

18FR-RCE
(Revolutionary Commemorative Edition)
English Rules

Designer: Michael Liebetanz (1987) & Helmut Ohley (1997 & 2009) - 18FR,
J C Lawrence (2009) - 18FR-RCE

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Introduction

18FR-RCE is a re-development and extension of 18FR, itself a re-development and extension of 1830. Core changes include a ninth company, an extended train roster (5-trains rust), an extended tile-mix, and a reduced bank-size.

Setup

18FR-RCE relies on the track-tiles from 1830. No other 1830 components are required. From 1830's track-tiles, discard the NYC and B tiles (Baltimore & Boston) and add 18FR-RCE's additional tiles. All other components are supplied by 18FR-RCE.

Place one of the three port markers from 18FR-RCE on the anchor symbol beside each of the ports on the map (Bordeaux, Le Havre and Marseilles). Otherwise setup the game as you would any other 18xx game.

Rules Changes from 1830

1. The bank-size is reduced to 10,000fr. Money is not provided with 18FR-RCE (you'll need to supply your own).
2. Player money and company treasuries are open and must remain visible and easily and accurately counted or reviewed by all players at all times.
3. The private companies:

Name	Cost	Revenue	Blocks	Special Ability	1830 Equivalent
#0 - COMPAGNIE DE TOULOUSE À BARCELONA	15fr	5fr	K8	May lay an extra yellow track-tile (and close the private company)	None
#1 - CIE DE LA CEINTURE	20fr	5fr	F16 & E17	None	Schuykill Valley Navigation Co.
#2 - CIE DE PARIS - ST GERMAIN	40fr	10fr	E13	May lay an extra tile in E13	Champlain & St. Lawrence Railroad
#3 - CIE DE LE HAVRE	70fr	15fr	C14	May lay a tile and a token in Le Havre (C14) for 80fr	Delaware & Hudson Railroad
#4 - CIE DE VAL DE LOIRE	110fr	20fr	G13	May be exchanged for a 10% share of the ADMINISTRATION DES CHEMINS DE FER DE L'ÉTAT (ETA)	Mohawk & Hudson Railroad
#5 - CIE DE BOLOGNE - AMIENS	160fr	25fr	C17	Comes with a 10% share of the CIE DE FER DU NORD (NOR)	Camden & Amboy Railroad
#6 - CIE DE LYON - MEDITERANEE	220fr	30fr	-	Comes with a 20% share of the PLM. Closes when the PLM buys a train	Baltimore & Ohio Railroad

The private companies in 18FR-RCE are largely functionally identical to their 1830 counterparts. The exception is the #0 - COMPAGNIE DE TOULOUSE À BARCELONA. A major company which owns the CIE DE TOULOUSE - BARCELONA may pay 20fr to the bank and lay an extra yellow track-tile in the normal manner either immediately before or immediately after its normal track build. The COMPAGNIE DE TOULOUSE À BARCELONA is then closed and removed from the game.

Note The COMPAGNIE DE TOULOUSE À BARCELONA's extra track build does not replace the extra-track-building abilities of the CHEMINS DE FER DE L'EST (EST), CHEMIN DE FER DU MIDI (MID), CHEMINS DE FER DE L'OUEST (OU), CHEMINS DE FER DE PROVENCE (PRO) or CHEMIN DE FER DU SUD - OUEST (SO), but is rather in addition to the native track-building abilities of its owning company.

4. Bids during the private auction may be any multiple of 5fr that is larger than the current largest bid or the face value of the private company.
5. This is a *sell-buy-sell* game. During a player's turn during a stock round they may sell one or more shares, buy shares (typically one unless the stock-price is in the brown-zone), and then sell one or more shares (including the one they just bought).
6. When selling shares of multiple companies, the player may choose the order in which they are sold and thus control their relative order if their stock prices are in the same place on the Stock Market.
7. When buying shares of a company whose stock price is in the brown-zone (may buy multiple shares in a single purchase), shares may be purchased from the IPO supply and Open market together as a single transaction.
8. It is not required that a company placing or upgrading a track-tile be able to trace a route to some of the new track on the tile, or that the tile increase the revenue-value of a city or town which may be reached by the operating company. It is merely required that the company be able to reach some track on the tile after the new tile is placed.
9. The public companies:

Name	Abbreviation	Tokens	Home Station
ADMINISTRATION DES CHEMINS DE FER DE L'ÉTAT	ETA	4	Nevers, H14
CHEMINS DE FER DE L'EST	EST	3	Strasbourg, H24
CHEMINS DE FER DE PROVENCE	PRO	3	Marseilles, N14
CHEMIN DE FER DU NORD	NOR	2	Lille, C19
CHEMIN DE FER DU MIDI	MID	3	Montauban/Albi, J9
CHEMINS DE FER DE L'OUEST	OU	4	Rennes, D8
CHEMINS DE FER DE PARIS À LYON ET À LA MÉDITERRANÉE	PLM	3	Lyon, J16
CHEMIN DE FER DE PARIS À ORLÉANS	PO	2	Paris (SW), E15
CHEMIN DE FER DU SUD - OUEST	SO	4	Bordeaux, H6

10. The CHEMINS DE FER DE L'EST (EST), CHEMIN DE FER DU MIDI (MID), CHEMINS DE FER DE L'OUEST (OU), CHEMINS DE FER DE PROVENCE (PRO), and CHEMIN DE FER DU SUD - OUEST (SO) may place a second additional yellow tile in addition to their normal yellow tile placement in each Operating Round for 20fr paid from the company treasury, or they may place a single yellow track-tile or upgrade a single tile in the normal manner.
11. The supply of yellow #7, #8 and #9 track-tiles is unlimited.
12. Hexes containing mountains or hills (brown triangles) or rivers (blue triangles) cost 80fr from the company treasury to build a yellow track-tile.
13. Paris has special tiles in green and brown and costs 40fr each time to upgrade its track-tile.
14. The Paris track-tiles must be laid so that Montparnasse (the city on the south-western edge and the home station of the CHEMIN DE FER DE PARIS À ORLÉANS) remains a single station with only one exit.
15. Lille and Lyon have special track-tiles in yellow, green and brown which must be used for those locations. Additionally, the yellow track-tiles for Lille and Lyon must be oriented so that the text on the track-tile runs from south-west to north-east (parallel to the bottom edge of the map)
16. Bordeaux, Le Havre and Marseille have special track tiles in green and brown (one of the two station market locations is marked with a port symbol).
17. The train roster has been extended:

Train-type	Number	Price	Lifetime	Track-tiles
2	7	80fr	Rusted by 4-train	Yellow
3	6	180fr	Rusted by 6-train	Green
4	5	300fr	Rusted by 7-train & Diesel-train	Green
5	4	400fr	Rusted by Diesel-train	Brown
6	3	630fr	Permanent	Brown
7	2	710fr or 560fr upgrade	Permanent	Gray
Diesel	999	900fr or 750fr upgrade	Permanent	Gray

18. The 7-trains and Diesel-trains are available for purchase immediately after the first 6-train has been purchased. The purchase of the first 7-train rusts the 4-trains. The purchase of the first Diesel-train rusts the 5-trains (and 4-trains, should a 7-train not have been already bought).
19. 5-trains, 6-trains and 7-trains may be upgraded to a (larger) 7-train, or Diesel-train for 560fr or 750fr respectively (if those trains are available for purchase). The train that was upgraded is removed from the game along with any other trains that were rusted by the purchase.

20. Once a 5-train has been purchased, a yellow double-town track tile at E14, F19, or G14 may be directly upgraded to the brown 5-way 20fr single-town track-tile.
21. After a 5-train has been purchased the CHEMINS DE FER DE PROVENCE (PRO) and CIE DU SUD-OUEST (SO) may, as part of their normal track-build, place the special brown tiles for the port cities of Bordeaux, Le Havre, or Marseilles even if a yellow track-tile or green track-tile hasn't been placed there yet (subject to the other normal track-placement and route rules).
22. The supply of Diesel-trains is infinite. (In practice it is simpler to cease discarding trains once only Diesel-trains are left)
23. If stock is sold during a forced train purchase such that control of a company changes to a new president, then presidential control is transferred before the train is purchased.
24. If a company president contributes money for a forced train purchase from another company, the purchase price may not exceed the face value of the train.
25. A company placing a station-marker on a green or brown track-tile at the port cities Bordeaux, Le Havre or Marseilles may take the port-marker and place it on its charter if it is still available. This rule also applies to the home station of the CHEMINS DE FER DE PROVENCE (PRO) and CHEMIN DE FER DU SUD - OUEST (SO) when they place their first track-tile.
26. When a track-tile at Bordeaux, Le Havre or Marseille is upgraded, a station marker on the non-port side of the track-tile (or that was on the previous yellow track-tile) may be moved to the port-side and the port token taken (if still available) and placed on that station-marker's company's charter at the upgrading company-president's choice
27. The CHEMINS DE FER DE PROVENCE (PRO) and CHEMIN DE FER DU SUD - OUEST (SO) may move a station marker on a green or brown track-tile at Bordeaux, Le Havre or Marseille (and to which they can trace a legal route) from the non-port side to the unclaimed port-side of that track-tile and thus assign the port marker to that company in lieu of one of their yellow track builds.
28. A company with a port-marker on its charter receives 20fr from the bank at the start of each Operating Round for each port marker it has.
29. All private companies close on the purchase of the first 5-train. However, port-tokens remain in play until the end of the game.
30. Gray track-tiles may be placed after the first 7-train or Diesel-train has been purchased. The gray #513 tile upgrades any brown #63 tile. The gray #167 tile upgrades any brown Double-O track-tile.

31. At the end of each set of Operating Rounds the smallest available train available from the supply (not the Open Market) is discarded from the game. If the discarded train is the last of its type, then the first train of the newly available type is also discarded. Game-phase changes occur exactly as if a public company had bought the discarded trains.
32. If all of a company's shares are held by players (100%) and its stock price is on the top row of the Stock Market at the end of a Stock Round, then its stock price is moved down and to the right. If the stock price has reached the highest possible value, then it isn't moved.

Background

Among Helmut Ohley's design goals for 18FR was to produce a game with a lower rate of bankruptcies than 1830. However 18FR had a very similar rate of player-bankruptcies to 1830 in our group. 18FR-RCE's primary goals are to reduce the bankruptcy rate to well below 50% of games, while also providing for more interesting train and track management sub-games without significantly increasing play-time.

Designer's notes

18FR is a fine and interesting game, but it has significant problems:

- The CIE DE LA CEINTURE (the cheapest private company in 18FR) controls access to eastern Paris. This is so strong and valuable that many players feel that it should be simply bought at the first opportunity; it is too large a reward to be determined by random seating order.
- The CIE DE ST ETIENNE's special power is largely useless. It is too far away from Paris, and there are too many tokens and possibly blocking track between it and Paris to be interesting. As a result the only real value for the CIE DE ST ETIENNE was for selling it to a major company.
- Bankruptcies are no more uncommon in 18FR than in 1830. Stylistically I prefer games to end in bankruptcy no more than 25%-30% of the time at the outside, thus preserving interest in late-game planning, Diesel-train runs etc.
- Diesel routes tended to be small, usually in the 40fr - 55fr range, making for an extended end-game that over-valued diesel trains as they ran for 8+ Operating Rounds.

Some of the changes made in 18FR-RCE and supporting reasons:

- Track is rarely built to Brest in 18FR. It is in the wrong direction, has annoying towns along the way, and isn't worth enough. Sometimes it is built in the very late game for Diesel runs, but that is still rare as Brest is a dead-end. An additional hex was added beside Brest and the track on Brest changed in order to allow Diesels to run to and through Brest.
- In order to solve already mentioned problem with the CIE DE LA CEINTURE, a new private company was added to the bottom of the private-auction. This had the side effect of also increasing the number of private companies, which changes the balance and timing points of the traditional 1830 private auction in interesting ways, most especially for larger player counts.
- Additionally the new private company was given a small special power of an extra one-time tile-lay. A less invasive change was considered for shuffling the order, values and powers of the current private companies (in particular moving the CIE DE BOLOGNE - AMIENS to block the hexes currently controlled by the CIE DE LA CEINTURE), but was discarded as being too invasive when combined with all the other adjustments then required. Instead a new private company was added. The new private company is so cheap and its revenue so small, that those numbers are mostly insignificant. However the extra tile-lay significantly changes the balance of tempo and positioning among the various companies in interesting ways, most especially in the companies north of Paris, even more so when combined with the CIE DE LE HAVRE.
- The CIE DE PARIS - ST GERMAIN's hex was changed from a single town to a double town. This increases the number of double-town hexes to match 1830 and makes the exact choice and timing of the track-tile placed there by the CIE DE PARIS - ST GERMAIN more interesting. The presence of the extra town and its track additionally makes the Double-O at Le Mans frequently strategically interesting in the early game for those planning late-game strategic track connections through the CIE DE PARIS - ST GERMAIN's hex.
- The number of yellow #57 tiles was increased as we found that ~80% of 18FR games had one or more companies starting with no tile to place on their home-station, and this was thought too common to be interesting.
- The increased early focus on Le Mans provides a timing challenge for the Double-O at Calais. They frequently want the same brown tile, and to later upgrade to the new gray Double-O tile. That tension also increases the possibility that the green #59 Double-O tile may not be available for the CHEMIN DE FER DU MIDI's home station (in its new location) when it starts (much like the Erie in 1830).
- The additional station marker for Lille in the brown tiles simply balances the positional power of the 3-station brown tile for Lyon, while providing

for a back-door around the key hex at D17 and to the gray Double-O upgrade should it be placed at Calais.

- The CIE DE ST ETIENNE was moved to Le Havre in order to provide more conflict to the north of Paris, where previously only the CHEMIN DE FER DU NORD and CHEMINS DE FER DE L'OUEST fought. A track-stub and town were added to Le Havre in order to force the orientation of the #57 track tile so that the CIE DE LE HAVRE wouldn't be too strong.
- The new CIE DE LE HAVRE combines with the new COMPAGNIE DE TOULOUSE À BARCELONA private company in interesting ways, making the track decisions north of Paris more interesting.
- Track stubs were added to Nevers, Toulouse and St. Etienne. Toulouse and St. Etienne were made yellow hexes. These changes slightly strengthened their nearby companies.
- A 5-exit single town upgrade for one double-town yellow tile was added in order to help push track-building interest into the late-game. It also encourages larger Diesel-train runs, which, as they break the bank more quickly, reduce the potential value of Diesel-trains.
- Two gray tiles were added, one to upgrade a brown #63 city tile while adding a station location, and the other as an upgrade for any Double-O tile. Both these tiles make the end-game track-building and final station-placements more interesting, while also allowing good train-routes that don't necessarily involve Paris.
- The train-roster was extended so that the new 9th company wouldn't allow the trains to be driven so extremely fast that all games ended on bankruptcy in the 5-trains. Additionally, as all companies will usually float well before the permanent trains are available, the race for buying two (permanent) 5-trains is lost, leaving instead an interesting capital management and timing problem for the last expensive but impermanent trains.
- 1830 Coalfields train-obsolescence rule was not used, but the rule to allow a 4-train to be upgraded to a permanent train was used (and extended). This has the effect of strengthening the "*poison 5-train*" effect, while also providing for a dramatic and fast train-rush just before the end-game. (Often the first 6-train will be discarded, with the next company to buy a train buying a Diesel-train, thus rusting every other train in the game, aka World War II.)
- The 7-trains and Diesel-trains are made available for purchase immediately after the first 6-train is bought in order to partially simulate the massive destruction and subsequent replacement of rolling stock due to World War II, as well to shorten and add drama to the end-game.

- The rule to discard one or two trains at the end of each set of Operating Rounds was added so as to soften the last “poison” 5-trains while retaining an interesting and significant decision, to make capital management into the permanent trains interesting, while also keeping the game moving forward.
- A new Double-O location was added to the board so as to equal the all number of Double-O locations on 1830’s map. The new Double-O location was also made the starting location for a company so that there could be tension over availability of a green #59 tile for the home-station, again, as in 1830.
- The new ninth company, the CHEMINS DE FER DE PROVENCE, was placed in Marseilles, replacing the CHEMIN DE FER DU MIDI which moved to Montauban/Albi.
- The CIE DU CENTRE was replaced with the ADMINISTRATION DES CHEMINS DE FER DE L’ÉTAT. While the CIE DU CENTRE was historically a proposed company, it never actually existed. The ADMINISTRATION DES CHEMINS DE FER DE L’ÉTAT however did exist and operated in parallel to the CHEMIN DE FER DE PARIS À ORLÉANS in the Paris/Bordeaux area.
- An additional track-exit was added to the ADMINISTRATION DES CHEMINS DE FER DE L’ÉTAT’s home station in order to strengthen the company slightly should it be tokened-out at both ends.
- The Genève off-board was changed from a dead-end off-board spike to a pass-through sharp-curve track in order to pull a little development focus away from Paris, especially in the brown track-tile phase. This also adds some tension to the diesel-track game.
- Additional pre-built track, including the home-station tile, were added to the map for the CHEMINS DE FER DE L’EST in order to make the the CHEMINS DE FER DE L’EST more viable in the early game as a contender around Paris, and to help move a little of the late game’s track-development focus to the Geneva/Lyon area.
- The rule regarding 100% owned companies moving down and to the right from the top row was added in order push a little focus back onto Stock Development and away from big diesel runs.
- A town was moved from H19 to F19 in order to make track development to the west of Paris more interesting.
- The pre-built track at I22 was made yellow in order to encourage more interesting route development around Geneva

- The possibility to upgrade to a 6-train was removed, as that so reduced the poison potential of the 5-trains as to almost nullify the Word War II moment of all trains in all companies rusting as the first diesel train is bought.
- Added the rules for claiming port markers during track upgrades in order to slightly strengthen the #3 - CIE DE LE HAVRE private company and provide increased early game volatility in Le Havre, as well as the early game value and flexibility of the CHEMINS DE FER DE PROVENCE (PRO) and CIE DU SUD-OUEST (SO).
- Removed the upgrade path from 4-trains. They are already the best trains in the game. They don't need to be better.

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– J C Lawrence