



Members on our ALCO S-2 2008



THE AMARILLO RAILROAD MUSEUM, 1990-2023



Decades before the Amarillo Railroad Museum (ARM) existed, the Santa Fe had a depot at St. Francis; about 3 ½ miles east of the museum. At this time, what would become the Transcon was single tracked, although quite busy. The date is unknown, perhaps ca. 1910-20s. Looks pretty muddy!

There were model railroading clubs before the ARM. This is the Amarillo and Canadian River Model Railroad Association's 'World Headquarters' in 2017, years after the group fell apart in the mid-1980s. Today the building is gone, the lot is vacant. This was the final location of the ACMRA. There were a lot of good times, but the property owner decided it was time to charge rent and utilities or to say goodbye. The ARM founders' highest priority was to eventually own our land and not be worried about owners and rents. Previous locations included the Santa Fe depot in Amarillo (left on 6/26/76), and a building at 1616 West Third Street owned by Roy Wedell.





Tracy Ball, Carter Osborn, and George Bates look happy working on modules at our first 'home' in the basement of AutoCraft Auto Repair and Body Shop. In addition to being one of the four founders, Carter was a great publicist for our fledgling group. The photo is from a 6/2/1991 Amarillo Globe News article. This is probably the oldest record of the Amarillo Model Railroad Association (our name before we incorporated as the Amarillo Railroad Museum a 501 (c) (3) non-profit corporation), and our first newspaper publicity.

Model train group to host open house

"The Amarillo Model Railroad Association is celebrating its first anniversary with an open house from 7 to 10 p.m. Tuesday in the basement of AutoCraft, Inc., 1100 S. Polk. Association members will operate trains and provide refreshments, according to a news release from Carter Osborne. Formed in May 1990, the model railroad association has more than 20 members of all ages.

The association is a module club. A module is a small portion of an entire layout that can be either 24-, 30- or 36-inches wide by 4-, 6- or 8 feet long. Members build their own module, and the modules connect to form the club layout, which moves easily for shows. The group has approximately 200 feet of operational track and is building another 32-foot yard.

The group plans to do a show for Santa Fe Employee Appreciation Day on July 14. It will display the layout in the sports arena at the Tri-State Fair, Sept. 16-21 . . .

Once members acquire a permanent building . . . they would like to model the layout on the Santa Fe Railway from Amarillo to Clovis from 1970 to 1990.

The group meets in the basement of AutoCraft at 7 p.m. every Tuesday. Business meetings are held on the first Tuesday of every month."

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Maybe not the best quality, but this is a photo looking east at dawn of the summer solstice in 2003. The land (12.5 acres) was purchased from Amarillo College and excitement was high as the building was soon to be erected. One of the first tasks was to remove trash and mow weeds. The property had not been used in years. The last occupants used the tracks to store tank cars in the 1980s. Two water towers in the distance were built by the USAF when it owned the airbase in Amarillo.



The foundation was laid, and steel went up quickly (2003-07-04). In-slab plastic coils were installed for heat. Then member Tom Jones (now enjoying Idaho) was the primary contractor and gave us a fantastic discount. As a note, the entire area is a series of east-west berms on which warehouses were built. The tracks

are located to the right in the depression created by the berms. The design was to accommodate loading and unloading at the old warehouses.





Above. By August of 2003 the building exterior was complete, but there was a mountain of work facing the members to get the headquarters functioning. This is the north side of the building.

Left. A pleasant diversion when we took a break and the Transcon was quiet was to watch aircraft in and



out of Amarillo's Rick Husband International Airport. Bell Helicopter manufactures and tests the V22 Osprey Tiltrotor aircraft. In Amarillo. Here a V22 is on a test run with a small helicopter. There is an Air National Guard wing at Amarillo, and Cannon airbase is a bit over 100 miles to the southwest, it was/is common to see T38 Talon trainer jets from Amarillo and F/A-18 Hornets out of Cannon. Inset. **Inset.** Stock V22 photo.



Above. With the building up, we needed to provide a 'loading platform' for a way to access cars in the future. A retaining wall was built in June of 2006. In both images, holes are being dug and timbers leveled and set. From left to right, Joe Sweeny, Bob Roth, Tracy Ball, Earl Carrel, Virgil Doyle, and Virgil Young. Photographer Jerry Michels. **Below.** Hard work but a comfortable spring day in the Panhandle.





Below. Once we had a retaining wall, a loading apron was needed. Rebar and concrete were laid and poured.





Screeding was not the most pleasant job, but was worthwhile doing right to get a smooth, level surface.

A nice touch was to imprint the apron surface with a simulated brick pattern. Leave it to Tracy to bring in the equipment. As he presses in the pattern, Earl Carrel and an unknown member made sure proper alignment was kept.



The product; a stout retaining wall and a smooth, decorative apron.