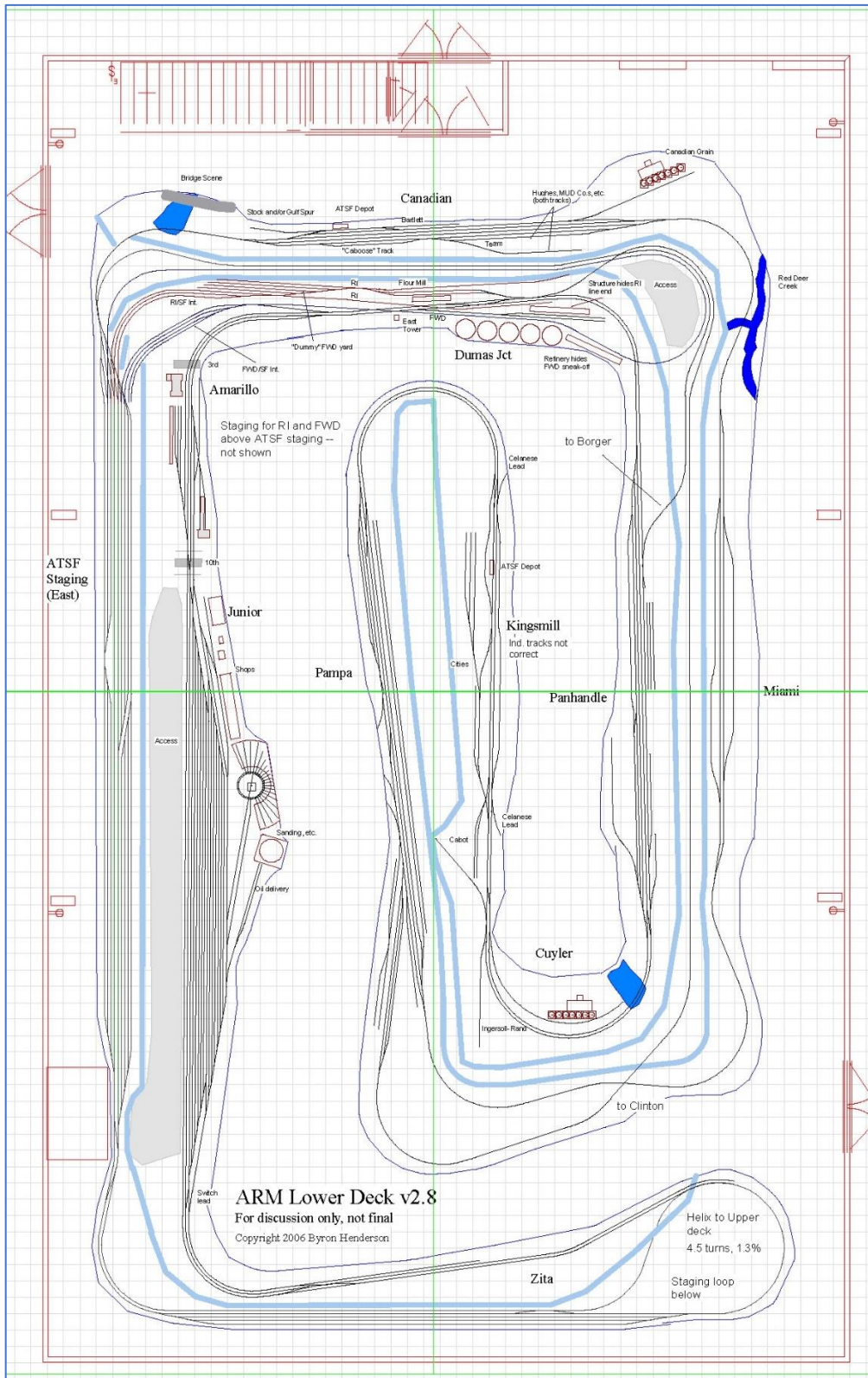


Interior and Layout



Above. In one of our first interior photos the scaffolding is in place to install high-bay lights. The black insulation batts are intended to focus the view on the planned layout. For a while the modules (covering the floor) and 'impedimenta' from our former location at Western Plaza were stored in the building. To make sure work focused on the new layout and not resurrecting the old modular layout, the modules were quickly disposed of. *Bob Roth Photo*

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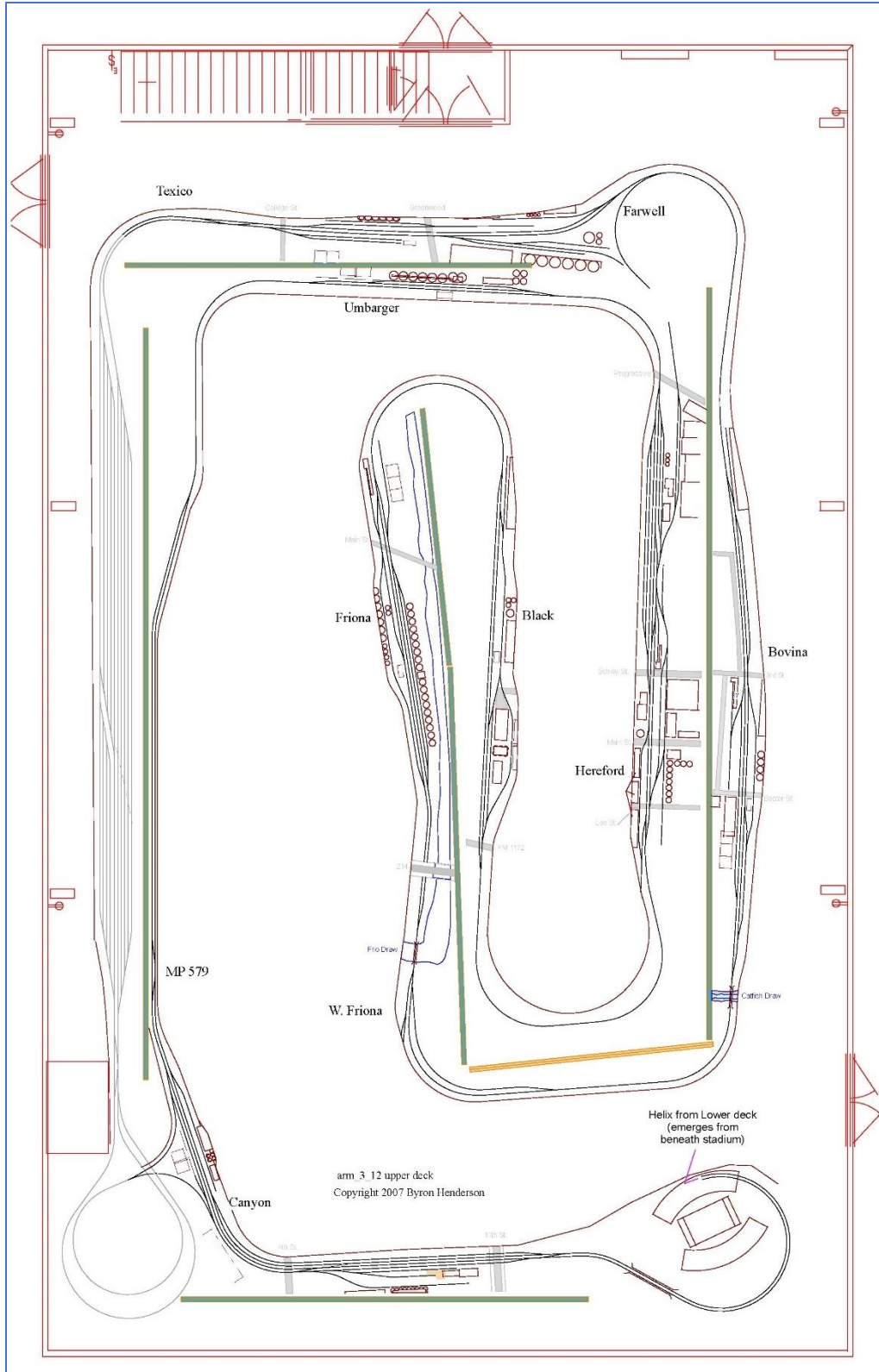


We decided that it was important to have cohesive plan along with a master drawing we could use as our blueprint. To develop the plan quickly and with a minimal amount of discussing the small details, we decided to hire a professional model layout planner. We chose Byron Henderson of San Jose, CA, to draw up the plan. (layoutvision.com) Once we provided him with a list of key features we wanted on the layout, he went to work. He delivered the first draft in 2006. The image to the left is the lower-level plan, Canadian -Canyon.



Byron Henderson

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This is the upper-level layout plan, from Canyon to Clovis. We wanted to orient the layout view as if a person was driving along US Highway 60. To orient yourself to the layout, the top of the plan is the west end to the building. The double doors lead to the meeting room, and the stairs leads to the loft with the dispatcher panels and library (more later). A train traveling on the lower level left to right is eastbound. On the upper level the same eastbound train travels right to left. This due to the helix reversing the traffic flow.

A major change we made to the plan was to add a chase to the center peninsula.



Top. The old modules are gone and we're ready to build a layout. Founder Virgil Doyle wrangles 2x4's for what became the base sill of the layout. When the slab was laid, the concrete was too 'hot' resulting in numerous cracks. The cement company made it good by resin-sealing the floor. **Bottom.** Even with four large high-bay lights, the black insulation batts made it seem dark in the layout room. This is the south wall frame. The Canadian staging yard and control center will be in back. Amarillo (lower level) and Canyon (upper level) will be in the front.





Top. Interior framing went rather quickly if we had a good supply of wood and nails. Tracy Ball, Tom Jones, and Earl Carrell are hard at work installing the stairs to the loft. **Bottom.** A view of the rafter structure in what became the interior ceiling of the layout.



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Standing L-R: Jim Wallace, Virgil Doyle, Tracy Ball, John Carlisen, Paul York, Jim Shook, Ronnie Downing, Jerry Michels, Guy Pigg, Dave Jusiak
Kneeling L-R: Earl Carrell, J. T. Bailey, Glen Buie, Mike Corely, Jerry Fussell, Don Hays, Joe Sweeney

Help sometimes comes unexpectedly. A group from the Texas Western Model Railroad Club came up from Dallas to visit the museum fully equipped and ready to help us build framework. By the time the talented club members headed back south, we had the central pensular fully framed! Lots of cutting and fitting, musings on the future, and great camaraderie. In the future we'd jointly produce a custom car; curiously a Pennsylvania express boxcar (long sold out). We'll never forget their contribution to the core of the museum's layout. *Bob Roth Photo*



L - R: Virgil Young, Paul York, Darrell Cowles, Don Hays, Glen Buie, Ronnie Downing, Virgil Doyle, Jerry Michels. Kneeling: Tracy Ball and Brandi. Taking a break at noon. *Bob Roth Photo*



The North and West walls at end of the session. Note the chase we added to the original plan to allow access to the back side of the layout for wiring and hidden track work.

The center peninsula at end of the session. It was amazing to see the progress. All of this in two days and 20 or so hard-working framers!





Top. A key component of the layout is connecting the lower to the upper level. Tracy Ball built an innovative double-tracked helix with threaded rod and nuts to adjust the rise of the sub-roadbed to a comfortable 1.3% grade. **Bottom.** A bit further down the road, is a photo of the helix in place.





Top. A view looking northeast from the layout room toward the main entrance into the 25x50 ft. meeting room. **Bottom.** Looking south from the meeting room. The restroom aisle at left, the entrance to the kitchen at right. At far left is the entrance to the layout room.





Top. A final look at the framing finds Bob Roth measuring before installing lower-level framework. Note the L-girder on the left. Bottom. A very happy crew. Left to right; Tracy Ball, Bob Roth, David Jusiak, Virgil Doyle, Guy Pigg, and Jerry Michels stand amid the center peninsula framing. Soon drywall installation begins. We hired a local craftsman to make sure the tight curve at the end of the peninsula was professionally done.





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Spline sub-roadbed underlies the mainline in most places. On single track it consists of four strips of 1"x2" poplar glued and clamped to poplar spacers. It is warp-free, very strong, and lets us make flowing curves. For multiple tracks the number of strips and spacers are simply increased. Cork strips are laid on the spline and track on the cork. The following six pictures illustrate the process. The red circle below highlights a spacer.









This photo show a combination of spline roadbed surrounded by in plywood





Top. This picture illustrates an important feature that prevents sagging of the upper level. Fabricated steel angles were inserted through the backdrop. The angles have holes allowing attachment to the wall stud and poplar 1x4 layout joists. **Bottom.** The photo is taken looking east with Kingsmill on the lower right and Panhandle on the left. Partial upper-level construction is also visible at left. At the end of the aisle is Cuyler.

Bottom. The lower-level staging yard was built from sheets of homasote laid on L-girder benchwork. This staging yard leads to Canadian where trains make their 'grand entrance' onto the main layout. At the far end, the tracks turn to the left to enter a small secondary yard and a balloon track under the helix.

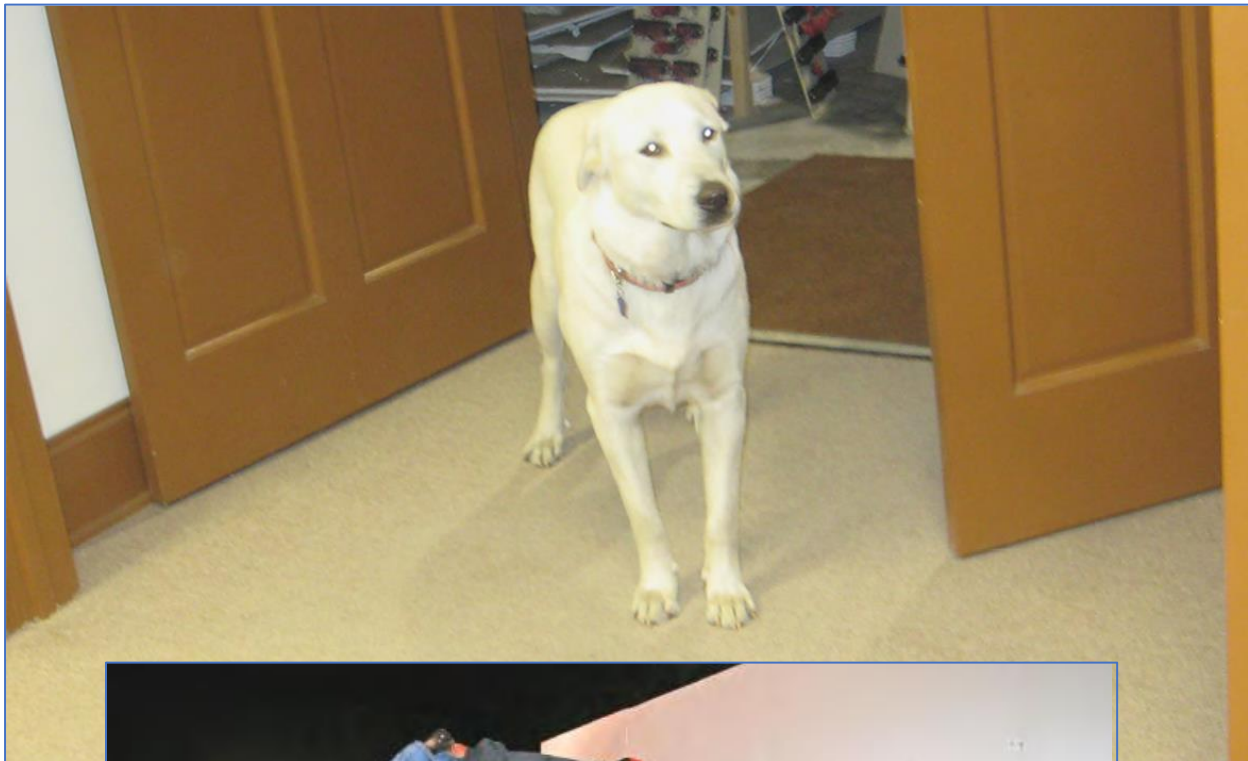




Top. Amarillo is the halfway point on the layout, and the major town. Amarillo's Santa Fe Junior Yard will be a showpiece. Here is the beginning, with sheet cork laid over $\frac{3}{4}$ inch plywood and L-girder benchwork. The hole for the turntable has been cut out. **Bottom.** Junior yard being 'surveyed,' and track laying progressing. The turntable hole is visible to the left. As a note, many tools, like the straightedge shown below, were hand-crafted to address a specific use.



Anybody seen Tracy?



Bob Roth Photos



Left. Junior Yard with most of the yard tracks in place. The turntable and engine service facilities are yet to be laid out. The yard is currently functional, but there is a lot of work to do. In the distance is the area where the Rock Island and CB&Q will make cameo appearances, crossing the Santa Fe at East Tower. This photo also shows the CLF lights behind a valence. To the left is the double-tracked upper level rural stretch between Canyon and Umbarger. **Below.** Pampa under construction looking layout-east. Around the curve is Kingsmill. The second track from the left represents the Clinton Oklahoma and Western (COW) line. The line was projected as the Texas extension of the Clinton and Oklahoma Western Railroad Company, which operated from Clinton, Oklahoma, to the Oklahoma-Texas line. In 1931, the companies were leased to the Panhandle and Santa Fe Railway Company (Santa Fe), which operated them until they were merged into the latter company on

December 31, 1948. On the layout the COW curves back under the mainline and then through the backdrop to a fictional Clinton, OK. The line had a branch to a carbon black plant at Coltexo. This cameo branch will provide traffic to the Santa Fe at Pampa. Pampa also had a Burlington (Ft. Worth and Denver Northern) branch which was abandoned in 1970 and is not modeled.



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Just to make the prototype railroad layout in Pampa a bit clearer, this map shows the three railroads. Although a connection with the FW&D existed, it is unlikely that it was ever a major source of traffic exchange. The blue spur that ends near US 60 was the FW&D passenger station lead. If you want additional information on the railroads at Pampa, try <http://txrrhistory.com/towers/136/136.htm>. The Burlington/Fort Worth and Denver (originally the Fort Worth and Denver Northern) passenger depot still exists and in in great shape.

Inset. At Pampa in 1952, power for Fort Worth and Denver trains get ready for southward runs to Childress at the small engine service facility at Pampa. Left, engine 404 for Train 91. Right, Engine 501 power for Extra 501 South. Both trains will end their runs 110 miles south at Childress after passing Wheeler, Shamrock, and Wellington.

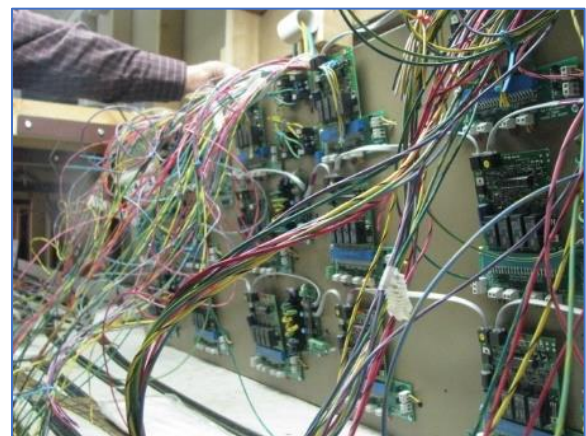


Left. We learn as we go. Members Mike Jones, Joe Sweeny (left) and Jim Shook (right) look on as David Jusiak and Tracy Ball demonstrate the fine points of soldering track joints and feeder wires.

Below. Virgil Doyle uses his soldering skills to ensure the Tortoise turnout machines work flawlessly after they are installed at Panhandle. Making a good, shiny solder joint rather than a grayish cold joint that could come apart is Virgil's specialty. Also keeps the Gremlins at bay.



But there was a lot of wiring to come (more later)!





Above. Model railroading if FUN! Guy Pigg (left) and Tracy Ball go 'below and beyond' to install Tortoise turnout machines on the upper-level at Canyon. Their 'back support' will become the rail welding plant at Zita. **Below.** David Jusiak puts finishing touches on the passing track at Miami. Note the nicely done clouds on the backdrop that were skillfully airbrushed in by Tracy Ball and Virgil Young. If you visit the layout, be sure to look carefully at the clouds (at an angle) to see some interesting airbrushing that is not apparent when viewed straight on.





Above. Guy Pigg test runs an ABBA set of his Santa Fe passenger F3's eastbound through Pampa in November of 2014. Sadly, Guy was tragically killed six months after this photo on April 5th, 2015. Returning to Amarillo after Easter sunrise service in Palo Duro Canyon State Park on his motorcycle, he was hit head-on by a car making an illegal pass. Guy was an avid model railroader, devout Christian, ham radio operator, and a friend to everyone.

Below. Over time, we have lost members that worked to get the Museum to the point we are at today. Virgil Young was one of those. He had an encyclopedic knowledge of railroads and model railroading. He was an avid hunter, gun collector, and amazing family man. Other deceased members which we remember with gratitude are George and Irene Bates, Leroy Brewington, Gardner Collins, Chuck Denny, Ken Fritch, Robert Koch, Dan Juliano, Andy Lyle, Jim Shook, Skip Smith, Paul Sowle, and Joe Sweeny.





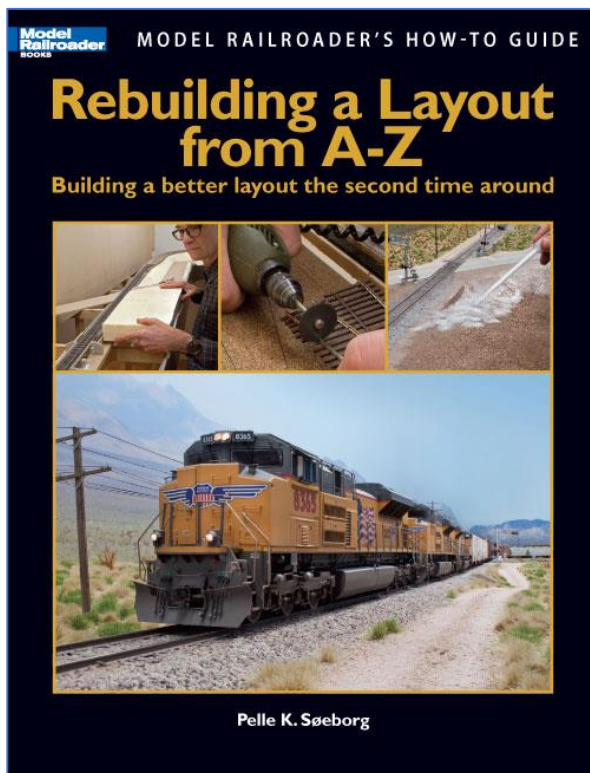
Our logo, beautifully rendered as a mosaic, greets members and visitors as they enter the building. Tracy Ball is the artist who cut the individual pieces and installed the intricate design. Honorary member Pelle Søbørg of Denmark rendered our official logo many years ago. Pelle is well known to the model railroad world and has built many layouts and dioramas inspired by his love of the Union Pacific. Former member Tom Jones met Pelle during a trip to Denmark, and Pelle visited the museum on a railfanning trip to the United States. He designed the logo artwork and offered it as a gift to the museum. The logo mosaic is the most beautiful rendering of the design which we also use on our caps, shirts, coats, and letterhead,





Yep, folks, it's a model railroad diorama!

<https://www.facebook.com/people/Pelle-Keld-S%C3%B8eborg-model-railroad-site/100064531818566/>



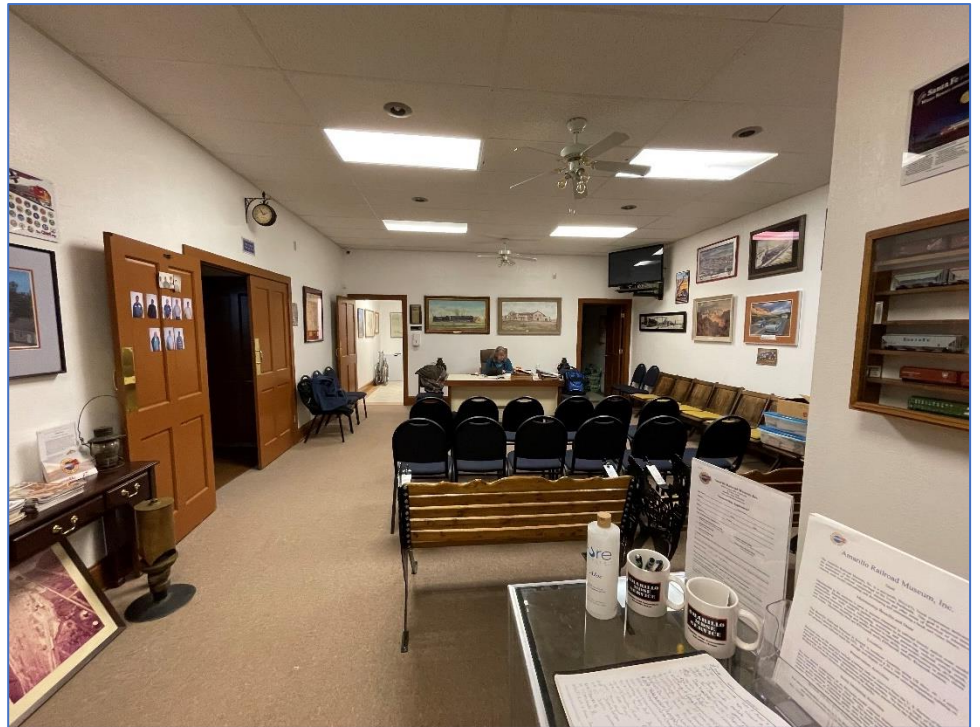
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The main entrance and view of the meeting room looking north. A big difference since framing and drywall days. Display cases hold many prototype and model railroad artifacts. The showcase at the left on the wall houses all the custom cars we have produced since the program began in 1995.

Looking south, librarian and organizer extraordinaire, Gail Jusiak, is at work entering data for our railroad models into the computer. The entrance into the layout room is to the left. Restrooms are down the corridor to the left and the kitchen is on the right.

A bit off subject, but former member Earl Carrel spent many hours bracing the ceiling so that it would support the weight of the upstairs loft. There was a lot of hidden work that went into making our building structurally sound.



Members and visitors find out kitchen a great place to grab a cup of coffee on a cold winter work session day, or a cold drink in the summer. Our microwave comes in handy to warm up a fast food breakfast or lunch. All the finishing work in these three photos was done by members. We all learned a lot laying tile, installing drywall, cabinets, and bathroom fixtures, and painting and staining.

Today Model Railroader magazine uses the "Model railroading is fun" but an older and perhaps more accurate slogan they used is "Enjoyment with an everlasting challenge." So true!



Here's a Panhandle landmark.

Big Tex

is faithfully modeled by Tracy Ball. Tex will greet visitors to the museum and passenger trains going through Canyon, TX, on the upper level of the layout. Urban legend has it that when Amarillo had a Levi plant, it supplied pants for Tex, but stopped because the severe Panhandle weather caused them to deteriorate rapidly. Today the pants are painted on the statue.



Four of the six 2023 board members congregate at Amarillo Junior Yard. From left to right; President David Jusiak, Director Bruce Carter, Director Tracy Ball and Director Kenneth Berry. Not shown are VP and Secretary Bob Roth and Treasurer Brian Veach. David, Bruce, and Tracy discuss the plans for the Amarillo roundhouse while Kenneth guides his train toward the helix to the upper level.

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Canadian is the first scene visitors see on the lower level, so we decided it would be the first to get scenery. A short Santa Fe MOW train cross the Canadian river over a bridge kitbashed by Jerry Michels. The bridge in the foreground was scratchbuilt by Virgil Doyle, and represent the original wagon bridge



crossing the river east of the town of Canadian. Tracy Ball created to river and land scenery.



Sept. 12: Bruce Carter running his Union Pacific passenger car consist behind his UP #844 on the upper level by the Lubbock Junction wye. Bruce is attempting to model the UP train that travelled across the Panhandle in 2012.