



Pine Bluffs & Ceda Falls Railroad

The *PB&CFRR* is located in the US state of Colorado, to the south and west of the state capital Denver. It connects Denver with the towns of Pine Bluffs, Ceda Falls, Colorado Springs, Florence and Cañon City. The area is in the front range of the Rocky Mountains which means spectacular rivers, creeks, canyons, pine and aspen forests and lots of natural resources.

History

The *PB&CFRR* was formed in 1879 by Angus Campbell as a means to transport Campbell Lumber Co. products to Denver and the expanding west. Campbell saw any benefits to the locality as purely secondary to his business activities. That was until the narrow gauge *Cripple Creek RR* and, its standard gauge rival, *Colorado Central* got into financial trouble in the late 1880's. Some of the promoters of the *PB&CFRR* thought it would be an excellent proposition to provide the *Denver & Rio Grande Western* with a little competition by providing an alternative route to the *DRGW/Union Pacific/Santa Fe* mainline from Pueblo via Colorado Springs to Denver, also linking in some promising new industries along the way.



Much against Campbell's better judgement (Campbell was a canny Scots immigrant) the *PB&CFRR* snapped up the crippled *Cripple Creek* and the *Colorado Central* then built north from Ceda Falls through rugged country down the South Platte Valley to meet with the original Campbell owned line and the independant *Rainbow Valley* logging line at Pine Bluffs.

Completed in 1897 receipts were promising for the first few years, but by the 1930's the ledgers had all turned red as it couldn't compete due to the steeper grades and sharper curves. During this time the narrow gauge operations over the dual gauge track from Cripple Creek to Cañon City were abandoned. Although the third rail was left in place most of the narrow gauge equipment was sold off to cover debts.

WW2 saw a change in fortunes with many of the mines being reopened and new lumber operations starting up as well as troop trains and munitions to the large military reserve east of Florence. The lumber mill at the head of Beaver Creek was expanded during this time, as were those of the Starwood Lumber Co along the *Rainbow Valley RR*. The Red Dot Mining Co. also opened several new ore mines all with rail connection.

Today

Today, May 1956, the *PB&CFRR* is a moderately prosperous regional line, with Angus Campbell III (old man Campbell's grandson) at the helm. Sure, passenger traffic is not what it once was; only one passenger train the *Cañon City Bullet* runs daily (except Sundays), usually behind a leased Geep or Cab unit, since the line's two pacifics are in the shops (probably permanently). The line is also trying out some Budd RDCs and a GE "doodlebug" gas-electric railcar on lease. Freight traffic remains healthy, however, as road improvements that have done for other regional carriers elsewhere in the USA have yet to happen in Colorado.

The line is currently short of its own motive power, having retired much of its ageing steam fleet and has looked far and wide for cheap lease agreements and second hand bargains (you'll find some pretty interesting paint schemes on display). Only the *Rainbow Valley* has plenty of motive power with an brand new GP9, as well as several geared logging engines. Occasionally you might also see some heavy *Rio Grande*, *Santa Fe* or *UP* bridge traffic if there's been a wreck on the mainline.





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The model

The *Pine Bluffs & Ceda Falls Railroad* is HO (1:87 or 3.5mm/ft) scale, and is owned and operated by the American Section of Alton Model Railway Group. The layout has been designed on a modular basis which permits a range of different configurations to be exhibited. The modules displayed depend on the amount of space and number of operators available.

The following modules have or are being built on a club basis:

- *Pine Bluffs Depot* – available in two different configurations, completed in Spring 2002
- *Bent Elbow Canyon* – retired Sept 2002 for rebuilding
- *Yu Bend Canyon* – completed 1998 and retired summer 2002
- *Beaver Creek Lumber Mill* – in design due for completion Winter 2003/4
- *Red Dot Mine* – in design due for completion Winter 2003/4
- *Non-scenic link modules* – designed and due for completion Fall 2003

There are a variety of ideas for further modules built as individual member projects and club built boards in the early stages of design.

All existing modules are built using 3mm ply sandwich construction with Peco code 75 track and mechanical turnout operation (aluminium rod and brackets). Structures on the existing boards are a mixture of kits, kit-bashed and scratch-built items. Figures are mainly by Preiser, some suitably modified.

The layout uses conventional 12v DC control, wired for 2-cab controllers (Gaugemaster 'Walkabouts'). This allows all members to run their own rolling stock and locomotives, providing they comply with relevant NMRA standards and are fitted with *Kadee*® style knuckle couplers. Currently all rolling stock is owned by individual members and consists of a wide variety of ready-to-run, simple and craftsman kits, kit bashed and handbuilt brass import items; look out for items from just about all corners of the North American Continent.





Exhibition Details



Background notes for entry in guides, etc.

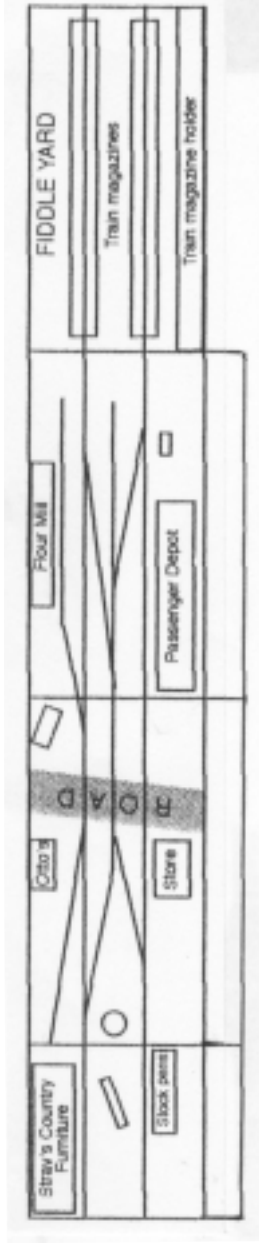
The Pine Bluffs and Ceda Falls Railroad is based around the fictitious Colorado towns of Pine Bluffs and Ceda Falls and their rail connection to Denver set in 1956. It is the first layout to be constructed by the American Section of the Alton Model Railway Group and has been configured around a standard one metre module format allowing both club baseboards and those built by individual members to be exhibited together. Trackwork and points are PECO code 75 fine scale, operated by mechanical rods. Locomotives and stock are all owned by members and are a mixture of detailed and/or modified ready to run and kit built. Buildings are mainly a scratch built with some kit built structures. The operators will be pleased to answer any questions.

Name	Pine Bluffs & Ceda Falls Railroad
Contact	Mike Stent book@ pinebluffs.co.uk
Owner	Alton Model Railway Group
Layout size	Option A: 3500mm (12ft) x 650mm (2ft 2in) Option B: 5000mm (16ft 8in) x 650mm (2ft 2in)
Total size <i>(including operators area)</i>	Option A: 4200mm (14ft) x 1800mm (6ft) Option B: 5400mm (18ft) x 1800mm (6ft)
Scale	HO standard guage
Period & location	May 1956 – Colorado, USA
Insurance value	£2500 including stock
Operators	Min. number of operators 3 (usually 4)
Requirements	1 standard 240v power point, 3 chairs, 1 small table
Notes	The layout is self supporting and has its own lighting.



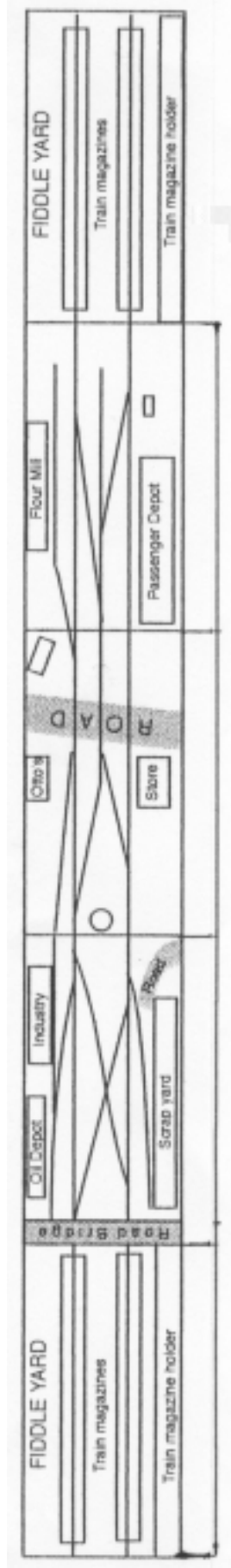


Option A – Pine Bluffs Depot (original version)



Viewing from this side

Option B – Pine Bluffs Depot (extended version)



Viewing from this side