



The Whistle



OFFICIAL PUBLICATION



COWCATCHER DIVISION 1 LONE STAR REGION NMRA

VOL 10 NO 10 OCTOBER 2026

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OCTOBER'S MEETING WILL BE SATURDAY 10 OCTOBER AT THE TEXAS WESTERN MODEL RR CLUB AND VIA ZOOM.

DIRECTOR'S REPORT

I want to thank David Crumpton for "pinch hitting for me the last 2 months, he did a wonderful job.

Tom Pearson is presenting this month's clinic entitled "Getting started with Prototype Modeling". Tom's clinics are always highly informative, and this one will be no exception.

We just finished the Plano Train Show, the final numbers are not in, but Saturday's paid attendance was 1900 which of course was down from Saturday in the winter show. Overall, everyone felt it was lighter attendance compared to January. For those of you who did not attend, the pop-up canopy looked great.

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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

**OFFICIAL DIVISION
PHOTOGRAPHER**

STEVEN CRISE

FOR CONTACT INFO SEE
COWCATCHER DIVISION WEB SITE

<https://cowcatcherdivision.org/>

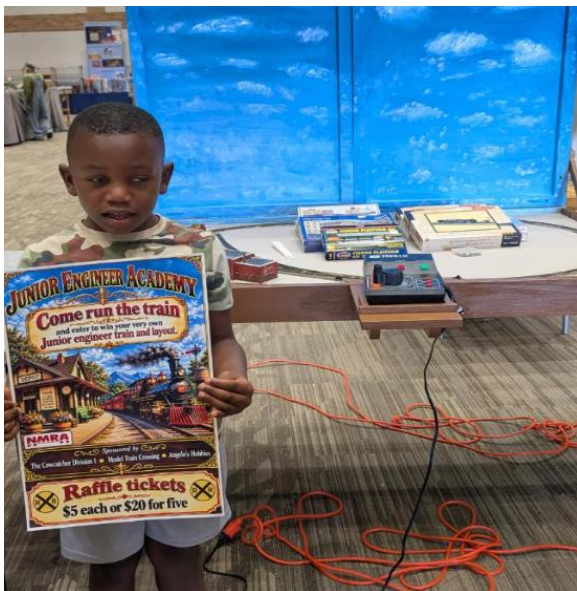


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DIRECTOR'S REPORT CONT.



Even though show attendance was off a bit the Junior Engineer Academy (JEA) was successful. There were kids in line to run trains most of the day and over 250 engineers' hats were distributed. Of course, in conjunction with the JEA a small N scale layout was raffled off, and the winner was Harrison Fait, he is 5 years old and lives in Crowley, TX.



I want to thank Russell Gifford and his volunteers who built the layout as well as Duane Richardson who constructed the case as well as. Deb Gifford, who manages Junior Engineer Academy program.

Model Train Crossing and Angelo's Hobby Shop also contributed product to the effort.

Also, I want to thank everyone from D1 who contributed to the success of the Show by conducting clinics; Eric Smith, Mike Walter, Mike Ross and David Steckler.

Looking forward to seeing everyone at our meeting on Saturday October 10th , meanwhile Keep Training!

Dick Brannan

Director Cowcatcher Division



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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

24-25 OCTOBER

NEW BRAUNFELS

14-15 NOVEMBER

HOUSTON AREA TRAIN SHOW

14-15 NOVEMBER

OKLAHOMA CITY TRAIN SHOW

5 DECEMBER

GREATER TULSA AREA HOLIDAY
TRAIN SHOW

16-17 JANUARY

PLANO TRAIN SHOW

13 FEBRUARY

GREATER HOUSTON TRAIN SHOW
FORT BEND

APRIL 20227

Sn3 SYNPOSIUM

RICHARDSON

21-24 APRIL



*Come Join Your
Friends!
April 21-24, 2027
Dallas, Texas
2027Sn3Symposium.com*



June 2027

LSR CONVENTION

RICHARDSON



10-14 AUGUST 2027

NMRA NATIONAL CONVENTION

PUGET SOUND EXPRESS

TREASURER'S REPORT

BALANCE	\$3487.38
RECEIPTS	\$52.00
EXPENDITURES	\$159.88
END BALANCE	\$3379.50
CERTIFICATE OF DEPOSIT \$21541.64	

TRIVIA QUESTION OF THE MONTH

WHAT IS DED?

LOOK FOR ANSWER IN THIS MONTH'S
NEWSLETTER

RAILFAN VIDEO OF THE MONTH ON YOUTUBE

Alcos in the Ozarks



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.

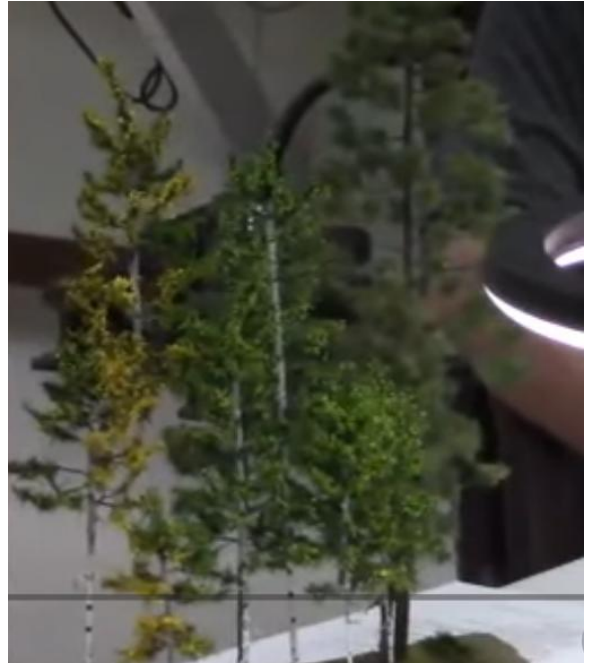
ANSWER TO THIS MONTH'S TRIVIA QUESTION:

Dragging Equipment Detector

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SCREENSHOTS OF MEETING







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OCTOBER CLINIC

The October Clinic will be presented by our own Tom Pearson. Its title is:
Getting Started with
Prototype Modeling”



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The Civil War and America's Railroads, part 2, By Marita Richards, NMRA, LSR, Division 3

The rail situation in the South at the beginning of the war was not the best. Rolled wrought iron was used for the track using an older design made of thin iron straps.

These straps were nailed to wooden stringers. The South did upgrade to a 35 lb. T rail; however, the track was laid with little preparation to the roadbed with crossties that were cut on site. The southern climate rotted the crossties in about five years due to poor workmanship and hurried construction. Ballast was stone or gravel. Deterrents to rail in South: weeds, frost, damp ground, dust stirred up by the train.

Bridges and Trestles were made of spindly timber structures and were subject to fire, flood and destruction by the enemy. In addition, many railroad employees left the railroad for the soldier's uniform, thus there was inadequate help available to operate the locomotives. There was little training for those that helped so repairs were slow.

Interior lines were a source of concern for the North at the beginning of war; the Union Army did not like them. Interior lines are defined as

when an army can reinforce or concentrate separated units from a central position more rapidly than its enemy. The army should be able to move between two points inside an area faster than an enemy moving around the perimeter and invade the interior at a fast speed. Think of it like the Confederacy in a big circle hidden from the enemy by trees and shrubs, natural cover so not a clear view of the field. Eventually the north successfully exploited the Confederate interior lines and neutralized the vast land of the south. By 1863 the Confederacy had lost the advantage of interior lines and many soldiers and civilians went hungry. By 1864, the Confederacy could not shift soldiers between the theatres of war in the south. The South had failed to organize the railroad and transporting southern troops and their supplies. The war of mobility along interior lines failed the Confederacy.

Southern military officers attempted to persuade the Confederate government to add and build some very important railroad lines. One essential railroad line never built until May 1864 was Danville Virginia to Greensboro North Carolina. It was only 48 miles in length, but it would provide a third route south and a secure route from Richmond. This line was at General Robert E. Lee's request; though not a railroad man, he knew the importance and value of

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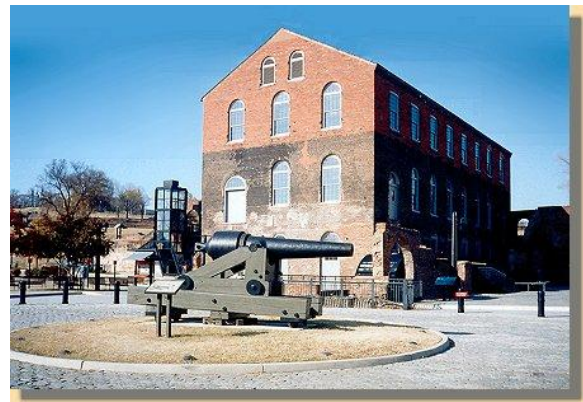
transporting troops and supplies by rail. Another Southern Army need, and at the insistence of General Lee, was to repair the tracks in Virginia between Richmond and Petersburg. This was a high priority and was essential and desperately needed for the war effort.

Other officers of the CSA employed the railroad early on during the war. Stonewall Jackson seized the B & O railroad near Harper's Ferry shortly after the war began. He held it hostage until June 1861. When he left, he took as much B & O property as he could including many locomotives, 36 miles of rails and smashed what they could not carry. They also destroyed some locomotives and cars and burned bridges behind them. In addition, they pulled down telegraph lines. It was 9 months before the B & O could restore train service to the Ohio River.

At the first Manassas battle in July 1861, General Beauregard used the Manassas Gap RR to shuttle General Johnston's soldiers from the Shenandoah Valley to this battle. The soldiers arrived in time to reinforce Beauregard's army and help win the first battle of the war. Beauregard's use of the railroad caused grave anxiety for the Union because they feared the South could use the

railroad to efficiently move troops and that strategy would cause fear for the Union and the loss of some battles. General Bragg transported some troops by rail to Tennessee and the battle of Chickamauga.

The South also lost many miles of track during the war due to no manufacturing materials available to expand new lines. In Richmond, the Tredegar Iron works was the largest ironworks in the South; the iron works did escape destruction during the war and returned to railroad manufacturing after the Civil War.



TREDEGAR IRON WORKS

TODAY

photo by author

Prewar times saw Tredegar built 40 locomotives. This ironworks began as a forge and rolling mill designed to produce cast-iron components for the railroad such as axles, wheels, springs and gears. The ironworks also produced were pig iron, rails and

other machinery. Despite the plant suspending its output by the end of 1861 and only operating at 1/3 of its capacity during the war the following items were produced bullets, guns, rolling stock, and was a key supplier of artillery over 1100 were built. In 1863, track bars were so desperately needed all over the South that tracks of smaller railroad companies were appropriated.

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LSR CONVENTION

JUNE 2027

RICHARDSON TX



14 AUGUST 2027