



The Whistle



OFFICIAL PUBLICATION



COWCATCHER DIVISION 1 LONE STAR REGION NMRA

VOL 10 NO 2 FEBRUARY 2026

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FEBRUARY'S MEETING WILL BE AT 10:00 AM ON SATURDAY THE 14TH AT THE TEXAS WESTERN MODEL RR CLUB AND VIA ZOOM. SEE EMAIL FOR ZOOM LINK

DIRECTOR'S REPORT

Now that North Texas has dug out of the snow and ice from the mid-January storm, which I hope everyone took in stride, we can look forward to a great February division meeting. Harold Berenzweig will be presenting a clinic titled "Grain Transport and the Railroads. From Farm to Terminal Elevator"

I also would like to thank Don Winn for "Zooming in to do a clinic on "Layout Planning and Building" in the January meeting. I know everyone picked up many valuable concepts from the clinic.

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LEADERSHIP TEAM

DIRECTOR

DICK BRANNAN

SECRETARY

JOHN "TRAPPER" KIRKPATRICK

TREASURER

DAVID GREIN

PROGRAM MANAGER

HAROLD BERENZWEIG

ASST PROGRAM MANAGER &

TRAIN SHOW COORDINATOR

RUSSELL GIFFORD

OPERATIONS MANAGER

JIM DAVIS

ASST OPERATIONS MANAGER

DAVID RANNEY

ACHIEVEMENT PROGRAM ADVISOR

MIKE MACKEY MMR

NEWSLETTER EDITOR

ROBERT "BOB" MANGRUM MMR

CONTEST ADVISOR

CASEY AKIN

CONTEST ADVISOR

CODY AKIN

**NORTH TEXAS COUNCIL OF TRAIN
CLUBS REPRESENTATIVE**

DICK BRANNAN

MEMBERSHIP COORDINATOR

MIKE ROSS MMR

ASST MEMBERSHIP COORDINATOR

DAVID CRUMPTON MMR

SERGEANT AT ARMS

DON ROWE

VIDEOGRAPHER

DAVID KRANDA

COMMUNICATION COORDINATOR

ERIC SMITH

WEB MASTER

JARED ROBERTS

FOR CONTACT INFO SEE
COWCATCHER DIVISION WEB SITE

<https://cowcatcherdivision.org/>



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DIRECTOR'S REPORT CONT.

Speaking of learning valuable concepts, those attending the layout "Open House" saw a realistic, detailed, and superbly operating layout at Mike Ross's home. I want to thank him for being the first on the "Surprise Layout Tour ". Remember we will continue to announce "Open Houses" at the conclusion of the monthly division meeting, so please attend the meeting.

The Plano Train Show was an enormous success; paid attendance was approximately 4400 with 1800 kids. Once again, the Junior Engineer Academy, hosted by Deb and Russell Gifford was a resounding success, over 350 kids "graduated" as a junior engineer. Thanks to everyone helping to make this such an attraction at the show. This drives traffic to the NMRA booth.

Coming up in March, the Division will be participating in "Train A Palooza" at the Grapevine Convention Center on March 14th and 15th 2025. Attendance at this event is very strong and affords the Division a chance to introduce the membership benefits of the NMRA to a large number participants from Tarrant County and other western counties of the Metroplex.

Mike Ross and I will be seeking members to help.

There is a LSR Board meeting in Austin on January 31. Unfortunately, I am unable to attend due to a family event, but I have designated Deb Gifford as my proxy. Division 1 has nominated Cameron Pantke for LSR Youth Award and it should be confirmed by the Board.

Looking forward to seeing everyone at the February 14 th meeting and don't forget to bring a friend.

Dick Brannan
Director -Cowcatcher Division



Railroad Model Craftsman
OCTOBER 1952

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DATES TO REMEMBER

REGIONAL TRAIN SHOWS

THURSDAY TEXAS WESTERN RR
CLUB BUSINESS MEETING FOR
MEMBERS AND PROSPECTIVE
MEMBERS ONLY

7 pm -9 pm 6808 FOREST HILL DR.

FOREST HILL, TX 76140

FEBRUARY 2026

21 GREATER HOUSTON TRAIN SHOW

MARCH 2026

28-29 WORLD'S GREATEST HOBBY
DALLAS MARKET HALL

APRIL 2026

25-26 RAILFEST GALVESTON RR
MUSEUM

25-26 NEW BRAUNFELS TRAIN SHOW

JUNE 2026

18-21 LSR CONVENTION AUSTIN



June 18-21
Wyndham Garden Austin
3401 South IH-35

JULY-AUGUST 2026

27 JULY-2 AUGUST

NMRA NATIONAL CONVENTION
CHATTANOOGA



TREASURER'S REPORT

1 JAN BALANCE	\$2380.19
RECEIPTS	\$0
EXPENDITURES	\$36.99
END BALANCE	\$2343.20
CERTIFICATE OF DEPOSIT	\$23479.69

TRIVIA QUESTION OF THE MONTH

WHAT IS A PADDLE?

LOOK FOR ANSWER IN THIS MONTH'S
NEWSLETTER



AREA MODEL RAILROAD CLUBS

COWTOWN MODEL RAILROAD CLUB

MEETS AT THE HANDLEY
COMMUNITY CENTER, UPSTAIRS 3024
FOREST AVE, FT WORTH,

WEBSITE <https://www.cmrrc.net>

CLMRR

MEETS TUESDAYS, THURSDAYS &
SATURDAYS

THE LAYOUT IS LOCATED AT 3904
VISTA RIDGE LN

ALVARADO, TX 76009

FOR INFO CONTACT LEE MARTIN AT
817-666-5367

DALLAS/FT WORTH O SCALE CLUB

NORMALLY MEETS TWO SATURDAYS
PER MONTH IN RICHARDSON

CONTACT TO BE IDENTIFIED

bradyprmla@cablone.net

STAN SCHWARTZ ss124@sbcglobal.net

DENTON AREA MODEL RAILROAD CLUB

MEETS 2ND TUESDAY OF EVERY
MONTH AT 6:45 PM IN THE DENTON
SENIOR CITIZEN CENTER
DOWNTOWN

HO & N SCALE MODULAR LAYOUTS

<https://www.facebook.com/damrrc/>

NORTH TEXAS CHAPTER OF NATIONAL RAILWAY HISTORICAL SOCIETY

Chill Bar & Grill (Cotton Belt Room)

814 South Main Street

Grapevine, Texas 76051

(NW Corner of S. Main St. & Dallas Rd.)

Our new meeting hours are 7:30 pm - 9:30
pm. We still meet every first Tuesday of the
month.

<https://ntxnrhs.org>

TEXAS WESTERN MODEL RAILROAD CLUB

LOCATED AT 6808 FOREST HILL, 76140

VISITOR HOURS: SEE CLUB WEBSITE

[https://www.facebook.com/texaswesternmod
elrailroad club](https://www.facebook.com/texaswesternmodelrailroadclub)

<https://www.twmrrc.org>

TRINITY N-TRK

MEETS AT HOBBY WORLD, FT WORTH
AT 6:30PM

CHECK WEBSITE FOR TIME

<https://www.trinityntrak.com>

TNMRC

MEETS AT 11999 PLANO RD, SUITE 154,
DALLAS 75243

<https://www.texasnorthern.org>

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ANGELO HOBBIES

5600 RUFÉ SNOW DRIVE #106
NORTH RICHLAND HILLS 76180

DISCOUNT MODEL TRAINS

4641 RATLIFF LN
ADDISON 75001

MODEL TRAIN CROSSING

NEW ADDRESS 1 OCT

7801 Brandi Lane
North Richland Hills

HOBBYTOWN USA

746 GRAPEVINE HWY
HURST 76054

HOBBYTOWN USA

500 E. ROUND GROVE RD
LEWISVILLE 75067

WILD BILL'S HOBBYTOWN USA

1112 W. ARBROOK BLVD
ARLINGTON 76015

NMRA POLICY STATEMENT

EFFECTIVE MARCH 31, 2020, IN ACCORDANCE WITH THE POLICY ADOPTED BY THE NATIONAL MODEL RAILROAD ASSOCIATION AT ITS BOARD MEETING ON MARCH 7, 2020, DIVISION 1 OF THE LONE STAR REGION OF THE NMRA, COMMONLY KNOWN AS THE COWCATCHER DIVISION, WILL REQUIRE ANYONE UNDER THE AGE OF 18, WISHING TO ATTEND ANY DIVISION EVENT, TO BE PERSONALLY ESCORTED BY THEIR PARENT OR LEGAL GUARDIAN.

ADDITIONALLY, PARENT OR LEGAL GUARDIAN MUST SIGN A CURRENT DOCUMENT STATING THAT THEY WILL REMAIN IN VISUAL CONTACT WITH THEIR MINOR AT ALL TIMES.

RAILFAN VIDEO OF THE MONTH ON YOUTUBE

VINTAGE RAILS VOL 1 THE D&H & READING RR 1992



DIVISION HONORS



AP HONORS



Eric Smith receives Golden Spike

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ANOTHER GADGET / GIZMO



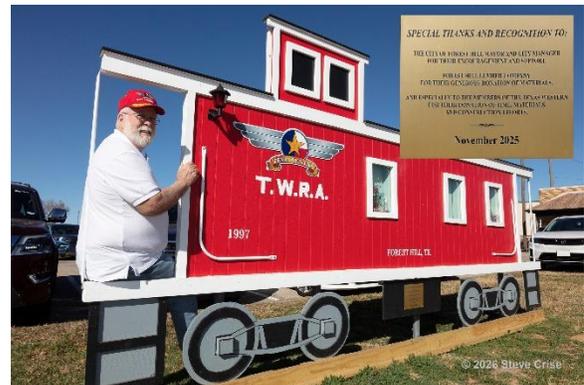
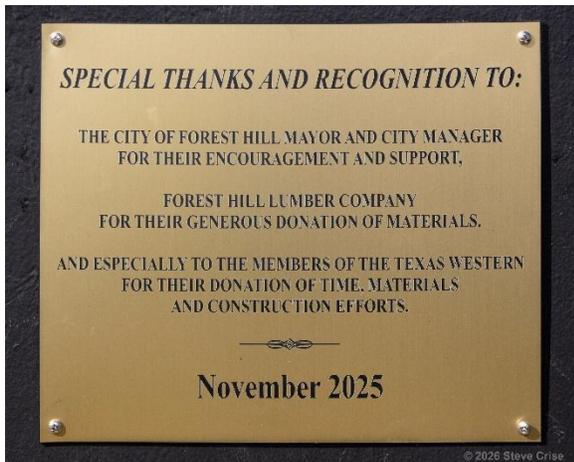
DEAL OR DUD



SHOW AND TELL



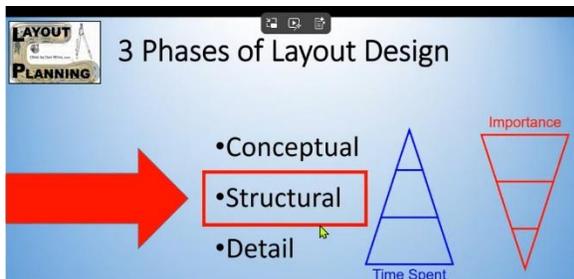
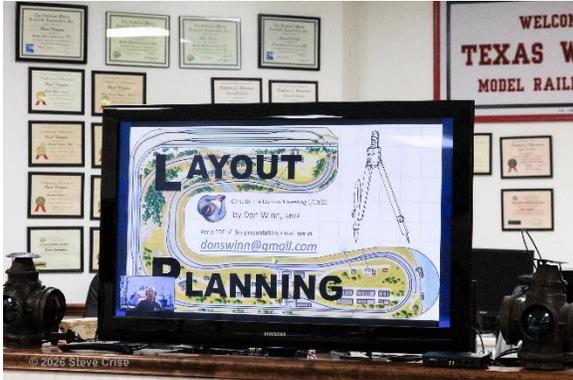
TEXAS AND WESTERN
CABOOSE OUTSIDE BUILDING



WITH PLAQUE

PLAQUE ON CABOOSE

JANUARY CLINIC



If interested in viewing the entire presentation, see youtube Cowcatcher Division 1 January 2026 meeting at 59:33 of video.

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FEBRUARY CLINIC

Grain Transport and the
Railroads. From Farm to
Terminal Elevator

Harold Berenzweig



ANSWER TO THIS MONTH'S
TRIVIA QUESTION:

SEMAPHORE SIGNAL

A SURVEY HISTORY OF RAILROADS IN TEXAS, from the article found in the Texas Historical Association Handbook of Texas online, part 2.

In 1848 Ebenezer Allen of Galveston obtained a charter for the Galveston and Red River Railway Company. The project remained dormant until it was taken over by citizens of Houston and Washington County. On January 1, 1853, Paul Bremond and Thomas W. House broke ground for the Galveston and Red River. Although initial progress was slow the company opened its first twenty-five-mile segment between Houston and Cypress on July 28, 1856. Shortly thereafter, the name of the railroad was changed to the Houston and Texas Central Railway Company. Before the end of 1856 the city of Houston completed its seven-mile line, known as the Houston Tap, to a junction with the Buffalo Bayou, Brazos and Colorado. Other railroads were soon active. By the end of 1861 there were nine railroad companies with about 470 miles of track in Texas. Five of the railroads were centered in the Houston area, and all but one ran from either a seaport or river port. There had already been a merger between the Houston Tap and the Houston Tap and Brazoria

Railroad Company, which occurred in 1858.

Although all the companies operated for relatively short periods of time, they had already caused major changes and improvements in travel and transportation in Texas. A writer to the Houston *Tri-Weekly Telegraph* recalled a trip by stage from Houston to the Hockley area in December 1854 following ten days of rain. The thirty-five-mile trip took nearly 1½ days and included an overnight stop. In May 1857 the writer made a similar trip aboard the Houston and Texas Central in one hour and forty minutes. In December of the same year the *Telegraph* stated that although there was high water in the Brazos, no boats had been reported on the river as the railroads had already handled all of the business. When State engineer William Fields inspected the first five miles of the San Antonio and Mexican Gulf Railroad in February 1858, he reported that trains carrying passengers and freight operated two or four times a day over the short section extending from Port Lavaca. The terminal was a point on the prairie distant from any settlement or public highway. However, numerous teamsters sought out the terminal to transship their goods to or from the railroad.

There was insufficient local capital in Texas to finance the early railroads, and eastern and foreign capitalists were hesitant about investing in a frontier state. Incentives were necessary and took three major forms. Between 1850 and 1876, when the practice was prohibited by the Constitution, individual cities and counties issued about \$2.4 million in bonds to aid railroad construction. The state, however, provided the major incentives in the form of land grants and loans. Six of the antebellum railroads borrowed \$1,816,500 from the Special School Fund at the rate of \$6,000 per mile of track. The railroads repaid \$4,172,965 in principal and interest. Only one of the carriers, the Houston Tap and Brazoria, defaulted, and the state was able to recover some of the debt by foreclosing and selling the railroad.

As early as 1852 the charter for the Henderson and Burkville Railroad Company called for a land grant of eight sections of land for each mile of railroad. Other charters received the same provision, but the size of the land grant was too small to attract much interest. A general land grant law was passed in 1854 that authorized sixteen sections per mile. This law was in effect until the

new Constitution of 1869 prohibited land grants. An 1874 Constitutional amendment permitted land grants, and in 1876 a new law, similar to the original 1854 law, was passed. The land grant provision was repealed in 1882 when no unappropriated vacant land remained. Estimates of the amount of land actually granted range from 27,000,000 acres to about 35,780,000 acres. The railroads received a net of about \$1.34 when they disposed of the land.

Next month part 3.



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27 JULY- 2 AUGUST
2026