



SPRING, 2006 NEWSLETTER

HENNEPIN-OVERLAND RAILWAY HISTORICAL SOCIETY, INC.
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Operating Dates. Operating dates remaining for April are as follows (1:30 - 4:30 p.m.): April 8-9, 15, 22-23, and 29-30. Operations resume in September. See our website for dates.

During operations, members will be available to discuss any questions regarding model railroading, bench work, track laying, construction, scenery, wiring, structures, and membership.

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 boxcar and hopper car kits are available. Both are also available fully assembled. We also have for sale some limited run rolling stock from other h-o scale model organizations.

Restoration of the Operating Display. The 4,000 square foot railroad display consists of 10.5 scale miles of eastbound and westbound main lines, 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 lower level staging yard area and its mini-helix is complete, and construction of new staging yard turnout and block control panels is in progress.

We are operating 60% of the main lines, connected by a temporary “shoo-fly”, while the remainder of the main lines and the helix are under reconstruction. The main line restoration is complete through Benton, including the double bridge, and the portion through Centerville is significantly improved and awaits electrical work. Centerville storage and industrial trackage continues to progress.

Significant progress has been made on the main helix reconstruction. Connections to the main lines and branchline at the upper levels are installed and the main line reverse loops are under construction. Track laying, as well as wiring, will continue through the spring and summer.

The branchline staging yard wiring has been restored and its yard is ready to operate when the main helix is completed. The branchline has been partially restored and the portion from Hennepin Yard to New Bergen is operational. Interior details have been added to the New Bergen depot and more detailing is planned for other New Bergen buildings in the continuing months.

Current main line staging continues in the area that will be eventually occupied by a passenger depot and yard. Layout templates for the 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 place when main line staging returns to the lower level staging yards.

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. Main line and branchline wiring is now 95% complete. Rebuilding of the Hennepin Junction Viaduct and passing siding continues in preparation for connection to the helix. The repairs to the mountain next to Hennepin Junction await putting portals to the helix entrance into the slopes of the mountain.

Hennepin yard is restored to operational status, 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, but it is only suitable for local freight car delivery and commuter trains. A motorcar usually serves Wobegon for passenger and freight traffic.

Most of the internal building lighting has been completed, and the campfire in the hobo camp is lit.

The logging line will not be in operation until the helix is completed and 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. Its goals include 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 Hennepin-Overland 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 in St. Paul.

Some Suggestions for (1) Locomotive Upgrades (per Daryl Nelson): replace plastic handrails with brass; install realistic headlights (and ditch lights); install metal grabs, sunshades, walkway chains, complete decals and detail the paint job; (2) **coupler security**, for 70-foot or longer freight or passenger cars, Kadee 118 couplers are very effective to keep cars firmly together around curves.