The Whistle

OFFICIAL PUBLICATION

COWCATCHER DIVISION 1 LONE STAR REGION NMRA

VOL 10 NO 11 NOVEMBER 2026

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NOVEMBER'S MEETING WILL BE SATURDAY 14 NOVEMBER AT THE TEXAS WESTERN MODEL RR CLUB AND VIA ZOOM.

DIRECTOR'S REPORT

We had a very informative meeting last month and I want to thank Tom Pearson for sharing his clinic "Getting started with Prototype Modeling". November's clinic is "Dark Territory, 50 Years of Shooting in the Dark, 1976-2026" presented by Steve Crise.

The month of November is "National Model Railroading Month" and it is the perfect time to promote the hobby. Consider featuring you layout in a "Open House" in your neighborhood or simply inviting a child or neighbor over to run some trains. Also, this month is Veterans Day, on the 11th, honoring the military veterans of our great country's armed forces. Be sure to thank a veteran.

Cont. On pg. 3

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/

DIRECTOR'S REPORT CONT.

The results of the Fall Plano Show are in, there were 2761 paid attendance and 1005 children, which is about 50 people short of last year's attendance which was just short of a record. Although we did not sign up any new members this year, a young man from Crowley did win the "Pay it Forward" module and hopefully he and his dad will attend a meeting soon. Thank you to all who contributed to the success of the show.

I hope everyone saw the article in the NMRA magazine written by Darrell Cowles discussing the diorama and the "Promote the Hobby".

The Division will be attending "Christmas in the Park" at Bedford Boys Ranch on December 4th promoting the hobby and recruiting members.

Keep in mind our annual Christmas Party will be on December 12th at the Forest Hills Civic Convention Center on Wichita Street in Forest Hills and will be catered by Hickory Stick BBQ in Everman. Smoked brisket and turkey are the main entrees along with potato salad and beans as sides. Additional sides, appetizers and other items required will be brought by attendees. Sign up on the "Perfect Potluck App" sent out by Trapper.

Arrive between 5:00 and 5:30 for appetizers and casual conversation, the dinner buffet will start at 6pm. At the conclusion of dinner, we will present year end awards and then the "infamous" White Elephant gift exchange.

Rail and non-rail attendees wishing to participate in the "White Elephant" gift exchange should bring a wrapped gift (marked "rail or non-rail") to the Christmas Party. The gift should be in the $30.00 range.

Dick Brannan

Director Cowcatcher Division





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

14-15 NOVEMBER

HOUSTON AREA TRAIN SHOW

14-15 NOVEMBER

OKLAHOMA CITY TRAIN SHOW

5 DECEMBER

GREATER TULSA AREA HOLIDY TRAIN SHOW

16-17 JANUARY

PLANO TRAIN SHOW

13 FEBRUARY

GREATER HOUSTON TRAIN SHOW

FORT BEND

APRIL 20227

Sn3 SYNPOSSIUM

RICHARDSON

21-24 APRIL



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

Sponsored by NMRA LONE STAR REGION

17-19 JUNE 2027

LSR CONVENTION

RICHARDSON



10-14 AUGUST 2027

NMRA NATIONAL CONVENTION

PUGET SOUND EXPRESS

11-12 SEPTEMBER 2027

ABILENE TX RAILROAD FESTIVAL & TRAIN SHOW

TREASURER' S REPORT

BEGINNING BALANCE	$3379.50
RECEIPTS	$438.50
EXPENDITURES	$794.02
END BALANCE	$3023.88
CERTIFICATE OF DEPOSIT	$21611.22

RAILFAN VIDEO OF THE MONTH ON YOUTUBE



INSIDE A LEGEND'S MODEL RAILROAD

TOURING ALLEN KELLER'S BLUFF CITY SOUTHERN

TRIVIA QUESTION OF THE MONTH

WHAT IS AN EYE?

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

bradyprrm1a@cableone.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/texaswesternmodelrailroad club

https://www.twmrrc.org

TRINITY N-TRK

TNMRC

MEETS AT 11999 PLANO RD, SUITE 154, DALLAS 75243

https://www.texasnorthern.org

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ANGELO HOBBIES

5600 RUFE 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.

PHOTOS ON PAGES 8-10

STEVEN CRISE

SHOW & TELL





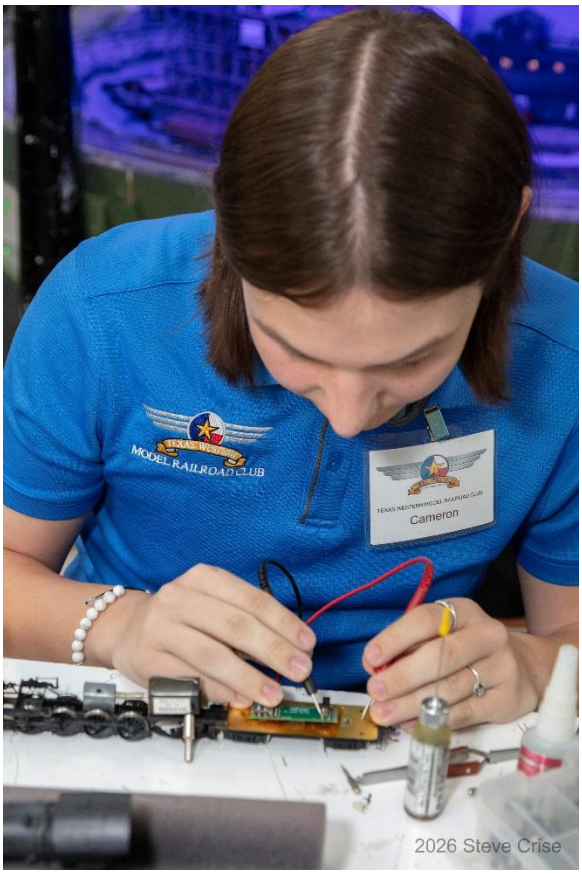


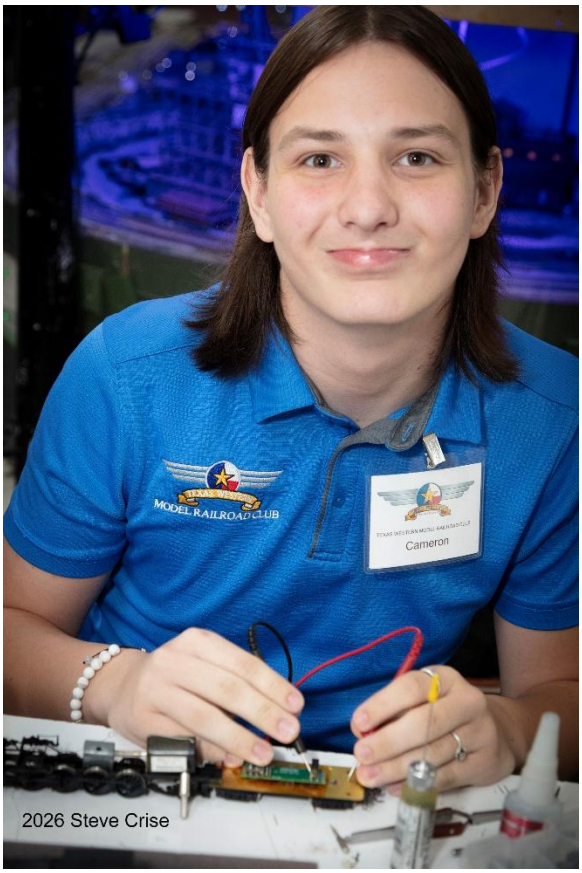



Cowcatcher Division 1
October 2026 Meeting
2026 Steve Crise


Cowcatcher Division 1
October 2026 Meeting
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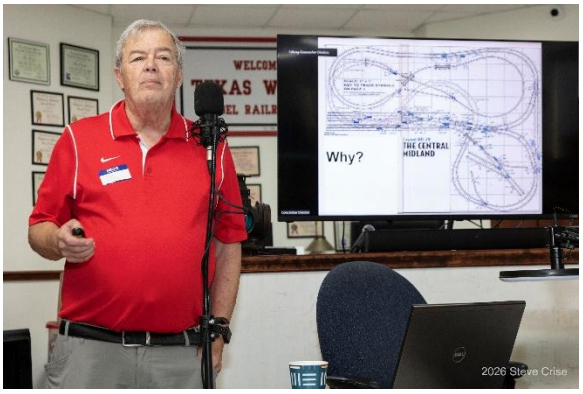



MODEL RAILROAD CLUB
Cameron
2026 Steve Crise


MODEL RAILROAD CLUB
Cameron
2026 Steve Crise

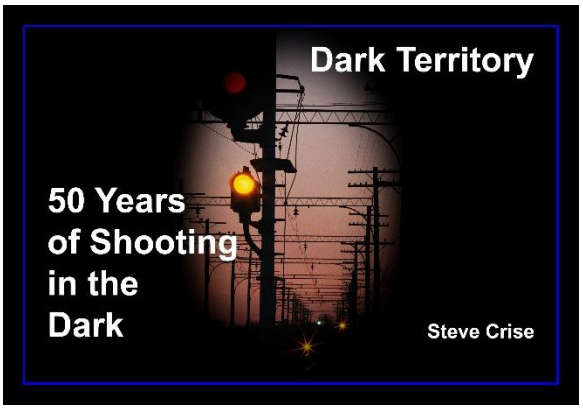
OCTOBER CLINIC

The October Clinic was resented by our own Tom Pearson. Its title is: Getting Started with Prototype Modeling”



NOVEMBER PROGRAM

Our November clinic will be given by Steve Crise, our very talented photographer. The title is “Dark Territory, 50 Years of Shooting in the Dark, 1976-2026.



ANSWER TO THIS MONTH’S TRIVIA QUESTION:

TRACKSIDE SIGNAL

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

As we continue our look at the railroads and the Civil War, it is interesting that the private investors who built the railroads prior to the war still wanted to make a profit.

Essential cash crops like cotton and tobacco still need to be transported. They had little patriotism for the war. However, after the war began, the South realized the demands on the railroads such as the gaps in routes, different rail gauges and the time needed for detours. Time is money and the railroads were determined to make money, so civilian paying passengers could ride before the soldiers. In 1864 Robert E. Lee asked the CSA government to eliminate all passenger traffic, which the government did.

Of course, the CSA government had to pay for the transportation of soldiers and supplies during the war. Southern civilians had not counted on a war that would become an inconvenience to them.

Jefferson Davis did not interfere with the railroad companies because he felt they knew their business better than anyone else. Jefferson Davis had been authorized by the CSA government to take over the railroads like Lincoln had in the North. However, Davis was a poor judge of character and possessed poor administrative skills, so that if he had tried to do something with railroad it would have failed.

The Confederate government did establish a special department within the Quartermaster Bureau to deal with railroad concerns known as the Railroad Bureau—it was supposedly responsible for repairing tracks and bridges since there were many locations at the beginning of the war that did not have sufficient railroad bridges; therefore, trains had to use waterways to transport goods and transport troops.

A quasi-independent railroad bureau was created in December 1862. The man Jeff Davis appointed was not approved by the railroad managers; finally, one man, Frederick Sims, was approved by the railroad managers, but by this time it was March 1865, too late to do much.

The Confederacy would need to move troops within its defensive borders with agility and skill since they knew the region and countryside. Unfortunately, the South must use its 9000 or so miles of rail to effectively outlast the enemy. But the South did not grasp the use of the railroad as a strategic or tactical usefulness or the concept of railroad generalship. The South had no governmental

organization for the railroad, like the North with the US Military Railroad.

The most popular locomotive at this time in history was American 4-4-0. This was because of the leading swivel trucks on four wheels, and the rest were connected on four drivers. The Texas is one example of the 4-4-0 which cost $10,000 in 1860 to build. There was no standardization of weight of the locomotive; however, load limits in he South were 16,000 pounds while the tender held between 1000-2000 gallons of water with the fastest speed of 25 mph. Other items necessary for the locomotive were: pig iron, nails, varnish, paper, animal oils and tallow for lubricants; sperm oil tofeed the headlights and block tin for bearings on engine. These items were not readily available in the South. The steam locomotives in the South burn wood as fuel. Wood became scarce in the south due to fewer trees. Before the war, wood was purchased from private contractors but now laborers had to cut them down if wood was needed. A cord of wood is equal to 4 feet high and 8 feet long and 4 feet deep and a train could go 50 miles on a cord of wood. It might be stacked along the track, if it was not vandalized by the enemy. Water was also necessary, of course, to move the locomotive.

Watering stations were built at different places like every 100 miles or so, but this kind of station was a target for the enemy to destroy as well.



Western & Atlantic Number 49, TEXAS

At Atlanta History Center in Atlanta, GA

Photo by RGM

Many of the locomotives that the South had were built in the Northern factories prior to the war. The South even had some locomotives imported from England. Only 19 new locomotives were completed in the South before the outbreak of war in April 1861.

Parts and everything needed to repair locomotives were in the North and parts were not standardized, making it very difficult to replace specific parts. The Southern culture did not desire mechanical and industrial trades in their region; there had been no forethought about not being able to obtain necessary materials. One incident that was recorded stated that

at one point 50 locomotives were out of service simply from lack of tires (defined as a sleeve that fitted on the wheel).

During the Civil War, rolling stock (which are the cars in a train) were similar both In the North and the South. There were four main types of cars, all made of wood: boxcar, stock, flatcar, and coal car. Coal cars had a hopper bottom with iron tubs on the platform of the car. The rolling iron

water tank car was partially made of iron which lasted longer than wood.



Photo by author

The caboose was not in use at this time as we know. Passenger service differed between the 2 regions of the country. The Northern railroad's passenger car of 1861 had a wooden coach seat and held 50 passengers. The passenger car was heated with coal stoves and candles for light, but no bathroom. Each of these cars would be 8 foot 6 inches wide. Baggage cars were a shorter version of passenger cars without windows but had a wide side door. At the same time, one must remember that the Civil War was fought mainly in the South, and civilian life in the North was not disrupted compared to the South. In addition, parts and materials were manufactured in the North and could be used to improve rail life.

In the South the passenger cars did not have steam heat, lighting, or vestibules and each car braked individually. There were no sleeping cars in south during the war. All passengers' cars were made of wood and very crude compared to 20 th century cars.

There were numerous accidents in these cars with deaths and wrecks also caused by track derailments and always the danger of fire. Another problem to note in the South was a lack of rolling stock unloaded and dispatched out quickly. The yards were full and the few railroad workers did not have time to manage it efficiently.

NEXT MONTH PART 4



LSR CONVENTION

17-19 JUNE 2027

RICHARDSON TX



14 AUGUST 2027