

**HO GRADE CROSSING
STLB&M RR AND H&BV RR
ANGLETON, TEXAS**

BY JIM WILLIAMS

THE MODELLING PROCESS

- 1. THE PROTOTYPE**
2. SCALE DRAWINGS
3. CONSTRUCTION
4. INSTALLATION
5. WEATHERING & FINAL DETAILS

Angleton,
Texas 1959
Google Earth

MOPAC
owned both
the H&BV RR
and STLB&M
RR.

MOPAC shut
down the
H&BV RR in
1956, and
changed the
STLB&M
identity to
Missouri
Pacific.



Angleton
Texas 1959
Google Earth

The former
control tower
was located in
the NE corner
of the
crossing.

The crossing
angle is 58
degrees.



MO PAC DEPOT
ANGLETON, TEXAS

The first
control tower
#154 was
located in the
NE corner of
the crossing.

Authorized by
Texas RR
Commission
July 1929.

H&BV track in
foreground.



Mopac Office
at grade
crossing
diamond.

Angleton, TX
1962



← **STLB&M**

← **H&BV**

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Will use Fast Tracks template for 60 degree Crossing.

Two drawings will be used to model the 60 degree crossing of the double track main on the BVRS club layout.

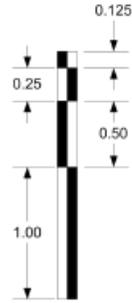
Fast Tracks Tie Template

HO Scale 60° Crossing

Produced To NMRA Standards
Version 1.00

Printing Instructions

- Select the Print option in the Adobe toolbar.
- Be sure that all page scaling, fitting or cropping options in the Adobe print options box are turned off.
- Setup your printer to print in B&W or Greyscale with the highest possible quality setting.
- **Select 8.5 X 11 (Letter) paper.**
- Be sure that your printer is set to print full size with no page scaling, fitting or cropping.



Confirm that the template is printed at the correct size by measuring the above scale with a ruler or vernier caliper. If the size of the scale is not correct, then check your printing settings to be sure that all scaling and fitting functions have been turned off.

Shaded ties are PCB ties.

Important Notes

This template has been designed to aid in the placement of ties for your Fast Tracks built trackwork. The location of the rails is purely for aesthetic purposes and is not intended to imply the correct or accurate placement of rail.

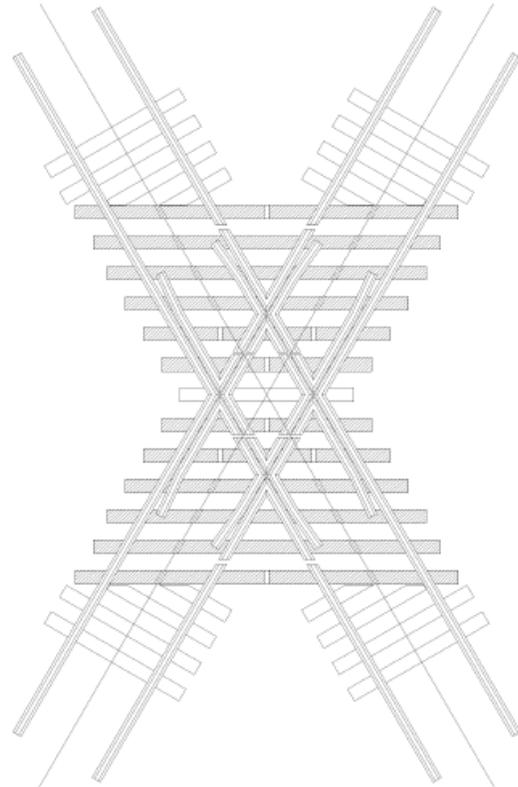
This template is only intended to help you place your ties on your layout and should not be considered to be representative of the accuracy of our Fast Tracks assembly fixtures. All Fast Tracks fixtures are precision machined to your exact specifications and selected standard.

We are constantly reviewing and improving our templates. Always be sure that you are using the most recent version of this template by visiting our website.

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From aerial photos the crossing angle in Angleton was 58 degrees.

The BVRS club layout crossing was constructed at 60 degrees.

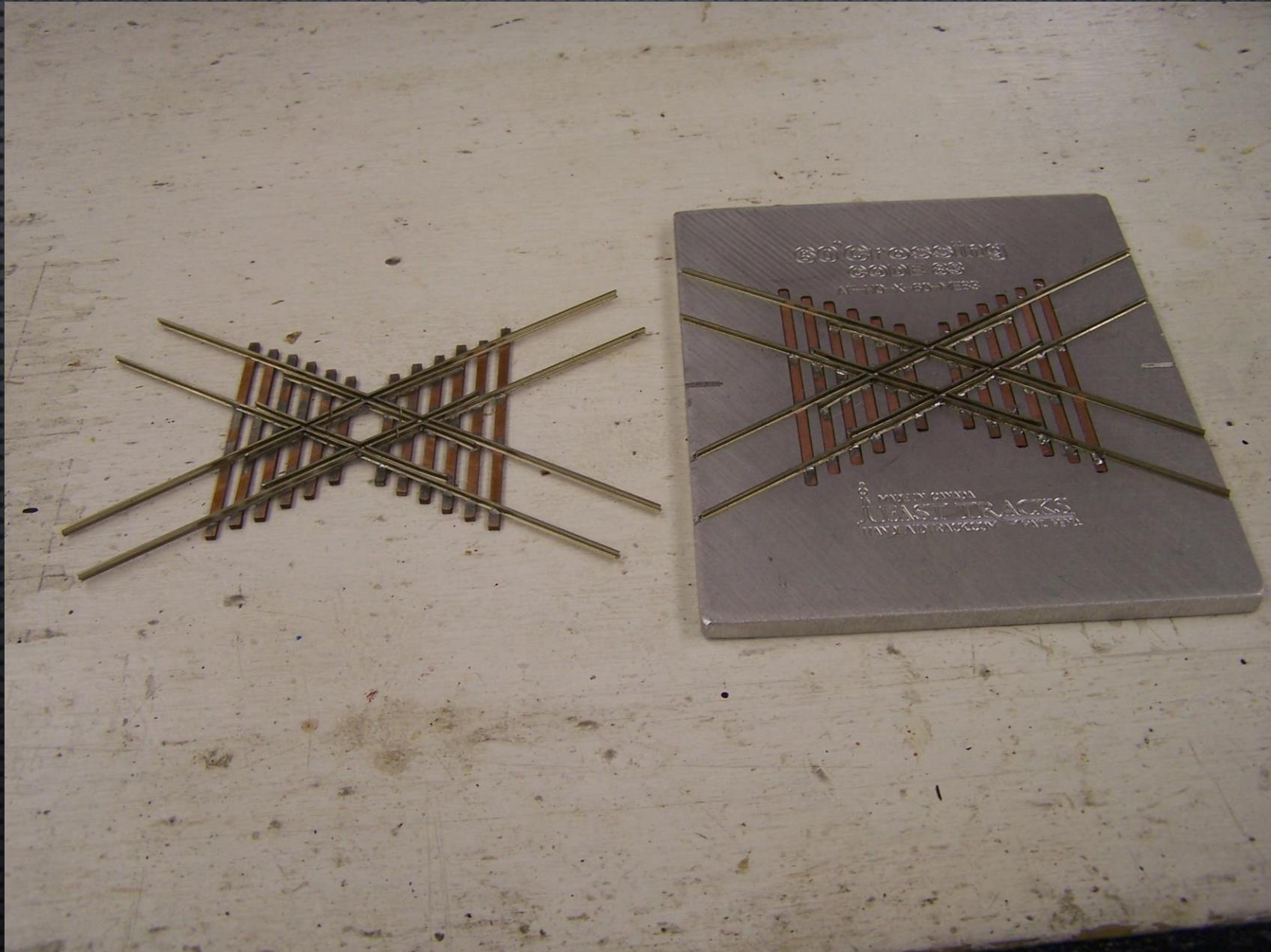
DISCLAIMER: While we have made every effort to ensure that this template is accurate, we cannot guarantee it to be 100% free from errors or inaccuracies. This template is provided "as is" without warranty of any kind, either expressed or implied. TIM WARRIS & QUADICA DEVELOPMENTS INC, NOR ANY OF THEIR EMPLOYEES SHALL NOT BE LIABLE FOR ANY DAMAGES INCLUDING, BUT NOT LIMITED TO, DIRECT, INDIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR OTHER LOSSES ARISING OUT OF THE USE OF OR INABILITY TO USE THIS TEMPLATE. Of course, if errors are discovered, we certainly do appreciate it if you bring them to our attention.

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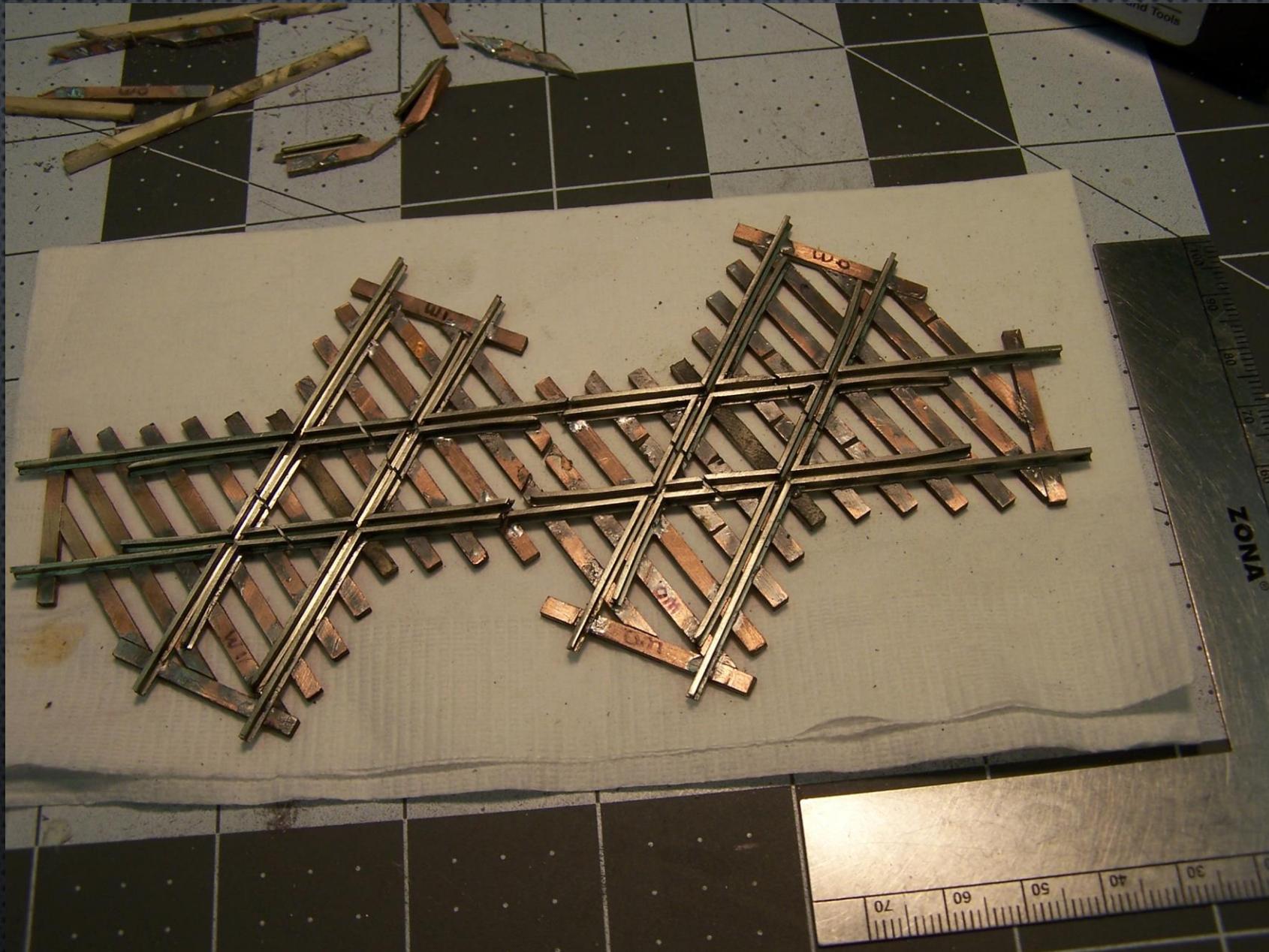
Start construction by building two diamonds using Fast Tracks 60 degree crossing jig and code 83 rails.

A Fast Tracks point filing jig PF-60-L-C was used, not pictured.



The temporary wood ties have been removed.

Cut gaps in rails and ties for electrical isolation.



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Once upon a time a former crossing was modelled on the BVRS club layout.

We got our history wrong, the crossing was still there in 1955.



So a crossing was installed using a pair of Atlas 60 degree crossings.



Also dwarf
signals
were
added.

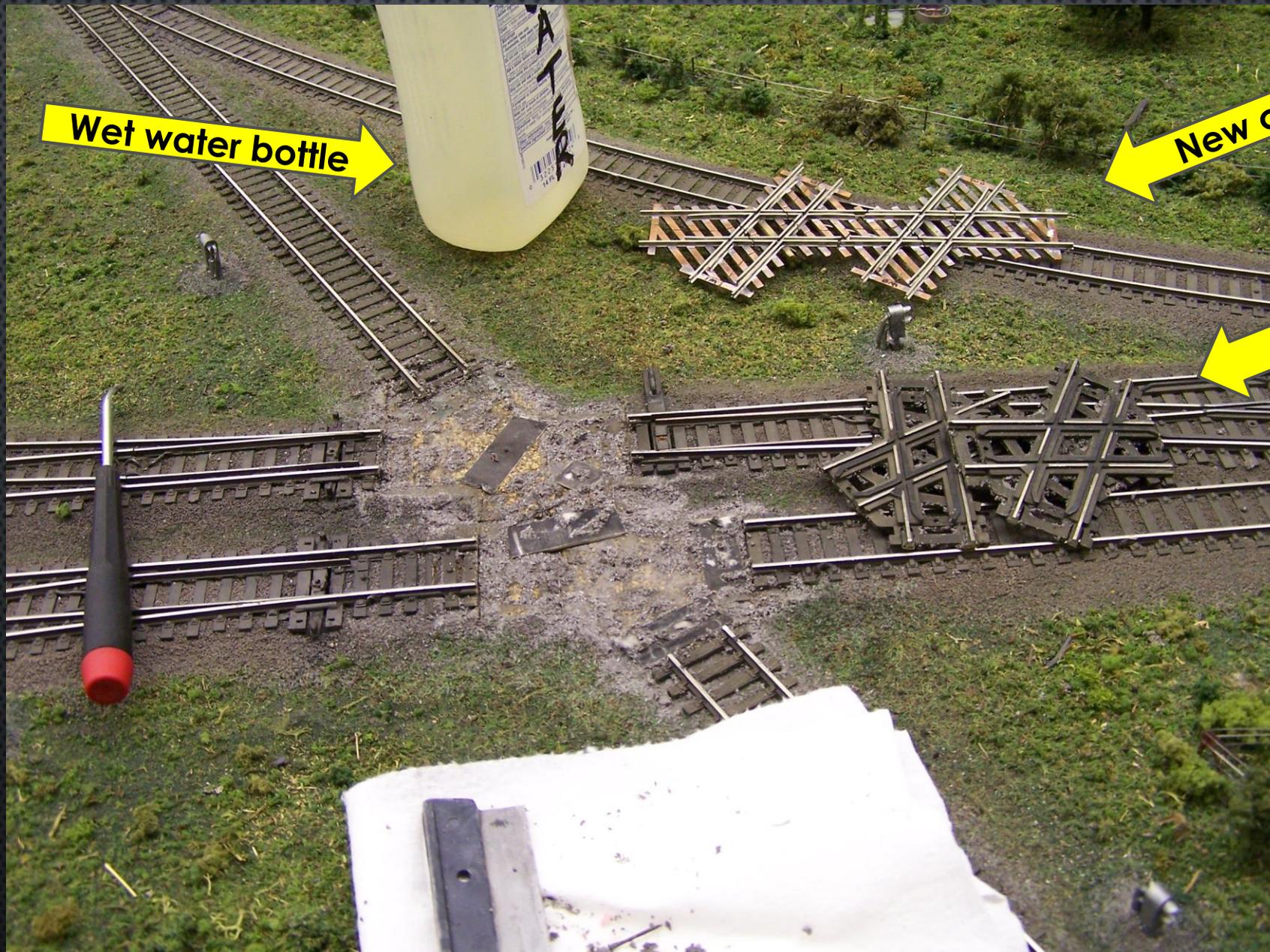
Ok, so the
crossings
have
plastic
points.

So lets
replace
them with all
metal
crossings.



Remove existing Atlas 60 degree diamonds.

Used Dremel tool with cutting wheel and a fine saw to cut rail joiners.



Roadbed prepared for the new diamonds, and old rail joiners removed.

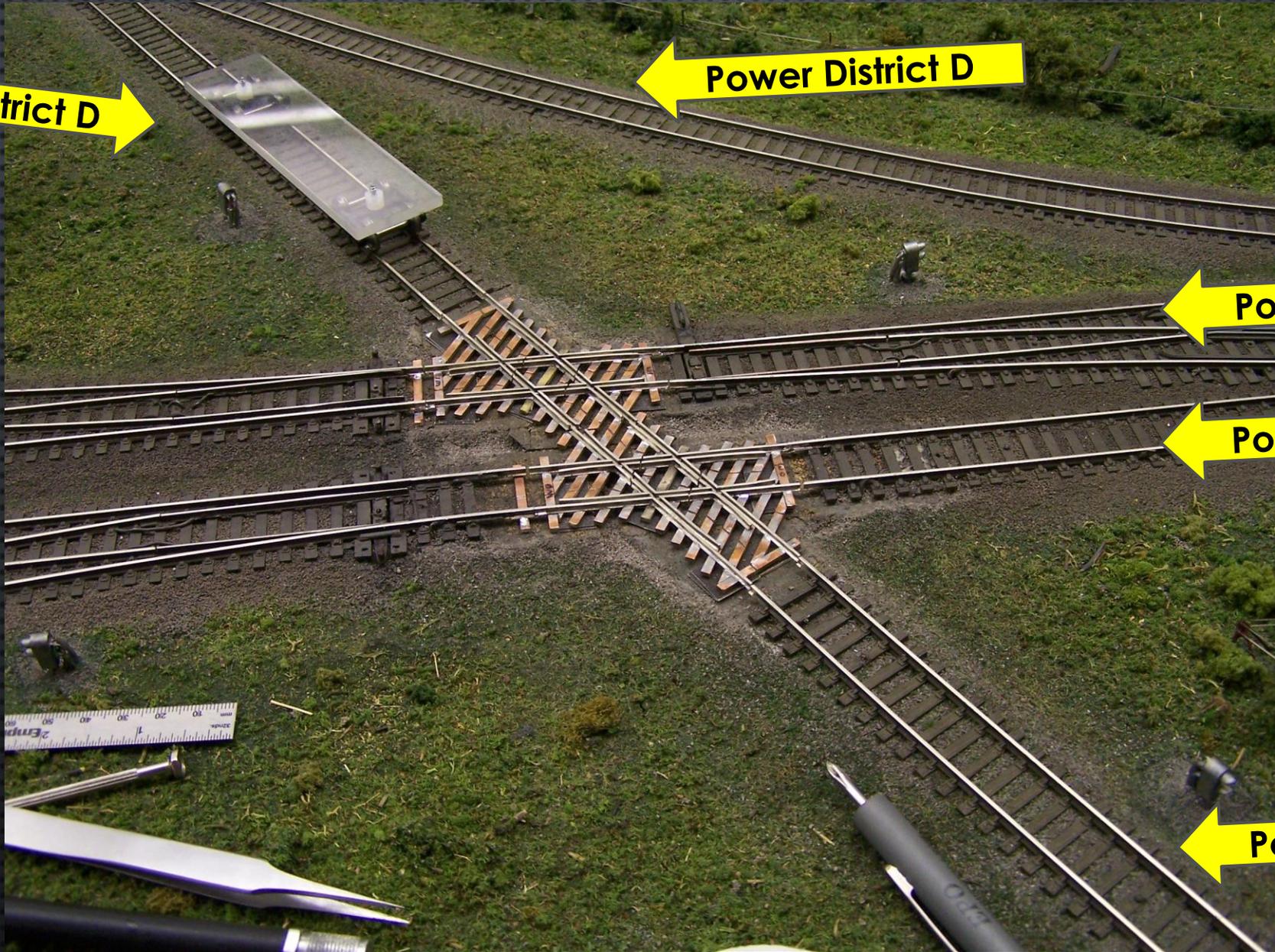


The mainline tracks are code 100, so shims will be needed for the code 83 track.

Paint is removed from the ends of the code 100 rails.



The paper shims are .010" thick so they are paired to get the .020" needed.



Power District D

Power District D

Power District B

Power District A

Power District D

Final fitting,
allow gaps
for
insulators.

Note the
dwarf two-
color
signals.

Rail joiners are soldered in place.

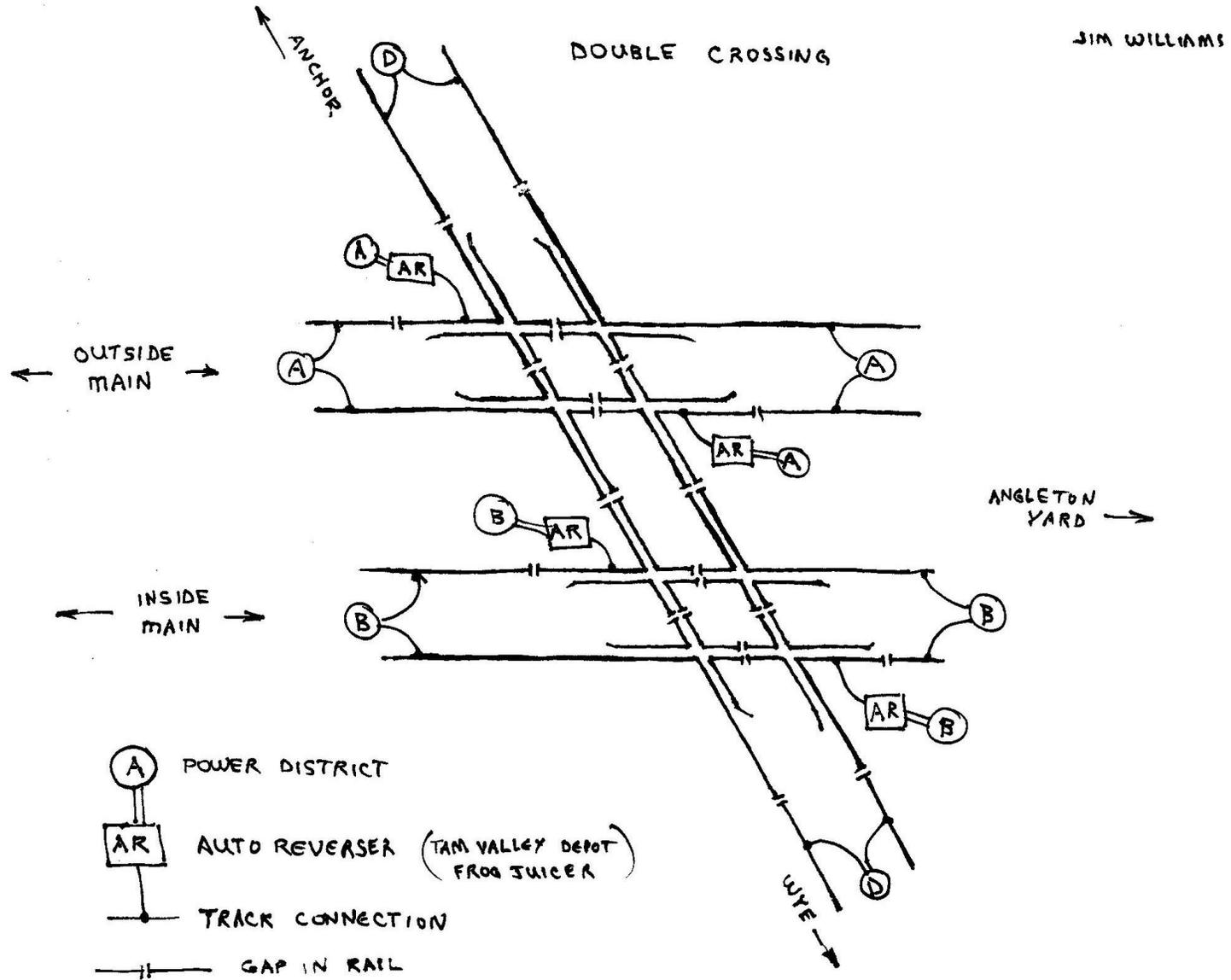
Plastic insulators are added to maintain gaps.

Wires are connected to the four insulated X's.



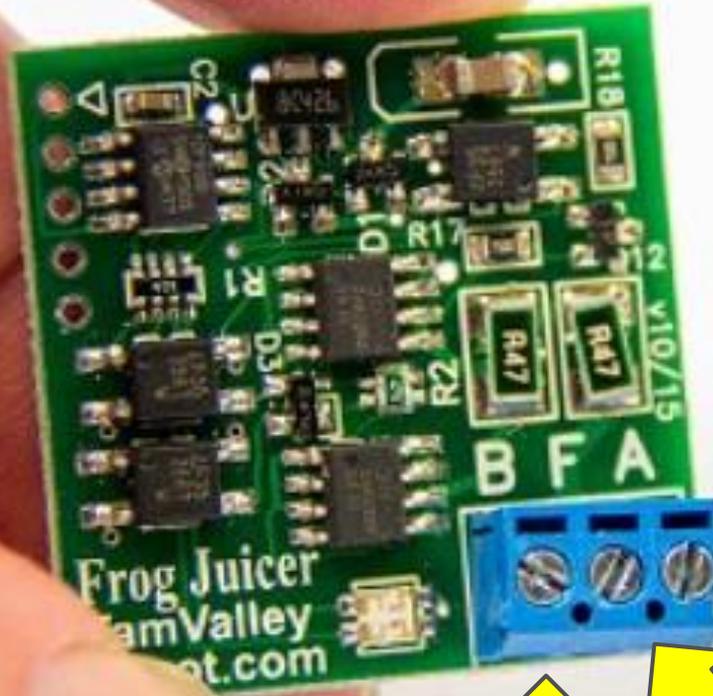
Track & diamonds wiring.

Note that this is at the intersection of three power districts.



MFJ001U

Mono Frog Juicer

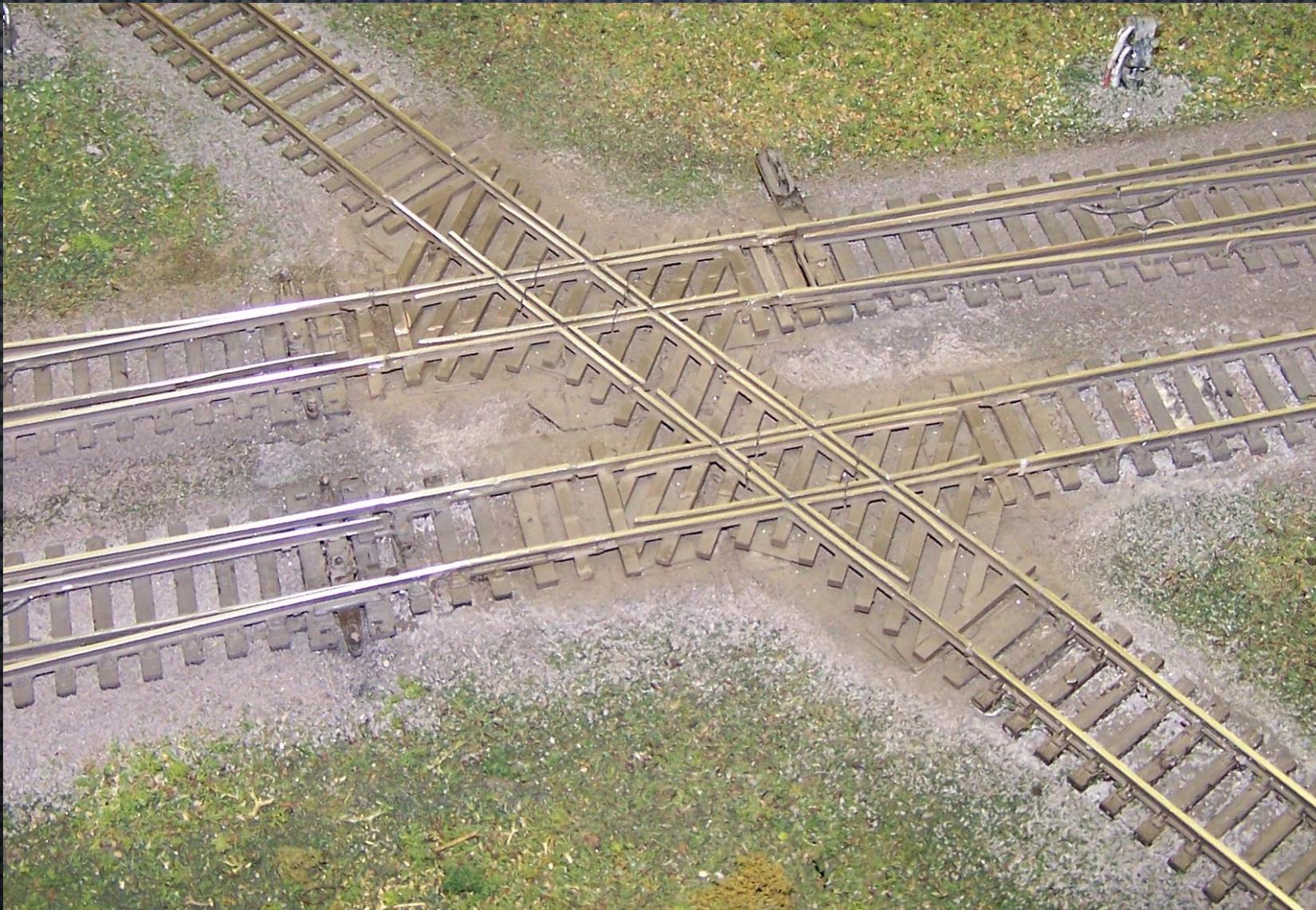


Four Tam Valley Depot Mono Frog Juicer's were used.

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Ties and rails are painted (using air brush) with acrylic rail brown color.



Ballast is added and glued.

The tape is for protecting adjacent scenery and rails from the alcohol used to wet the ballast.

50/50 water and white glue mix was used on the ballast.



Ties and ballast are stained to match adjacent tracks.

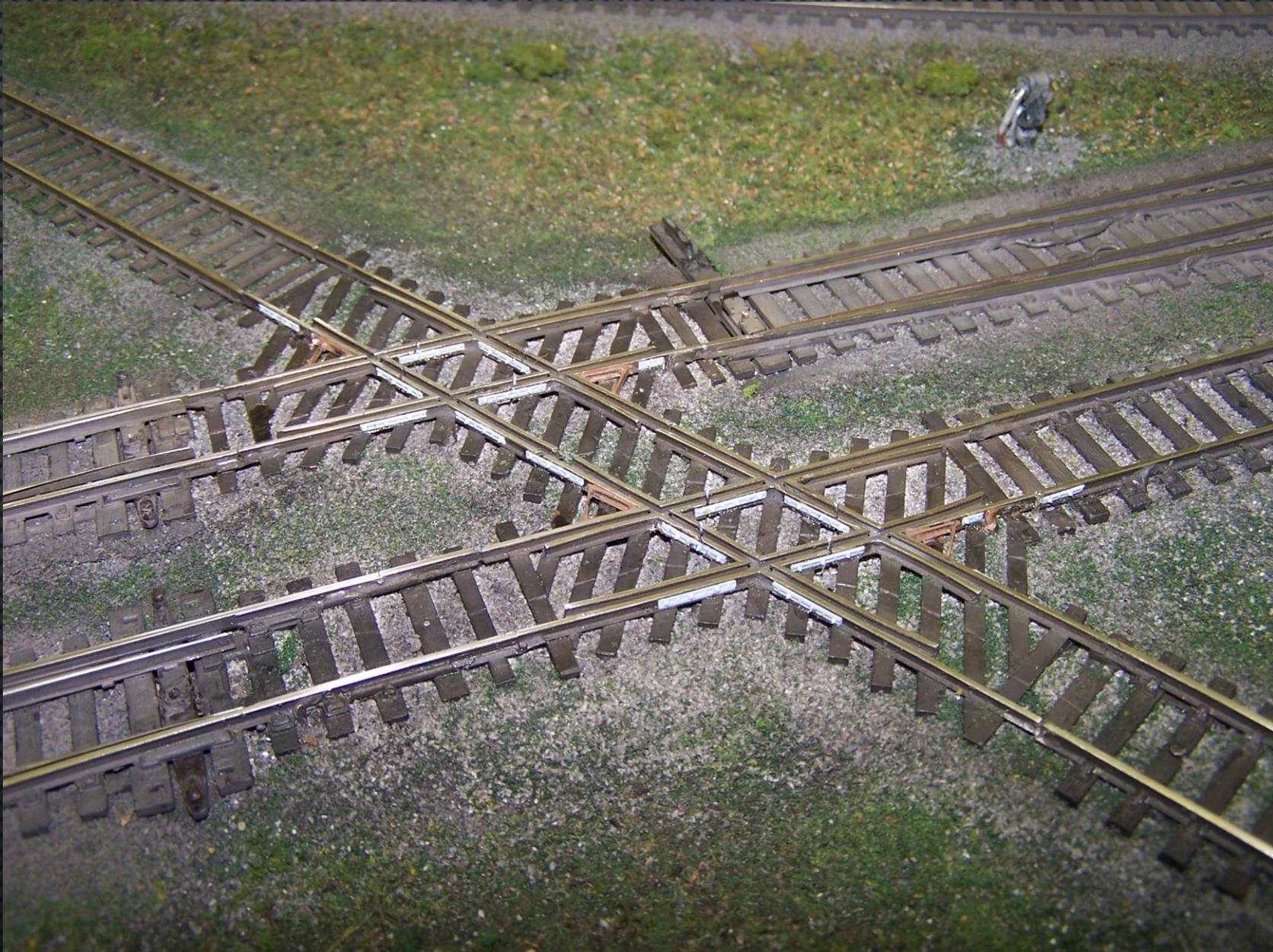
India ink and alcohol mix was used on the ballast.

Landscaping is added to complete the scene.



Corner braces and joiners are added to match prototype hardware.

Corner braces were made from code 70 rail and brass bar stock.



Central Valley switch detail parts #1603

Oregon Rail Supply dwarf signal #123

THE END