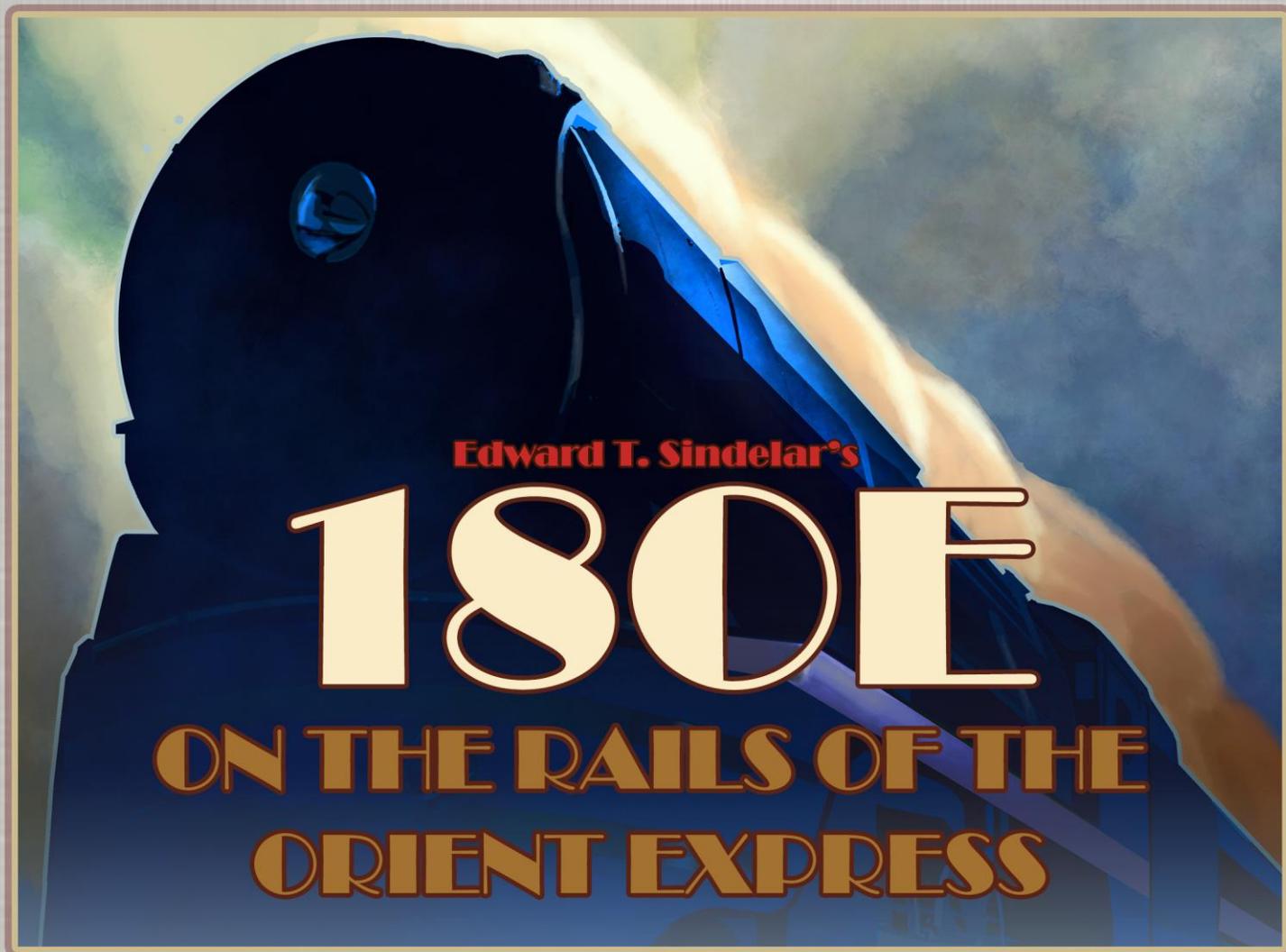


AGE 14+
2-7 PLAYERS



PLAYBOOK



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1 Usage of Game Components

1.1 Tokens

During setup, you will notice that the rules instruct you to place two of each **regional's** tokens on the Map in their home hex. The purpose of this is to assist players in being able to quickly scan the map and see which **regionals** are still available to be floated.

When a player floats a **regional**, one of the tokens from the Map is moved to the Par Values section of the **Info Board**. When a **regional** is removed from the game (see 8.2 in the rulebook), both of the tokens on the Map are also removed. This will allow players to see which **regionals** are still available to be floated (two tokens in the home hex), those that have already been floated (one token in the home hex), and those that have been removed from play and can have **minors** started in their home hexes (no token in the home hex).

When the **D Minor's** ability is exercised the first time, the +£20 token should be placed on the Map on top of the city tile without blocking any **token positions** and the +£40 token should be placed on the **D Minor's** charter. When the ability is

exercised the second time, the +£40 token is placed on the board as above and the +£20 token is placed on the charter. This is especially important when the **D Minor** merges into a **major** to assist in reminding the **owning** player which **major** gains the increased revenue from the token on the board.

When the Hochberg Mining and Lumber's ability is exercised, the token is placed on the Map on top of the tile that is affected by the ability. The **private** certificate is turned face down and kept in front of the player for the rest of the game, as the payout chart is indicated on the card. Remember that face down **privates** no longer pay revenue.

The four Brandt & Brandau, Engineers tokens should be placed on the Map on top of the tiles affected by the **private's** ability. When another **RR** pays the monetary and **tile point** cost to remove each token, the token is removed from play. After the last token is placed, keep the card face down in front of the player to indicate **ownership**.

Several tokens have been included in the game that have the **offshore port** symbol on them. These may be placed atop any tile that is placed on a city that is also an **offshore port** as a reminder of the offshore port access.

1.2 Markers

There are many different markers in the game. This section outlines how to use them.

The round marker is placed on the Current Round section of the **Info Board**, and is moved to the **OR1** space when a **SR** has completed, to the **OR2** space when the first of a set of **ORs** is completed, and back to the **SR** space when the second of a set of **ORs** is completed.

The **L Minor's** "+1+1" marker should be placed on top of whichever train that is making use of the ability during that **OR**.

The Barclay, Bevan, Barclay, & Tritton marker should only be used if the **private's** ability to reserve a share or protect a **RR's share value** is

exercised. Place the marker on top of the reserved share or the **RR's share value** marker on the Stock Market, and remove the **private** certificate from the game.

The Swift Metropolitan Line's 2+2 marker should be placed on top of the protected 2+2 train when the ability is exercised. At this time the **private's** certificate can be removed from the game.

The Star Harbor and the Central Circle Transport Company **privates** both come with a marker and a token. When their abilities are exercised, the token should be placed on the Map on top of the tile in the city that is affected by the ability without blocking any **token positions**. The marker should be placed on the **owning RR's** charter. The **private** certificates should be removed from the game.

The **port authority** markers are placed in their respective boxes on the **Info Board** during setup. As they are purchased, they should be placed onto the **owning major's** charter.

1.3 Certificates

The certificates are designed to be stacked on top of one another, then fanned either horizontally or vertically to save table space:



For the benefit of the other players, each player should prominently display all certificate stacks as above so that their **ownership** stakes can be easily seen and counted.

1.4 Trains

The train cards are designed to be fanned vertically in the trains section of each charter so that the train type is easily seen:



1.5 Track Rights Chits

During setup, the **track rights** chits should be placed on the Map in their respective **track rights** zones (i.e., the French chits should be placed in France, the Prussian chits in Prussia, and so on). As the chits are claimed when floating **minors**, they are moved from the Map to the **minor** charters.

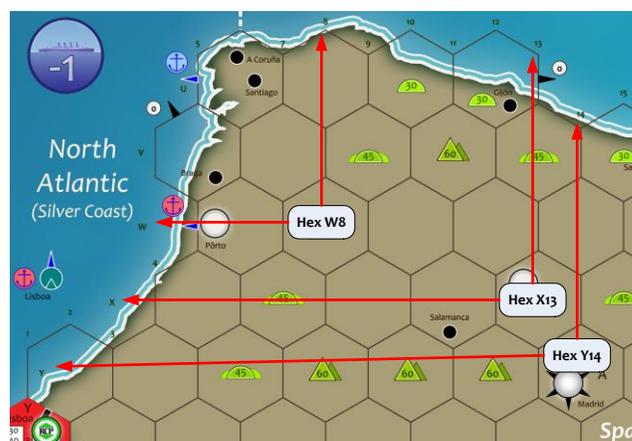
Be sure to remove the remaining two French/Prussian/United Kingdom chits from the map after four of the six chits have been claimed. This will allow players to easily see which **track rights** zones may still have **minors** started in them.

Situations can arise in the game when a **minor** is merged with a **major** and the **track rights** chit of the **minor** serves no benefit to the **major**. Either it's the same **track rights** zone, or the **minor's track rights** zone confers no track construction discount as outlined in rulebook section 11.1.5. In such a case, when the **minor's** charter is placed under the **major's** charter as defined in rulebook section 10.5, the **track rights** chit can be left on top of the portion of the **minor's** charter that is not overlapped by the **major's** charter. This will

assist in keeping track of which **track rights** chit belongs to which **minor** should the major be converted into a **national** later in the game.

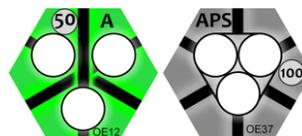
1.6 Map Hex Coordinates

For PBEM (play-by-email) play, and to ease the discussion of track laying, the Map is labeled with a hex coordinate system. The hex rows are labeled with letters, and the columns are labeled with numbers. Note that the hex columns are staggered and overlap each other, meaning that every other hex is in the same column. The example shows how to read these coordinates:



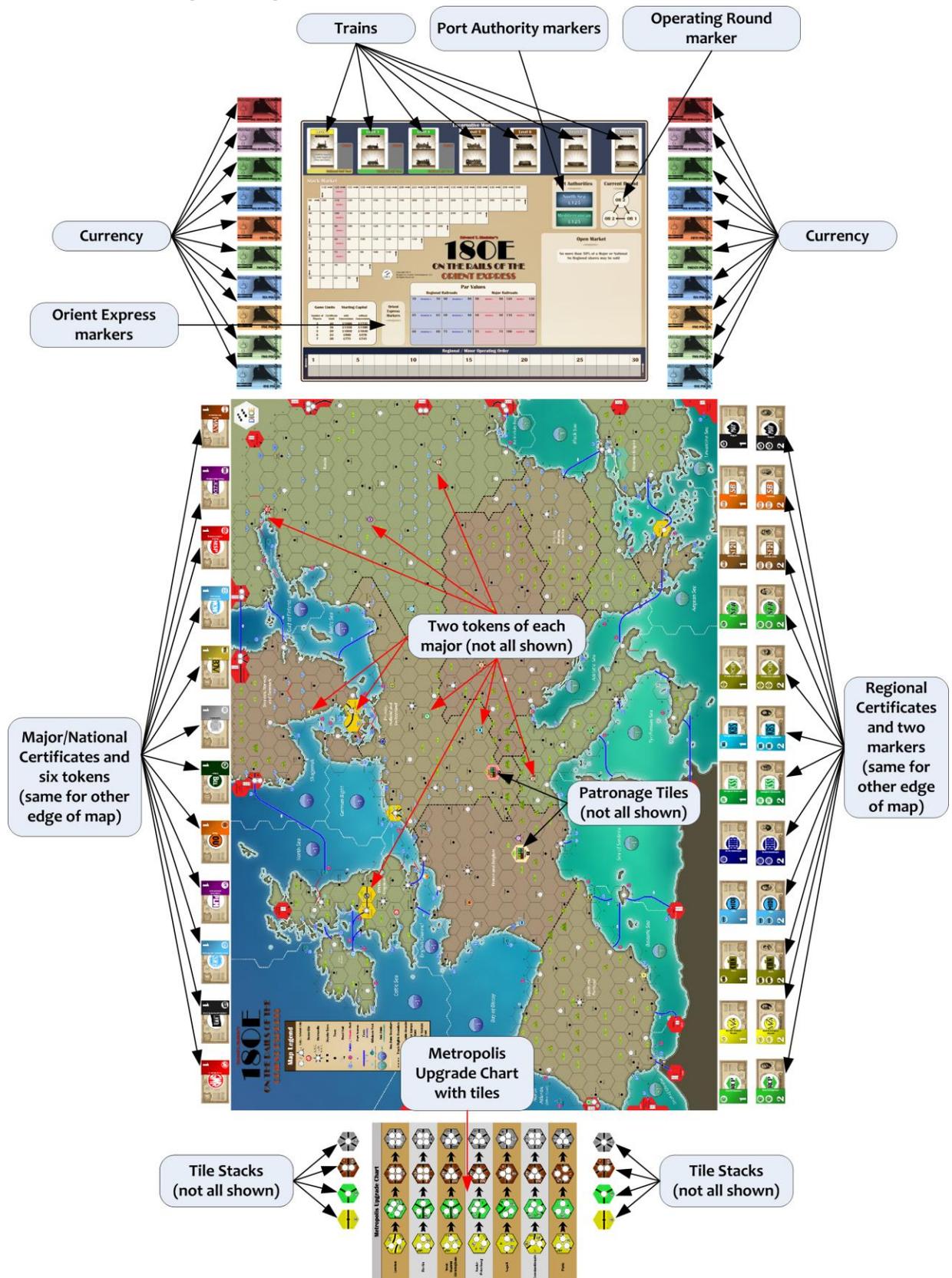
1.7 Metropolis Tiles

The **metropolis** tiles are unusual in that they use letter designations to show which **metropolises** they are used for. It is strongly recommended that you place the Metropolis Upgrade Chart in the play area, and place all **metropolis** tiles on the chart to keep track of them. This will help to alleviate any confusion regarding which tile is for which **metropolis**.



For example, the green "A" **metropolis** tile is used to upgrade Birmingham, Madrid, and Wien. The gray "APS" **metropolis** tile is not only used for Birmingham, Madrid, and Wien, but also for Paris and Sankt Peterburg.

1.8 Game Setup Example



2 Etiquette and Tips to Speed Play

There's no doubt about it—this is a long game. Play times will certainly vary widely depending on the play group. However, plenty of things can be done to speed play along. Some of these also applied to 18C2C, and are paraphrased from my post on BoardGameGeek's 18C2C forum.

- Read the setup section of the rulebook carefully and follow its instructions. Also read section 1 of this playbook so you're familiar with the usage of the components. Each of these sections (along with the components) have been carefully crafted to help the game move along at a decent clip.
- If you can find someone who has the patience for it, use a moderator. This person is tasked with helping the game move along by being the banker, looking up rules, keeping track of the movement of markers on the **Info Board**, and notifying players when it is their turn.
- If you're not using a moderator, get two banks set up; one on each side of the table. Everyone should be able to do their own banking.
- Same concept for the tiles—get about half of each type set up on each side of the table so everyone can quickly access the tiles they need.
- More about money. I highly recommend using a poker chip money set. Even though paper currency is included with the game, most veteran 18XX players use poker chips—they are easier to handle and make the game move faster as a result. A good distribution of denominations follows:

£1 - 40
 £2 - 40
 £5 - 40
 £10 - 48

£20 - 60
 £50 - 40
 £100 - 40
 £200 - 20 (total: £12,000 bank)
 £500 - 20
 £1,000 - 32 (total: £54,000 bank)
 £5,000 - 20 (for paying out after the bank breaks)

- **RRs** can, and really need to be, run in pairs. Whenever possible, try to run two **RRs** simultaneously, then the next two, and so on. Only when a **Train Phase** change is approaching (read: imminent, not 3 or 4 trains down the line), or track that the next **RR** is using might first be upgraded, should someone request to wait until everyone is done in front of them. When you finish your move you need to tell the next player, so they can begin right away!
- This is critical—think about your moves when it's not your turn. For everyone's sake be planning ahead, so you can do your moves within a few minutes. It's reasonable to assume that on a few occurrences during the game (especially during the **Regional/Minor RR Phase**) taking the time to analyze the situation is not unwarranted. But if you are thinking about your track lays and/or train purchases when nothing has happened in front of you to justify it, you're being grossly unfair to your opponents!
- Along the same lines as above, negotiations should not be taking place during your turn. If you feel the need to discuss something, try to do it when you and your negotiating partner are not making a move. I've seen this happen the most frequently with token placements in cities. In my play group, the negotiation would be soon rendered moot, as another (third) player would soon connect to the negotiated city, and plop his tokens there instead!

3 Strategy Guide

180E is intended to be a challenging game. It differs from most 18XX titles in that all of the **RRs** that will be in play throughout the game are started at (or close to) the beginning of the game. This has many interesting repercussions on how this game plays compared to other 18XX games.

Due to the large number of operating **RRs**, the Map becomes busy very quickly. Many **RRs** start in close proximity to one another (especially in United Kingdom) creating a lot of potential for shenanigans.

With this in mind, there are multiple reasons to be cognizant of which **RRs** you are floating, and in what order. The first **RR** to float in a **track rights** zone is going to get pole position on track location and direction relative to their home city as well as the first chance to place their spare station token.

Another consideration is that the earlier a **RR** runs during the **SR**, the better its chances are of acquiring one of the coveted **level 3** trains. Do not assume that you'll be able to stuff a **level 3** train on every **regional** and **minor** in your portfolio - there are thirty **minors** and **regionals**, and only twenty **level 3** trains. Once the first **level 4** train is purchased, any **regionals** and **minors** you have (that don't have a **level 3** train) will get caught without a run!

There are several ways of combating this problem: First, be aware that **regionals** (not **minors**!) are capable of holding or splitting their revenue just like a **major** can, but without the consequences of losing (or not gaining) **share value**. Second, there's always pressure to float your **regionals** to **majors**; doing it early in the game will cost you dividends, but provides a lot of extra power to the newly-formed **major**: extra station tokens and **tile points**; the ability to lay track and station tokens outside of your **track rights** zone; an early jump-start on the Stock Market, and the ability to quickly generate extra treasury cash by dumping shares into the Open Market (which can then, of course, be used to purchase *multiple level 3* trains for your other **RRs** in the next **OR**).

Finally, there are **minors** that can help you get the jump on an extra **level 3** trainor two: the **K** and the **J**. These are excellent **minors** to get open early in the **Regional/Minor** operating order, as they will have the best chances of having enough cash to capitalize on their position to purchase some of the last few remaining **level 3** trains.

Returning to the issue of the subtlety of the order and location of the **RRs** that you float, bear in mind that the **concessions** from the **opening packet** provide you with an opportunity to grab more than your fair share of the first ten choices of **minors** and **regionals** to float. Do not underestimate the value gained from this; having even one spare action to use before the other players have finished floating their **regionals** can allow you to disrupt their plans by removing a key **regional** from play (this can't happen while the **concessions** are being executed, but afterwards you'll find yourself with all or most of your **RRs** floated before the other players are done!)

Finally, while you are floating your **regionals** and **minors**, it can be very powerful to float a **regional/minor** pair in a given **track rights** zone and merge the **minor** with another **regional** (that has since floated to a **major**) from another **track rights** zone (Example: **PLM, D Minor** in Marseilles, **GWR**, and **H Minor** in Liverpool are all opened by the same player. Merge the **GWR** with the **D** and the **PLM** with the **H**. You now have two **majors** with well-positioned station tokens in both UK and France!) As in any 18XX game, synergistic **RR** combinations work *for* you and *against* your opponents.

Once you get past the early game, the pressure will mount to fill out your stock portfolio and get your **regionals** floated to **majors** as quickly as possible. Not only do you cost yourself endgame **share value** by delaying this, but you'll likely cost yourself opportunities to drop tokens along your desired endgame train route(s). The flip-side of this is that the longer you leave a **regional** in operation, the better your personal cash flow will be. There's something to be said for owning 25% shares rather than 10% shares.

Be wary of rushing too quickly to float your **majors** though. Make sure you have enough money to get to 50% ownership, or you run the risk of another player pursuing controlling interest in one of your vulnerable holdings. Very early in the game you can get away with floating one or more **majors**, as players are unlikely to have enough spare cash to assault your position. The more early **majors** you have however, the more risk you run of not having enough cash to protect them in the next **SR**!

As for when to merge your **minors**, it's a much different type of decision: the **minor** is running a guaranteed (assuming it has a train) 50% dividend to your pocketbook, but it will only be worth 10% when it is merged into a **major**. But that's not the entire story: assuming that the **minor** still **owns** a train that the **major** will be able to run effectively, the assets that the **minor** brings with it can significantly increase the payout from *all* of your shares in the **major**. I'm personally a big fan of waiting to merge **minors** until I own 60% of the **major's** stock but this is fraught with peril: if the **major** is running for big dividends, the other players will want a stake, and might leave you with no shares to claim in exchange for the **minor's** charter!

Nationals may at first appear to be a purely fallback position for your **RRs** that do not have enough cash to afford permanent trains in the later stages of the game. This can be a bit of a red herring, however. A properly placed **national**, even one that opens very early (on the **level 4** trains), can ease the train pressure on your other **RRs** by taking soon-to-be obsolete trains off their hands—you get half the purchase price of the train back into the **major's** treasury, and the **national** gets to run better trains than would otherwise be available to them. If you can pull this off with a **major** that has already made its first Orient Express run, so much the better!

In addition, the decision to form a **national** can be deliciously deceptive to your opponents: the more **nationals** that form, the more control you will have over whether the endgame **level 8** trains will

be purchased before the bank runs out of money. The unwitting opponent that has been splitting furiously with their **majors** in anticipation of buying that last big train will end up stuck with massive amounts of useless treasury cash, while you squeak out a victory by paying out fully the whole time and clogging up the train progression with your **nationals**.

This can be a dangerous tactic in and of itself. While **nationals** tend to run very well early, they fall off badly in the endgame. Form too many of them, and, if the **level 8** trains break, you're going to wish you had some **majors** to offset the massive dividends that your opponents are collecting. For that matter, too many **nationals** can be a poison pill due to the limited number of rusted trains available—the more **nationals** that form, the harder it is to fill them all with the highest **level** of rusted trains.

On the topic of running trains: many of the Map-edge **red zones** are highly valuable stops; especially New York. New York is the single most valuable stop in the endgame. It's worth the effort to be able to connect to and run, but it's not a trivial task to accomplish. The only coastal cities that can reach New York without a North Sea **port authority** to boost the range are located in the United Kingdom, France, and Spain. There are plenty of ports along the coast, but it can be a devilish challenge connect to both New York and Constantinople.

Speaking of which, the final topic will be this game's namesake mechanism: the Orient Express run.

In-game distances between the major cities of Europe and Constantinople

Napoli via ferry (* does not qualify for OE)	11 hexes
Wien (* does not qualify for OE)	18 hexes
Berlin	23 hexes
Sankt-Peterburg	25 hexes
Paris	31 hexes
London	34 hexes
Madrid	39 hexes

The table above can be misleading, but is worth understanding nonetheless. Madrid bears mentioning in its own category: you'll almost certainly need a Mediterranean **port authority** to reach Constantinople. Even with a **port authority** Constantinople is a whopping four **sea zones** distant from most of the cities in Spain, forcing you to spend some of your trains' **city limit** until **Train Phase 7** when **port tokens**' range increases. The only exceptions to this are the coveted cities of Barcelona and Palma. These are the only two Spanish cities that border the Sea of Sardinia, only two **sea zones** from Constantinople. They make the **port authority** a wise early-game purchase.

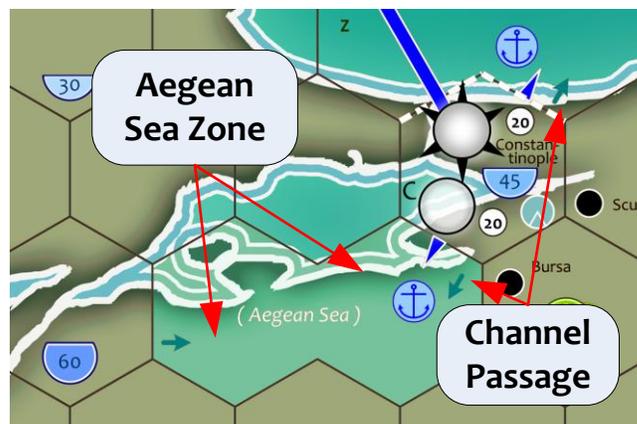
Runs from the rest of the **metropolises**, with the possible exception of Paris (which can easily enough be run down through Marseille with a **port authority**), will need to work their way down to the Balkan or Italian coast, the Black Sea (for the Russians), or incur the cost of pounding their way through the extensive rough terrain in the southeast corner of the Map. The clever player will wisely choose a route not only to minimize expense, but also to pass through and place station tokens in cities that block other players from taking advantage of this hard work.

While grasping the strategy of 180E is not trivial, it is my hope that this overview has provided you with enough inspiration to improve your game. So, break out the iron, steel, and cash, and start building that **RR** empire!

4 Examples

4.1 Aegean Sea

The Aegean Sea by Constantinople can be a bit tricky. Constantinople borders two **sea zones**: the Aegean Sea and the Black Sea. The channel passage arrows indicate that a sea crossing may bypass Constantinople. Constantinople also has an **offshore port** on the Aegean Sea. The diagram below indicates the two hexes that are part of the Aegean Sea:



4.2 Dead Ends

The purpose of **dead ends** on the Map is to allow track upgrades to be placed in a hex where they would otherwise be unplayable. Remember that train routes may not be traced to or through **dead ends** for any reason—including to place tokens or track. Below is an example of a **dead end** next to Cherbourg with a tile placed in it that would otherwise be unplayable:



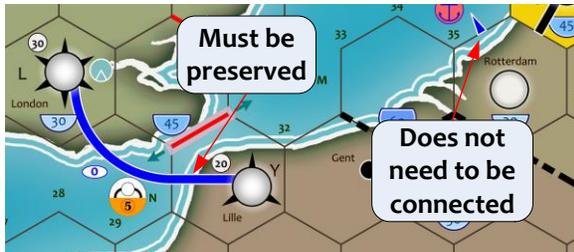
4.3 Towns and train routes

The illustration below shows two separate train routes. The first one can count up to four towns and both **grand cities**; the second one can count up to two towns (including the double town from the first route), a city, and a **grand city**.



4.4 Inherent blue "track"

Some cities that are adjacent to ports or ferries have track sections within their hexes. When track is placed on the hex, the inherent blue track sections must be preserved. In those hexes where there is no inherent blue track to a port arrow, the connection need not be made. If the connection is not made the port is inaccessible:



Lille has inherent blue track (for the White Cliffs Ferry) that must be preserved when a tile is laid on the hex. Rotterdam has a port arrow to the northwest that does not need to be connected. However, if no track connects to the port arrow, the port is inaccessible.



Here, the yellow "Y" tile placed in Lille is illegal (it does not preserve the ferry line). The yellow city tile placed in Rotterdam is legal, but the port cannot be used until it is connected.

4.5 Sea Crossings

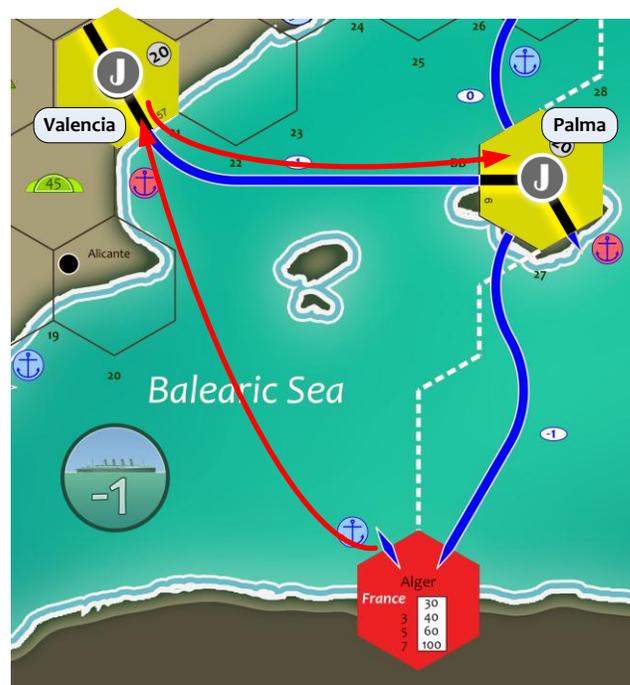
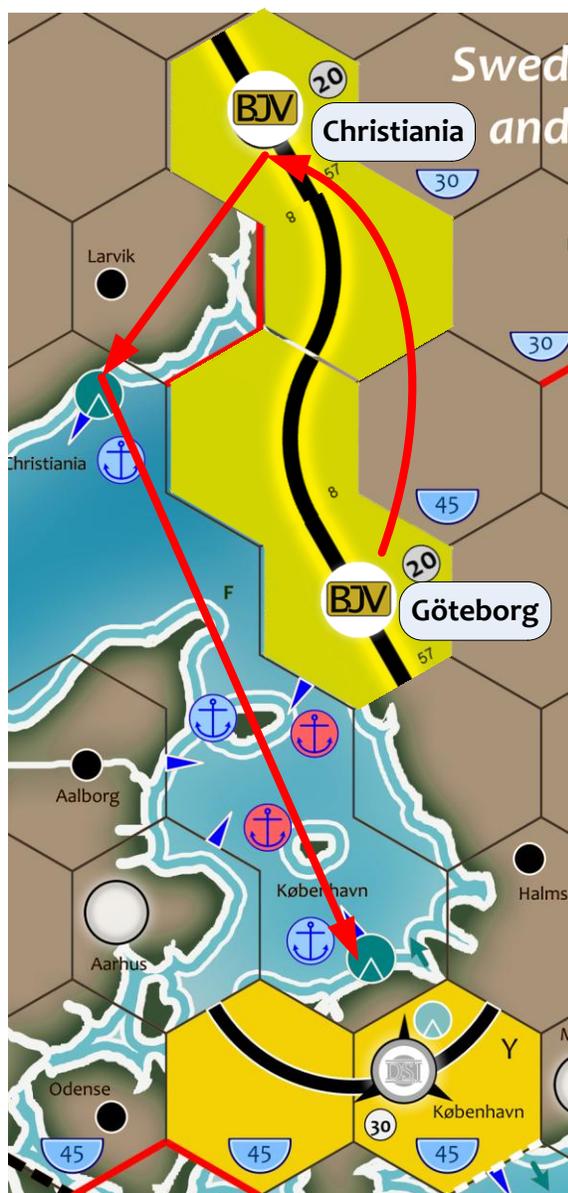


The **DSJ Major** is running a 4 train. The train's route begins in København, traverses the offshore public port into Skagerrak, and passes through

two sea zones (Skagerrak and the Baltic Sea) to get to Malmö (notice the sea zone boundary on the southeast side of København!) The tokens in København and Malmö reduce the number of sea zones that count against the train's city limit by two, so the two seas crossed don't count. The route then continues to the town of Kariskrona, crosses the ferry to the town of Danzig, and finishes in the city of Königsberg. Since the ferry's distance is one and no **DSJ** token is on either side of the ferry (impossible since there is no city on either end), this distance counts against the train's city limit. Bear in mind that a **DSJ** token in Königsberg would eliminate the sea crossing distance from Kariskrona across the Baltic Sea, using Kariskrona's public port instead of the ferry. This alternate route is shown below:

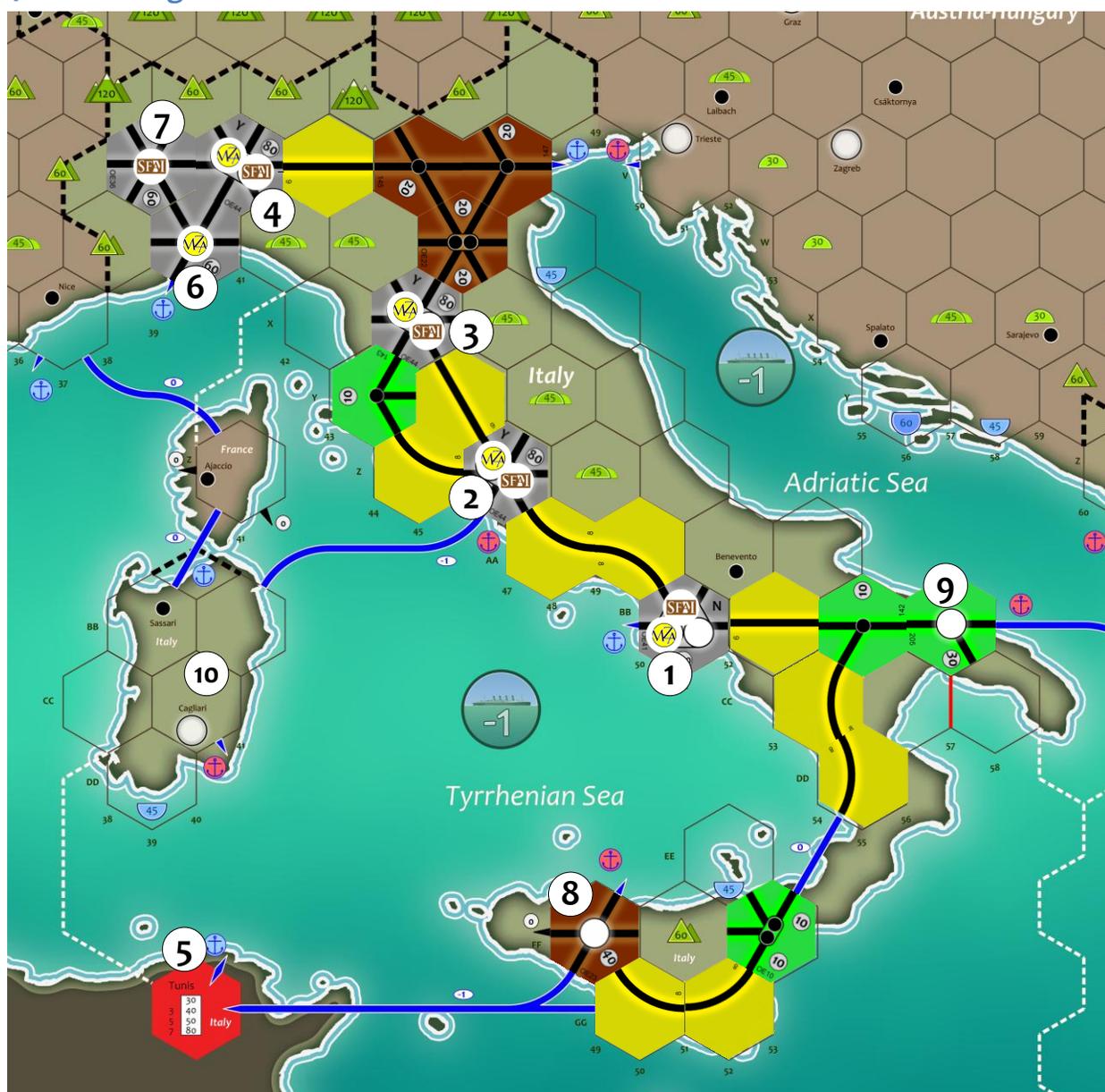


In the example below, The **BJV regional** is running a 3 train. The route starts in Göteborg but cannot traverse the private port because no track is connected to the port arrow. The second stop is Christiana, where the train can traverse the public port even without a track connection because Christiana is an offshore port. The third stop is København, also using the offshore port. Note that the **BJV** token in Christiana reduces the number of sea zones crossed by one because the train's route traverses Christiana's port.



The **J Minor** owns a 3 train. Its route begins in Alger, traversing the public port on the northwest side of the Alger **red zone**. The next stop is Valencia using the private port (the port symbol means that the ferry line also serves as a port arrow). The **J Minor** requires a token in Valencia to use the private port, and the token at Valencia discounts the **sea zone** crossed to get there from Alger. The third stop is Palma using the Ferry line to exit Valencia (ferries are exempt from the **sea crossing** rule). The token at Palma discounts the ferry's distance from the train's **city limit**. The train's route could continue from Palma out the private port on the southeast side, but would be unable to exit Palma from any other direction: there is no port symbol on the west side where the ferry line is connected, and the other two ferry lines are not yet connected by track segments from the city. Running this route with a higher **level** train, both tokens have been used to discount the ferry's distance and the **sea zone** from the train's **city limit**. Any further **sea zones** or ferry distances would count against the train's **city limit**.

4.6 Running National Trains



The diagram above shows a typical run for the **SFR national** late in the game. In this example we'll assume that the **SFR** has two 4+4 trains and a 5D train, allowing it to hit 5 cities with double revenue, 8 cities, and 8 towns. The cities are labeled on the diagram, showing the order in which a player might want to count them. The first five cities add their revenue as follows: $(1)100*2 + (2)80*2 + (3)80*2 + (4)80*2 + (5)80*2 = 840$. The remaining 5 actual cities (for the two 4+4 trains) must be counted, even though Cagliari (10) has no track—this one counts zero. The leftover capacity of three cities count as 60 each. The 4+4 trains count as follows: $(6)60 + (7)60 + (8)40 + (9)30 + (10)0 + (11)60 + (12)60 + (13)60 = 370$.

As for the towns, the 4 brown towns in the north of Italy count 20 each, and another 4 (scattered throughout Italy) can be counted at 10 each, adding another total of 120 to the national's run. Furthermore, the national's inherent Pullman car adds another 80 to the revenue generated by the 5D. This brings the national's total revenue to $840 + 370 + 120 + 80 = 1410$.

4.7 Track Rights

In the example below, the **KBS regional** can build south one hex into the border from Prussia to Austria-Hungary. The **SFAI regional** can build north from Italy into the border with Austria-Hungary. Since the track segments meet, it's legal for the **KBS** to run a train from München to Milano, and for the **SFAI** to run a train from Milano to München. However, neither **RR** can place a token in the other's home city since the token would be placed outside of the **track rights** zone for each **regional**.



5 Variants and Optional Rules

5.1 Fast Start

If you are just learning the game or desire a slightly shorter game length, this variant will save approximately a half hour to an hour of game time by bypassing the **Auction** and **Concession RR Phases**.

Once you have selected **player order**, use the following sections (5.1.1 through 5.1.5) to distribute the **privates** and **minors** amongst the players. Randomly determine which player gets which packet. Each player takes the cash amount listed at the bottom of their respective packet.

After distributing the packets, place £120 in the treasury of each **minor**. Each player may also place personal cash in the treasuries of their **minors** up to a maximum of £60 extra per **minor**.

Begin the game with the **Regional/Minor RR Phase**.

5.1.1 Three Players

Player 1 - Robert Stephenson; Wien Südbahnhof; Star Harbor; Hochberg; Minors A, D, H, and J; and £920 cash.

Player 2 - Barclay; Central Circle; Brandt & Brandau; Minors B, E, G, and K; and £920 cash.

Player 3 - Ponto; White Cliffs; Swift Metropolitan; Minors C, F, L, and M; and £920 cash.

5.1.2 Four Players

Player 1 - Barclay; Central Circle; White Cliffs; Minors A, H, and J; and £680 cash.

Player 2 - Wien Südbahnhof; Brandt & Brandau; Minors C, G, and K; and £700 cash.

Player 3 - Star Harbor; Hochberg; Minors B, F, and L; and £700 cash.

Player 4 - Robert Stephenson; Ponto; Swift Metropolitan; Minors D, E, and M, and £680 cash.

5.1.3 Five Players

Player 1 - Star Harbor; Minors C, J, and K; and £540 cash.

Player 2 - Ponto; Wien Südbahnhof; Brandt & Brandau; Minors G and M, and £560 cash.

Player 3 - Robert Stephenson; Barclay; Hochberg; Minors A and H, and £580 cash.

Player 4 - White Cliffs; Minors B, F, and L; and £540 cash.

Player 5 - Central Circle; Swift Metropolitan; Minors D and E, and £540 cash.

5.1.4 Six Players

Player 1 - Brandt & Brandau; Minors C and K; and £460 cash.

Player 2 - Hochberg; Minors G and M; and £480 cash.

Player 3 - Barclay; White Cliffs; Minors A and H; and £460 cash.

Player 4 - Wien Südbahnhof; Central Circle; Minors B and L; and £460 cash.

Player 5 - Robert Stephenson; Ponto; Star Harbor; Minors F and J, and £460 cash.

Player 6 - Swift Metropolitan; Minors D and E; and £440 cash.

5.1.5 Seven Players

Player 1 - Wien Südbahnhof; Brandt & Brandau; Minor K, and £425 cash.

Player 2 - Hochberg; Swift Metropolitan; Minor G; and £365 cash.

Player 3 - Robert Stephenson; Ponto; Minors A and H; and £405 cash.

Player 4 - Barclay; Minors L and M; and £405 cash.

Player 5 - Star Harbor; Minors F and J; and £385 cash.

Player 6 - Central Circle; Minors D and E; and £385 cash.

Player 7 - White Cliffs; Minors B and C; and £385 cash.

5.2 Medium Start

This variant is for those who do not wish to use the **concessions** or are not yet comfortable with the subtleties of the **Regional/Minor RR Phase**.

The **concession** cards are not laid out during setup of the **opening packet**. The starting cash for each player is the amount listed under "no concessions" on the Starting Capital chart on the **Info Board**.

The **Concession RR Phase** is skipped entirely. After the **privates** and **minors** are auctioned off, proceed directly to the **Regional/Minor RR Phase**.

The effect of this optional rule is to shorten the **Auction RR Phase** significantly and move the first ten float actions into the **Regional/Minor RR Phase**.

5.3 Long Endgame

If your group wants to play out the last two **ORs** fully rather than compressing them as section 13 outlines, feel free to do so. This will add approximately one hour to the length of the game.

5.4 Two Player Full Game

180E can be played with two players with the following rules changes:

Players may purchase up to 70% of a **major** or **national**, rather than 60% as outlined in the rulebook in section 10.2.

Concessions are not used.

The Aggressive Game rules outlined in 5.5 are used.

5.5 Aggressive Game

For players who enjoy the jousting match that the stock market and track laying can provide in some 18XX games, the full game can be played with the following rules removed:

Rulebook section 11.1.9 (Right-Of-Way) and the entirety of rulebook section 8.4 (reserved shares).

Note that this removes the early game protections from the rules leaving many more hostile strategic options available to the clever player. It is much more important to pay attention to the order and placement of your floated **RRs** during the **Regional/Minor RR Phase**. It's quite possible to get surrounded by hostile track before you even have the chance to play your first tile, so be aware of the consequences!

*Developer's Note: In the meta-game sense, do not feel obligated to use the aggressive rules. The "fun factor" is the key here. If you get frustrated by hostile actions in 18XX games, do not subject yourself to the chance of losing your flagship **regional** or be surrounded by hostile track before your first turn of operation! Others may enjoy the chess-like challenge of opening and positioning their **RRs** for maximal personal benefit while threatening other's positions in order to "reserve" **RRs** to open for themselves!*

5.6 Extended Full Game

This variant uses the full game rules, extrapolated to use all 24 **RRs**. Rule changes are as follows:

Bank Size: The amount of money set up in the bank should be £64,800. This amount is only significant if the bank breaks prior to the purchase of the first **level 8** train (see 13 in the rulebook).

Certificate Limits and Starting Capital: Use the chart below to determine each.

Game Limits		Starting Capital	
Number of Players	Certificate Limit	with Concessions	without Concessions
3	64	£2,160	£2,095
4	48	£1,620	£1,570
5	39	£1,300	£1,260
6	32	£1,080	£1,050
7	27	£930	£900
8	24	£810	£785

Train allotment: Add all optional trains provided with the set. Add the four (4) additional Pullman Cars (printed on the back of several 2+2 trains) to **Minor M's** inventory when **Train Phase 4** begins. These 2+2s are not available for **nationals** to claim.

There are a number of 2+2s with **level 3** and **4** trains printed on the reverse. These remain 2+2s throughout the game and are not upgradable in this variant.

Scenario rules:

On the Stock Market board, the **Regional/Minor Operating Order Track** has six additional spaces for a total of thirty-six (36). You may use the expansion sheet provided as a download from our website at www.designsice.com.

Section 5.1.3—*text becomes:* "This **RR Phase** begins at the end of the **Concession RR Phase**, and lasts until both (1) all 24 of the **regionals** and (2) all 12 of the **minors** are floated."

Section 8.2—*delete the action:* "Remove one un-floated and un-paired **regional** from the game."

Section 8.2—*text becomes:* "The **Regional/Minor RR Phase** ends immediately when all 12 **minors** and all 24 **regionals** have floated. All **RRs** will float, so none are removed from the game for any reason."

Designer's Note: The time estimate for this variant is 18 hours. Depending upon the play habits and experience of your group, there's no guarantee that you'll complete this variant within this timeframe. Expect to spend two days playing!

*Developer's Note: At the time we were delivering the artwork to the factory, we discovered that we'd be able to include more cards in the game than we had originally planned. Seeing this as an opportunity to include a "monstrous" variant, we added other images to the backs of the 2+2 train cards. At a future date Ed and I will provide a different "monstrous" variant that involves a staggered start to the **RRs** and uses the **level 3** trains on the backs of the 2+2 cards. Check back at our website www.designsice.com, for updates on this new variant!*

6 Scenarios

180E is designed to allow for a multitude of scenarios that allow for shorter play times and an opportunity to become familiar with the game system.

Short scenarios will use 1/3 of the **RRs** and trains, and for the most part are limited to two **track rights** zones.

Medium scenarios will use 1/2 of the **RRs** and trains, and for the most part are limited to three **track rights** zones.

In both cases the rules that are common to all scenarios of the same length are listed at the beginning of each rules section.

6.1 Short Scenarios

All short scenarios have the following elements in common:

Map Area: Each scenario will list the valid **track rights** zones that are part of the playable area. In addition, any **red zones** that are outside the Map area may be used as long as they can be run to with a valid train route. All ferry lines connected to out of play areas are considered to be out of play unless the far end is a **red zone**.

Scenarios 6.1.1, 6.1.2, and 6.1.3 require both Map boards. The others all require only one Map board.

Trains: Ten **level 2**, seven **level 3**, three **level 4**, three **level 5**, two **level 6**, four **level 7** (the "Level 8 Trains are Available" card goes under the first **level 7** train), three **level 8**.

Tiles: All track tiles are available except for **metropolis** tiles used only for **metropolises** outside of the scenario's Map area.

Regionals: All **regionals** from the listed Map area's **track rights** zones are available. Some scenarios have more than six available **regionals** within their combined **track rights** zones, but only six will be floated during the game. When the sixth **regional** is floated, remove any remaining **regional(s)** from play. In scenarios starting with seven or more **regionals**, only one **regional** (total) may be removed via stock action during the **Minor/Regional RR Phase**.

Minors: Unless stated otherwise, each short scenario will use two **track rights** zones that have

minors' track rights chits in them. In all cases, all of the **track rights** chits for the listed track rights zones are in play.

In the scenarios that do not include **Minor M**, the Pullman cars in use are placed in the Open Market at the beginning of **Train Phase 4**. The **RR** that initiates **Train Phase 4** may purchase a Pullman car immediately after purchasing a **level 4** train.

Concessions: The use of **concessions** is optional, and recommended only after you've played a game or two. If you choose to use them, only the 1st, 2nd, and 3rd **concession** cards are added to the **opening packet**. Place them at the bottom of the packet, arranged as follows:



Certificate Limits and Starting Capital: Use the chart below to determine each.

Game Limits		Starting Capital	
Number of Players	Certificate Limit	with Concessions	without Concessions
2	24	£900	£870
3	16	£600	£580

Bank Size: The amount of money set up in the bank should be £18,000. This amount is only significant if the bank breaks prior to the purchase of the first **level 8** train (see 13 in the rulebook).

6.1.1 France/Prussia

Map Area: All of the France/Belgium and Prussia/Holland/Switzerland **track rights** zones, plus London.

Privates: Ponts et Chaussées; Wien Südbahnhof; Barclay Bevan Barclay & Tritton; Central Circle Transport Corporation; White Cliffs Ferry.

Minors: C, F, J, M (with only 3 Pullman cars).

Port Authorities: 4 North Sea, 2 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:

Madrid (hex X23), Napoli (hex V39), Wien (hex P51), Sankt Peterburg (hex I66).

Place the available trains listed above in the Locomotive Works. Set up the eight **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select two of the five pink Prussian **patronage tiles** and two of the four French yellow tiles. Place them in their hexes on the Map.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified.

RRs can treat any run from either Sankt Peterburg or Wien to either New York or North Africa as an Orient Express run. The game ending conditions are the same as the main rules.

London is a playable **metropolis** hex and has an **offshore public port** as in the standard game. No other hexes in the United Kingdom are part of the Map area.

6.1.1 Opening Packet

The diagram shows the following items in the Opening Packet:

- REVENUE: £5 tile (Ponte et Chaussées, £20 FACE VALUE)
- REVENUE: £10 tile (Wien Südbahnhof, £40 FACE VALUE)
- REVENUE: £10 tile (Barclay, Bevan, Barclay & Tritton, £40 FACE VALUE)
- REVENUE: £15 tile (Central Circle Transport Co., £60 FACE VALUE)
- REVENUE: £15 tile (White Cliffs Ferry, £60 FACE VALUE)
- Minor C tile (Green circle with C)
- Minor F tile (Grey circle with F)
- Minor J tile (Grey circle with J)
- Minor M tile (Blue circle with M)

6.1.2 Russia/Scandinavia

Map area: All of the Russia, Norway/Sweden/Denmark, Romania/Bulgaria/Serbia, and Ottoman Empire **track rights** zones.

Privates: Robert Stephenson and Company; Wien Südbahnhof; Central Circle Transport Corporation; Brandt & Brandau Engineers.

Minors: E, G, K, L.

Port Authorities: 3 North Sea, 3 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:
Berlin (hex N57), London (hex M28).

Place the available trains listed above in the Locomotive Works. Set up the six **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select five of the eleven green Russian and Scandinavian **patronage tiles** and three of the six Romania/Bulgaria/Serbia and Ottoman white tiles. Place them in their hexes on the Map.

Open Market: 3 Pullman cars in **Train Phase 4**

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from either Berlin or Sankt Peterburg to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

6.1.2 Opening Packet



REVENUE: £5

RS & Co.

Robert Stephenson and Company

£20 FACE VALUE



REVENUE: £10

WIEN SÜDBAHNHOF

Wien Südbahnhof

£40 FACE VALUE



REVENUE: £15

CC

Central Circle Transport Co.

£60 FACE VALUE



REVENUE: £25

Brandt & Brandau, Engineers

£100 FACE VALUE

Minor E

Minor G

Minor K

Minor L

6.1.3 Spain/Italy

Map area: All of the Spain/Portugal, Italy, and Balkan **track rights** zones. For this scenario, we define the Balkan **track rights** zone as Greece, Romania/Bulgaria/Serbia, and Ottoman Empire.

Privates: Ponts et Chaussées; Star Harbor Trading Company; Brandt & Brandau Engineers.

Minors: D, F, H, L.

Minors may be started in the Balkan **track rights** zone, costing £10 and providing a 20% terrain track building discount. Use the two Russian chits to represent this zone.

Regionals: In addition to the five **regionals** available in the Spanish and Italian **track rights** zones, the WW and MKV are relocated as follows:

WW - home station: Athínai. **Track rights:** Balkan, costing £10 and providing a 20% terrain track building discount.

MKV - home station: Jassy. **Track rights:** Balkan, costing £10 and providing a 20% terrain track building discount.

Port Authorities: 3 North Sea, 6 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:
Paris (hex X33), Berlin (hex T45), Wien (hex V63), Sankt Peterburg (hex R77).

Place the available trains listed above in the Locomotive Works. Set up the seven **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select two of the five green Italian **patronage tiles**, three of the seven Spanish green tiles, and three of the six Romania/Bulgaria/Serbia and Ottoman white tiles. Place them in their hexes on the Map.

Open Market: 3 Pullman cars in **Train Phase 4.**

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified.

RRs can treat any run from New York, Madrid, or Berlin to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

As **nationals**, the WW and MKV provide service across the Balkan **track rights** zone. The following **red zones** are treated as belonging to the Balkans **track rights** Zone: Wien, Sankt Peterburg, the Levant and Alexandria & Suez.

This scenario makes an exception to the **ownership** rules for **port authorities**: each **major** may own one of each type (i.e., one North Sea, and one Mediterranean).

6.1.3 Opening Packet







Minor 

Minor 

Minor 

Minor 

6.1.4 Russia/Austria-Hungary

Map area: All of the Russia, Austria-Hungary, Romania/Bulgaria/Serbia, Greece, and Ottoman Empire **track rights** zones. Hex R49 is also in play, and is considered to be within the Austria-Hungary **track rights** zone.

Privates: Robert Stephenson and Company; Hochberg Mining & Lumber; Brandt & Brandau Engineers.

Regionals: In addition to the six **regionals** available in the Russian and Austria-Hungarian **track rights** zones, the KBS (located in München) is also available.

Minors: E, F, G, L.

Port Authorities: 3 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:
Berlin (hex O56), Napoli (hex BB57), München (hex R49).

Place the available trains listed above in the Locomotive Works. Set up the seven **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select three of the ten green Russian **patronage tiles**, two of the four Austria-Hungarian yellow tiles, and three of the six Romania/Bulgaria/Serbia and Ottoman white tiles. Place them in their hexes on the Map.

Open Market: 3 Pullman cars in **Train Phase 4**.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from either Berlin or Sankt Peterburg to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

Since München is in the Austria-Hungary **track rights** zone, be aware that any **nationals** formed in that zone have 1 additional **grand city** that is valid for the purpose of generating revenue.

Napoli is considered to be a public port in this scenario.

6.1.4 Opening Packet







Minor E

Minor F

Minor G

Minor L

6.1.5 United Kingdom/France

Map area: All of the United Kingdom and France/Belgium **track rights** zones.

Privates: Ponts et Chaussées; Star Harbor Trading Company; Central Circle Transport Corporation; White Cliffs Ferry.

Minors: C, H, K, M (with only 3 Pullman cars).

Port Authorities: 4 North Sea, 6 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:
Madrid (hex X23), Berlin (hex P39), Constantinople (in the Tyrrhenian Sea)

Place the available trains listed above in the Locomotive Works. Set up the seven **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select two of the four yellow French **patronage tiles** and two of the three United Kingdom pink tiles. Place them in their hexes on the Map.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from either Paris or London to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

Constantinople is a special **red zone** tile located in the Tyrrhenian Sea. Note that this tile shows a **sea zone** symbol with a "2" in it. This symbol means that Constantinople is two **sea zones** away from the Sea of Sardinia (i.e., a total of three **sea zones** away from Marseille).

Berlin is considered to be a public port in this scenario.

This scenario makes an exception to the **ownership** rules for **port authorities**: each **major** may own one of each type (i.e., one North Sea, and one Mediterranean).

6.1.5 Opening Packet









Minor 

Minor 

Minor 

Minor 

6.1.6 United Kingdom/Spain

Map area: All of the United Kingdom and Spain/Portugal **track rights** zones.

Privates: Robert Stephenson and Company; Wien Südbahnhof; Star Harbor Trading Company; Hochberg Mining & Lumber.

Minors: B, D, F, H.

Port Authorities: 4 North Sea, 6 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:

Paris (hex W24), Berlin (hex L37), Constantinople (in the Tyrrhenian Sea)

Place the available trains listed above in the Locomotive Works. Set up the six **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select three of the seven green Spanish **patronage tiles** and two of the three United Kingdom pink tiles. Place them in their hexes on the Map.

Open Market: 3 Pullman cars in **Train Phase 4**.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from either Madrid or London to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

Constantinople is a special red zone tile located in the Tyrrhenian Sea. Note that this tile shows a sea zone symbol with a "2" in it. This symbol means that Constantinople is two **sea zones** away from the Sea of Sardinia (i.e., a total of three **sea zones** away from Palma or Barcelona).

This scenario makes an exception to the **ownership** rules for **port authorities**: each **major** may own one of each type (i.e., one North Sea, and one Mediterranean).

6.1.6 Opening Packet

The diagram shows the following items:

- Revenue Tiles:**
 - Robert Stephenson and Company: REVENUE: £5, £20 FACE VALUE
 - Wien Südbahnhof: REVENUE: £10, £40 FACE VALUE
 - Star Harbor Trading Co.: REVENUE: £15, £60 FACE VALUE
 - Hochberg Mining & Lumber: REVENUE: £20, £80 FACE VALUE
- Minor Patronage Tiles:**
 - Minor B (Orange circle)
 - Minor D (Green circle)
 - Minor F (Grey circle)
 - Minor H (Blue circle)

6.1.7 France/Spain

Map area: All of the France/Belgium and Spain/Portugal **track rights** zones.

Privates: Ponts et Chaussées; Star Harbor Trading Company; White Cliffs Ferry; Hochberg Mining & Lumber

Minors: D, F, H, M (with only 3 Pullman cars).

Port Authorities: 4 North Sea, 6 Mediterranean.

Setup: Place the following red zone tiles on the Map in the hexes indicated below:
London (hex M28), Berlin(hex P39), Constantinople (in the Tyrrhenian Sea).

Place the available trains listed above in the Locomotive Works. Set up the seven **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select three of the seven green Spanish **patronage tiles** and two of the four French yellow tiles. Place them in their hexes on the Map.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from Paris, London, or Madrid to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

Constantinople is a special red zone tile located in the Tyrrhenian Sea. Note that this tile shows a sea zone symbol with a "2" in it. This symbol means that Constantinople is two **sea zones** away from the Sea of Sardinia (i.e., a total of three **sea zones** away from Marseilles, Palma, or Barcelona).

London is considered to be a public port in this scenario.

This scenario makes an exception to the **ownership** rules for **port authorities**: each **major** may own one of each type (i.e., one North Sea, and one Mediterranean).

6.1.7 Opening Packet









Minor 

Minor 

Minor 

Minor 

6.2 Medium Scenarios

All medium scenarios have the following elements in common:

Map Area: Each scenario will list the valid **track rights** zones that are part of the playable area. In addition, any **red zones** that are outside the Map area may be used as long as they can be run to with a valid train route. All ferry lines connected to out of play areas are considered to be out of play unless the far end is a **red zone**.

All Scenarios except for 6.2.1 require both Map boards. 6.2.1 requires only one Map board.

Trains: Fifteen **level 2**, ten **level 3**, five **level 4**, four **level 5**, three **level 6**, seven **level 7** (the "Level 8 Trains are Available" card goes under the second **level 7** train), four **level 8**.

Tiles: All track tiles are available except for **metropolis** tiles used only for **metropolises** outside of the scenario's Map area.

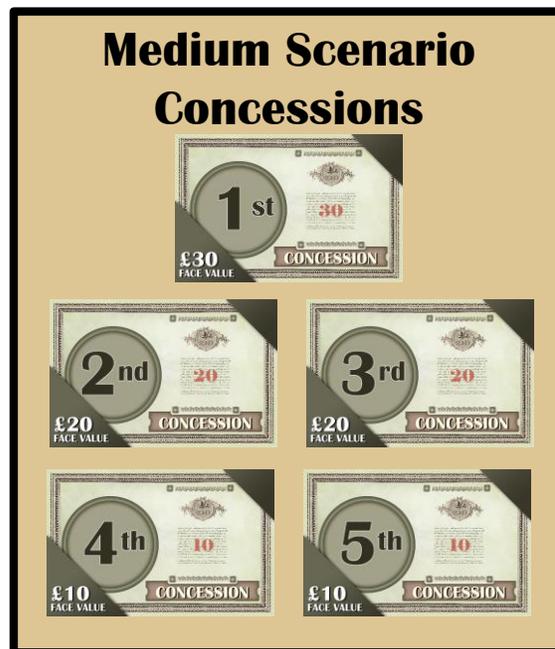
Regionals: All **regionals** from the listed Map area's **track rights** zones are available. Some scenarios have more than nine available **regionals** within their combined **track rights** zones, but only nine will be floated during the game. When the ninth **regional** is floated, remove any remaining **regional(s)** from play. In scenarios started with ten or more **regionals**, only one **regional** (total) may be removed via stock action during the **Minor/Regional RR Phase**.

Minors: Each medium scenario will use three **track rights** zones that have **minors' track rights** chits in them. In all cases, all six of the **track rights** chits for the listed **track rights** zones are in play.

In the scenarios that do not include **Minor M**, the Pullman cars in use are placed in the Open Market at the beginning of **Train Phase 4**. The **RR** that initiates **Train Phase 4** may purchase a Pullman car immediately after purchasing a **level 4** train.

Concessions: The use of **concessions** is optional, and recommended only after you've played a

game or two. If you choose to use them, only the 1st, 2nd, 3rd, 4th, and 5th **concession** cards are added to the **opening packet**. Place them at the bottom of the packet, arranged as follows:



Certificate Limits and Starting Capital: Use the chart below to determine each.

Game Limits		Starting Capital	
Number of Players	Certificate Limit	with Concessions	without Concessions
2	36	£1,350	£1,300
3	24	£900	£870
4	18	£675	£650

Bank Size: The amount of money set up in the bank should be £27,000. This amount is only significant if the bank breaks prior to the purchase of the first **level 8** train (see 13 in the rulebook).

6.2.1 United Kingdom/France/Spain

Map area: All of the United Kingdom, France/Belgium, and Spain/Portugal **track rights** zones.

Privates: Ponts et Chaussées; Star Harbor Trading Company; White Cliffs Ferry; Hochberg Mining & Lumber; Swift Metropolitan Line.

Minors: B, C, D, F, H, M (with only 5 Pullman cars).

Port Authorities: 8 North Sea, 8 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:
Berlin (hex P39), Constantinople (in the Tyrrhenian Sea).

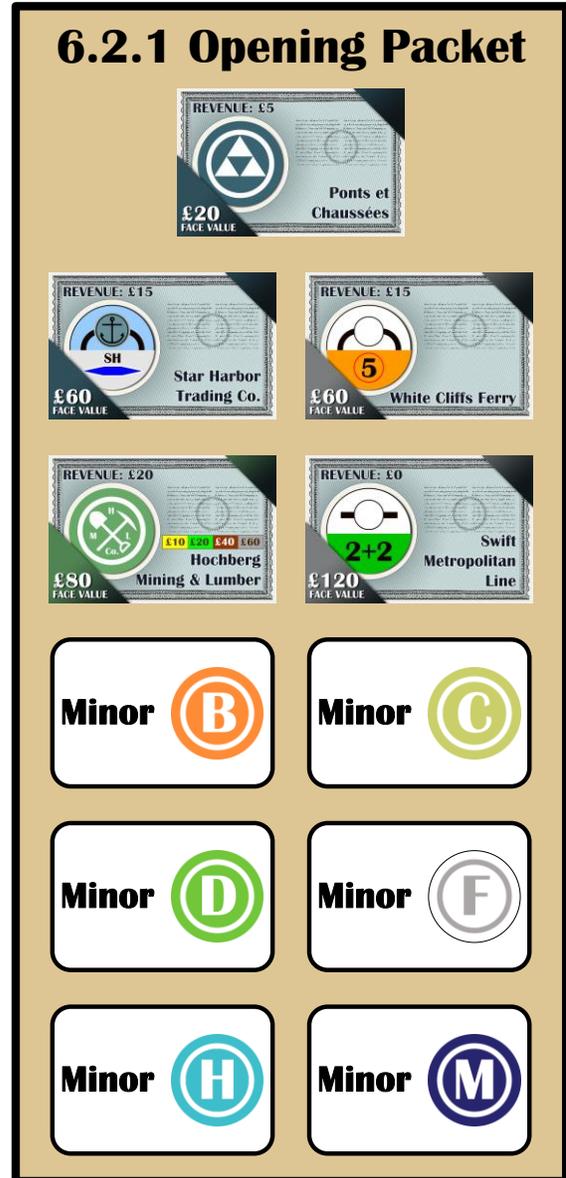
Place the available trains listed above in the Locomotive Works. Set up the ten **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select three of the seven green Spanish **patronge** tiles, two of the four French yellow tiles, and one of the three United Kingdom pink tiles. Place them in their hexes on the Map.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from Paris, London, or Madrid to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

Constantinople is a special **red zone** tile located in the Tyrrhenian Sea. Note that this tile shows a sea zone symbol with a "2" in it. This symbol means that Constantinople is two **sea zones** away from the Sea of Sardinia (i.e., a total of three **sea zones** away from Marseilles, Palma, or Barcelona).

This scenario makes an exception to the **ownership** rules for **port authorities**: each **major** may own one of each type (i.e., one North Sea, and one Mediterranean).



6.2.2 United Kingdom/France/Prussia

Map area: All of the United Kingdom, France/Belgium, and Prussia/Holland/Switzerland **track rights** zones.

Privates: Ponts et Chaussées; Barclay Bevan Barclay & Tritton; Star Harbor Trading Company; Central Circle Transport Corporation; White Cliffs Ferry; Swift Metropolitan Line.

Minors: A, B, C, F, J, M (with only 5 Pullman cars).

Port Authorities: 6 North Sea, 2 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:

Madrid (hex X23), Napoli (hex V39), Wien (hex P51), Sankt Peterburg (hex I66).

Place the available trains listed above in the Locomotive Works. Set up the eleven **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select three of the eight pink **patronage tiles** and two of the four French yellow tiles. Place them in their hexes on the Map.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from either Sankt Peterburg or Wien to either New York or North Africa as an Orient Express run. All six of the **track rights** chits for France, Prussia, and United Kingdom are in play—none of them are removed as per rule 9.1. The game ending conditions are the same as the main rules.

6.2.2 Opening Packet

The diagram shows the following items in the opening packet:

- REVENUE: £15 tile with a blue triangle icon, labeled "Ponts et Chaussées", £20 FACE VALUE.
- REVENUE: £10 tile with a gold eagle icon, labeled "Barclay, Bevan, Barclay & Tritton", £40 FACE VALUE.
- REVENUE: £15 tile with a blue anchor icon and "SH", labeled "Star Harbor Trading Co.", £60 FACE VALUE.
- REVENUE: £15 tile with an orange circle icon and "CC", labeled "Central Circle Transport Co.", £60 FACE VALUE.
- REVENUE: £15 tile with a white circle icon and "5", labeled "White Cliffs Ferry", £60 FACE VALUE.
- REVENUE: £0 tile with a white circle icon and "2+2", labeled "Swift Metropolitan Line", £120 FACE VALUE.
- Minor A tile (grey circle with 'A').
- Minor B tile (orange circle with 'B').
- Minor C tile (green circle with 'C').
- Minor F tile (grey circle with 'F').
- Minor J tile (grey circle with 'J').
- Minor M tile (blue circle with 'M').

6.2.3 United Kingdom/Prussia/ Scandinavia

Map area: All of the United Kingdom, Prussia/Holland/Switzerland, and Norway/Sweden/Denmark **track rights** zones.

Privates: Robert Stephenson and Company; Wien Südbahnhof; Hochberg Mining & Lumber; Brandt & Brandau Engineers; Swift Metropolitan Line.

Minors: C, D, F, H, K, L.

Port Authorities: 8 North Sea.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:
Paris (hex N31), Napoli (hex U42), Wien (hex P51), Sankt Peterburg (hex I66).

Place the available trains listed above in the Locomotive Works. Set up the nine **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select four of the eight pink **patronage tiles** and the one Scandinavian green tile. Place them in their hexes on the Map.

Open Market: 5 Pullman cars in **Train Phase 4**.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from Sankt Peterburg or Wien to New York as an Orient Express run. The game ending conditions are the same as the main rules.

6.2.3 Opening Packet

The diagram shows the following tiles in the opening packet:

- Robert Stephenson and Company:** Revenue £5, £20 Face Value.
- Wien Südbahnhof:** Revenue £10, £40 Face Value.
- Hochberg Mining & Lumber:** Revenue £20, £80 Face Value. Includes revenue markers for £10, £20, £40, and £60.
- Brandt & Brandau, Engineers:** Revenue £25, £100 Face Value.
- Swift Metropolitan Line:** Revenue £10, £120 Face Value. Includes a '2+2' marker.

Below the revenue tiles are six minor train tiles, each labeled 'Minor' and containing a letter in a circle:

- Minor C (Green circle)
- Minor D (Green circle)
- Minor F (Grey circle)
- Minor H (Blue circle)
- Minor K (Red circle)
- Minor L (Red circle)

6.2.4 Russia/Austria-Hungary/Italy

Map area: All of the Russia, Austria-Hungary, Italy, Bulgaria/Romania/Serbia, Greece, and Ottoman Empire **track rights** zones. Hex R49 is also in play and is considered to be within the Austria-Hungary **track rights** zone.

Privates: Robert Stephenson and Company; Wien Südbahnhof; Star Harbor Trading Company; Central Circle Transport Corporation; Hochberg Mining & Lumber; Brandt & Brandau Engineers.

Minors: D, E, F, G, K, L.

Minors may only start in Russia, Austria-Hungary, and Italy.

Regionals: In addition to the eight **regionals** available in the listed **track rights** zones, the KBS (located in München) is available. Also, the two Scandinavian **regionals** are relocated as follows:

BJV - home station: Bucharest. **Track rights:** Bulgaria/Romania/Serbia, costing £10 and providing a 20% terrain track building discount.

DSJ - home station: Beograd. **Track rights:** Bulgaria/Romania/Serbia, costing £10 and providing a 20% terrain track building discount.

Port Authorities: 4 Mediterranean.

Setup: Place the following **red zone** tiles on the Map in the hexes indicated below:

Berlin (hex O56), Paris (hex T37), München (hex R49).

Place the available trains listed above in the Locomotive Works. Set up the eleven **regionals** as in the main rulebook. Set up the **opening packet** as shown in the diagram to the right.

Randomly select three of the ten green Russian **patronage tiles**, two of the five Italian green tiles, two of the four Austrian yellow tiles, and three of the six white tiles. Place them in their hexes on the Map.

Open Market: 5 Pullman cars in **Train Phase 4**.

Scenario Rules: All of the main rules are in play except that the Orient Express rules are modified. **RRs** can treat any run from Finland, Sankt Peterburg, Paris, or North Africa to Constantinople as an Orient Express run. The game ending conditions are the same as the main rules.

As **nationals**, the BJV and DSJ provide service across Romania/Bulgaria/Serbia, Greece, and Ottoman Empire. They count these **red zones** for their run: the Levant and Alexandria & Suez.

Since München is in the Austria-Hungary **track rights** zone, be aware that any **nationals** formed in that zone have 1 additional **grand city** that is valid for the purpose of generating revenue.

6.2.4 Opening Packet



7 Historical Information

This section provides some historical information about the portraits on each of the presidential certificates.

	Gábor Baross (MÁV) - Appointed minister of ways and communications of the Austro-Hungarian Empire in 1886. Noted for instituting the “tariff zone system” to spur rail-based commerce throughout Hungary. Responsible for the unification of the Austro-Hungarian railway system and communication lines.
	William Dargan (GSWR) - The most influential Irish engineer of the 19th century. Designed and built the first rail line in Ireland in 1833, which became a part of the GSWR. He constructed over 800 miles (1,300 km) of Irish rails in his lifetime.
	Paul Camille von Denis (KBS) - Built the Bavarian Ludwig Railway, the first Prussian railway line, in 1835. This line was absorbed by the KBS during its formation in 1844. Denis remained involved with rails for over two decades, later constructing the Palatine Maximilian Railway and the Bavarian Eastern Railway.
	Filiberto Frescot (SFAI) - A mechanical engineer, he became head of the SFAI design office and was responsible for the design of the Vittorio Emanuele II locomotive.
	Sir Daniel Gooch (GWR) - English railway and transatlantic cable engineer. Served as the first Superintendent of Locomotive Engines for the GWR from 1837 to 1864, and was Chairman from 1865 to 1889.

	King Leopold I (BEL) - First king of the newly formed Belgian state in 1830. He was responsible for the construction of the first European mainland rail line, from Brussels to Mechelen, in 1835. This line ultimately was absorbed by the Belgian State Railway.
	Karl von Meck (LRZD) - A Russian businessman of German descent, he was chief contractor of the LRZD, and responsible for much of the rail line construction in southeast Russia in the latter half of the 19th century.
	Pavel Petrovich Melnikov (MKV) - Managed the construction of the northern part of the St. Petersburg-Moscow line and later became its manager. Served as Transport Minister from 1866-1869, and a member of the Railroads Committee from 1870-1875. Author of the first books on railroad construction in the Russian language.
	Alejandro Mon y Menéndez (MZA) - Elected the first president of MZA in 1857. Also served as Spain's Minister of Finance from 1837 to 1838 and from 1844 to 1845. During his second term, he implemented tax reform that is the basis for Spain's tax system today.
	Friedrich Neuhaus (BHB) - Noted as an innovator in railroad technology. Served as BHB's first managing director from 1850 until his death in 1876. The BHB was the first high-speed rail line in Prussia to handle speeds of over 120 mph (200 km/h).
	Tsar Nicholas I (MSP) - Tsar of Russia from 1825 to 1855. Nicholas I established a commission to plan the railway between St. Petersburg and Moscow in 1841. After his death the St. Petersburg-Moscow line was renamed the Nikolaev in his honor.

	Émile Péreire (OU & MIDI) - Brother of Isaac and one of the founders of the Crédit Mobilier bank. Served as the director of the <i>Compagnie du Chemin de fer de Paris à Saint-Germain</i> (founded in 1835), one of the railroads that was absorbed into the OU on formation. An able businessman, he served on the boards of twenty-two corporations in the year 1861.
	Isaac Péreire (CHN) - Brother of Émile and one of the founders of the Crédit Mobilier bank. He invested heavily in railways (of which the CHN was one), steamship lines, gas lighting, and insurance. Author of many books on finance and industry.
	Pope Pius IX (SFR) - Overturned the Vatican's opposition to railway construction in the Papal States. The <i>Società Pio Central</i> was named after him. This railroad was absorbed into the SFR in 1860.
	Viggo Rothe (DSJ) - Danish engineer and government official. Served as the director of DSJ from 1848 to 1863 and CEO from 1856 to 1885.
	Anselm von Rothschild (SB) - Founder of the Austrian Creditanstalt for trade and commerce. Invested heavily in the formation of the SB and was involved in its operations from 1859.
	José de Salamanca y Mayol (RCP) - Spanish businessman and statesman who invested in many railroads across Europe and the United States. Salamanca took over the construction of the RCP in 1859.
	Paulin François Talabot (PLM) - Author of two influential engineering books, he served as the general manager of the PLM from its inception in 1862 almost until his death in 1885. Also involved in the founding of the banks Crédit lyonnais and Société générale.

	Richard Temple-Grenville (LNWR) - British politician and administrator, he served as chairman of the LNWR from 1853 to 1861. 3rd Duke of Buckingham and Chandos, Member of Parliament for 11 years, and Governor of Madras from 1875 to 1880.
	Otto Julius von Tschirschky und Bögendorff (KSS) - First director general of the Royal Saxon state Railways from 1855 to 1887. Responsible for the construction of Saxony's narrow gauge railways from 1880 until he retired.
	Eduard Wiebe (POB) - Prussian engineer and railroad commissioner. Named chairman of the Directorate of the POB in 1853. He was also known for his development of urban drainage systems, most notably in Berlin.
	August Wikjander (BJV) - Swedish politician and physicist. Served as the chairman of BJV from 1902 to 1913.
	Stanislaw Wysocki (WW) - Chief construction engineer of the Warsaw-Vienna Railroad in 1839. He became a member of the railroad's board in 1844, and was appointed chief inspector of railways for the Polish Kingdom in 1857.

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Opening Packet Layout Chart

