

**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.



H&BV RR

NORTH

STLB&M RR

crossing



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.

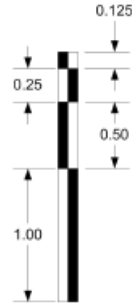
Two drawings will be used to model the 60 degree crossing of the double track main on the BVRS club layout.

# 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.

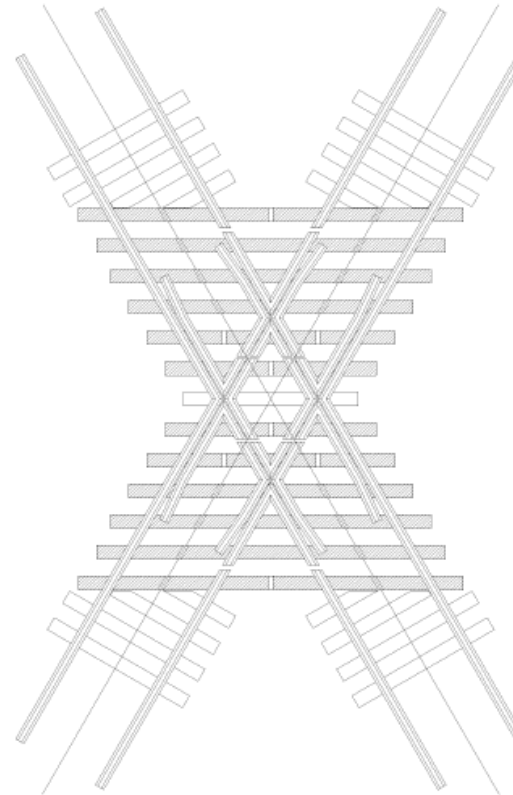
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From aerial photos the crossing angle in Angleton was 58 degrees.

The BVRS club layout crossing was constructed at 60 degrees.



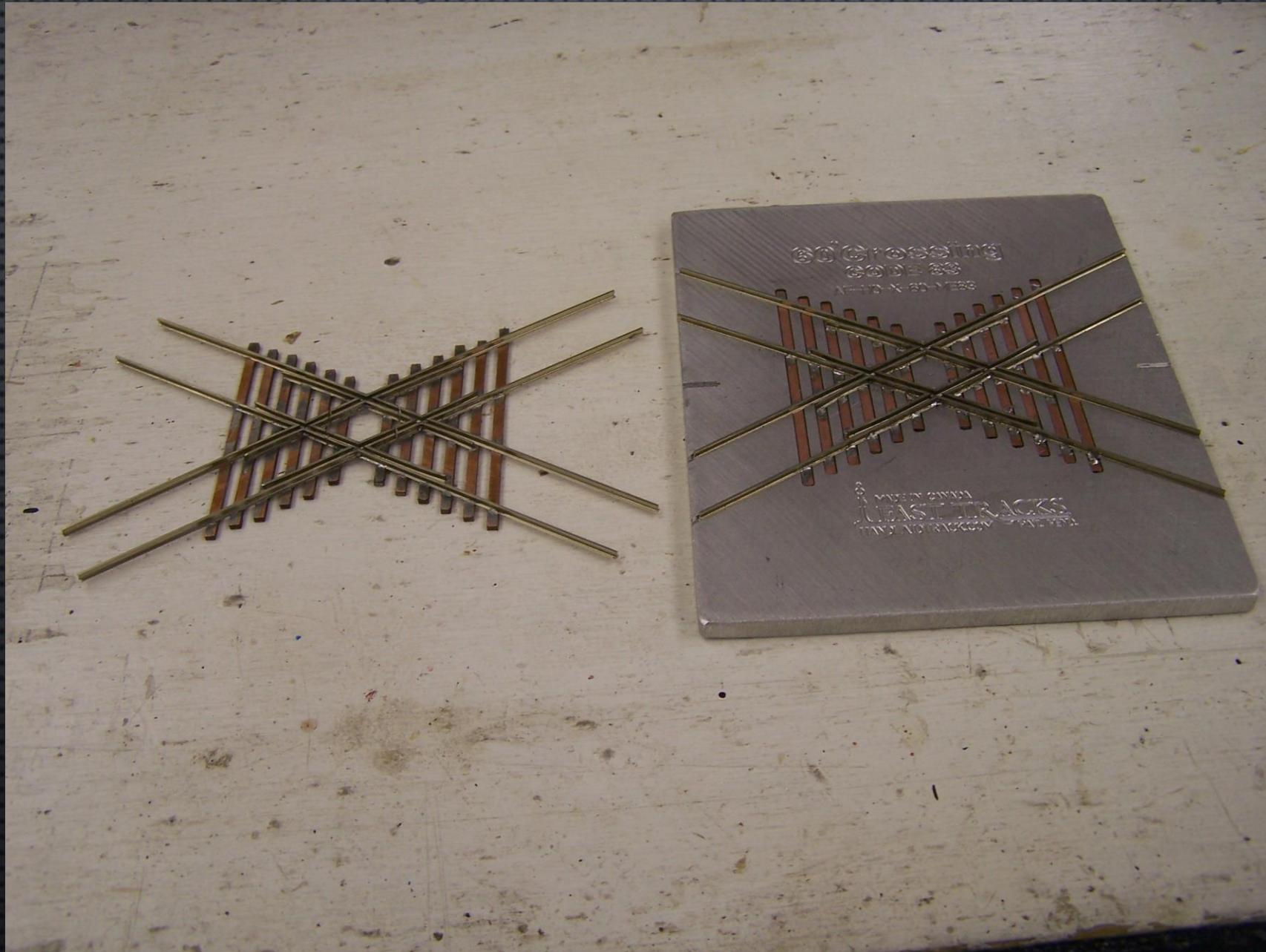
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Start construction by building two diamonds using Fast Tracks 60 degree crossing jig and code 83 rails.

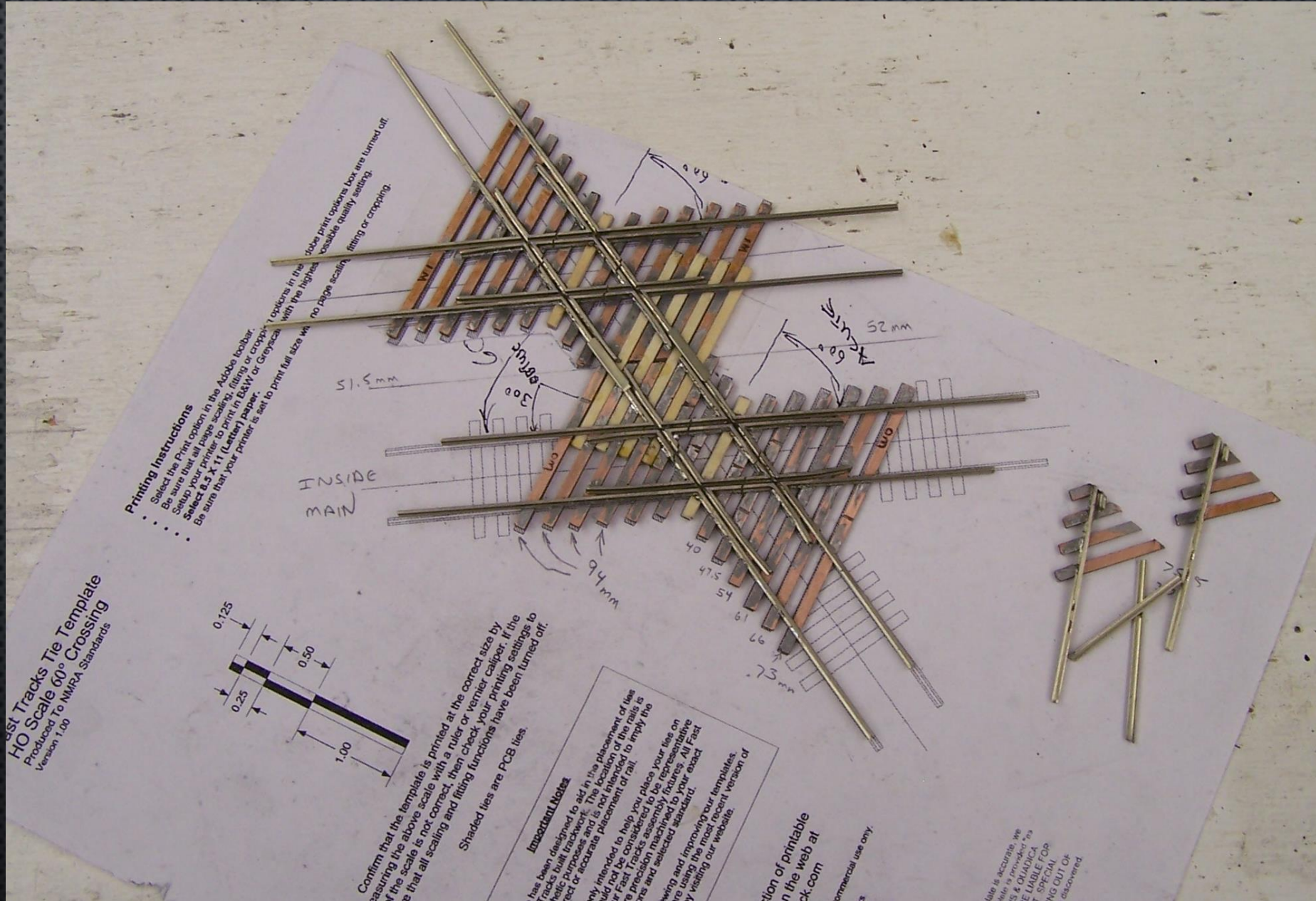
A Fast Tracks point filing jig PF-60-L-C was used, not pictured.





Merge the two crossings using long wood ties for alignment, and spacing to match the main line tracks separation (2" apart).

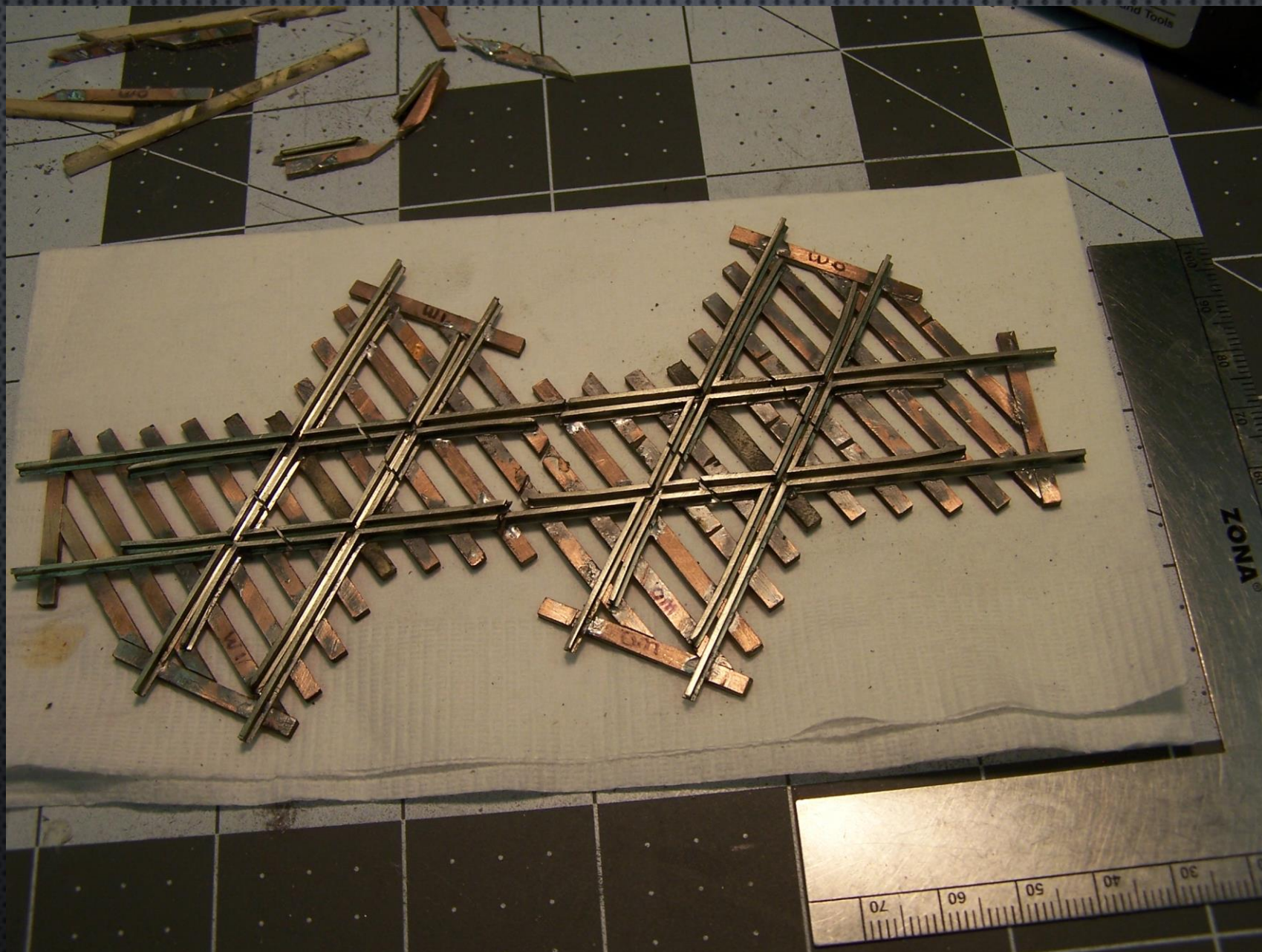
Four 94mm PC ties were used to splice them together.





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.

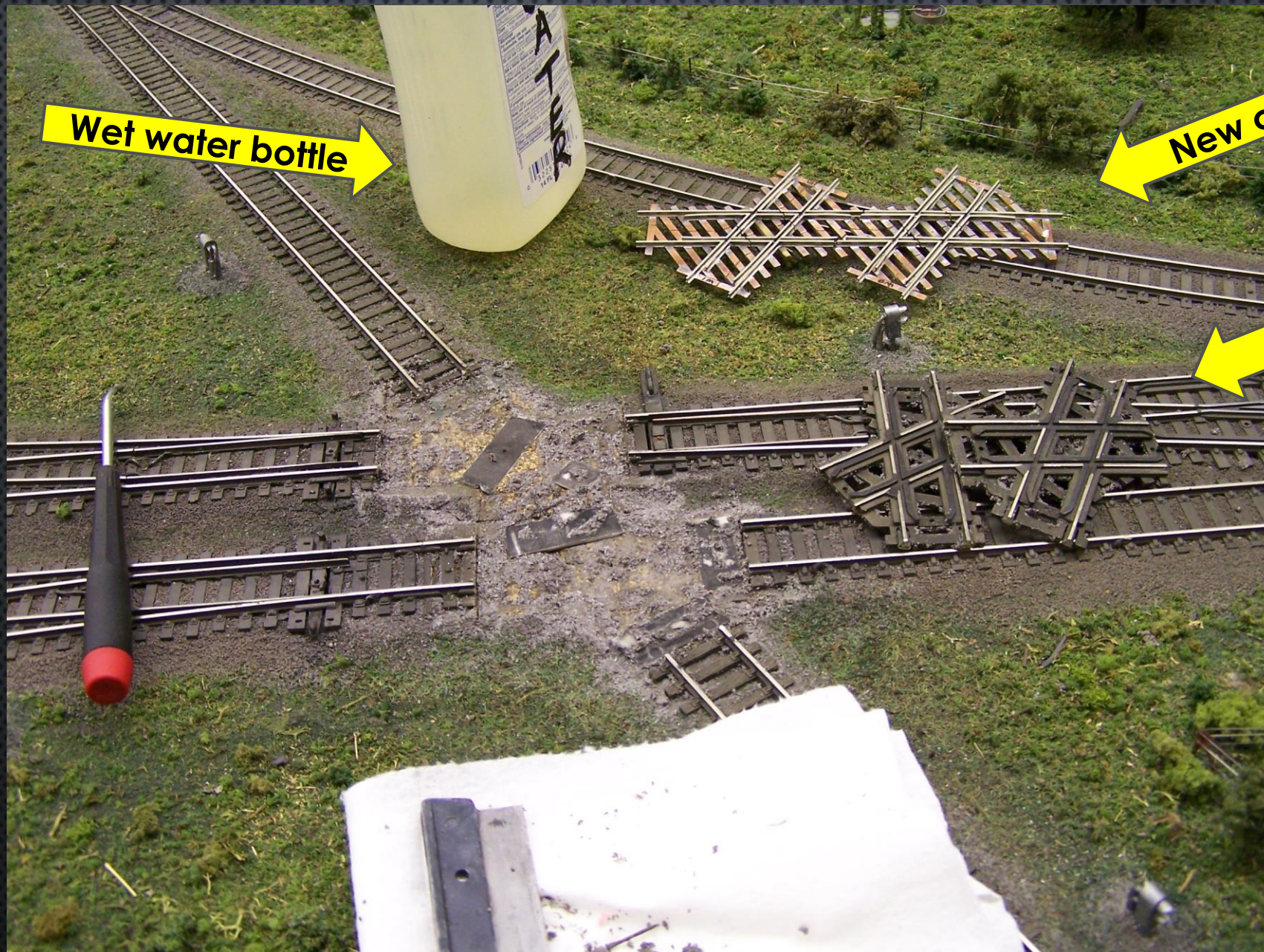
So lets  
replace  
them with all  
metal  
crossings.





Remove  
existing  
Atlas 60  
degree  
diamonds.

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





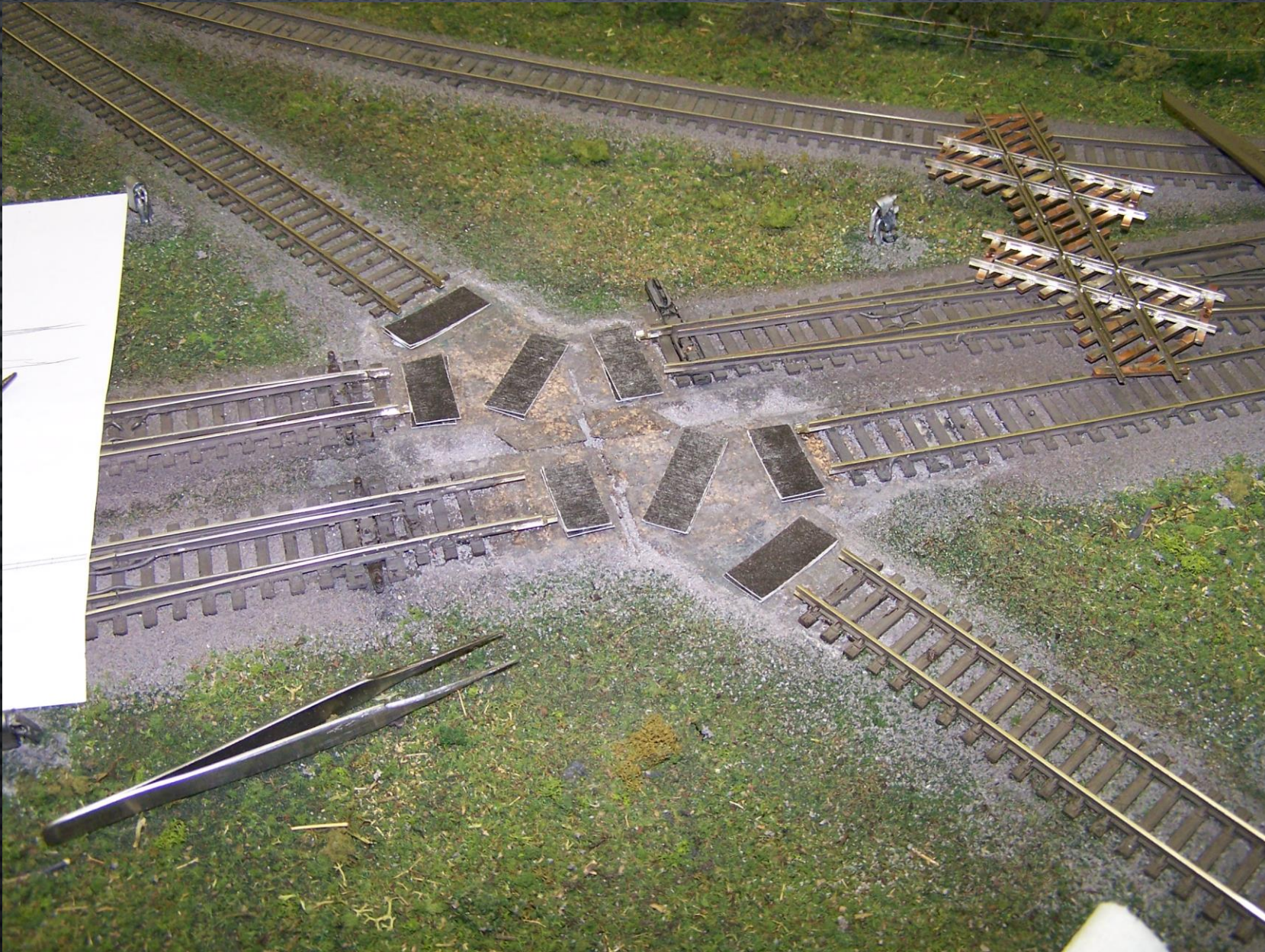
Roadbed  
prepared  
for the new  
diamonds,  
and old rail  
joiners  
removed.





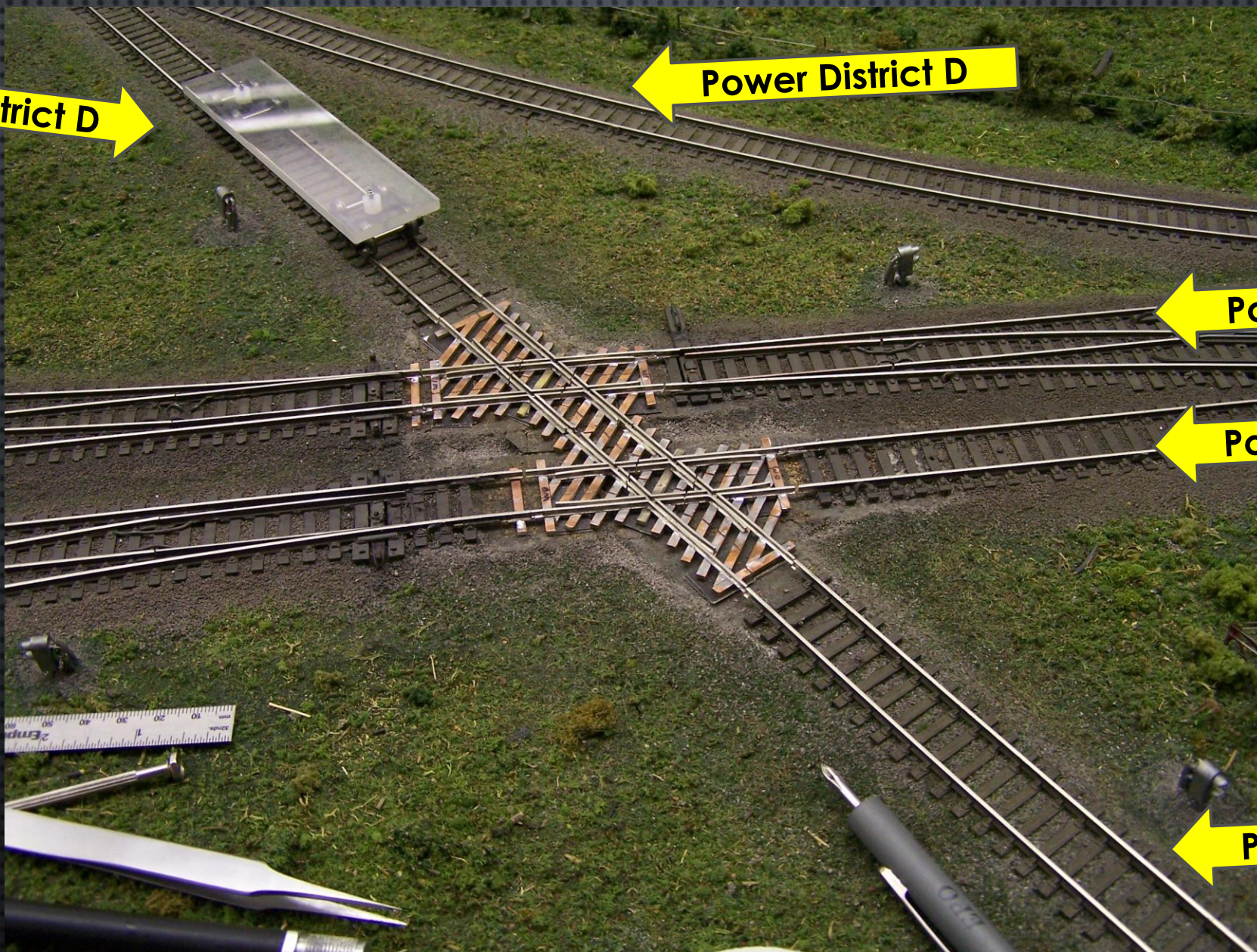
The mainline tracks are code 100, so shims will be needed for the code 83 track.

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.

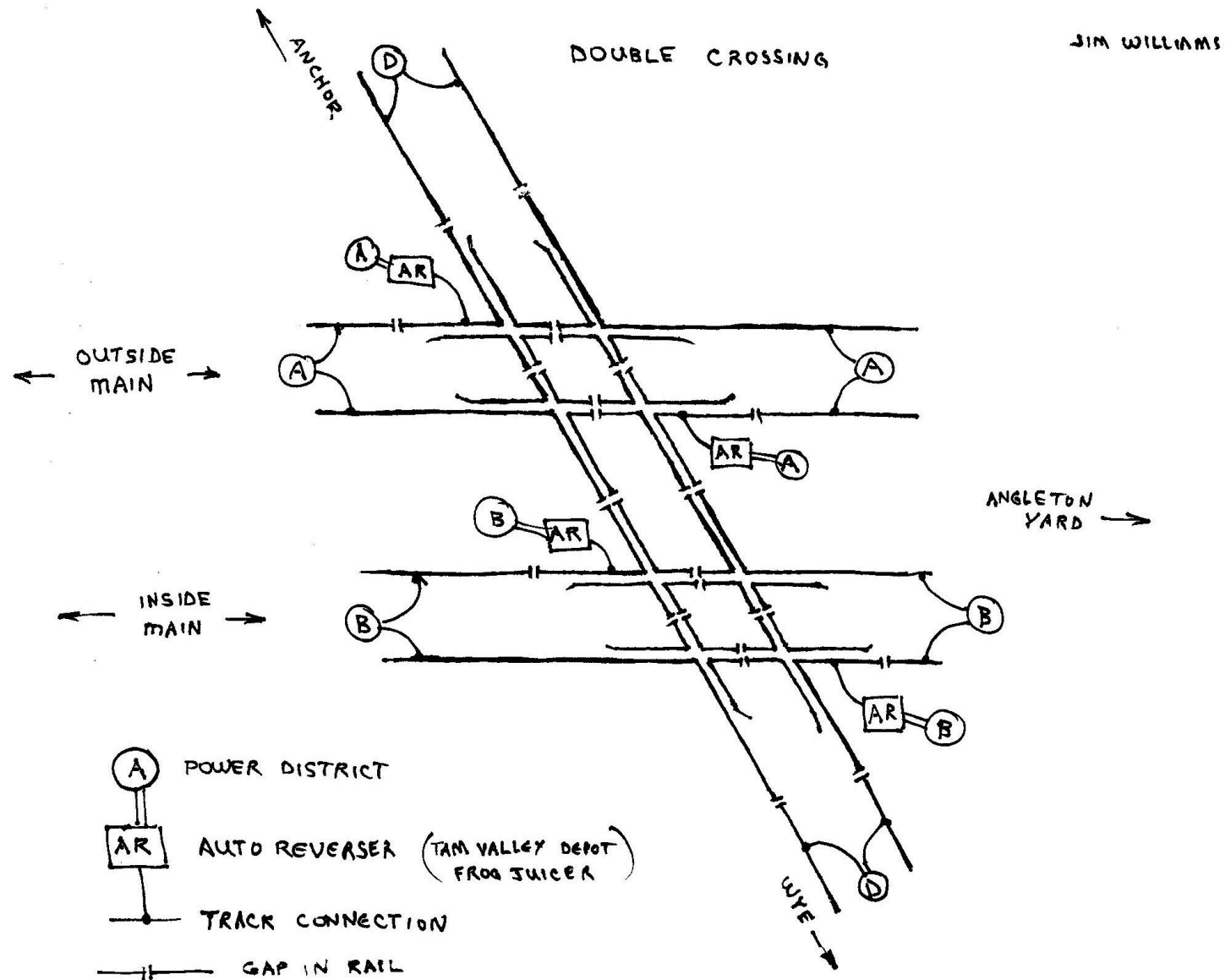
Wires are  
connected  
to the four  
insulated  
X's.





Track &  
diamonds  
wiring.

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

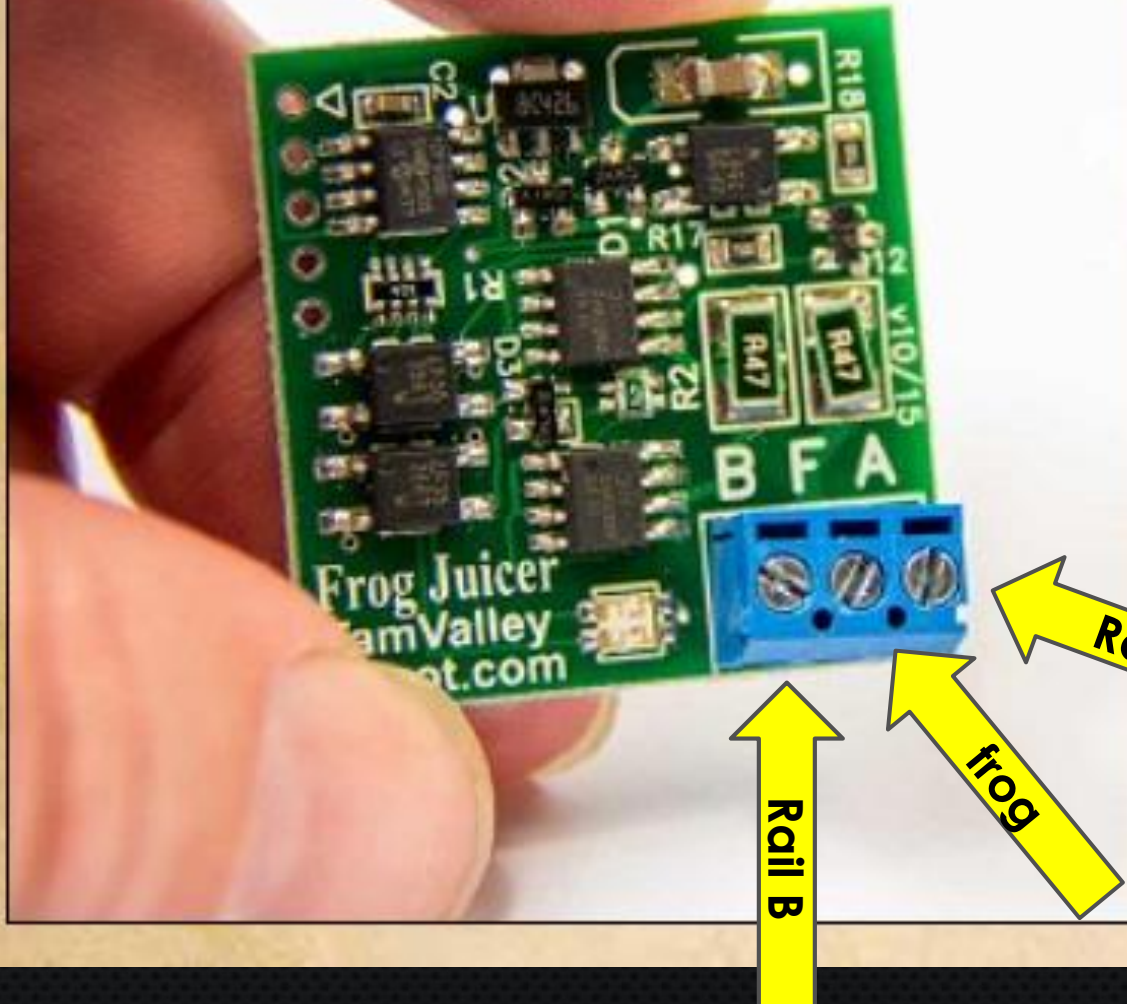




MFJ001U

# 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**