

**HENNEPIN-OVERLAND**  
**RAILWAY HISTORICAL SOCIETY, INC.**  
2501 East 38th Street, Minneapolis, MN 55406

**About the Layout Design:**

There is no prototype for the Hennepin-Overland; it is a freelance layout design. There is no particular era represented, though we try to use structures that date to the late steam era (1930-1960).

The main line is basically a two-track loop enabling continuous running, although reverse loops around the main helix will eventually allow it to be operated as a two-track loop-to-loop main. Typically a train spends about half of its time in the “off-stage” portions of the layout.

Operationally, the layout could be operated by one person (but somewhat limited) or up to about 15 people. With an operable helix, we have run up to three trains on each main line at one time. If we can stay organized enough, we should be able to have up to ten trains running simultaneously on the mains and branch lines, not including local switching and industrial branches or commuters. When we get full-blown operating sessions, it would not be unusual to see 15 or more locomotives or trains all moving simultaneously.

Features of the layout will include a steel mill complex, a grain terminal complex, two industrial/warehouse areas, a passenger depot in process (which can hold 15-car passenger trains), a full branch line that could also be run as a second interchanging railroad, a locomotive/car shop complex, a logging branch line, 1500-car main staging yards, a 150-car branch line staging yard, and a fully operating signal system using block occupancy detection.

With a 10.5 scale mile main line, a train traveling 60 scale miles per hour would theoretically take 10.5 minutes to run the whole main line. In practice it takes about 15 to 18 minutes. A drag freight from the steam era would take around 30 to 40 minutes for a complete trip.