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Issue #4

\$4.95 U.S. / \$6.50 Cdn

TWILIGHT
2000



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under
ground

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KHAOTIC

STREET FIGHTER

CALL OF
CTHULHU

Cyberpunk®

THE RIVER

BY LEGION MCRAE

The River is a Twilight: 2000, 2.2™ mini-adventure set in Vancouver, British Columbia and its surrounding cities. The adventure timetable begins in late April or early May of 2001 and continues through June.

The PCs arrive in the Vancouver area for reasons of their own (whatever suits the campaign) and are contacted by a local group to act as go-betweens another faction in the city.

The River is low on gun battles, high on diplomacy, and rife with a sense that time is running out. The clock is ticking for our intrepid survivors. While Vancouver has already been hit by the hammer of nuclear attack, the anvil has yet to drop: the flood.

REFEREE'S NOTES

Read through this entire adventure at least once before running it. The basic plot of *The River* is fairly simple and straightforward – the challenge for the referee will be to make the NPCs and starkly realistic setting "sing."

To make this task easier, as much detail as possible has been provided about Vancouver of 2001. The adventure details the main story of the impending flood, but there are also a number of adventure seeds which can be further developed at the referee's discretion.

NEWCOMERS

The PCs could be former members of almost any army that conducted operations in North America, although elements that were directly involved in the fighting in British Columbia are the most likely candidates for parent units. Units listed also show their last known location, as of 1 April 2001. They include:

Canadian Army: 1/Regina Rifle Regiment (British Columbia), 3/Canadian Scottish Regiment (British Columbia) and 1/Rocky Mountain Rangers (British Columbia).

US Army: 2nd Infantry Brigade (Alaska and British Columbia), 104th Infantry Division (Wyoming) and 47th Infantry Division (Washington).

Soviet Army: 76th Tank Division (British Columbia), 62nd Motor Rifle Division (British Columbia) and 120th Motor Rifle Division (British Columbia).

The PCs could also come from units of the Mexican Army that ranged farther north into California, such as the 1st Mechanized Brigade and the 2nd Armoured Cavalry Regiment.

Our intrepid heroes might also have been members of the Anglo-German Brigade. Perhaps they left the brigade in 1999, before it moved into Saskatchewan in support of the Alberta Defense Force's offensive there. They may have headed west to look for old friends or distant relatives.

They could even be members of various Warsaw Pact armies. The prairie provinces and plains states were great places for POW camps. After all, the NATO generals thought, even if a Russian does escape, where is he going to go?

Civilians might also be found in the PCs' group, having come from practically anywhere in North America. None of the PCs, however, should be from the Greater Vancouver area because then they would start play with key information about the region (it shouldn't be *too* easy!).

The PCs can arrive in Vancouver any time the referee wishes, the earlier the better for them. They can enter the city from any direction, by land or sea.

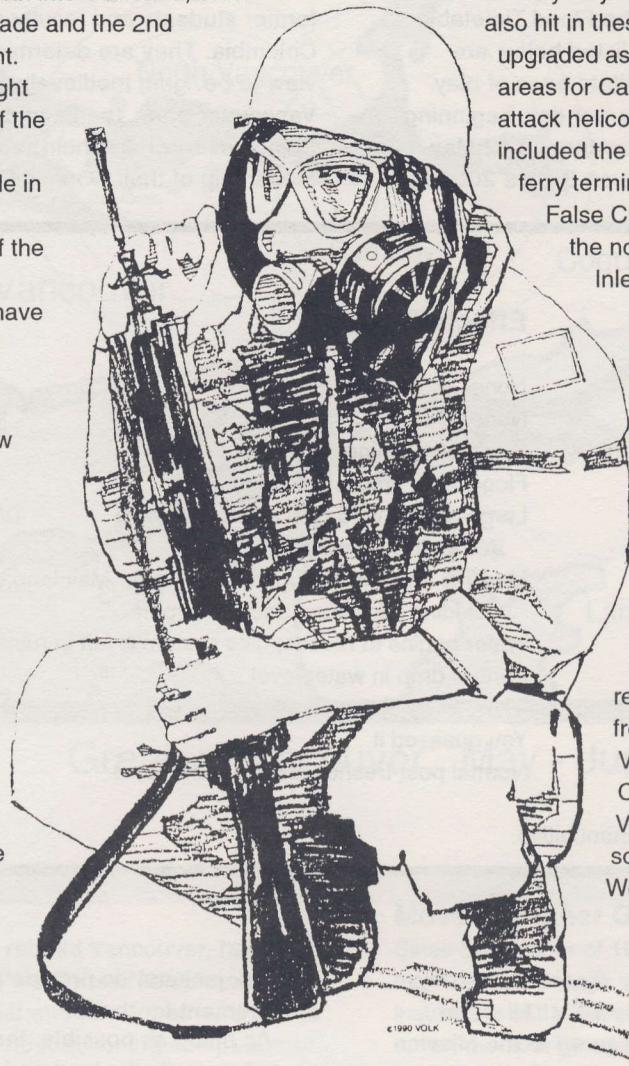
FIRE AND BRIMSTONE

Vancouver was hit in the early evening of 28 December 1997 by the simultaneous airburst of two 500-kiloton MIRVs from a SS-18 M4 Satan ICBM, launched from approximately 8,500 kilometers away in the Aleysk missile field in central-Asian Russia.

The warheads targeted the city's oil refineries and storage fields, situated along Burrard Inlet. A secondary effect, however, was that the blasts vaporized the bridges spanning the Second Narrows, severing fixed rail connections between the north and south shores of the city.

The eastern fringes of Stanley Park were singed and scarred by the detonations' heat waves. They now stand as an alien landscape of blackened match-stick trees.

Soviet strike aircraft conducted numerous bombing raids from southern Alaska and the Yukon against the



Vancouver International Airport during December 1997.

Boundary Bay and Pitt Meadows airports were also hit in these attacks, since they had been upgraded as secondary strips and staging areas for Canadian and American fighters and attack helicopters. Other targets of these raids included the Tsawwassen and Horseshoe Bay ferry terminals, the rail center at the head of False Creek, and the port facilities along the north and south shores of Burrard Inlet.

The population of Greater Vancouver in 1997 was approximately 1.7 million. In May 2001, in the aftermath of conventional bombing raids, nuclear attack, ensuing food shortages, epidemics, anarchy and refugee migrations to the south and east, the city and its environs is home to approximately 150,000 souls.

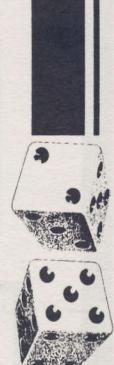
These people have almost all relocated closer to the river or ocean front and now live in West Vancouver, the University of British Columbia (UBC), west and south Vancouver, Richmond, north Delta, south Burnaby, north Surrey, New Westminster and Port Coquitlam. All other parts of the city are virtually abandoned except for the probing of river-based salvage crews.

The three notable exceptions to this are the primitives of Stanley Park, the "Undergrounders" in downtown, and the survivalists on Deadman Island.

GRUMPY OLE MAN RIVER

The proper term for a flood of the Fraser river is a freshet. What causes a major freshet (called a "rain-on-snow freshet") is a solid winter snow pack throughout the Coast and Rocky mountains, held in place by a cool spring, followed by a number of very hot weeks in late April and early May.

As it happens, it has been very hot all through late April and early May of 2001. Because of this, the mother of all freshets is on its way. Compounding the problem, Vancouver's dike system along the Fraser river has suffered more than three years of utter neglect. Great lengths of the city's 330 kilometers of dikes have deteriorated. Vegetation, animal burrows, erosion, and careless digging by people, some of whom used dike material to fill sandbags for fortifications, have all taken their toll on the dikes.



The Countdown

The water level of the Fraser river will begin to rise noticeably in mid-May, following the Flood Timetable below. The water level increases listed below are simplified and made linear to facilitate ease of play. Water level will increase .2 meters per day, beginning at the river's normal level of four meters on 12 May 2001, until it crests at nine meters on 6 June 2001.

Flood Timetable

Date	Water Level	Effects/Dangers
up to 12 May	4 m	None
17 May	5 m	None
22 May	6 m	Some weakening of dikes
27 May	7 m	Flooding of smaller islands
1 June	8 m	Large-scale inundation of Surrey, Delta and Port Coquitlam.
6 June	9 m	Massive flooding throughout the Lower Mainland, including Richmond and the airport
11 June	8 m	Water begins to recede; dike system is left in ruins
16 June	7 m	Further drop in water level
21 June	6 m	Ditto
26 June	5 m	You guessed it
1 July and after	4 m	Normal post-freshet season water level

Note: All listed Effects/Dangers are cumulative.

After that, the water will recede by .2 meters per day, back down to four meters by 1 July 2001. All water levels are given in meters, as measured at the Mission station gauge.

Riders on the Storm

As if the flooding were not enough, the weather will begin to go sour at the end of May. Black clouds break into a storm that comes howling in off the Strait of Georgia, accompanied by downpours and gales, on or about 3 June.

Storm waves, a high tide, the flooding river and pouring rain will conspire to batter through and over Richmond and Sea Island's already weakened dike perimeters on or about 6 June.

Referee's Note

If the Flood Timetable above doesn't get the PCs' blood going, shorten it up. Increase the water level rise to .4 meters per day! You might even want to use a varying rise, one that you can use for mood and action stimulation. Hey, it's your flood.

THE FACULTY

The Faculty are a group of some 200 people, mostly former students and faculty of the University of British Columbia. They are determined not to allow what they view to be "grim medievalism" to take over the Vancouver area. To this end they seek alliances and friends everywhere their people go. Under the leadership of their Council Chairman, Ellen Kwan, they

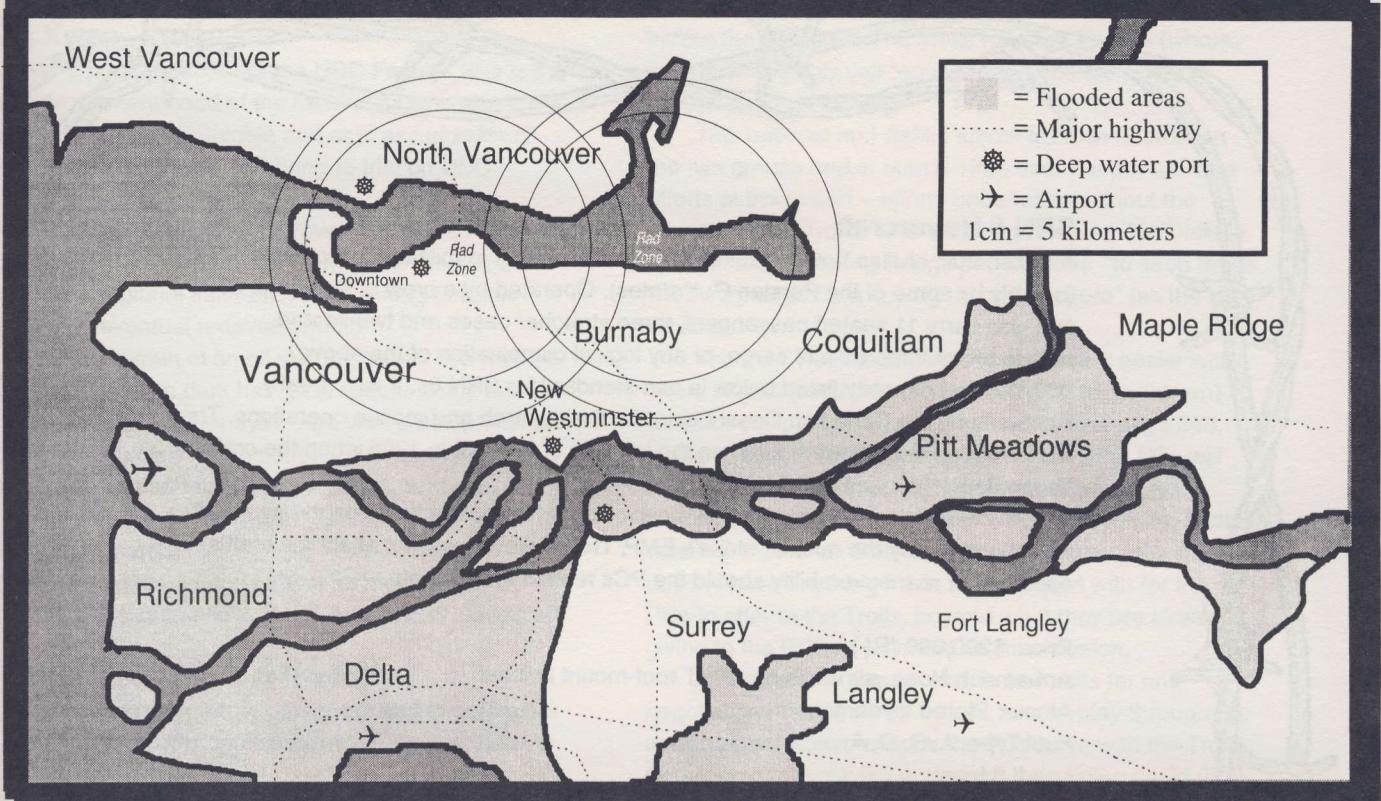
are working to reorganize an efficient multi-level communications network in the city as a crucial first step toward its reconstruction.

The Faculty are not combative and possess very few firearms, although the remnants of the RCMP detachment on the campus grounds (15 men and women armed with .38 Special revolvers, 12 gauge pump-action shotguns

and flak jackets) do provide protection and law enforcement for them.

As much as possible, the Faculty tries to live in accordance with the laws and customs which prevailed in Canada before the nuclear attack. They are laboring to put the Vancouver area back together again. To that end they are trying to bring a small-scale rudimentary computer and telephone system on-line on the UBC campus grounds. To do so they require a fair variety of high-technology components and supplies. An excellent source of these supplies is Sea Island, and the Vancouver International Airport located there.

The Faculty would like to get salvage teams onto the island to go through the airport's two control towers and to comb the hangars and runways for parked aircraft they can cannibalize for usable, or even repairable, components. Unfortunately, the island is currently under the control of an independent gang known as the Bridge Trolls, whose members charge a toll for passing any of their bridges on the river. By all accounts there are not many of these thugs, but they are a cantankerous lot, and unpredictable. What is worse, however, is that the Trolls seem to hold a basic grudge against the Faculty.



Greater Vancouver, May - June 2001

The Big Hook

The Faculty, in its drive to rebuild Vancouver, has plans to re-integrate the city's disused telephone system. The copper, coaxial and fiber-optic wire grid is still in place. It simply has no functioning computers or machinery to run it. The Faculty wishes to enlist the PCs aid in rebuilding the system. A functioning phone system would put Vancouver well on its way toward reconstruction and revitalization.

There are two ways to bring the PCs into contact with the Faculty. The easiest is for the PCs to go to the Annacis Island market on a Saturday. Should the PCs ask where they can find any kind of work, everyone on the river will tell them to go to the Saturday market. The Faculty has representatives there every market day who are always on the lookout for newcomers with useful skills or equipment. Lately they have been actively scouting for a group to act as ambassadors to the Sea Island residents on a salvage coordination mission. The Faculty may also seek the PCs out. Once the flood becomes a concern, they will start looking for anybody who might be able to assist in the salvage.

Either way, the PCs will be offered a few things in return for taking on the Faculty's mission: 1,000 liters of diesel fuel, a medium motorboat, a safe home and promising future as members of the Faculty.

Move to Higher Ground

Since September of 1999 the Faculty has maintained a team of meteorology and climatology students and instructors at the Mission Water Elevation Gauge. This seven-member group's task is to observe, and immediately communicate to the Faculty's coordinating team at UBC, any significant rise in the water level of the Fraser river.

On 13 May the Faculty's Mission Station team will report via radio a .2 meter rise in the level of the Fraser river (a startling jump). At this news, the Faculty will begin to actively (even aggressively) seek out people to act as go-betweens and emissaries to the inhabitants of Sea Island in an effort to get salvage crews into the airport before a possible flood, which they fear may be imminent.

When their Mission Station team reports that the water level of the Fraser has hit five meters on the gauge (17 May) the Faculty will begin to sail up and down the river, using bullhorns to warn people along the shore and in the flood plain to move to higher ground in Vancouver, Burnaby, and New Westminster.

SRN 6 Hovercraft

A British-built civilian hovercraft suitable for conversion to military applications (notably by some of the Persian Gulf states). Operated by a crew of three, the SRN 6 can also carry 11 seated passengers, three stretcher cases and two seated personnel, or three tons of cargo, or any logical combination of the above.

The fuel capacity listed below is non-standard for SRN 6s. It was greatly increased by the Canadian Coast Guard for their search and rescue operations. The NHT weapon mounts were fitted on the left side of the roof in 1996 when the craft began double duty as airfield security vehicles.

All night vision, communication, positioning and radar systems on the two craft were burnt out by the nuclear strike's EMP. This however, will not affect the craft's operation or maneuverability should the PCs rebuild one of them.

Price: \$200,000 (R/-)

Armament: None, although one NHT roof-mount is fitted

Ammo: Stored as cargo

Fuel Type: AvG, D, A

Load: 3 tons

Veh Wt: 7 tons

Crew: 3+11

Mnt: 25

Night Vision: Passive IR/thermal, white light spotlight

Tr Mov: 400/360

Com Mov: 50/40

Fuel Cap: 1100

Fuel Cons: 360

Combat Statistics

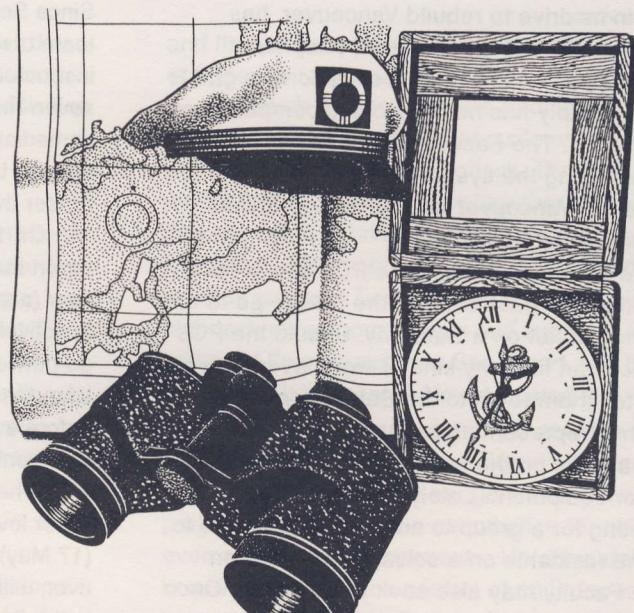
Config: Stnd

HF: 1

Susp: P(7)

HS: 1

HR: 1



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Ellen Kwan

Ellen is the popular leader of the UBC Faculty. She is the former department head of the faculty of law at the University of British Columbia and acts as judge for all legal cases which the RCMP bring to trial on UBC grounds.

Ellen is devoted to the improvement of the common weal in these harsh times. Her desire is to employ the Faculty as a regional think-tank for planning Greater Vancouver's eventual redevelopment.

She is a woman of small stature, barely five feet tall, with shoulder-length dark hair. She speaks softly but with natural authority, and her eyes burn with a determination and intensity that few fail to notice. Ellen can often be seen cycling around the UBC grounds in her Law Department sweatshirt and pants, stopping to check with other Faculty members.

She is an experienced NPC. Her motivations are Spades Ace: Charismatic and Hearts 10: Very Sociable.

THE BRIDGE TROLLS

This group of former military personnel and their families are the resident power on Sea Island. They use their location to take advantage of river traffic by charging a toll on every vessel which attempts to pass either the Arthur Laing, Morey Channel, Dinesmore or Number 2 Road Bridges. The toll for the Arthur Laing is \$30 worth of barter goods. The toll for each of the other three bridges is only \$10 worth of merchandise. These amounts are enough to be profitable and still not force traffic to move to the more inconvenient route south of Richmond.

The Trolls only allow access to Sea Island by land across the Morey Channel Bridge. Their other three bridges are permanently barricaded.

They have sown crops on the level ground around the airport, using the produce for food, animal feed and alcohol production. Their alcohol is produced by two medium stills which they keep in constant operation. Every Saturday the Trolls send a group of traders to the Annacis Island market to barter their toll goods for the other equipment they need.

There are a total of 90 Trolls, accompanied by a like number of wives, husbands, girlfriends, boyfriends and children. All live in the Burkeville subdivision near the eastern shore of the island. Their firepower came from the remnants of the island's Airfield Security Forces and includes five M60s, four MAGs, one M214 6-pac, two M2HB machine-guns, four M203s, one Mk-19 grenade launcher, and one Carl Gustav rocket launcher. They operate three HMMWVs, two M113A3s and five civilian 3/4-ton pickup trucks for transportation.

Billy Goats Gruff

If the PCs are enlisted by the Faculty, they will have to convince the Trolls to allow salvage operations to be conducted on Sea Island (Impossible: Persuasion),

before the flood hits. The Trolls hate the Faculty (whom they disparagingly call "eggheads") because "They're always up to something!"

This mistrust and dislike stems from an altercation the two groups had in March 1998 over Faculty salvage efforts at the airport – efforts undertaken without the consent of the Trolls. This incident prompted the Trolls to close the Arthur Laing Bridge permanently, "to keep those UBC eggheads from ripping us off any more" (as the Trolls put it).

The PCs' negotiation task can be made easier with offers of gifts (read bribes). Each \$2,000 (round down) worth of equipment (as per the Price List on page 248, *Twilight: 2000*, 2.2) offered to the Trolls by the PCs will reduce the task difficulty by one level. However, the task's difficulty can't be reduced below Difficult, no matter what the PCs offer. Referees should note that the Faculty doesn't have anything it can afford to part with for the PCs to offer to the Trolls, beyond what they are already giving to the PCs as payment for this mission.

Referees may require simple task rolls for any negotiations that the PCs initiate, or role-play through the details of any conversations the PCs have with the Trolls. Convincing role-playing and smart bargaining could (like the bribes) reduce the difficulty of the Persuasion task.

Basil Wright

Basil Wright is the autocratic leader of the Bridge Trolls. He's a former first sergeant from the US Air Force Combat Security Patrol detachment that was stationed at Vancouver International Airport. After the nuclear strike hit the city in 1997 he was the most senior NCO of his unit to survive. He reorganized the American and Canadian members of the Airport Security Forces and closed Sea Island to incoming ground traffic. Since all other military units in the city were also in a state of disarray, none of them was able to force the issue. Wright's group has been in control of the island ever since.

A surly individual with a self-educated man's dislike of academics, Wright speaks with a barely audible Boston accent, as though his mouth were half full of cotton. His humor is generally derogatory or belittling. Tall and lanky, Wright still wears his hair short under his ever-present ball cap and wears a .357 magnum revolver in a shoulder holster when dealing with outsiders.

He is a veteran NPC. Motivations are Diamonds King: Selfish and Spades 9: Very Ambitious.

Windfall

Located on the south shore of Sea Island is the Canadian Coast Guard Hovercraft Unit station. The base's two buildings now stand abandoned.

Also here are two SRN 6 hovercraft. Neither of the hovercraft works but, using the spare parts available in the hangar and storage shed, they can be cannibalized and reassembled to build one that does (Formidable:

Mechanic or Difficult: Aircraft Mechanic). If this is done the craft will also need to be converted during rebuilding to burn alcohol in its turbine engine (Average: Mechanic or Easy: Aircraft Mechanic). Once the rebuild is finished, there will be very few remaining spare parts.

AFTERMATH OF THE FLOOD

Vast areas of Richmond, the airport, Delta and Surrey will remain inundated even after the flood waters abate. Water will be held inside the remaining dikes, creating huge artificial lakes. Sea Island is a very likely candidate for this.

In spite of the Faculty's warnings to move to high ground, between one and two thousand people die in the flood. Many more lose all they have – again.

Some good will come of the flood, however. The Bridge Trolls will be removed as an obstacle to the Faculty's plans for reconstruction. In addition, about 30 centimeters of fertile river silt will be deposited over the whole flood plain.

ENVIRONS

Below are capsule descriptions of some of the more interesting areas in and around Vancouver which may (or may not) have an affect on the PCs during the conduct of this adventure. Note that this is pre-flood information. Some of it will be radically altered by the inundation of the Lower Mainland.

One feature will remain the same regardless of the flood, however: cars. Every street in the city is scattered with abandoned cars. Some avenues are literally choked and impassable to vehicles because of the snarl of cars, abandoned after the EMP of the nuclear attack fried their electrical systems and stopped them dead. Only a few major thoroughfares connecting to the river have been cleared. And even those streets are still lined with rusting hulks.

Annacis Island

In addition to conducting trade on the river, the inhabitants of this island host the area's largest market, held here every Saturday from 8 a.m. to 8 p.m. Goods salvaged from north of the river, fuel produced in Richmond, food, and other goods are all available at this market. People offer their work at the market too. "Will Work For Food" signs are ubiquitous.

Hook: A number of interesting things can happen to the PCs at the market. They could be enlisted as convoy escorts or riverboat crew. One of them could have his or her pocket picked. They might even encounter one of the PCs' solid contacts.

Stanley Park

A gang of primitives lives in the forests of Stanley Park. They are known as the Stickmen because of their apparent choice of crossbows and clubs over guns as

weapons. The Stickmen have unwittingly severed ground transport and communication between Vancouver and the North Shore (North and West Vancouver). They will hunt and attack anyone traveling on Georgia Street, the main thoroughfare through the park.

Deadman Island

This islet is connected to Stanley Park's south shore via a low concrete-and-steel bridge and houses three small office buildings. It was the former headquarters of the Naval Reserve unit HMCS Discovery. There is a small isolationist survivalist group holed up here now. They are constantly at odds with the Stickmen of Stanley Park so they have surrounded the island with barbed and razor wire, mines and booby traps. The bridge is permanently barricaded, the current residents only leaving and returning to the island by boat.

Delta

The George Massey tunnel that crosses under the Fraser river between Richmond and Delta is completely flooded and impassable, except possibly by people in scuba gear.

Hook: A LAV-25 IS being towed along Highway 99 by a team of four or six horses. The vehicle has been gutted, its engine having been pulled and discarded long ago. The driver now steers his makeshift "wagon" while sitting on the driver's hatch. What about that 25mm autocannon?

Downtown Vancouver

There are a number of "Undergrounders" living in this part of the city. They live in the abandoned shopping centers and subway tunnels under the city's central business district. Although not considered as dangerous as Stanley Park's Stickmen, they are unpredictable nonetheless.

Hook: The PCs are ambushed downtown and one of them is dragged underground. His buddies better have light intensification goggles.

New Westminster

This city, once the provincial capital, is again the region's hub of activity, being the midway point on the river's lower course and the base of the delta. A number of river traders call New West (as it is known locally) home, including the owner-captains of the region's two operational sternwheeler vessels. In fact, most of the larger vessels that ply the Fraser are moored along New West's river front.

The Native

The crew of the sternwheeler *The Native* has mounted a M167 Towed PIVAD (page 43, *Heavy Weapons Guide*), scrounged from Pitt Meadows Airport, on the vessel's rear deck. It has been stripped of all superfluous parts

Sternwheelers

The sternwheelers are river cargo and passenger vessels originally produced for the Vancouver tourist trade: *The Native* in 1985, *The Constitution* in 1983. *The Native* may carry up to 90 passengers if no cargo is loaded. *The Constitution* may carry 100 passengers under the same conditions. Standard practice, however, is to carry some of both. One passenger is equal to about 100 kilograms of cargo when determining limits for a mixed load. Both vessels have been converted to burn ethanol.

Note: In the information given below, data before the double oblique is for *The Native*, while information after the double oblique is for *The Constitution*.

Price: \$150,000 (R/-) // \$175,000 (R/-)

Armament: None, although both are now armed (see *The Native*, Page 62 and *The Constitution*, Page 64)

Length: 2 (28 meters) // 3 (30 meters)

Draft: 1 m // 1.25 m

Speed: 10-meter grid squares // 10-meter grid squares

Turn: 2 // 2

Acceleration: 1 meter per turn // 1 meter per turn

Pumps: 3 // 3

Night Vision: White light spotlight // White light spotlight

Load: 9 tons // 10 tons

Minimum/Optimum Crew: 2/4 // 3/4

Mnt: 15 // 15

Fuel Type: D, A // D, A

Config: Vessel // Vessel

Tonnage: 115 // 187

Hull Armor: 2 // 2

Waterline Armor: 1 // 1

Superstructure Armor: 1 // 1

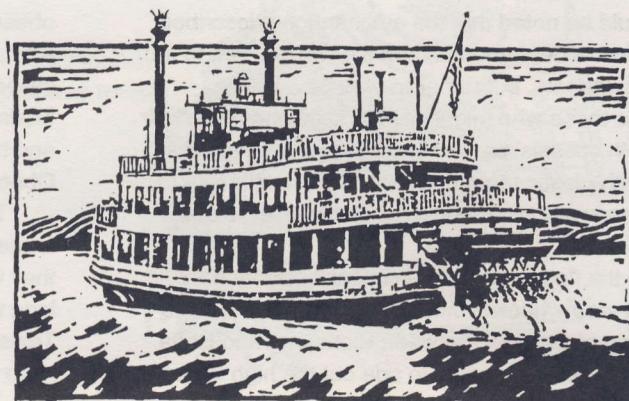
Propulsion: Motor

Size: 2 // 2

Tr Mov: 15/15 // 15/15

Fuel Cap: 4800/5000

Fuel Cons: 96 // 160



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Native (Each circle equals five flotation hits.)

Full Speed: OOOOO OOOOO OOOOO OOOOO OOO

Dead in Water: OOOOO OOOOO OOOOO OOOOO OOO

Sunk: OOOOO OOOOO OOOOO OOOOO OOO

Constitution (Each circle equals five flotation hits.)

Full Speed: OOOOO OOOOO OOOOO OOOOO OOOOO OOO

Dead in Water: OOOOO OOOOO OOOOO OOOOO OOOOO OOO

OOO

Sunk: OOOOO OOOOO OOOOO OOOOO OOOOO OOOOO OOO

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and is permanently secured by bolting it to the deck. It now weighs only one ton. Ammunition for the gun, however, is very scarce.

The Constitution

The other sternwheeler now plying the Fraser river, *The Constitution*, conducted tours through the port of Vancouver before the war, in and around Burrard Inlet. When the nuclear strikes hit, the crew immediately got under way and, sailing *The Constitution* around Point Grey, brought her up the Fraser River to moorage at New Westminster Quay.

There is an Oerlikon GDF-005 Twin 35mm ADA (page 44, *Heavy Weapons Guide*) mounted aboard *The Constitution*. It was salvaged from a position that was once occupied by the Canadian Army's 129 Air Defense Battery of 4 Air Defense Regiment. Although the standard practice in artillery units when forced to abandon guns is to destroy them or remove their breech blocks, some weapons in and around Vancouver's airports were missed in the chaos immediately following the nuclear strike on the city.

Like the PIVAD on *The Native*, *The Constitution's* GDF-005 has been stripped and permanently secured. It now weighs only five tons and is bolted to the vessel's rear deck. Ammunition for the 35mm guns is also in short supply.

It should be noted that the autocannons described above have not been mounted on the two vessels to turn them into gunboats, but rather to provide a visible deterrent to those who might wish to seize them (or their cargo). Both vessels' crews keep their guns covered at all times with plastic tarps to diminish the hostile look given by the weapons; the traders do not wish to scare off customers.

When the flood increases in intensity (around 22 May), both sternwheelers will be paddled down river to the widening of the river, between Richmond and Delta. Once there, both will be able to ride out the high water while avoiding the danger of venturing out onto the open strait during the storm.

Port Coquitlam

There is an ongoing salvage operation being conducted into Coquitlam and Port Moody from this riverside part of the city. It is run by the survivors of a Burnaby street gang called Los Diablos (The Devils). Although they have put on a happy face, so to speak, they are not above eliminating business competitors, whom they perceive as claim jumpers.

Richmond

The farmlands covering the eastern half of Lulu Island are being used by Richmond's inhabitants to supply a burgeoning trade in ethanol fuel alcohol. They have one large still in operation, with another in the planning

stages. These islanders trade fuel to the vessel operators on the river in exchange for other goods.

Sea Island

This small island is the home of the Vancouver International Airport. As such, it served as a major staging base for Canadian and American strike aircraft flying sorties against the Soviet Army in Alaska, the Yukon Territories and British Columbia.

Most of the American combat and transport aircraft that were based out of Sea Island were flown to northern Washington's Sea-Tac airport, close to the Boeing plant, when the US 47th and 104th Infantry Divisions withdrew south of the border in late August of 1998. Those that were abandoned, along with the remaining Canadian Forces aircraft that were not flown to Alberta, have all had essential engine components removed, rendering them inoperable. They now stand exposed to the elements, or shacked up in hangars at various points on the island. A variety of civil aviation craft are also parked around the airport.

The current residents, known locally as the Bridge Trolls, have constructed a series of interconnecting trenches, bunkers and obstacles at key points around the subdivision of Burkeville, and guarding the island's four bridges.

Keeping vigilant watch over the whole island is an observation post (OP) stationed on the roof of the airport's second, taller, air traffic control tower. This OP, called Skyguard, is manned around the clock by three Trolls with high-powered binoculars, an image intensifier and two radios. Each of these sentinels has a basic Observation asset of 13.

The dikes around this island were damaged by the Soviet bombing raids of early December 1997. Though they were subsequently repaired, these shorings are a long way from pre-war standards. None of the Bridge Trolls realize the extent to which the Sea Island dikes have been weakened by the bombings.

Surrey

This sprawling municipality spreads out across the flood plain to the south of the Fraser River. Before the war it was a heavily populated area. Now it is virtually abandoned.

Hook: A madman is raising an army of marauders upriver, near the ruins of Chilliwack. Refugees fleeing the valley say he plans to sail with his followers to a "Haven in the West." Any who stand (or happen to be) in his way will be destroyed. He must be stopped to neutralize the threat of invasion, and only the PCs have the chutzpah to do it. (Yes, you've read or seen this before!)

University of B.C.

The University of British Columbia is under the control of a group of former students and instructors, known

Royal Hudson

The 2860 and 3716 are steam locomotives and tenders, the former built in 1940, and the latter in 1912 at the tail end of the steam age as part of the Royal Hudson series for passenger rail service in Canada. Sixty-five of these engines were built, but only the two in West Vancouver survive as fully functioning locomotives.

Retired in the 1940s, the two locomotives returned to duty almost thirty years later, this time in the tourist industry. They carried passengers between North Vancouver and Squamish from the 1970s through to the 1990s. Both engines were built as oil burners but have been converted to burn coal and wood since the end of the war.

Price: \$800,000 (R/-)

Fuel Type: O, C, W

Load: 535 tons max pull

Veh Wt: 150 tons (including fuel and water)

Crew: 2

Mnt: 16

Night Vision: Headlights

Radiological: Open

Tr Mov: 240/0 (can operate only on railway tracks)

Com Mov: 60/0 (can operate only on railway tracks)

Fuel Cap: 15000 fuel/54000 water

Fuel Cons: 9000 oil/90000 water

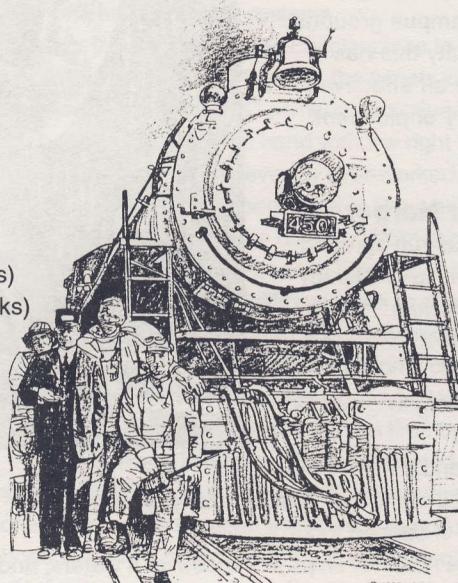
Combat Statistics

Unarmored Vehicle

Config: Engine/Tender HF: 1

Susp: W(8) HS: 1

HR: 1



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Notes:

Fuel Type, O: Fuel Oil. Fuel oil has a Fuel Energy Consumption Multiplier of 1. The Royal Hudsons cannot burn gasoline, diesel or alcohol as those fuels are too explosively volatile.

Fuel Cap: For rules purposes, one kilogram of coal or wood is equal in volume to one liter of fuel oil. The water tankage listed includes the 6000 liters which are carried in the engine itself. Because both locomotives are presently burning wood, the fuel consumption is actually 45000 per four-hour period (due to wood's consumption multiplier of 5). Yes, that's a whole lot of wood!

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collectively as the Faculty, who survived the nuclear attack and its aftermath.

Before the war the university was the largest educational institution in the province. Now it is the only one. As one of its moves toward reconstruction, the Faculty now conducts basic courses in English, mathematics, power mechanics, rudimentary electronics, and medicine.

The campus grounds are governed by the Constitution and Criminal Code of Canada, which are enforced to the degree possible by the university RCMP detachment. Acting in accordance with the provisions of the Federal War Measures Act and the 1997 declaration of martial law, they still hang offenders convicted of hoarding or looting on campus grounds. For the Faculty this has proven to be an effective, although very unpleasant, deterrent.

Vancouver Harbor

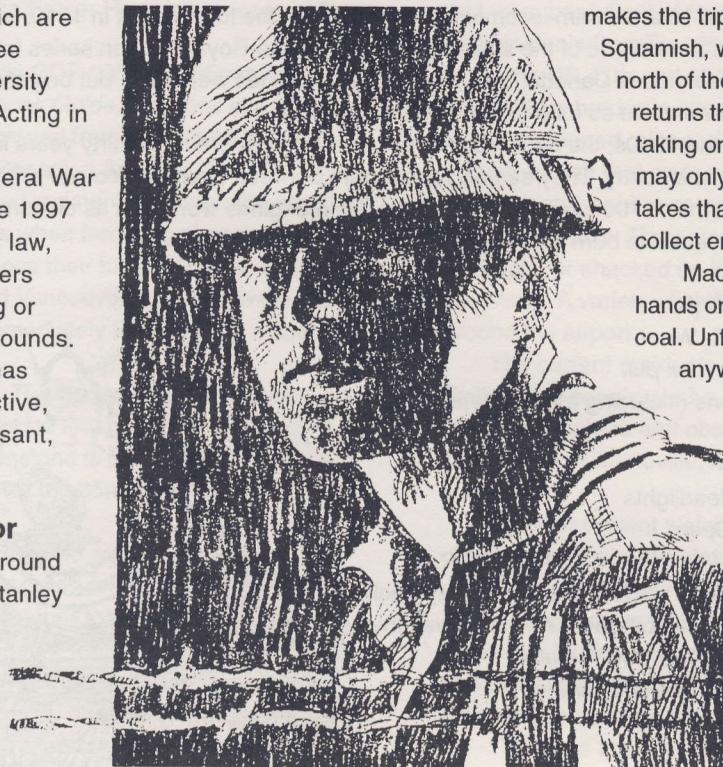
A freighter was run aground off the eastern tip of Stanley Park by the nuclear blasts of 1997. It sits there still, rusted and listing to one side. The Deadman Island survivalists sail out to it at night regularly. Their reason why? It is full of canned food!

There are no other ships in Vancouver's waters, and no naval vessels.

Hook: Both the Faculty and Rod MacArthur (see below) want to transport the 3716 steam locomotive and its tender and gun car across Burrard Inlet to get them operating along the river. An operational railroad ferry vessel will be required, however. There is one such ferry in Nanaimo, on Vancouver Island. Sailing it to Vancouver is the challenge, and the opponent to be overcome is rust; the rail ferry has been moored idle in-harbor for over three years.

West Vancouver

This city is significant for two reasons. First, it is the only remaining inhabited area on Vancouver's North Shore. Second, it is the home base for the only two fully functioning steam locomotives – Royal Hudsons, within hundreds of miles, possibly North America.



The 2860 and the 3716

These two Royal Hudson steam trains on the north shore are run by a retired railroad engineer and model train enthusiast named Rod MacArthur. MacArthur is reconstruction-minded and agrees with most of what the Faculty does and says.

Due to the Royal Hudsons' voracious appetites for wood, they can only make the West Vancouver-to-Squamish run once each month. One of the two

locomotives, either the 2860 or the 3716, makes the trip from West Vancouver to Squamish, which lies some 64 kilometers north of the city, along the coast and then returns the next day, leaving time for taking on fuel, water and cargo. The trips may only be made monthly because it takes that long for MacArthur's people to collect enough wood for the journey.

MacArthur would love to get his hands on a reliable supply of fuel oil or coal. Unfortunately, there is no coal anywhere near West Vancouver, on the mainland. However, there are vast, readily accessible, coal deposits within the territory controlled by the Canadian Army's Vancouver Island Command.

The

Department of
Reconnaissance
and
Investigations
(DRI, see below

in "Cloak and Dagger") is making overtures of cooperation to MacArthur, including a proposal to supply him with coal, which they will ship over from Vancouver Island to power the Royal Hudsons. The DRI wants MacArthur to reconnect the coast with the central interior of British Columbia via his railroad.

The locomotives are rotated on an irregular schedule. Each of the two trains has the following car complement: one engine, one tender, one caboose, one flat car, one box car, one passenger car and one gun car. For security reasons the cars are rearranged before each departure in the western reaches of the North Vancouver rail yard.

The security operations of the railroad are overseen by David Urry, a former Sergeant of the Canadian Army. Urry found himself in command of the remnants of 2 Platoon, B Company, 2/The Canadian Scottish Regiment, which had disintegrated just north of Whitehorse in September of 1998.

Each train is defended by one ad-hoc gun car. There are two such cars, each comprised of a flatdeck rail car mounting a permanently secured Grizzly armored

personnel carrier. The APCs have had their engines and suspensions stripped to lighten them. The added internal space thus created has been used to store more ammunition, food and creature comforts (like portable heaters, hammocks, stereos and cushions).

The carriers themselves have been heavily armored with sandbags, logs, railroad ties and rails, bricks, sheet steel, rebar and chain-link fencing. This bunkering material has been arranged so as not to interfere with the operation of the turret, any of the four top hatches, or the four side firing ports. It is equivalent to 30 centimeters of concrete and bricks (page 219, *Twilight: 2000*, 2.2) and provides an additional 9 armor value to each of the carriers' hit locations. The two rear doors have been barricaded over.

Each of the two gun cars is manned by a crew of five. Armament for each car comprises the M2HB and MAG machine-guns in the APC's turret plus four FN-LAR battle rifles. Dave Urry and his cohorts have graffitied "Three On A Match" in yellow spray paint across the hull of one of their Grizzlies, and "The Seven Samurai" on the other.

The gun cars also have two claymore mines attached to each side. These mines can be remote-detected from inside the secured APCs.

ENCOUNTERS AND RUMORS

If the referee chooses to roll for random encounters during this adventure, the whole Greater Vancouver area should be considered independent territory (page 156, *Twilight: 2000*, 2.2).

In addition to the adventure hook possibilities outlined above, the PCs may also come across the following interesting groups or rumors during their stay in Vancouver, either before or after the flood.

Cloak and Dagger

There are two intelligence organizations conducting active operations in the Vancouver area:

- The Canadian Department of Reconnaissance and Investigations (DRI), a Federal intelligence agency which does exactly what its name implies, operates from a regional base on Vancouver Island. It has been conducting secret talks with the Faculty of UBC since just before Christmas of 2000, with the objective of bringing the reconstruction-minded scientists on side.

- New America has reached out a tentacle from its Snake River enclave in Idaho. They are studying the possibility of taking over the sternwheelers and steam locomotives which are operating in the Vancouver region, and using them as a possible stepping stone between their Idaho and northern British Columbia cells. The New Americans will also take a particular interest in any hovercraft which becomes operational in Vancouver.

Rumors

Referees may find it desirable to help or prod the PCs during this adventure. Given below are a few examples of

statements they might hear in the city.

- "Well hey, if you folks are looking for work, why don't you go to the market on Saturday?"

- "My uncle said his buddy near Chilliwack saw the river sweep his neighbor's shack right off the shoreline and downstream."

- "I hear the two paddle-wheelers are prepared to sail out onto the open Straight if the river keeps rising the way it's been doing."

CONCLUSION

There are a variety of possible outcomes to the core adventure:

If the PCs do manage to get the Faculty onto Sea Island, the overall success achieved by all parties concerned may be a matter of degree. For each day the Faculty has salvage teams working on the island, they should be able to obtain 5% of the materials and components they need for the construction of their telephone and computer systems.

After the flood ebbs, the Faculty plans to devote 300 to 400 person-hours per week to the construction of the phone system on the UBC campus. Unfortunately, they only have eight people on hand with the right technical skills, so they will all be severely over-worked. In spite of this, the system will be operational in five weeks if 100% of the required materials were obtained from the airport (the full 20 days of salvage). For each 5% lack in components, the system will take an additional week to complete, while materials are scavenged from less likely sources or jury rigged. On the other hand, each additional character with appropriate skills (referee's call) who volunteers to work on the system will shorten the completion time by one week.

If the salvage is even partially completed, Ellen Kwan might invite PCs with telecommunication/information or construction skills to assist the Faculty in building the new phone system. Characters without such talents could carve out a future in Vancouver as Faculty hovercraft pilots or technicians, security forces or riverboat operators. The PCs could even continue to work with the Faculty as a troubleshooting team for phone system maintenance and expansion.

Once the telephones are working on the campus, the Faculty plans to renew an organized program of education at UBC. This will require people with instructional and administrative skills. Perhaps the PCs' most promising future with the Faculty is as recruiting officers for future UBC staff.

If the Faculty can't get into the airport before the flood hits it, it's mud city. Nothing of what they are looking for will remain salvageable after the flood inundates the island.

Note: Referees wanting more information for using the steam locomotives on the North Shore in their campaigns should track down a copy of the first edition *Twilight: 2000* module *Going Home*.