



The Whistle



OFFICIAL PUBLICATION



COWCATCHER DIVISION 1 LONE STAR REGION NMRA

VOL 10 NO 9 SEPTEMBER 2026

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

DIRECTOR'S REPORT

I am writing this column at the end of August and of course it is blazing hot in North Texas, and the division will be "on fire" with activities for the month of September.

In our September meeting we will finish up the "make and take" trestle and I want to thank Duane Richardson for conducting the clinic in August and September. David Crumpton will be "pinch hitting" for me as I enjoy a 10-day trip to Ireland with my wife.

The Plano Train Show is the 26 th and 27 th of this month and I can't emphasize how important this show is to the Division. Not only do we get a good portion of our annual operating budget from the show it is an

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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.

opportunity for us to show this wonderful hobby to others and recruit new members.

The show will mark several “firsts” for the division:

- ☐ Our 10 X 10 pop up canopy will be used
- ☐ The “Promote the Hobby” diorama will also be on display

In addition, “The Junior Engineer Academy “ will also be at the booth letting kids get some operating experience as well as engineer hats and stickers.

Something new this year, the Division will be raffling the Junior Engineer Academy off at the end of show. I want to thank Russ Gifford, Duane Richardson and Eric Smith for their contributions to building the layout.

I also want to recognize a number of Cowcatcher Division members who are presenting clinics at the Show:

- ☐ Eric Smith Intro to 3-D Printing
- ☐ Mike Walter O Scale: 2 or 3 rail
- ☐ Mike Ross Using Pan Pastels
- ☐ David Steckler Creating dirty, oily track

At the meeting on September 12th, Mike Ross will be seeking volunteers to help with talking to potential new members about membership in the NMRA and Russell Gifford will be looking for volunteers to help with set up before the show on Friday and take down on Sunday.

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

11-12 SEPTEMBER

ABILENE TX RAILROAD FESTIVAL

19-20 SEPTEMBER

TEMPLE MODEL TRAIN SHOW

26-27 SEPTEMBER

PLANO TRAIN SHOW

24-25 OCTOBER

NEW BRAUNFELS

14-15 NOVEMBER

HOUSTON AREA 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 SYNPOSIUM
GRAPEVINE
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

BEGINING BALANCE	\$3524.377
RECEIPTS	\$0
EXPENDITURE	\$36.99
END BALANCE	\$3487.38
CERTIFICATE OF DEPOSIT	\$21469.98

RAILFAN VIDEO OF THE MONTH ON YOUTUBE

REPLACING YOUR YARD SWITCHES
THIS AIN'T NO MODEL RAILROAD



TRIVIA QUESTION OF THE MONTH

WHAT IS A CROAKER??

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.

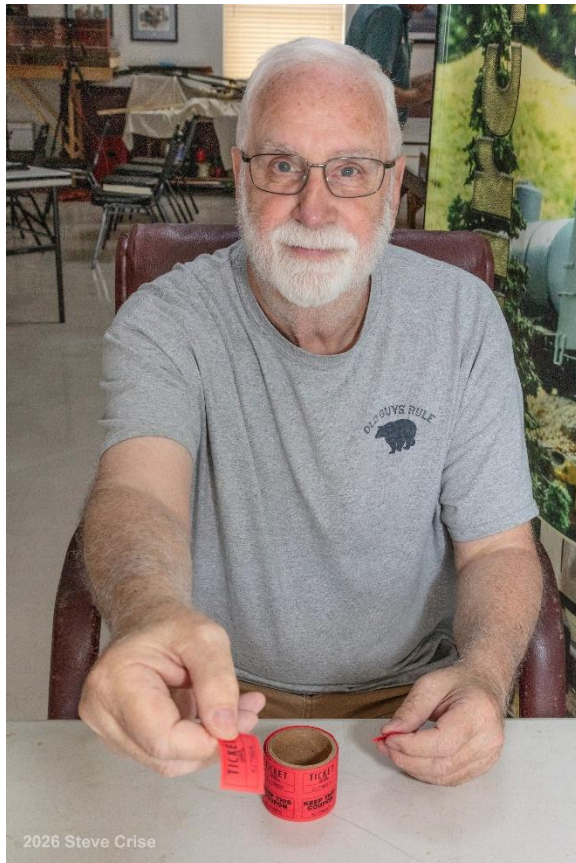
ADDITIONALLY, PARENT OR LEGAL GUARDIAN MUST SIGN A CURRENT DOCUMENT STATING THAT THEY WILL REMAIN IN VISUAL CONTACT WITH THEIR MINOR AT ALL TIMES.

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PHOTOS ON PAGES 8-12

STEVEN CRISE

SHOW & TELL



RAFFLE TICKET??



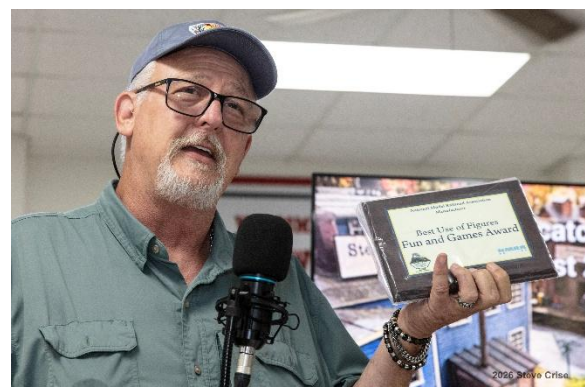
DRAWING



WELCOME



AP REPORT



AWARDS AT NATIONAL



DEAL OR DUD



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SHOW & TELL



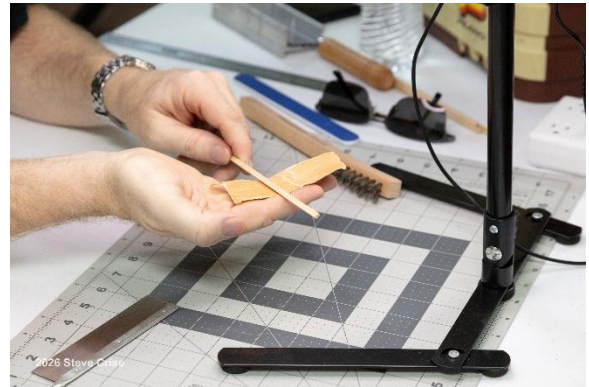
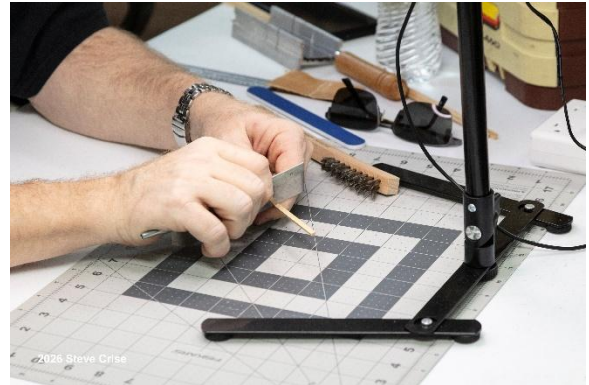


ANSWER TO THIS MONTH'S
TRIVIA QUESTION:

Company Doctor

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MAKE & TAKE PART 1



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The Civil War and America's
Railroads, part 1, By Marita
Richards, NMRA, Division 3, LSR

Railroads were a new invention, and they were emerging as a major industry prior to the Civil War. During the civil war, the railroad came of age. This was the first iron road war and the first industrialized war.

In the year 1860 the total U. S. Population was 19,000,000 with 9.5 million in the south and 10 million in the Northeast and the Great Lakes region.

In 1860 there were 30,000 miles of Railroad lines in the US. The North had 10,000 miles in New England and 11,000 miles in the Mid-West for a total of 21,000 miles. Two-thirds of the rail lines in the US were in the North due to railroads formed around the Northeast population centers on the East Coast and extended to the Great Lakes.

The North was the manufacturing power for the country with numerous factories to make just

about anything including locomotives and train cars.

During the war, the North added some 5000 miles to railroad lines going west due to legislation that allowed them to work that direction as well. The goal was for Railroads to connect states together to form a nation. The South did not produce any new rail miles during the war. At the start of the war, there were 317 railroads in the US with 100 of these in the south.

A total of 25 American railroads operated 200 or more miles of track in 1860, there were 10 such railroads in the South. For the Union, in order to maintain the railroads efficiently, strong managers were needed and these managers did more than modify the army's management principles instead they transformed them.

At first, no one—especially in the South—expected the war to last long. In the South, railroads had been built to move cotton and other goods to wharfs on rivers and ports.

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In 1850, there were very few short lines such as Savannah GA. to Atlanta to Tennessee order; Charleston to Atlanta and to Wilmington North Carolina; Wilmington to Richmond with no connection to Washington DC in 1850. By 1860 there were some added lines such as Memphis to New Orleans, Savannah to Atlanta to Chicago; and Richmond to Atlanta a (very important line).

Trunk lines are the main line of a railroad. In 1860 there was a total of 9000 miles of railroads in the south. Virginia had 1800 miles, the most; Georgia had 1400 miles, Tennessee had 1284 miles while South Carolina had 1000 miles. The chief railroad in the south was The Western and Atlantic based in Atlanta.

Other major railroad lines in the south were Mobile & Ohio; Mississippi Central; Alabama and Florida; Nashville & Chattanooga; Louisville and Nashville; Richmond and Petersburg; Wilmington N. C. to

Petersburg and the Virginia Central. Florida and

Louisiana had about 300 miles each in their state.

Most southern railroads were 200 miles or less and were for strictly local use. There were waterways to move good for Mississippi and Louisiana, so these states had very little railroad service; while the wilderness areas of Florida, Arkansas and Texas really had very little rail service. For the war effort, it was imperative to have some long-distance lines for the South and the South only had a few of those.

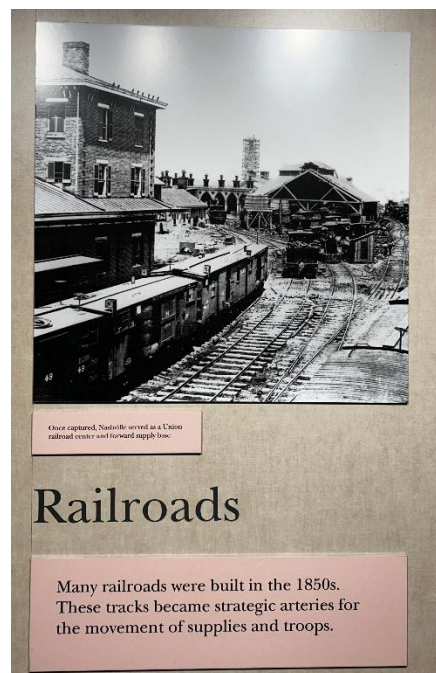


Photo at Stones River Battlefield Museum, TN

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Railroad track Gauges were a crucial factor of the war. A gauge was the space between the two tracks and thus the space between the wheels of the cars. It varied from one railroad company to another so there was no connection between the one railroad company and another railroad company. Connection would have meant no competition; therefore, any connection with a competitor was to be avoided.



During this time, especially in the South, local civic groups and businesses recognized that a different track gauge kept a monopoly for their towns and they did not wish to connect to other railroad lines and lose that business.

Gaps between the two trains could be many miles from one railroad to another railroad. So In order to transfer goods between the two railroads, they were unloaded from the railroad cars and put on carts to go overland and unloaded at the other carrier to continue on its journey. Passengers might travel by boat or stagecoach or by a hack ride to the next carrier or maybe had to go by boat or stagecoach to reach the next place. It was costly for civilian passengers, as well as for transferring the troops and their baggage, that task could take up to five hours. Thus, troop movements were slow, and they had to travel a long way around due to the enemy surrounding them. This was all because of the difference in track gauge.

In the south, track gauge varied from 3 feet to 5 feet 6 “. Atlanta had a 5-foot track gauge with a network of tracks to other places. The average northern railroad’s gauge was 4 feet and 8 ½ inches; however, there were as many as 13 different gauges in the North.

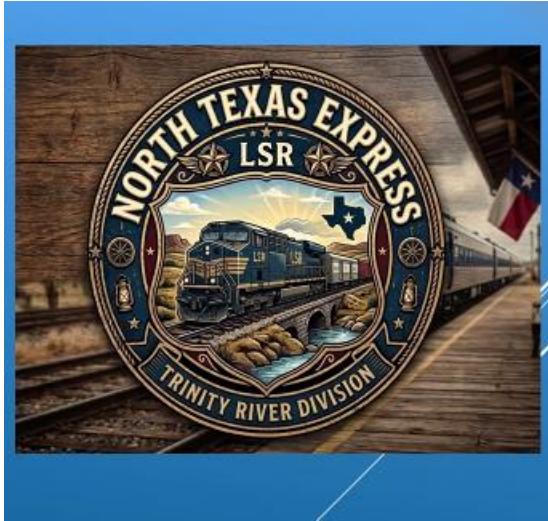
At first, the north could not easily travel to the South due to gauge differences; but the Union did not have standardization of track either.

It was 1886 before all US railroads adopted a standard gauge and union terminals were created. That is a long time for all the states and railroads to realize that time is money and the benefits of standard gauge and union terminals as well. There was no standard time till 1883.



Next month, part 2

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LSR CONVENTION
JUNE 2027
RICHARDSON TX

14 AUGUST 2027

