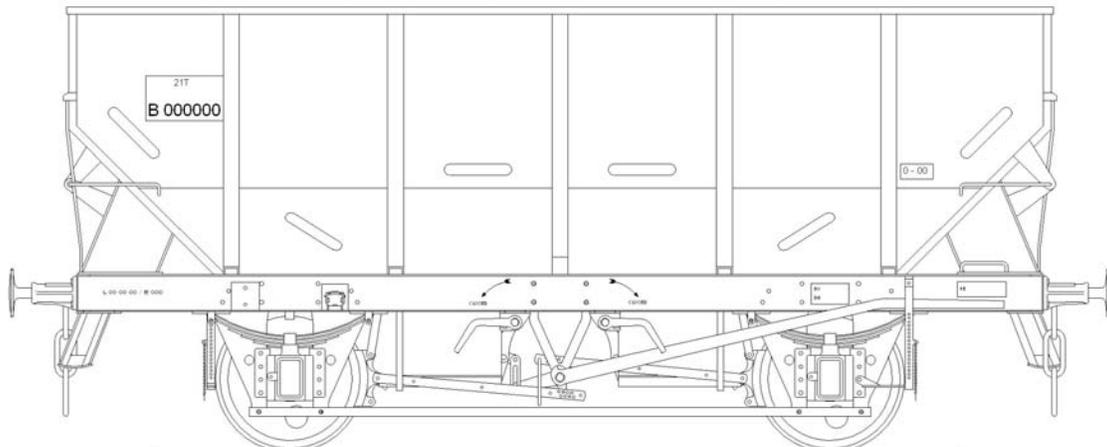


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DAVE NOBLE

model and miniature engineering

January 2012

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Welcome to this latest edition of my catalogue. Not a lot new, due to the pressures of keeping up with current orders. In order to alleviate this problem, I intend to sell some fittings as castings only, this will give me more time to concentrate on new items, and make it cheaper for you.

If you require any products urgently, please be aware that I don't usually manage to keep everything in stock, so it is likely that there will be delays, especially with the larger fittings which are only made occasionally in batches. Please order early, and be patient.

Unless otherwise stated, all products in this catalogue are for 5" gauge.

FOR BR LOCO'S

Steam Brake Valve. Fitted to most B.R. standards. This model uses lost wax castings and operates the steam brake using an internal piston valve. Connections are for 3/32 pipe. A working ratchet and spring loaded trigger hold the lever in the required position. £150

Now also available as a kit of parts. £20

Top Feeds. Lost wax castings machined up and fitted with a cap, and stainless ball on PTFE seat. Threaded 5/16 or 3/8 x 32. £65 a pair.

Steam operated drain cocks. A set of four finished drain cocks, normally threaded 3/16 x 40. The operating pipe is 1/16" diameter, and the drain pipes are 1/8. £140

Also for BR loco's, Ross pop type safety valves and Silvertown lubricators, see LMS section.



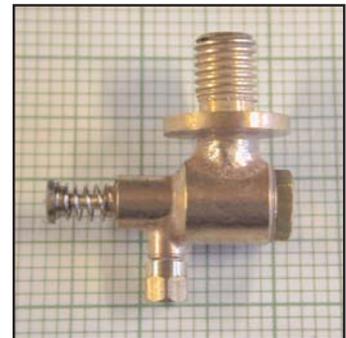
FOR GWR LOCO'S

Cylinder Drain Cocks. Supplied in sets of 3, they come with 1/16" diameter copper drain pipes with the ends flared, and 6 B.A. union nuts. They are available either with the outlet at 30 degrees as fitted to Stars, Castles and Kings, or with a vertical outlet. 3/16 x 40 threads. £40



Drivers Vacuum Brake Valve. Built up from lost wax castings. This fitting incorporates the vacuum brake valve disc with the correct number of slots seated on an O ring to ensure a good seal, a working large ejector steam valve and a dummy small ejector steam valve. The working valves both have Tufnol handles (which are available separately) and the vacuum pipe nut is of the prototypical C spanner type. The fitting is flange mounted and takes its steam supply direct from the boiler. £90

Tufnol Handles. Tapered design used extensively on Great Western cab fittings. Drilled 1/16" 60p each



FOR LMS LOCO'S

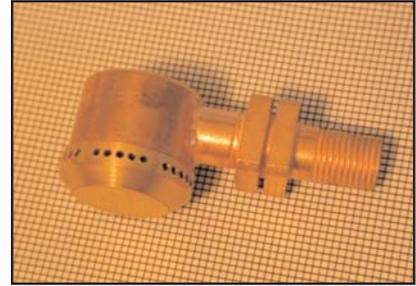


Cylinder Drain Cocks. Now supplied with brass profiled plates which are fitted under the end plug to carry the operating bar. Threaded 3/16 x 40. £45 for set of 3

Cylinder Relief Valve. Made from lost wax casting, blow off pressure can be altered by adjusting the end cap. Available with end flange in line, or at 90 degrees. £20
Also available as a kit of parts, casting, spring and ball only. £6

Blower Valve. To suit Tony Alcock's Jubilee, it takes its steam supply from a special bush on the backhead. 5/16 and 3/16 x 40 threads. £20

Snifter valve. Used to allow air into the steam chests when drifting. They incorporate a light disc valve (to allow easy opening and clear air flow) with an O ring seat for steam tightness. £20



Teardrop atomiser cover, fitted to side of smokebox . Lost wax casting. £4

Firebox washout plug cover. Lost wax casting. £3

Silvertown Lubricators.

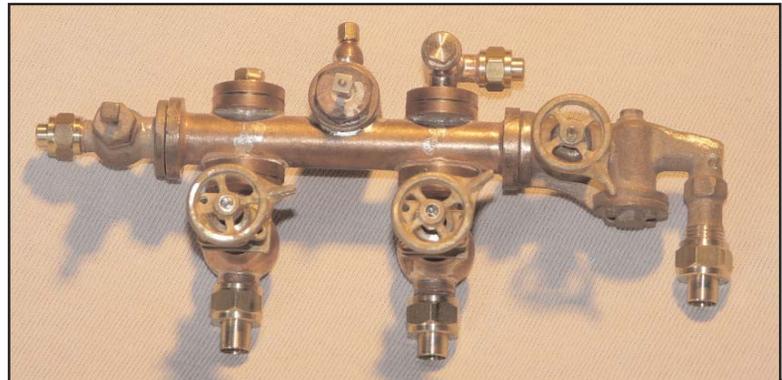
Used widely by the L.M.S. and B.R, these lubricators were a distinctive feature of many loco footplates. They are now available as a set of castings, brass for the body, outlet union nuts, lever and priming handle, with the lid in whitmetal. Available as the 8 or 12 point models. £20



Ross Pop Safety Valve. Bronze bodied, available with 1/2 x 26, or 5/8 x 26 threads. Now fitted with an "invisible" locking ring. £25

Steam Manifold. Used on Black 5, Jubilee, 8F etc. This fitting incorporates two injector steam valves with P.T.F.E. facings, working whistle valve, a

pressure gauge take off with 1/16" pipe supplied, and dummy valves for the main shut off, brake ejector and steam heating. The flanges and packing glands are drilled 1.2mm so that dummy nuts and studs may be fitted if desired. £150



Gresham and Craven backhead injectors. These were a distinctive feature fitted in pairs to earlier loco's. These model ones are dummies, they are not working injectors, however they do incorporate an injector steam valve and clack for the delivery from an injector (not supplied) which can be mounted remotely. Available as a kit of lost wax castings in gunmetal for the two bodies, brass handles, and two Viton balls for the clacks. £30 a pair.



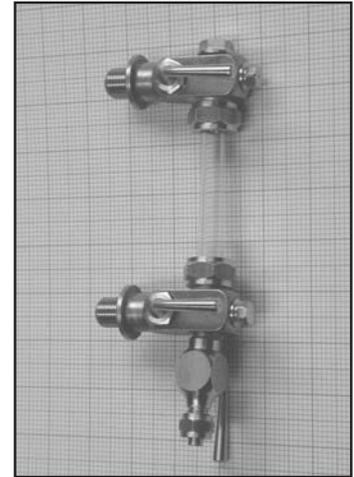
3 COCK WATER GAUGES

All the water gauges listed below have the main bodies made from bronze. The working valves have P.T.F.E. seals to eliminate the metal to metal contact of the traditional plug cock, thus ensuring a steam tight but non sticking seal. The glass is sealed with Viton O rings. All gauges are available left or right handed, the hand of a gauge being the side to which the shut off handles are fitted. The blow down handle is normally fitted to the opposite side (but can be fitted to the same side on request). The blow down should not be turned round by the customer, this will disturb it's seals. All of these gauges have a threaded fitting.

Standard Range. Shown on right. All with square bodies and bent lever handles. Available with 2 sizes of body and 3 standard thread sizes, though any other thread can be fitted to order.

5/16" square body and 5mm glass with 1/4x40, 5/16 or 3/8x32 thread. £65 each
1/2" square body and 8mm glass with either 5/16 or 3/8x32 threads. £75 each

Linked lever gauges. Exactly the same as the 5/16 bodied gauges above but fitted with a handle on one valve linked to a lever on the other valve. Blow down handle is the usual bent lever type. Only available in the 5/16" body size with 5mm glass, threads as above. £85 each



Scale Gauges for 7 1/4" gauge locos.

G.W.R./B.R. style of round body with blow down in line with the glass. Linked levers. Dummy flange machined on the body with holes drilled in it for the customer to fit dummy studs and nuts if required. Normally only supplied left handed. 5mm glass, 5/16 x 32 thread. £85 each

L.M.S. style of round body similar to above but with the blow down in front of the line of the glass so that the glass can be removed from below because of the position of the manifold. Flange with holes, and linked levers as above. 5mm glass, 5/16 x 32 thread. £90 each

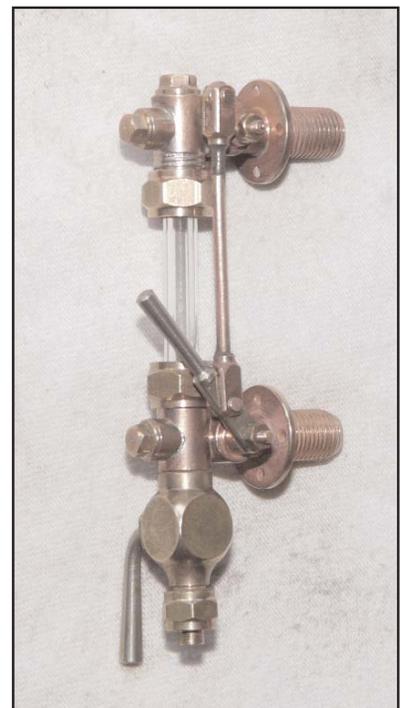
All these gauges have the links, levers etc supplied as separate parts which must be assembled to suit the bush centres on your locomotive. Brass wire is supplied to use for the link and pivot pins.

Miniature Water Gauge.

Shown right. A small fabricated gauge, close to scale for 5" gauge. Main bodies are 1/4" diameter, blowdown 5/16" square. Shut off cocks are dummies, but supplied with links and levers for assembly by the customer.

Left or right hand. 4mm glass, 1/4 x 40 threads only. £40 each.

Also available with extended bottom fitting so that the glass can be removed from below to suit LMS locos, including Tony Alcock's Jubilee, at £45 each



7 1/4" GAUGE LOCO FITTINGS

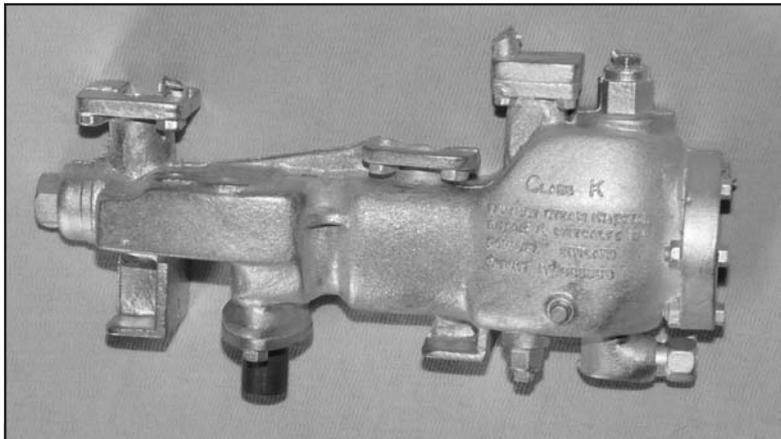
Ross pop type safety valve. Machined from bronze with a 3/4x26 or 5/8x26 thread. Holes around the base take dummy c/s bolts and nuts (supplied). After adjusting, the cosmetic cap can be bolted on. £45



LMS cylinder relief valve. Currently only available with inline flanges. A certain amount of adjustment is available by screwing the end cap in and out. £25



Dummy Metcalfe type K exhaust steam injector. A whitmetal casting which is designed to fit over a "Jubilee No 5" injector. This allows the use of a relatively cheap injector, but gives the appearance of the real thing. £25



LMS manifold. Below. Built up from lost wax castings, it has working injector steam valves (with PTFE seats), main shut off valve, and whistle valve. The other 2 valves have been made as dummies as they are unlikely to be needed on a model. Pressure gauge outlet on the top is threaded 3/16x40. £200

Duchess manifold, not illustrated, £300



RESIN WAGON UNDERFRAME KIT

This is a complete set of parts to enable a modeller to quickly and easily build an accurate rolling wagon chassis, and requires only the use of a drilling machine and hand tools, all the turning and milling is already done. Springs are formed, axleboxes bored, wheels turned etc.

The design is based on an official Midland Railway drawing, but this chassis nearly conformed to an early R.C.H. specification, so that one can use it as the basis for Midland wagons (many of which lasted into B.R. days), numerous private owner ones, and wagons of other main line railways which adopted the R.C.H. design. The chassis is 14' 11" over headstocks, 9' wheelbase and supplied with single sided brake gear which was the norm in those days.

The main component of the kit is the underframe casting which is in polyurethane resin and incorporates dummy nut, bolt and bracket detail. In order to simplify construction, the metal spring hangers and bearing spring shoes are cast in, and the long holes for the drawgear and tie rods are already drilled. This gives the builder a flying start. £430

M.R. 8 TON LOWSIDED WAGON BODY KIT

A full kit of parts to construct a 3 plank drop side body for the resin underframe above. It contains wood sections machined to size, pre-bent laser cut hinges, tapered (but not bent) knees, lost wax catches and laser cut keys. Also included are all the required coach bolts, pins for nailing the floor in place, chain, instructions etc.

The full size wagons were built by the Midland railway to their diagram 305 but the design was also used by the M.& S.W.J.R. (which was taken over by the G.W.R) and many of the Midland wagons were sold on to pregrouping south coast railways. Many wagons lasted into B.R. days. £160



MIDLAND RAILWAY 8 TON VAN KIT

This is a complete kit of parts to build a van based on the resin underframe. The prototypes were built between 1880 and 1905 and would have lasted well into B.R. days. The body is based on four highly detailed resin castings for the sides and ends with full detail cast in including stopped chamfers on framework, door strapping and rollers. Also included are laser cut floor, door runners and corner strapping, all nuts and bolts, ply for the roof, handles, chain, tie rods and door catches etc, and of course the complete underframe kit. £600



BR 21ton welded steel hopper wagon kit

These would have been a very familiar sight to anyone who lived in the North East, as there were always some to be found on the coal drops at every station in the area.

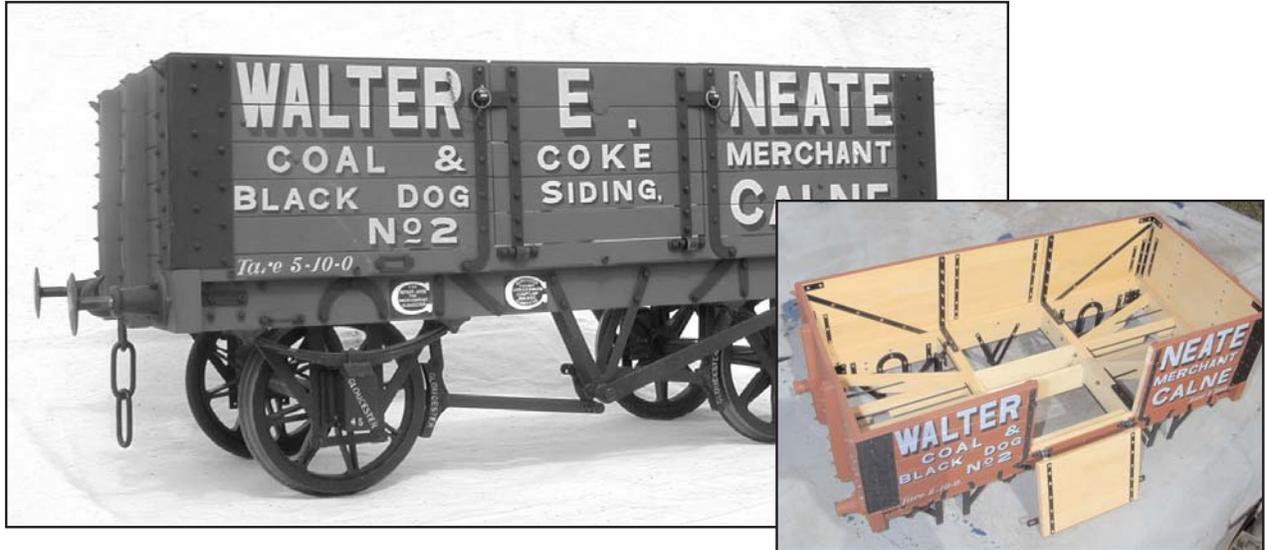
The kit is of a welded Diagram 1/146 vehicle and includes all parts and materials necessary for the build, including the usual laser cut parts, castings etc, and a photo etched steel sheet for the side stanchions, some underframe members and details. Wheels are finish machined, but there is some machining still to do, mainly small bushes, buffers etc.

The kit comes with the headstocks and solebars laser cut, grooved, folded and silver soldered together to give you a good start. Most of the remaining assembly is by soft soldering. The bottom doors are fully working, and are simply opened and closed by moving the white levers on the sides. It can be seen working on YouTube, just search for 5" gauge BR 21T hopper

Price £560 plus carr.



GLOUCESTER 5 PLANK MINERAL WAGON KIT



A complete kit of parts to build a wooden framed mineral wagon to the 1887 design, but with details typical of the Gloucester RCW Co, V hangers without the parallel top portion, "Gloucester" cast onto the brake shoes and axleboxes, and internal diagonals to the body. Many of the parts are the same as supplied in the MR underframe kit, the main exception being that the underframe this time has to be built up from wood. All the wood is provided finished to section, and there are even laser cut templates for all the drilled holes in the solebars, cross bearers and headstocks. Some long holes will need to be drilled through the frame after assembly so extended length drills are provided in the kit. As with the MR kits, no machining other than drilling is required, and bearing springs are assembled, wheels turned etc. Most of the bolts in this kit are miniature coach bolts (without the square under the head though) as these were used extensively in full size wagon construction, they are also available separately. All body strapping and brackets are laser cut and prebent where necessary, including ready formed hinges. Waterslide transfers can be produced for private owner wagons, see latter in catalogue.
£650 for complete kit.

GLOUCESTER 7 PLANK MINERAL WAGON KIT

Essentially the same as the above kit, but two planks higher and comes with one end door. In very general terms, the 5 plank wagons were used by local merchants who only needed side doors for unloading at coal depots, whereas the 7 plank wagons were more often used by collieries and large shippers who sometimes needed end doors for tipping into ships.
£680 for complete wagon kit

GWR PLATE FRAME BOGIE KIT

A kit of parts to construct a pair of the characteristic bogies fitted to many types of Great Western wagons including bolsters, well wagons, coal wagons and the large Mink F van.



These bogies were built in a number of variations, the kit being for the type with lightening holes, square topped 8 x 4½ axleboxes, shallow bolsters and with or without external stiffening angles.

The kit contains laser cut side frames, finely detailed finished axleboxes with bearings fitted, preformed bolsters and side bearer supports, digitally punched and bent reinforcing angles, cast spring pads with a selection of springs, part machined material for the wear strips, cast bogie centres, all rivets, nuts and bolts, drawing and instructions. Wheels and axles are not included, but may be purchased separately.
£200 a pair

5" GAUGE WAGON PARTS

Axleboxes. Cast in whitemetal, they incorporate lots of fine detail, lettering, dummy bolts etc. Hornslots are cast in to fit axleguards with a scale 9 1/8" between horns and a pocket for a scale sized bearing spring is cast into the top. A number of these boxes can be altered to suit other railways. The lettering cast on can be cut and scraped off with a sharp knife, and appropriate new lettering fitted using Slater's letters or similar.

The axleboxes can be supplied either as plain castings, or bored and fitted with an 8mm bore flanged bearing. The bearings used are made from a thermoplastic base material in which there is a matrix of long fibres and a solid lubricant; to you and me they are plastic. They are designed for dry operation, though the use of oil, grease or even water will reduce the friction. The bearings are available separately.

The axleboxes are not suitable for passenger carrying. Currently available:

Early grease box, spring to be fastened to top of box with studs.

Gloucester R.C.W.Co. No 4S grease box.

M.R. 10A Ellis pattern grease box, also used by many railways & private builders.

L.M.S. W44 open fronted oil box, suits 6 wheeled milk tankers. Wide slots for horns.

LBSCR No. 7 open fronted oil box.

G.C.R. oil box.

G.W.R. 8 x 3 3/4 OK type F box, early style with 2 oiling lids.

G.W.R. 8 x 4 1/2 square topped for plate frame bogie. No slots.

N.E.R. No 3, 10 x 5 oil box, used on 20 ton hopper, suits single or double axleguards.

N.E.R. No 2, 9 1/2 x 4 1/4 oil box.

S.R. 1A open fronted oil box. Used on carriages and parcels vans.

R.C.H. 9 x 4 1/4 oil box, 1923 standard used by railway companies and private builders.

N.E.R. 2A grease box, large Ellis style.

Rigley's patent, grease box used on P.O wagons.

SR 9 x 4 1/4, type U. Used on SR milk tankers.

GWR tender, overlay for existing axlebox only.

G.W.R. split oil box suitable for many brake vans.

L&Y B2 oil axlebox

L.M.S. brake van, replacement for D. Hewson kit.

Gloucester No4, round bottomed grease box.

BR 10x5 from 21ton hopper.

All axleboxes are priced at £30 for a set of four plain castings, or £42 if they are bored and bushed.

Drawhooks. Lost wax stainless steel castings.

Early pattern, with no Gedge slot.

Mid pattern, rounded hook, gedge slot, shank with a flat boss.

Later pattern, round shank end for threading.

All priced at £10 a pair



Buffer Stocks. Cast in whitemetal, with the bore cored.

N.E.R. to fit P7 20 ton hopper. With ribbed step and N.E.R. on top.

Plain tapered body with collar. A very common style in the 19th century and 1907 R.C.H. style.

Similar to the above, but with four webs, based on early Gloucester design.

1923 RCH long shank for fitted stock.

1923 RCH short shank for unfitted stock, available with or without footstep cast on.

1923 RCH short shank for unfitted stock, with nib for end door wagons.

All £14 for 4

Coach Bolts. These were the usual way of fastening wooden wagons together. I can supply them made in brass, threaded 10 and 12BA in a variety of lengths, but without the square under the head. I also make them in M1.6, this is because I can no longer get 11BA nuts, but Polly Models sell M1.6 nuts which are the same AF as 11BA was. Prices from £14 a hundred.

Buckeye couplings. Made using works drawings, each kit is for two couplings, and contains lost wax castings in stainless steel for bodies, knuckles and hooks, and in brass for the levers and support pin handles. With springs, chain and instructions. Not suitable for passenger hauling.

Bearing (axle) springs. Made from a mixture of bronze and Tufnol to give a working spring of scale thickness and width. 5, 8 and 11 leaf usually supplied, others available to order. £50 per 4

Buffing springs. The large spring between the frames upon which the buffers bear. All bronze leaves to take the load. Supplied as a pair of buckles and pack of pre-bent leaves. £40 per pair

Axle bearings. As used in the axleboxes, they are 10mm O.D, 10mm long with an 8mm bore, so they are an easy fit on a 5/16" axle, available either with or without a 15mm diameter flange. For symmetrical loading, each axlebox requires one plain and one flanged bearing. .60 each

Axleguards. Laser cut in 2mm mild steel. All are a scale 9 1/8" between wearing faces. Midland Railway, 3" wide legs. R.C.H and the big four, joggled and with holes for steel underframes. R.C.H and the big four, joggled and with holes for wooden underframes. R.C.H and the big four, flat and with holes for early wooden underframes. All priced at £12 for 4

Bearing Spring Shoes. Whitmetal castings to suit wooden underframes. Based on an R.C.H. pattern, and used by many railways. £3 per 8

V Hangers. Laser cut from 2mm mild steel. Three styles are available, early type matches the resin wagon underframe kit, 1923 RCH type with one or two holes, also early V shaped hanger, ie no parallel portion, as used by Gloucester RCW. £4.50 a pair

Brake Lever. Laser cut from 1.6mm mild steel with a 4mm square hole in the large end to fit a brake crank. Overall length 220mm. £2 each

Brake Crank. A steel and brass fabrication for single sided brake gear with a 4mm square boss, 5 B.A. nut to take the brake lever, and 1/16" holes to suit the push rods. £7 each

Brake push rods. For 9' wheelbase wagons. £5.50 per 4

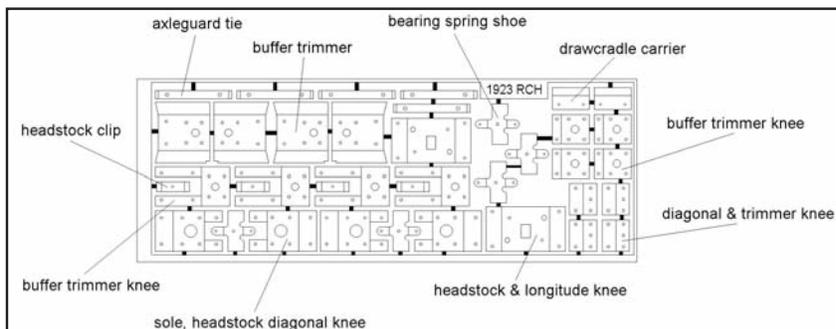
Brake lever guards. Fabricated from mild steel. Early single piece type at £5 each, two piece at £6 each, or 3 piece at £7 each.

Steel etch for wagon underframe. Steelwork for a 1923 RCH mineral wagon underframe as shown on the right. All fold lines are etched to ease bending. £35

Laser cut templates for drilling all the holes in the underframe members are available for £18 a set of 3.

Complete underframe kit available soon for under £400.

Brake shoes. Four styles cast in whitmetal. Early handed style, early universal style, both with the eye above the shoe, 1923 RCH with eyes behind the shoe, and later short brake shoes for vacuum fitted stock with 8 brake shoes.



£4 Set of 4

Horse hooks. Lost wax brass castings. £3 each

Buffer Head/Shanks. Steel heads C.N.C. profiled after silver soldering to steel shanks. Sizes available:
 Scale head diameter 12" 13"
 Shank diameter 7/32" 1/4"
 L.O.A. 60 mm 100mm
 All priced at £16 for 4

Coupling links. 3 steel links, joints silver soldered, with Gedge flat. With wide centre link used up to early 20th century, or narrow centre link used later.

£6 a pair

Drawbar Cradle. Stainless steel lost wax casting with drawbar holes cored. £6

Dummy vacuum cylinder. Moulded in resin, with cast in steel pivots.

£6

Timber strip. I can supply strips as used in the wagon kits separately. The wood is yellow cedar, it has virtually no visible grain, is rot resistant and very easy to cut and plane. I can cut to any size, but standard sizes include scale 12 x 5 ins for solebars & headstocks, 7 x 2¹/₂ for floors and sheeting, 5 x 3 for curb rails, 4¹/₂ sq for end stanchions. All priced at £3 per yard length.

3 hole disc wagon wheels. Now in stock, sold as a set of 4 wheels fully profiled on the front and back, with two axles with 5/16 journals. £80

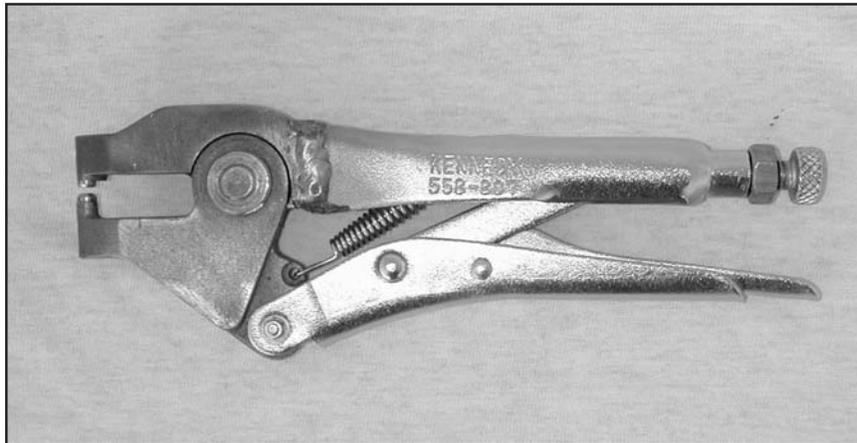
Carriage gangways. I am now making the flexible bellows for gangways (corridor connections). Currently available for the British Standard gangway, that's the type with scissors at the side or suspension springs above. They are moulded in thin black silicone rubber so are very flexible. £20 each. There will also be a kit of metal parts to go with them, consisting of scissors, faceplates, clamps etc. I am currently working on the LNER style of Pullman gangway as well.

RIVETING TOOL

At last a riveting tool designed specifically for 5" gauge wagon construction, it consists of two steel lost wax castings replacing the working ends of a pair of commercial mole grips. This gives it the toggle action necessary to exert sufficient force to close rivets. The tool is less than 7 1/2" long so is not suitable for heavy riveting but is powerful enough to close 1/16" copper rivets, the largest one would expect to encounter in wagon construction.

The main point of this tool however is that it is orientated differently from the other commercially available tools enabling it to get to the vast majority of rivets on a wagon chassis in any order. One jaw has a projecting mounting for the rivet set, enabling it to reach into channel sections.

The tool is available as a kit, consisting of the two castings, a pair of mole grips, steel for the pivot pin and rivet sets etc, and full instructions. Price of the kit of parts is £35



TRANSFERS

I now supply water slide transfers aimed at the wagon builder. Whilst it is possible to produce virtually any design, the aim is to produce designs for lettering wagons, particularly private owner ones. By manufacturing our own transfers, we can not only produce accurate letters, they can be arranged as required to give the appropriate wording, with symbols etc added where necessary to suit individual wagons. Standard sheets as below are also available.

SR wagons, covers various periods.
 GWR wagons early, 25" letters.
 GWR wagons later, smaller lettering.
 GWR wagons extras, telegraph codes, non common user etc.
 LNER wagons.
 LMS wagons.
 BR wagons.

One offs for your own particular model from £26 per sheet in one colour, from £30 in multiple colours. I will squeeze as much as possible onto a sheet, and usually include some extra bits for practicing with.

All these standard sheets are £15 each.



DRIVING TRUCK

This is made using a scale resin body reinforced with glass fibre, and mounted on a four wheeled chassis using David Hudson's self steering mechanism and disc brakes, giving an exceptionally smooth and free running vehicle. Available ready to run, but unpainted for £1050.

SELF STEERING WHEELSETS & BOGIES

I currently supply parts for David Hudson's self steering equipment. They are available as a number of kits as below, but all parts are available separately as may be required. The kits contain various laser cut parts, wheels, bearings, brake shoes, and all the various bolts, cups, cones and rubbers for the suspension, but not commonly available bar and such like. They can be adapted to take a PNP vacuum cylinder.

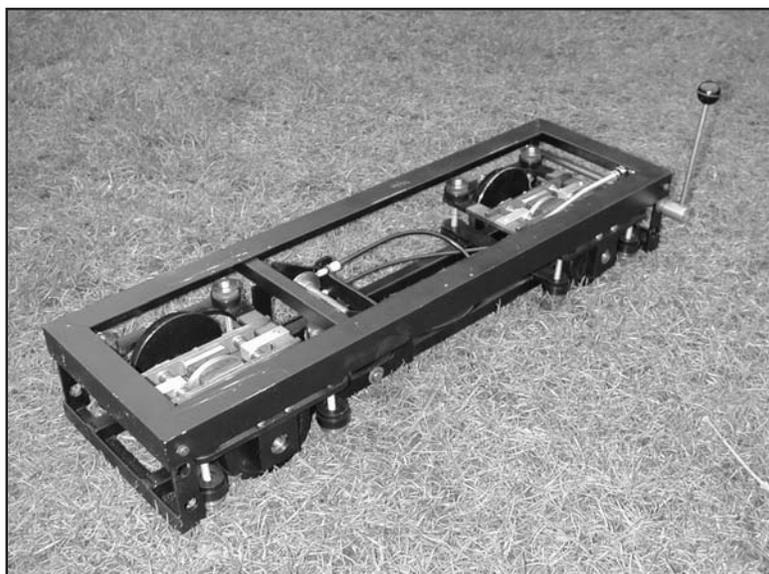


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| Passenger car 4 wheeled bogie kit, for two bogies, body bulkheads & traction plate. | £375 |
| Driving truck bogie kit, basic parts for two bogies only, per vehicle. | £140 |
| Driving truck bogie kit, machined kit of parts for two bogies. | £240 |
| The unmachined kits do not contain any steel for the frame, bar stock for axles, shafts etc. | |

- | | |
|-----------------------------|-----|
| Wheels, 103mm dia. | £13 |
| Wheels, 86mm dia. | £11 |
| Drawings for passenger car, | £11 |
| Drawings for driving truck, | £6 |
| Nylon cups. | 50p |
| Nylon cones | 50p |
| Rubbers. | 50p |

DRIVING TRUCK CHASSIS

Rolling chassis illustrated below, ready to fit your own drawgear, body etc to. Can be used for raised or ground level tracks. £500



As postage charges have gone up considerably in the last few years, would you please add some carriage using these figures as a guide.

4% for steam fittings and small wagon parts, minimum £2, maximum £5.

Axleboxes which are very heavy, minimum charge £5.

Wagon kits, £20.

Transfers, post free.

Lengths of timber, £5

All items sent uninsured, please add £5 if you want insurance cover.