



FALL, 2007 NEWSLETTER

HENNEPIN-OVERLAND RAILWAY HISTORICAL SOCIETY, INC.
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Membership. Membership is open to both adults and junior members with a minimum age of 14. All work is done on a volunteer basis, and all costs for reconstructing and operating the display are borne by its owner, the Hennepin-Overland Railway Historical Society.

The Museum Shop (“Station 2501”). We have new and used locomotives and rolling stock (including many kits), detail parts, scenery materials, paints, glues, lubricants, track cleaners, couplers, wheels, buildings, books and magazines. In addition, we special order anything available from model railroad wholesalers or manufacturers.

Two numbers each of limited run Hennepin-Overland Athearn boxcar (\$12, 2 for \$23) and hopper car kits (\$14; 2 for \$27) are available. Both are also available fully assembled (boxcar \$17, 2/\$32) (hopper \$19, 2/\$36).

Public Operating Dates. We are open to the public on weekends from September 1, 2007 through April 27, 2008 from 1:00 p.m. to 4:00 p.m., plus Friday evenings, December 21 and 28, from 6:00 p.m. to 9:00 p.m.

The following major changes have been completed:

- (a) “SHOO FLY”: The main line “shoo-fly” we used since 1999 has been removed;
- (b) permanent trackage to the main helix is finished, including the viaduct at Hennepin Junction;
- (c) main line trains will initially continue to stage in the St. Anthony (passenger) area and will proceed through Centerville to the helix, then down the helix to the lower level staging yard, then back up the helix to the main lines, returning to the St. Anthony staging area.

The 4,000 square foot railroad display consists of 10.5 scale miles of eastbound and westbound main lines through Centerville, Wobegon and Hastings, a branchline serving the towns of New Bergin and Summit, a logging line from Summit to a new logging camp, upper level storage yards at Hennepin Yard and Centerville, industrial spurs, and lower-level storage/staging yards. Track restoration and

permanent wiring of the main helix and the lower level staging yard area (and its mini-helix) are complete. The temporary throttles are replaced by full power throttles, enabling multiple trains for each main line.

The signal bridge at Trapper Junction is operational. A number of additional new signals are being installed and this work will continue in the coming months.

Track installation is underway at the Hennepin Junction engine facility, and many new structures are ready. Work on Hennepin Junction is accelerating.

Hennepin yard is operational, with (finger control) electrical switching and a throttle serving this yard. Temporary controls allow connection of Hennepin Yard to either main line, as well as the branchline. Two inactive freight main lines at Hastings are used for staging and entrance to the active main lines.

The town siding for Wobegon provides a second passing siding on the westbound main, suitable for local freight car delivery and commuter trains. A motorcar usually serves Wobegon for passenger and freight traffic.

Much of the internal building lighting has been completed, and the campfire in the hobo camp is lit. New building lighting in Hennepin Junction is planned. In Centerville, new building interior details and lighting are in process.

The branchline staging yard wiring has been restored and its yard is ready to operate when the rest of the branchline is fully operational. The branchline has been partially restored and the portion from Hennepin Yard to New Bergen is operational. Interior details have been added to a number of the buildings in New Bergen and Summit.

Layout templates for the St. Anthony passenger depot throats, east and west, are set and rail is being placed. The throats will be built on a base and moved intact into St. Anthony when main line staging returns to the lower level staging yards.

The logging line will not be in operation until the logging camp is built above the helix; and the trackage over the Clothespin Canyon Trestle will be restored in connection with completion of the logging line. Members are hard at work constructing over 1,000 new handmade trees for the logging camp area and the Summit area.

The Museum. The Hennepin-Overland Railway Historical Society, Inc. is a nonprofit exempt organization under §501(c)(3), Internal Revenue Code, providing entertainment and education for those interested in the history and operations of railroads. It is the successor to an unincorporated association of railroad hobbyists formed in 1976 in Richfield. In 1985, the display (then 1,600 square feet) was moved and reassembled in 1987 at Lexington and University in St. Paul. In 1996, enlarged to 4,000 square feet, Hennepin-Overland began looking for its own facility and settled in 1997 on the current building in Minneapolis. The display was then taken apart again and stored. In July, 1999, the display was opened in time for the National Model Railroad Association Convention (held in St. Paul).