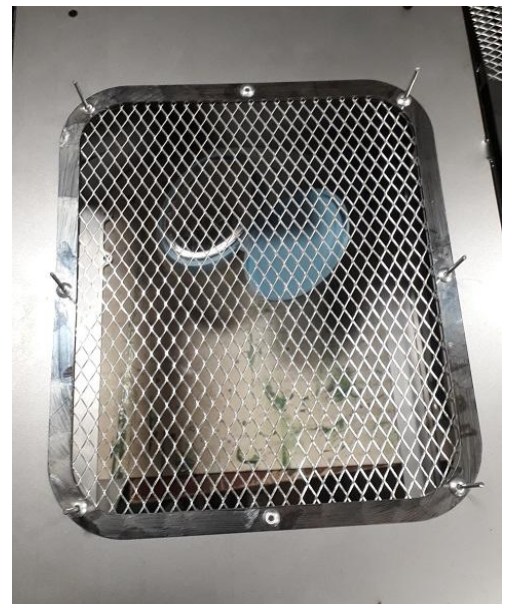
< mark and cut

> enlarge the holes



< inside
showing
retaining
ring.

> outside





The mesh for the bonnet is first marked out by laying the inner retaining ring on it and marking the cutting lines, then cut with shears, kitchen scissors or wire snips. Then lay the retaining ring on top and use a pointed tool such as a nail to push the wires out of the way so that there is room for rivets to be pushed through.

The rivets will not be finally placed until after painting, but they pass through the shiny grille trim, the body, the mesh and the retaining ring before being pulled up. If you paint the mesh black it will to all intents and purposes become invisible, I suggest grey or leave it natural aluminium. The badge is pop-riveted in place.

The hooks on the rear bonnet hoop hook into the outer slots in the footplate, a well nut is pushed through the hole in the bracket in the front of the frames and an M6 screw tightened to support the front of the bonnet.

Lister style bonnet

> Fold the flanges of the front and rear panels as shown in 'Scamp Bonnet' above.



< Lightly abrade the front of the grille and the back of the letters and clean them as described in 'Shiny bits' above, then glue the letters in place on the front of the grille using superglue or a decent quality 'No more nails' or similar. If you choose to have the finished bonnet powder coated then tell the operator that the letters are glued on so that he can put the bonnet in the oven with the front face horizontal, as otherwise the glue may melt and the letters move.

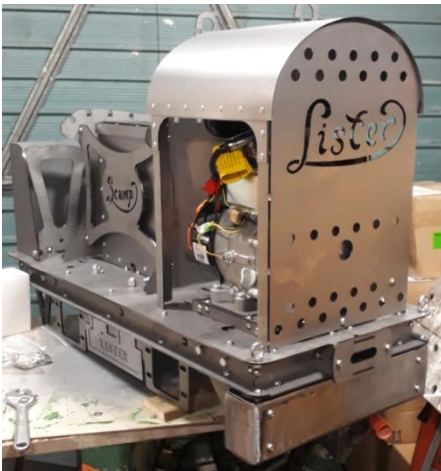
> Pop-rivet one bonnet side into place, but only using the lower two holes at each end for the moment. Pop-rivet the bonnet skin fully to the other loose side frame, then pop-rivet the skin fully to the other side frame as shown.





< A second pair of hands makes the next job a lot easier, though you can do it on your own. Gently curve the skin to shape by simply rolling the assembly on the workmate and clamping it with mole grips as shown. With a bit of juggling line up one of the rivet holes in the side frame with a hole on the flange using suitable old nail or screwdriver, clamp it again and fit the rivets.

> There may be a slight bow in the middle of the sides, if so simply squeeze the bonnet sides in until they stay in the right place.



< The hooks on the rear bonnet hoop slot into the footplate, a well nut is pushed through the hole in the bracket in the frames and an M6 screw tightened to support the front of the bonnet.

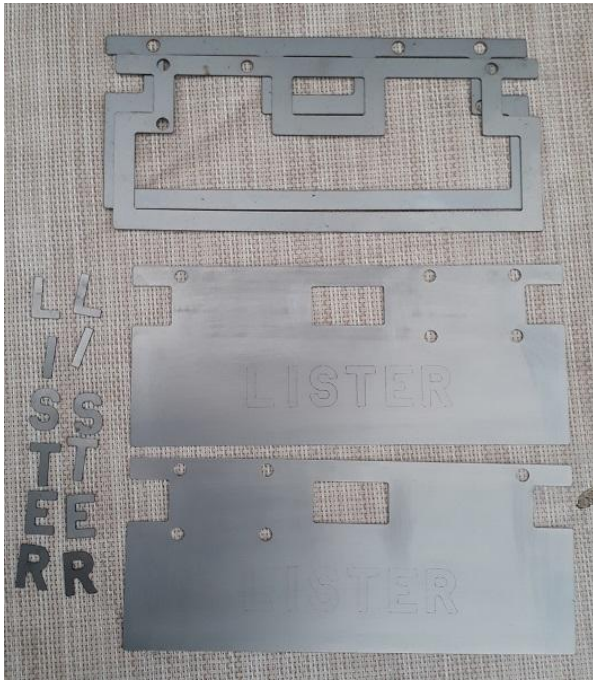


Lister style 'weights'



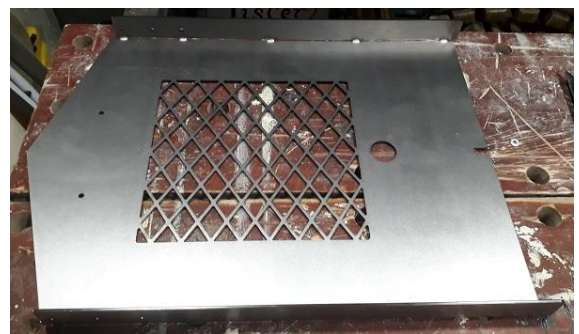
The Lister style end weights will only be available as welded assemblies from CMD Engineering, as they carry weight in a derailment and need to be welded up in a jig to avoid distortion. To assemble to the frame the brackets are loosely attached to the 'weight' with screws in the same way as the rest of the frame, then the weights are attached to the same bolt holes in the frame used by the derailing bar brackets with M8 screws and nyloc nuts. Tighten all the screws and nuts once the weights are in place.





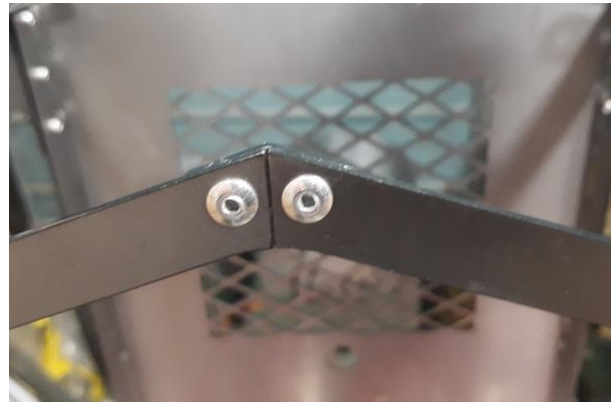
The Lister style dummy side weights need to be glued up as described in 'shiny bits' above, a left hand and a right hand. They are screwed to the outside of the frames, mostly by the same screws which hold the layshaft bearings in place.

Orenstein & Koppel style bonnet



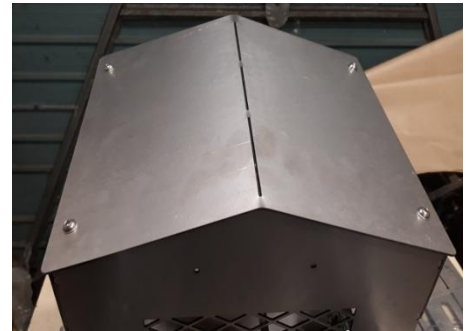
Fold the corners of the front panel and the two halves of the rear hoop to 90 degrees using the workmate and a block of wood to spread the load and ensure an even fold.

> Pop rivet the rear/side hoop to the outside of the flanges of the front panel and join the two rear halves together with the little angled bracket supplied.



< Bend the tabs to the right angle for the bonnet slope in the vice or use an adjustable spanner, fold the top to the correct angle by hand and fix it in place with four M6 button head screws.

The hooks on the rear bonnet hoop slot into the footplate, a well nut is pushed through the hole in the bracket in the frames and an M6 screw tightened to support the front of the bonnet. You may wish to smooth the corners with a flap disc in the angle grinder. After painting you may wish to add some mastic to fix the bonnet top to the front and rear to stop rattling.

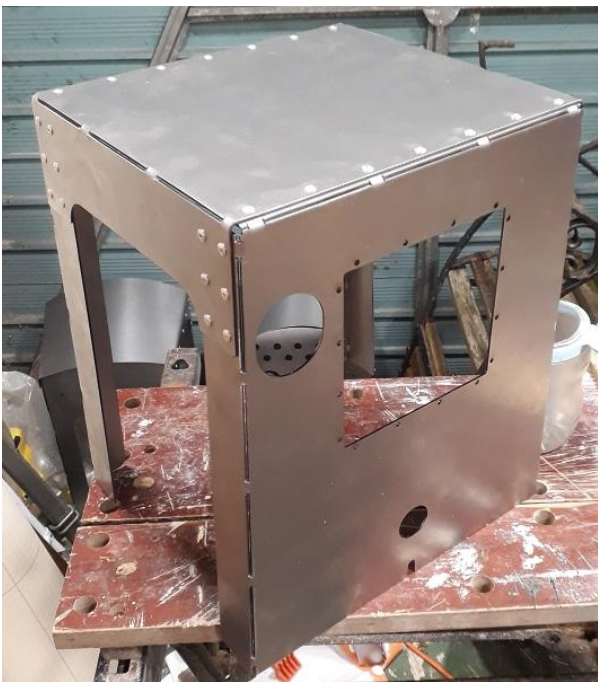
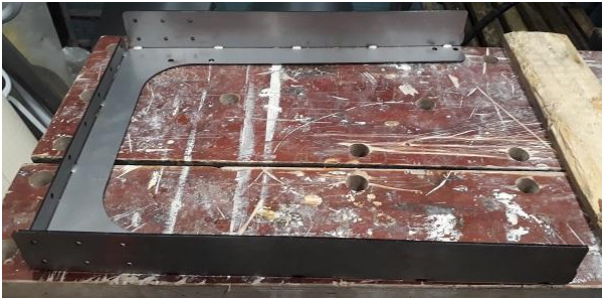


< The badge is assembled as shown in 'shiny bits' above, gluing the letters first where marked followed by the surround. Once painted attach with pop-rivets.

Ruston LAT style bonnet



First fold the top flanges to 90 degrees on both the bonnet front and the rear hoop, then fold the side flanges. Use the workmate and a block of wood to spread the load as explained in 'Scamp bonnet' above. Note the position of the headlamp hole in the bonnet front.



Fold down both sides of the top sheet, not quite to 90 degrees, and pop-rivet to the front and back.



Fold the brackets in the vice, one right hand and one left hand as shown. Hold the side with the holes in the vice. Don't bend too tight a curve. Screw to the inside of the rear legs as shown.



Assemble the SCAMP badge as shown in 'shiny bits' above. It is fitted to the bonnet with self adhesive tape.



< The mesh for the bonnet is first marked out by laying the inner retaining ring on it and marking the cutting lines, then cut with shears, kitchen scissors or wire snips. Then lay one retaining ring on top and one underneath and use a pointed tool such as a nail to push the wires out of the way so that there is room for rivets to be pushed through.

> As the outer ring will be painted in body colour the rivets can be placed at this stage, they pass through the grille trim, the body, the mesh and the retaining ring before being pulled up. If you want the mesh a different colour then paint it before riveting it in place and mask it up when you paint the body, remembering to mask both sides. If you paint the mesh black it will to all intents and purposes become invisible, I suggest grey or silver.



Ruston style buffers

As these take the weight in a derailment they will only be available from CMD as welded assemblies ready to bolt in position.

> The brackets are bolted inside the frames with M8 x 25 screws using the derailing bar holes.



< The standard coupling front is removed, a nut balanced in each hole ready and a thin spacer placed over the tabs.

> The buffer assembly is gently placed in position and an M6 screw carefully engaged with each of the nuts and tightened. Finally M8 x 25 screws are fitted between brackets and buffer. Only the top slot can be used for coupling, the lower two are dummy and allow cooling air to reach the dynamo fan.

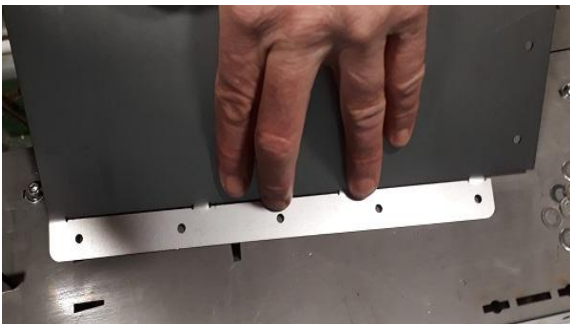


Cab rear sheet



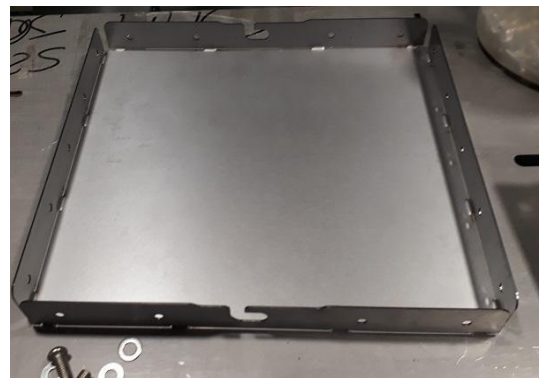
The cab rear sheet could not be simpler, fold the corners to 90 degrees by standing on them and pulling, and smooth the corners with a flap disc in the angle grinder. To mount the cab rear the centre lug and the two side lugs at the rear need to be fitted with rubber 'well nuts', or 'motorcycle fairing nuts', which swell as the M6 x 16 screws are tightened. The edges can be sharp, but will be trimmed with plastic edge trim once painted.

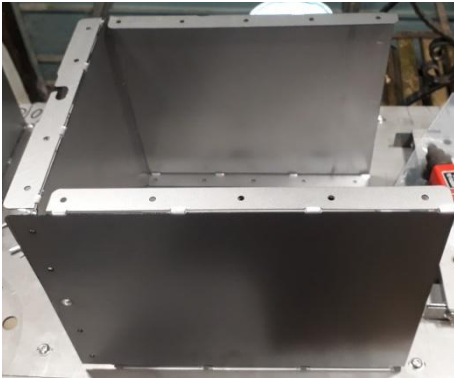
Seat box



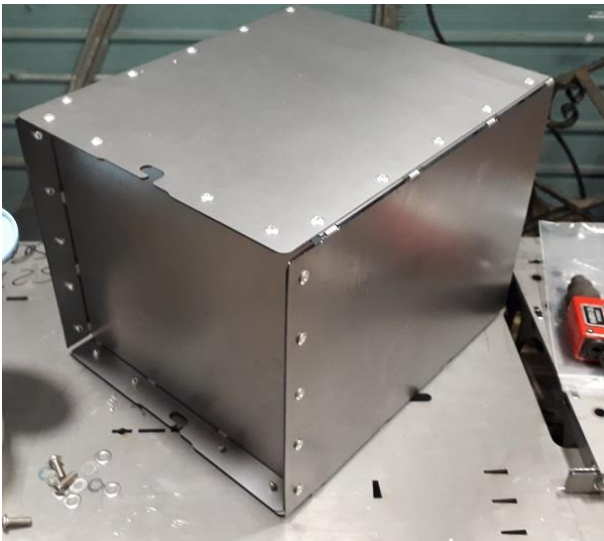
< All the folds can be all done by simply holding the part and pressing the flange on the floor or bench top. You may want to prime the parts that will be hidden before assembly.

> Fold the two flanges on each of the sides and the four flanges on the lid and base up 90 degrees.



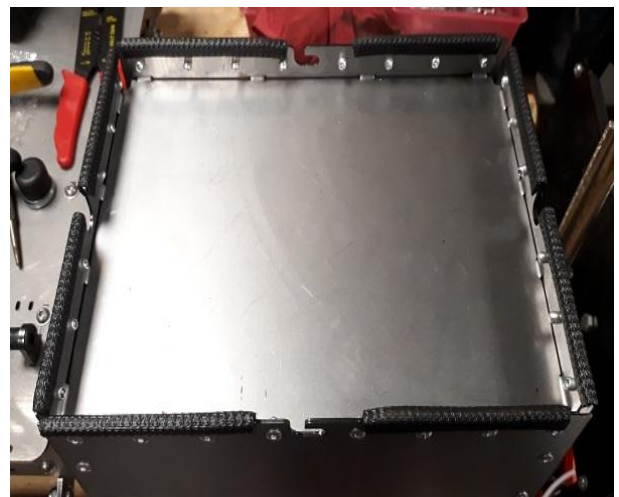


< Fit the ends with a couple of pop rivets in each just to locate them. I place one or two rivets through each joint to loosely fit the assembly together, then go back and fit the missing rivets.



< Assemble the parts together as shown with 4mm pop-rivets, lining up the 'L' shaped slots in the sides and the bottom. All the flanged edges should end up on the inside.

> The bottom edges are protected with plastic edge trim. There are 4 holes in the lid to allow you to screw on a plywood base with a foam cushion.



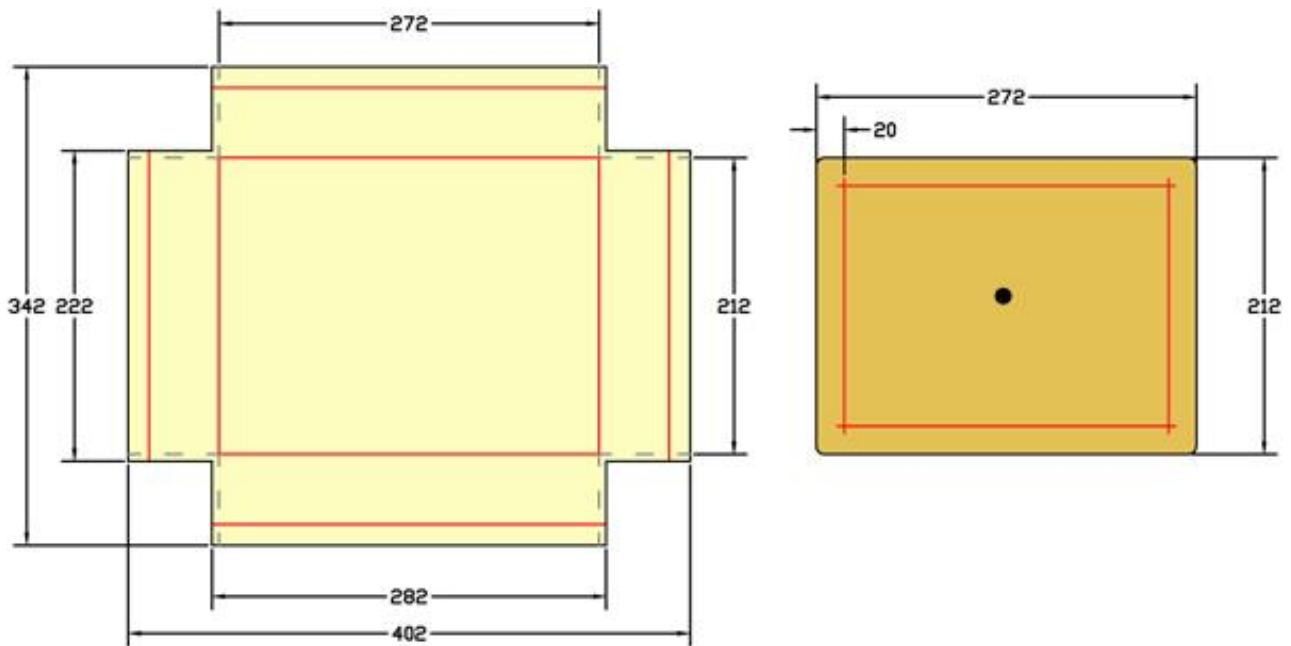
< The seat box fixes in place with two M6 x 16 screws passing through the slots in the base into two rubber 'well nuts' placed in the holes in the mounting brackets, and can be removed in seconds by releasing the screws a few turns, sliding the box sideways and lifting it clear.

> Now you have somewhere to store a spare fan belt, some coupling bars and your butties as well as all the rest of the 'useful' stuff that seems to find it's way into the box! Some people fit a 12volt battery inside with a vacuum pump to work passenger train brakes, if you do go down that route remember to fit grommets to all wiring holes so that wires don't chafe on the sharp edges.



Seat cushion

(Ignore this stage if you are going to fit the optional slatted seat)



The base is made from a piece of 9mm ply, cut to the size shown on above right. Two faint lines are drawn to mark the centres, and a line 20mm in from each edge. A 10mm hole is drilled in the middle to allow the air to escape when you sit down. The foam we use is a layer of 25mm pink reconstituted, which is fairly hard, topped with a 25mm layer of blue, which is a lot softer. This allows the cushion to mould to fit you without you ending up sitting on the plywood! The foam needs to be about 5mm larger all round than the plywood.



Use spray adhesive to fix the foam to the wood, with an even overhang all round. The material is marked up as shown on the left, a rectangle the same size as the plywood, an extra 50mm all round followed by 20mm all round, also make a mark in the middle of each long edge. The corners are marked to plywood size plus 5mm for the hem, and the rest cut out. Think of the red lines as fold lines, the grey dotted lines are where you will sew up the corners. Fold the material in the corner inside out so that the two right sides are together and pin through the dotted lines. Sew up the four corners, curving the stitching inwards towards the top so that you get a nicely rounded corner.

Stretch the material over the foam and plywood, pushing the foam into the corners and easing it so there are no lumpy bits. On one long edge line up the centre of the material with the centre of the plywood and staple it with the edge of the material on the marked line. Easing the foam again staple the middle of the opposite side on the line. Now do the centres of the other two sides, again pulling the material to the line. Stretching and easing the material so that it stays on the line, add staples about 20mm either side of the first one on each side, then another, working outwards until you reach the corners. You may have to cut off a little of the excess material to get a neat corner, tuck the folds as neatly as possible with a blunt edge and tap any lumps down with a hammer. The cushion can be screwed to the top of the seat box with screws no longer than 10mm, or the points may find a sensitive spot!

The optional slatted seat

> The seat frame is assembled as shown with the small stretcher at the top of the back, using M6 x 16 screws, thin washers and nyloc nuts.





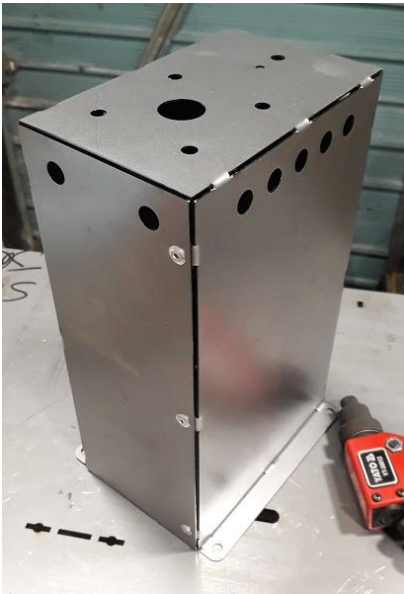
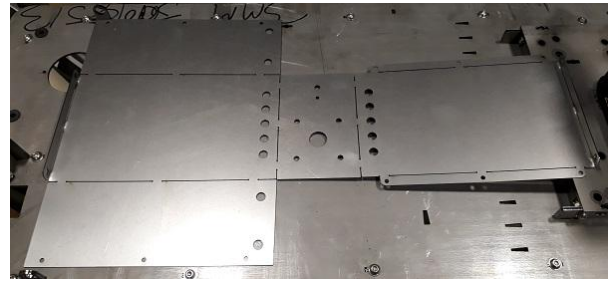
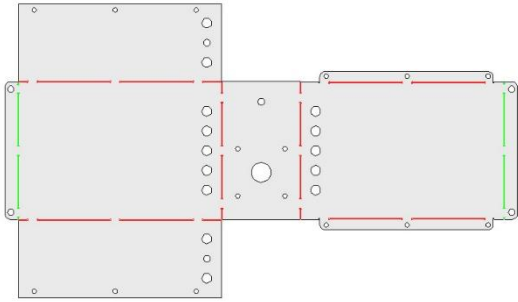
< The frame is fitted with nine strips of 25mm x 50mm 'planed all round' timber each about 400mm long as seat slats. These need 6mm holes drilling accurately to match the centres of the side frames using the drilling template supplied.

> You may wish to round off the edges of the slats, to do this I screwed my router to the underside of a piece of plywood and used a 6mm radius cutter with a guide roller to round off all the edges. The timber is always fed into the left side of the cutter, so that the timber is being pushed back towards you rather than being pulled out of your hand. Radius the long edges first, then the long ends, then the short. This minimises splitting. Otherwise just use a sanding block.



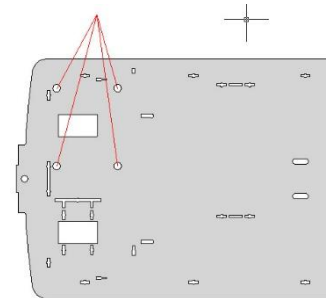
< The slats are assembled to the frame in the same way as the steelwork with M6 x 35 flanged button head screws into nyloc nuts. Use your finger tips to locate the nuts evenly in the holes while passing the screws through, there are points on the frames which bite into the wood as the bolts are tightened. The bolts should bottom in the hole which will prevent the timber from being crushed. Finish to your choice, I used a breathable wood stain. The seat simply hooks into the slots in the footplate.

Control box



The control box provides a housing for the reversing switch and the controller. Fold all red folds down 90 degrees, green up 90 degrees, and assemble with 4mm pop-rivets. The box flanges should end up on the inside. Use a flap wheel in the angle grinder to dress the outside of the folds smooth. If you wish you can seal the joints with paintable filler or fill with car body filler after priming and smooth off.

> The switch box mounts to the footplate with four M6 x 16 screws passing through the base into well nuts placed in the holes in the footplate, these provide vibration isolation as well as fixing it down. Don't overtighten them.



The control handle



To bend the controller handle to shape place a 6mm drill in the vice with about 7mm projecting, pop the handle over it and place a 5mm drill behind it as shown. Holding the 5mm drill down with your thumbs use your fingers to pull the top part back as tightly as possible over the 5mm drill until it sits with the 6mm hole above the top of the 6mm drill. It may need a bit of gentle persuasion with a rubber mallet or squeezing it in the vice to make the curve fit reasonably tightly to the 5mm drill.

The two small lugs are bent down almost to ninety degrees as shown here. The bottom part has two bends in it to bring the parts together, these are simply done with a pair of pliers. An M5 x 25 screw and nyloc nut serve to clamp the handle onto the spindle of the potentiometer.



The upright of the handle is formed from an M5 x 25 screw and nut, with a 16mm diameter ball knob screwed on. A further screw clamps the handle to the potentiometer spindle, making sure that its travel matches exactly the travel of the potentiometer and that it hits the screw acting as an end stop at the same time as the internal stop reaches the end of its travel.

Throttle lever

< The photo shows a throttle lever bent up to suit a loco where the driver faces right, with the throttle lever to his left hand. Reverse all the folds for facing left. All fold positions are marked by notches. An M6 x 16 screw is poked through the back, a washer added, the front lever, then a washer, a spring washer and a nyloc nut. You choose the friction by adjusting the nut, if children are to drive you might want the lever loose so the throttle closes if they let go. If you are tempted to operate the throttle in any other way try to keep it easy to remove so that the engine cradle can be quickly lifted out to lift

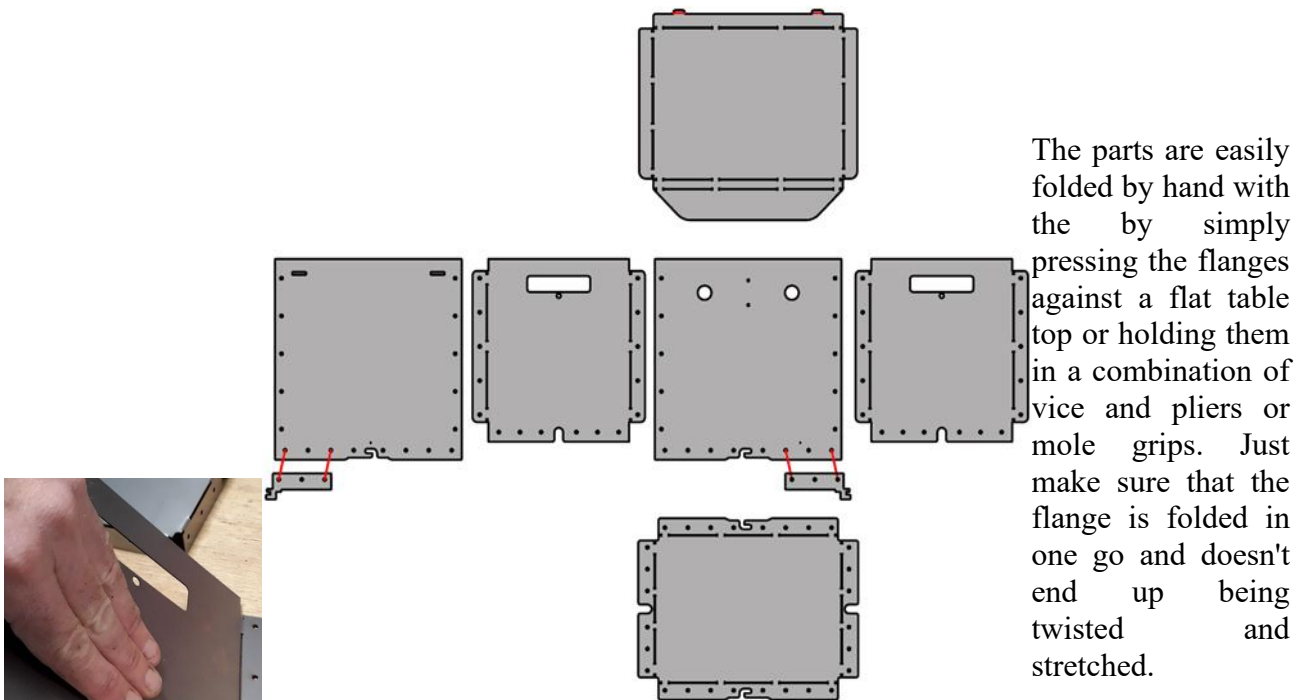
the frame into the back of a car without having to undo the cable.

> Two M6 x 25 screws are fixed in the holes in the bonnet with plain nuts, the lever then being hooked onto the screws and lightly locked in place with wing nuts. This allows the lever to be quickly unclipped before the bonnet is removed for transport or fuelling up.

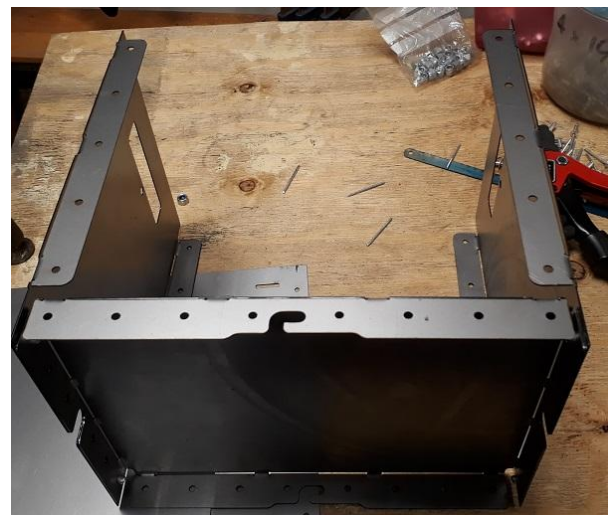


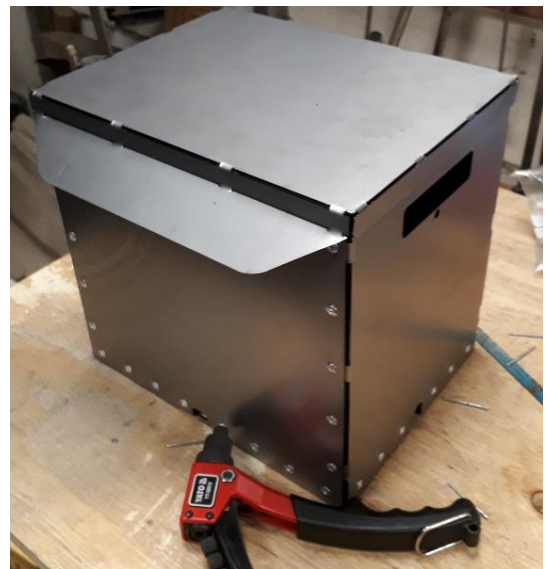
The optional battery box

This has been designed to take two or three 12 volt mobility scooter batteries to give a working voltage of 24v or 36v, depending on what motor you have fitted. In use the box simply hooks into existing slots in the footplate. Converting from petrol-electric to battery is easy, a simple matter of unscrewing and lifting out the engine/generator unit, dropping in the battery box and connecting it up, thus allowing the option of quiet operation at home with the petrol engine capable of running all day at the club at weekends.



The two side panels have their flanges folded to ninety degrees and the bottom has all four sides folded the same way. The lid has all the edges folded up or down with the two little lugs on the edge of one flange folded facing inwards with pliers so that they will hook into the slots in the side, and the final 'rain flap' at the bottom folded out at 45 degrees to protect the breaker.





The flat sides are pop-riveted to the base with 4mm x 6mm long aluminium pop-rivets with the 'L' shaped slots matched up and the 'hooks' located inside the flanges opposite each other at one end as shown above left. The diagram on the previous page shows which end the hooks should be at relative to the orientation of the sides. With the holes for the wires and breaker at the left side the hooks are at the end nearest to you. Edge trim is added to the sides of the base at the opposite end to the hooks.



The battery box hooks into the inner set of slots in the footplate and simply rests in place. The rest of the assembly is covered in part two of the instructions.

Queries about the build process should initially be directed via the 'Scamp locomotive group' on facebook, which I recommend joining.