



L&N locomotive near Birmingham (circa 1950)

# 18AL

The Railroads Come to Alabama  
Rules and Designer's Notes  
(Version 1.64, 28 June 2004)

Copyright 2000, 2004, Mark Derrick and John David Galt

## Contents:

1. Introduction
  - 1.1. Rounds and Turns
  - 1.2. Game Phases
  - 1.3. Companies
    - 1.3.1. Private Companies
    - 1.3.2. Corporations
  - 1.4. The Bank and the Open Market
2. Starting the Game
3. Stock Round
  - 3.1. Stock Turn While Unsold Private Companies Remain
    - 3.1.1. Private Company Auction Procedure
    - 3.1.2. First-Company Discount and Forced Purchase
  - 3.2. Regular Stock Turn
  - 3.3. Ownership Limits and Purchase Restrictions
  - 3.4. Floating a Corporation
  - 3.5. Change of Presidency
  - 3.6. End of Stock Round
4. Operating Round
  - 4.1. Operating a Private Company
  - 4.2. Operating a Corporation
    - 4.2.1. Laying a Tile
    - 4.2.2. Placing a Station Token
      - 4.2.2.1. Historical Objectives
    - 4.2.3. Running Trains
      - 4.2.3.1. Calculating Revenue
    - 4.2.4. Paying Out Dividends or Withholding
    - 4.2.5. Purchasing Trains
      - 4.2.5.1. Train Obsolescence
      - 4.2.5.2. Forced Train Purchase
    - 4.2.6. Purchasing Private Companies
5. End of Game
  - 5.1. Determining the Winner
6. Miscellaneous
7. Optional Rules
8. Game Hints
9. Game Support

Table I. Game Phases

Table II. Players' Starting Cash and Certificate Limits

Table III. Private Companies and their Special Abilities

Table IV. Tiles and Upgrades

Appendix 1. Comparison with Other 18xx Games (Q&A)

Appendix 2. Design Notes

Appendix 3. Historical Notes

Appendix 4. A Short History of Alabama Railroadng (by Brian Turner)

Appendix 5. Pronunciation Guide

## 1. Introduction

18AL is a railroad and stock-market manipulation game, based on the 1829 game system created by Francis Tresham. Each player takes the part of an investor, and the object of the game is to have the most money at the end.

18AL is a good introduction to the series (known as 18xx games) because it is smaller and simpler than most of the rest. It is intended for 3-5 players, and takes about three hours to play.

Players who are familiar with other 18xx games may wish to skip ahead to Appendix 1, which summarizes the differences between 18AL and several of the better-known 18xx games.

### 1.1. Rounds and Turns

The game is played in two types of rounds: Stock Rounds and Operating Rounds.

In a Stock Round, players buy and sell stock in companies. The players take turns in order, clockwise around the table, and each player usually gets multiple turns. The round ends when all players consecutively pass.

In an Operating Round, companies operate. Each company gets one turn.

At the beginning of the game, the two types of rounds simply alternate. In later phases there will be two or three operating rounds after each stock round.

The turns of players during a Stock Round are called stock turns. The turns of companies during an Operating Round are called operating turns.

### 1.2. Game Phases

The game is divided into phases. (The

sequence of phases happens in parallel with the sequence of turns. A phase change does not end the round or the turn in which it happens.)

When the game begins, it is Phase 1. Each time the first train of a new type is purchased, a new phase begins; the phase number is the same as the train number. Each phase change modifies some of the rules of play.

Table I lists all the train types, and the phases and their effects. (All tables appear at the end of the rules.)

### 1.3. Companies

The game has two types of companies in which players can invest: Private Companies and Corporations.

#### 1.3.1. Private Companies

A Private Company is owned as a whole, and thus is represented in the game by a single stock certificate. When a private company operates, the bank simply pays a fixed dividend to its owner.

A Private Company can be owned either by a player or by a corporation.

Private Companies cannot have any money or possessions of their own. They do not appear on the map, and they do not build track or run trains.

Some Private Companies also have special abilities that can be used if a corporation owns the Private Company. (These abilities can only be used during the corporation's operating turn – not during the Private Company's operating turn.) See Table III for details.

#### 1.3.2. Corporations

A corporation is represented by nine certificates representing stock in the

corporation (one 20% presidential certificate and eight 10% certificates), each of which may be owned by a player or the bank. (No company of any kind can own stock in a corporation.)

In most respects, a corporation is like a modern publicly-traded company. It has its own possessions (money, trains, tokens, and private companies). (Each corporation has a large card called a "charter" on which to keep its possessions.)

The player with the greatest number of shares (percentage of ownership) in the corporation is its president and controls all aspects of its operation. (See 3.5 for details which are omitted here.) He keeps the company's charter in front of himself. In addition, the percentage each player owns determines how much of the dividends he receives, if and when the corporation pays dividends.

Note that a corporation's assets must be kept separate from those of any player, including the president. The president cannot move assets between his own hand and the corporation's charter, or between different corporations he controls, except for transactions specifically permitted by the rules.

Be careful of the distinction between a certificate and a share. One "share" is defined as 10% of the ownership of a corporation; thus each stock certificate equals either one or two shares. Shares determine the presidency and the allocation of dividends. However, players can only buy and sell certificates, not shares (even though the price paid or received is based on the number of shares those certificates represent), and the limit on each player's total holding is counted in certificates.

During its operating turn, a corporation may build or upgrade track tiles; place station tokens; operate trains; pay out (or withhold) the resulting revenue; purchase trains (from the bank or from other companies); and purchase private companies from players. (Most of these actions are optional, and some may be forbidden or limited, depending on the current phase of the game; this is just a summary. See 4.2 for the complete details.)

#### **1.4. The Bank and the Open Market**

As in many other economic games, "the Bank" is an abstract entity which is said to own all money and property that does not belong to any player or corporation. This includes unowned stock certificates and trains, as well as all tiles which are not currently on the board and all tokens of corporations that have not yet floated (see 3.4).

The Bank contains two separate areas for displaying stock certificates and trains, called the Initial Offering and the Open Market. The Initial Offering contains only "new" stock certificates and trains, meaning those which have never been owned by a player or corporation. The Open Market contains any previously-owned stock certificates and trains. This distinction exists because the rules treat "new" shares and trains differently from "used" shares and trains in several ways:

- Stock certificates of corporations are always purchased from the Initial Offering at their original Par Value. They are purchased from, or sold to, the Open Market at their current Market Value.
- To "float" a corporation (put it into operation, see 3.4) requires that 60% of its stock be removed from the Initial Offering. But this 60%

does not all have to be in the hands of players at any one time. Some of it can be in the Open Market.

- When a corporation pays dividends, its treasury collects the dividend for any shares it has in the Open Market. It does not collect anything for shares in the Initial Offering.
- Trains in the Initial Offering can only be purchased in order of their types as listed in Table I. For example, no corporation can purchase a 5 Train until all of the 2, 3, and 4 Trains in the Initial Offering have been purchased. However, the presence of a train in the Open Market does *not* similarly prevent a corporation from buying trains of later types from any source.

The Private Company certificates also belong to the Bank at the beginning of the game, but once purchased by players, they cannot be sold back to the Bank, so they can never be in the Open Market.

(In some 18xx games, the Open Market is referred to as the "Bank Pool". I've avoided using that term here, but if you hear it, now you'll know what it means.)

Note that the game comes with exactly \$8,000 in cash. Changing this total is not recommended, because it will alter the length of the game. If your group uses poker chips or other money substitutes, be sure to count out the correct total before starting play.

### **1.5. The Stock Chart and Par Display**

Each corporation has two values for its stock, which are called the Par Value and the Market Value. Each of these is

a value per 10% share.

When a player finds a corporation by purchasing its president's certificate from the Initial Offering display, he chooses its Par Value as described in 3.2(c)(1). The corporation's Par Value is then fixed for the rest of the game. The Par Value determines the price per share of all purchases of certificates from the Initial Offering area (which have never been owned by a player). Of course, the president's certificate is two shares, so it costs twice the Par Value.

A corporation's Market Value begins equal to its Par Value. But unlike the Par Value, the Market Value will change throughout the game as described in 3.2(a), 3.6, and 4.2.4. The Market Value determines the price per share of all stock purchases from, and sales to, the Open Market.

The Private Companies also have Par Values, which are shown on their certificates (but do not necessarily determine the initial purchase prices; see 3.1). They do not have Market Values, because they can never be sold to the Open Market. (However, Private Companies may be sold directly from one player to another. The stock certificates of corporations cannot.)

## **2. Starting the Game**

First, determine randomly (or by agreement) where each player will sit, and determine randomly who gets the Priority Deal card.

Each player begins with the sum of money listed in Table II. The rest of the money is set aside as the Bank. You may want to designate someone as banker, or even appoint different people to handle different bank resources. (For instance, one person

can handle money and shares while another handles tiles.)

Set up the map, Stock Chart, and Initial Offering display near the center of the table. Leave space in front of each player so that he can manage his cash, private companies, stock certificates, and the charters of corporations he will control.

The map and Stock Chart begin empty (no tiles or tokens). All trains and all corporation stock should be placed on the Initial Offering display.

The game then begins with a Stock Round.

I recommend that each player take the tokens of one corporation and use them to mark the Private Companies on which he has bid. (This does not cause a problem because no corporations are in play yet.) Once all of the Private Companies have been purchased by players, the banker should collect the tokens and put them near the Initial Offering display, where he can hand them out as corporations form.

### **3. Stock Round**

In each Stock Round, the player who holds the Priority Deal card has the first turn, and play proceeds clockwise around the table.

#### **3.1. Stock Turn While Unsold Private Companies Remain**

While the bank still holds one or more unsold private companies, each player can only do up to one of these actions on his turn:

- (a) Buy the cheapest unsold Private Company for its par value (or a discounted value if 3.1.2 applies).

After this purchase, if the cheapest

remaining unsold Private Company (as defined by Par Value) has been bid on at least once under 3.1(b), it is immediately auctioned according to the procedure in 3.1.1. Repeat this process for each succeeding Private Company until the cheapest one remaining has not been bid on, or until all of the Private Companies have been purchased by players.

The Stock Round then continues with the turn of the next player after the one who made the purchase under 3.1(a). (Turns in an auction are not part of the sequence of turns in the Stock Round. They are separate.)

- (b) Place a bid on any other unsold Private Company.

Each bid must be for a whole number of dollars, and must exceed the preceding bid on the same company (or if none, the company's par value) by at least \$5. You must set aside the amount of your bid, and cannot use that money for anything else, until the company you have bid on comes up for auction as described in 3.1.1. You cannot bid more money than you have (minus any amounts set aside for bids on other companies that have not yet come up for auction).

Once a (legal) bid is made, it cannot be withdrawn. All bids on a company remain in force until the company comes up for auction, even if an operating round intervenes.

Notice that it is pointless for any player to bid on the same company more than once before it comes up for auction.

Either of these actions uses up your entire stock turn. Even if you purchase the last unsold Private Company (or the only one that hasn't been bid on, thus causing the rest to be auctioned off), your turn is over; you cannot perform any of the actions described in 3.2 on the same turn.

If you don't wish to do either, you may pass (exception: 3.1.2).

### **3.1.1. Private Company Auction Procedure**

Only those players who placed bids under 3.1(b) on the Private Company being auctioned may participate in the auction. (Therefore if only one player has bid on the company, the auction ends immediately; he simply pays the amount he bid and takes the company.)

The participating players take turns, clockwise, beginning with the player after the one who made the highest bid on the company under 3.1(b). (That bid is considered to be the first bid of the auction.) Each player must either pass, or bid a whole number of dollars that is at least \$5 more than the preceding bid.

You cannot bid more money than you have (minus any amounts set aside for bids on other companies that have not yet come up for auction). But the money that you set aside when you bid on the same Private Company under 3.1(b) may be used to bid for it now.

A player who has passed may bid later, if he gets another turn before the auction ends.

The auction ends when all but one of the players participating in the auction consecutively pass (that is, when it would otherwise become the high bidder's turn again). The high bidder immediately pays the bid amount and

takes the company.

### **3.1.2. First-Company Discount and Forced Purchase**

If the first stock round ends (that is, everyone passes consecutively) without any player purchasing the Tuscumbia Railway, any player may purchase it in the second stock round for \$15. Similarly, if no one buys it in that round, it may be purchased in the third stock round for \$10, and in the fourth stock round for \$5.

If it still hasn't been purchased, then in the first turn of the fifth stock round, the player with the Priority Deal card must accept the Tuscumbia for free. This is considered a purchase under 3.1(a); it uses up that player's stock turn, and may trigger one or more auctions.

There is no similar discount on (or forced purchase of) any other company. (Once someone owns that first private company, the bank will be paying revenue to *some* player or company every operating round, thus ensuring that the game will eventually end.)

### **3.2. Regular Stock Turn**

Once all of the Private Companies have been purchased from the bank, each player may do any, all, or none of the following on his turn:

(a) Sell any stock certificate(s) of a corporation to the Bank for their current Market Value (per 10% share), placing the certificate(s) in the Open Market. These restrictions apply:

(1) No one may sell any certificates to the Bank during the first Stock Round of the game.

- (2) No sale may be made which will cause more than 50% of the shares of any one corporation to be in the Open Market. (It is all right for exactly 50% to be there. Certificates in the initial offering do not count toward this limit.)
- (3) You may sell a 20% president's certificate only if another player owns at least two shares (20%) of that corporation's stock, and only if you sell enough of the company's stock that a change of presidency will result. (See 3.5, Change of Presidency.)
- (4) As a special case, if you own only the president's certificate of a corporation, you may sell only one share (10%) and keep 10%. The two conditions for selling a president's certificate (in (3), above) must still be met. To do this you first announce that you are selling only 10%; then determine the new president and exchange certificates with him as if the sale had already taken place (per rule 3.5); and then place one of the two 10% certificates he just gave you into the Open Market.

Even if a corporation has not floated (see 3.4) or has not operated, its stock may still be sold.

After selling, you must move the corporation's Market Price token downward one space for each 10% share of its stock that was sold. (If you sell more than one certificate, you may sell them all at once and *then* move the token.) If this would cause the token to go off the

bottom of the Stock Chart, it stops at the bottom row and does not move further. If you move the token into a space that already contains one or more tokens, place it underneath them all.

- (b) Sell any Private Company directly to another player, for any positive whole number of dollars the two can agree upon.
- (c) Buy one certificate, which can be any of the following:
  - (1) From the Initial Offering, the 20% President's Certificate of any corporation.

In this case the player must set the Par Value of the corporation to one of these values: \$60, \$70, \$75, \$90, or \$105 (per 10% share). The corporation's square token is placed in the column showing that value under "Par Values" on the Initial Offering display, and one of its round tokens is placed in the gray space with the same value on the Stock Chart, thus setting the corporation's Market Value equal to its Par Value (for now). (If you place the round token in a space that already contains one or more tokens, place it underneath them all.) Since the President's Certificate is 20%, it costs the player twice the Par Value he sets.

- (2) From the Initial Offering, a 10% certificate of any corporation whose President's Certificate has already been purchased. The player pays the bank the par value.

If this purchase reduces the amount of the corporation's

stock in the Initial Offering to exactly 40%, the corporation floats. (Follow the procedure in 3.4.)

- (3) From the Open Market, a 10% certificate of any corporation. The player pays the bank the market value.

Notice that it is not possible for the president's certificate of a corporation to be available in the Open Market, because a president's certificate can only be sold to the Open Market if it will cause an immediate change of presidency (3.5).

- (4) From another player, a Private Company, for any positive whole number of dollars the two players can agree on.

All purchases are subject to the limits given in 3.3. In addition, you are not allowed to purchase any stock of a corporation if you have sold any stock of that corporation earlier in the same stock round.

You may do any of these things, except (c), more than once on a turn, if you like. However, you may not sell one or more certificates, buy a certificate, and then sell it on the same turn; that is, your one purchase (if any) must either precede all sales, or follow all sales, made on the same turn.

If you don't want to do any of these things, you may pass (exception: 3.3(b)).

Notice that a Private Company can be sold directly from one player to another on either player's turn. However, it is better for the buyer to do this on the seller's turn, because if it happens on the buyer's turn, it counts

as the one purchase he is allowed on that turn.

### **3.3. Ownership Limits and Purchase Restrictions**

There are two upper limits on a player's stock ownership.

- (a) No player may own more than 60% of the stock of any one corporation. No player may ever make a purchase that causes him to exceed this limit.
- (b) The total number of certificates a player owns must not exceed the "Certificate Limit" shown in Table II. This limit includes both Private Company certificates and the stock certificates of corporations. (The 20% President's certificate of a corporation counts as only one. Stock certificates of companies whose market values are in the yellow section of the Stock Chart do not count against this limit. Private Company certificates owned by a corporation also do not count.)

No player already holding the maximum number of certificates allowed by this limit may purchase another certificate (unless it is stock of a company whose market value is in the yellow section of the Stock Chart), even if the purchase would cause a change of presidency that would result in the player's holding no longer exceeding the limit.

It is possible to exceed this limit because another player has made a purchase that caused you to lose a presidency (thus exchanging certificates as described in 3.5(b)), or because you own stock whose market value has risen out of the yellow section of the Stock Chart

since you bought it. In either case, you may keep the excess until your next stock turn, but on that turn, you must sell enough certificates that you comply with the limit once more.

(There is a tricky way to comply with this, which I feel needs to be pointed out to new players because it *is* allowed. If you are over the limit by five certificates because you bought five certificates of a corporation whose market value was in the yellow zone but it has since risen out of the yellow zone, you may not have to sell all five. Sell just enough to make that corporation's market value fall back into the yellow zone, and you can keep your remaining holding.)

### 3.4. Floating a Corporation

A corporation "floats" when 60% of its shares are no longer in the Initial Offering (that is, when the amount in the Initial Offering is reduced to 40% or less). Until this happens, the corporation is not considered fully formed, and cannot operate.

When a corporation floats, perform these steps.

- (a) The bank gives the president the corporation's charter.
- (b) The bank gives the corporation its tokens that will be used as stations (that is, all but the one round and one square token that are being used to mark its two stock values). There are circles on the charter showing how many station tokens the corporation should have.
- (c) The bank pays the corporation an initial treasury equal to ten times its Par Value.

If your group prefers, you may wait until the end of the stock round in which the corporation floats, or until the beginning of its first operating turn, to perform these steps physically. (However, the payment is considered to have occurred immediately if it makes a difference such as causing the Bank to run out of money.) They are performed only once for each corporation.

### 3.5. Change of Presidency

Whenever a purchase or sale of stock causes another player to hold a greater percentage of a corporation's shares than the president, a change of presidency occurs. (A change of presidency does *not* occur merely because another player holds the same percentage as the president, nor because the open market contains a percentage equal to or greater than the president's.)

When a change of presidency occurs, follow these steps immediately:

- (a) The player who holds the greatest percentage of the corporation's shares is the new president. If there is a tie (which can only happen if a sale caused the change of presidency), the first tied player clockwise from the outgoing president is the new president.
- (b) The new president takes two 10% certificates of the corporation from his own holding and exchanges them for the 20% president's certificate, wherever it is (either in the Open Market or in the outgoing president's holding).
- (c) The corporation's charter and belongings are moved in front of its new president. (Disregard this step if the bank still has the corporation's charter because it

hasn't yet floated, or it just floated and the banker hasn't given the charter to the president yet.)

### **3.6. End of Stock Round**

The Stock Round continues until all players consecutively pass (take no action on their turns). That ends the Stock Round, and the Priority Deal card goes to the player following the last player who took an action on his turn. (If no one did anything but pass during the stock round, the Priority Deal card stays where it was at the beginning of the round.)

At the end of the round, if all 100% of the stock of any corporation is owned by players, move that corporation's market value token upward one space. If this would cause the token to go off the top of the Stock Chart, the token does not move. If you move the token into a space that already contains one or more tokens, place it underneath them all. (If more than one corporation has 100% of its stock owned by players, perform this move for each such corporation in descending order of market value, breaking ties as in 4(b).)

## **4. Operating Round**

In an operating round, each company (except unfloated corporations) operates exactly once.

- (a) First, all private companies operate. These can be done simultaneously.
- (b) Then, all corporations which have floated (see 3.4) take their operating turns. The company with the highest market value goes first; then the next-highest (which hasn't yet operated this round); and so on. If there is a tie, the corporation whose market value token is

farthest to the right goes first; if there is still a tie, the corporation whose market value token is stacked on top goes first.

I recommend flipping each corporation's market value token face down after moving it during the pay-dividends-or-withhold step of the corporation's turn (see 4.2.4), to remove all doubt about which corporations have run. (If there is a stack of tokens in one space on the Stock Chart, the face-down ones will always be underneath any face-up ones. I place each newly flipped token on top of any other face-down ones in the space, so it will wind up underneath them when the face-down tokens are turned face-up again as a group, at the end of that operating round.)

### **4.1. Operating a Private Company**

When a Private Company operates, the bank simply pays its fixed dividend (stated on its certificate) to the player or corporation that owns the Private Company.

A Private Company's special abilities (if any) cannot be used during its own turn. They can only be used during the turn of a corporation which owns the Private Company.

### **4.2. Operating a Corporation**

A corporation can do the following on its turn. Unless otherwise stated, each step is optional, but if done, must be done in the order listed. All operations are carried out by the corporation's president, and unless otherwise stated, all decisions are his and his alone.

- (a) If this is the corporation's first operating turn of the game, place a station token on its home city or off-board location. (This step is

required, and costs nothing.)

- (b) Lay or upgrade one track tile, as described in 4.2.1.
- (c) Place a station token, as described in 4.2.2.
- (d) Run trains, as described in 4.2.3. (This step is required if any player who owns stock in the corporation insists.)
- (e) Pay out dividends or withhold revenue, as described in 4.2.4. (This step is required.)
- (f) Remove from play all obsolete trains it owns, as explained in 4.2.5.1. (This step is required if the corporation has any obsolete trains.)
- (g) Purchase one or more trains, as described in 4.2.5. (This step may be required, as described in 4.2.5.2.)

Notice that purchasing trains comes after running trains. This means that each newly floated corporation, on its first turn, will be unable to run any trains.

- (h) Purchase one or more Private Companies directly from players, as described in 4.2.6. This may be done more than once per turn, and may be done at any time(s) during the corporation's turn.
- (i) Use any special abilities of Private Companies which the corporation owns. Table III describes each of these abilities and spells out exactly when it can be used (which is not necessarily at the end of the corporation's turn). This may be done more than once per turn.

#### 4.2.1. Laying a Tile

The corporation may build track by laying a tile in the one of the printed hexes on the map. All allowed tile builds are determined by the following rules.

- (a) At the beginning of the game, only yellow tiles are available for building. Green, brown, and gray tiles become available in later phases, as listed in Table I.
- (b) All tiles which are not on the map are available for anyone to use for building. Tiles cannot be owned by any player or company.
- (c) Yellow tiles may only be placed in pale green hexes (which make up most of the map at the beginning of the game). Green tiles may only be laid to replace existing yellow tiles (or on preprinted yellow hexes). Similarly, brown tiles may only be laid to replace existing green tiles, and the gray Birmingham tile may only be laid to replace an existing brown tile. No tile may be laid on a red or gray area, or off the hex grid.
- (d) White circles on a tile represent cities, and can only be laid in places where the map, or the existing tile, shows a circle. No tile without such a circle may be laid in those places. (Upgrading one circle to two circles or two to three is allowed.) The circles are also spaces where station tokens may be placed.
- (e) Similarly, a crossbar or dot on a tile represents a small town, and can only be laid in places where the map, or existing tile, shows one of those symbols. The two are interchangeable.

- (f) Where the map shows rivers, mountains, or swamps, they have no effect on track building, except that the first time a tile is laid on each of those hexes, the corporation must pay the bank the dollar amount (if any) shown unencircled in the hex. This represents the cost of building bridges, tunnels, etc. All other tile-laying is free.
- (g) Tiles labeled with one or more city names may be laid only in the hex(es) named. (Elyton and Birmingham are the same hex.) If one of these tiles exists for a hex, no other tile of the same color may be laid in that hex.
- (h) When a tile is laid in a hex that already contains a tile, or on a preprinted yellow hex, all existing track, cities, and towns on the old tile (or hex) must be preserved. (They need not be in exactly the same places, but all edges that were connected must remain so, and any town or city that was connected to an edge must remain so.) All tokens on the old tile (or hex) are moved to the new tile, and the old tile (if any) is removed from the board and becomes available for reuse.  
  
Note: Table IV shows all possible tile upgrades (replacements), and all orientations of them, which are allowed by (c), (d), (e), (g), and (h).
- (i) No tile may be laid that causes track to run into a blank side of a red or gray area, into the hex side marked as "impassable" by a black dashed line, or off the hex grid. (It is okay to connect track to the arrows in red areas.)
- (j) Each tile laid must contain either

some newly added track that is connected to an existing station of the corporation, or a city which is connected to an existing station of the corporation. The connection is traced as if you were running a train (with no limit on the number of cities it can visit); thus it may not backtrack at a fork, and may not run through a red area or through a city whose circles are all occupied by stations of other corporations. (But unlike the route on which a train is run, this connection route need not begin at a city, town, or red area; it may begin at any point on track which is added by the new tile, or at any city on the new tile.)

The "Lumber Terminal" tile is an exception to (b), (e), and (f). See the Brown & Sons Lumber Company in Table III for details.

Once a tile is laid on the map, it stays there for the rest of the game, unless and until it is replaced by another tile as described in (c) and (h). The gray Birmingham tile can never be replaced.

#### 4.2.2. Placing a Station Token

If the corporation has any station tokens remaining on its charter, it may place one in any unoccupied circle in any city which is connected by track to an existing station of the corporation, subject to the following restrictions:

- (a) The connection is traced as if you were running a train (with no limit on the number of cities it can visit); thus it may not backtrack at a fork, and may not run through a red area or through a city whose circles are all occupied by stations of other corporations.
- (b) No corporation can have more than one station in the same hex.

- (c) In each city that is the home of a corporation which has not yet placed its home station (including corporations which have not yet floated), one circle must be left open for that purpose.

The corporation must pay the bank \$40 if this is its first station other than the home station, or \$100 otherwise.

Once placed, a station cannot be moved for the rest of the game. (4.2.1(h) should be regarded as enforcing this rule, not as an exception to it.)

#### 4.2.2.1. Historical Objectives

Each railroad corporation in 18AL has a historical objective listed on its charter. The objective represents a city that the railroad historically served. When a corporation places a station token in its historical objective, it immediately receives a one-time payment of \$100 from the bank to represent financial incentives such as land grants the railroads received for serving certain areas.

A corporation is not required to build towards its objective, and it is possible that token placement by other corporations may make it impossible to place a token in the objective. For example, Birmingham is the historical objective of three different corporations and it is not even possible to place three tokens in Birmingham until very late in the game. Therefore, it is likely that some corporations may never reach their historical objective. Any token placed in an objective city functions as a normal token in all other ways. This rule was added to encourage historical track building.

Note that the \$100 payment is not made until after the corporation places and pays for the token.

#### 4.2.3. Running Trains

The corporation may run any or all of the trains it owns. Each train must follow a route that meets the following conditions.

- (a) The route must be a continuous path of track (shown as wide lines) that connects two or more cities, towns, and/or off-board locations (shown as arrows on red areas of the board).
- (b) The route may not use a single section of track more than once, no matter how short. (Thus "doubling back" is not allowed, nor are loops of any kind). Note that there is at most one section of track crossing each edge of any hex.
- (c) Where the train passes through a fork (switch), it may only follow one side of the fork. In other words, the engine cannot "shift into reverse" partway through its run.
- (d) When the route enters a city, it may exit on any piece of track connected to that city, except the one from which it came, provided that the city is not blocked.
- (e) A city is considered "blocked" if all of the circles (spaces for station tokens) in that city are occupied by stations of corporations other than the operating corporation. The route cannot pass through a blocked city. However, the beginning or end of the route (or both) may be blocked cities.
- (f) The route must include at least one city or off-board location containing a station of the operating corporation.
- (g) The route cannot include any city, town, or off-board location more

than once. Different arrows in the same red area are considered to be the same location.

- (h) The route cannot pass through an off-board location (red area), even if it contains a station of the corporation. An off-board location can only be used as the beginning or end of a route.
- (i) The total number of cities and off-board locations must be equal to or less than the train type number. (So for example a 2 Train may run to 2 cities, or one city and one off-board location.) Towns do not count toward this limit. The limit for a 4D train is four, just as if it were a 4 Train.
- (j) When a corporation operates more than one train on a turn, no two trains may use a single section of track, no matter how short. It is all right for multiple trains to run to the same city, town, or off-board location, so long as the tracks used by each train are separate.

#### 4.2.3.1. Calculating Revenue

Each train run generates revenue equal to the sum of the revenue values of each of the cities, towns, and off-board locations on its route. (The revenue value of a town or city (except Meridian) is shown in a small circle next to that town or city. For Meridian and all off-board locations, two values are shown in a box; the lower value applies until the first 5 Train is purchased, and the higher value applies for the rest of the game.) Bonuses are added if the corporation has purchased the South & North Alabama and/or Memphis & Charleston private companies (which see in Table III for details).

The 4D Trains are an exception to this

formula. A 4D Train generates double the normal revenue for each city or off-board location it runs to. Town revenues and the bonus for a train-name hit are not doubled, however.

A corporation must run train(s) each turn for the greatest total revenue possible, if any player who owns stock in the corporation insists. (This rule does not restrict the president's options in any step of the corporation's turn other than Running Trains.) This means that if any stockholder points out a better paying route or combination of routes than one that the president has announced, the president must use those route(s) unless he can find other(s) that pay still more. (However, players who spot a better paying route or combination are not required to point it out.)

#### 4.2.4. Paying Out Dividends or Withholding

Once the corporation has run its trains, if any, and calculated the revenue they produce, its president must choose one of two options:

- (a) Pay out dividends. In this case, each player who owns shares in the corporation receives a dividend from the Bank equal to the same percentage of the revenue as the percentage of the corporation's shares he owns. For example, if the total revenue from the runs is \$70, a player who owns 60% of the corporation's stock would be paid 60% of \$70, or \$42.

If there are shares of the corporation's stock in the Open Market, the Bank pays the dividend for those shares into the corporation's treasury. If there are shares in the Initial Offering, the Bank does not pay the dividend for those shares to anyone.

- (b) Withhold revenue. In this case, the Bank pays the total revenue generated by the runs into the corporation's treasury, and nothing to any player.

If the corporation earns revenue and pays out dividends, move its market-value token one space to the right on the Stock Chart. If the token cannot move to the right because it's at the end of a row, move it upward one space instead.

If the corporation withholds its revenue, or does not run any trains, move its market-value token one space to the left on the Stock Chart. If the token cannot move to the left because it's in the leftmost column, move it down one space instead. If it's already at the lower left corner, it does not move.

#### 4.2.5. Purchasing Trains

A corporation may purchase trains from the bank, from other corporations, or some of each, in any order (during this step of the turn). These restrictions apply:

- (a) Like stock certificates, trains in the Bank are kept in two separate areas, the Initial Offering and the Open Market. All trains begin in the Initial Offering.
- (b) All trains in the Initial Offering must be purchased in increasing order of type; that is, all the 2 Trains must be purchased before any corporation is allowed to buy a 3 Train, and so on. (Exception: The 4D Trains come last in this sequence, after the 7 Train.) For this reason, all trains in the Initial Offering are usually kept in a single pile, except that the next train currently on offer and those of its type are usually fanned out to

show how many are left. The area in the upper right corner of the Initial Offering display sheet is used for this purpose.

- (c) Trains in the Bank, whether in the Initial Offering or the Open Market, are purchased at face value.
- (d) Trains may also be purchased from other corporations, for any agreed price of at least \$1 each. The price is public information. (Unlike most other 18xx games, it is legal to do this in any phase of the game.)
- (e) When the first train of a new type is purchased from the Initial Offering, a phase change occurs. Most of the effects of a phase change are immediate. For example, when the first 4 Train is purchased, all 2 Trains are immediately removed from play.
- (f) In the first part of the game, each corporation is limited to buying at most one train from the Bank each turn. (This limit disappears when the first 4 Train is purchased; thus the corporation that buys the first 4 may immediately buy additional trains, subject to (g), below.) Purchases of trains from other corporations do not count against this limit.
- (g) There is also a limit on the total number of trains each corporation may own. (The limit depends on the game phase; see Table I.) A corporation which already owns this maximum number of trains is not allowed to buy another from any source, even if the purchase would cause a phase change that would cause some of its trains to be removed from play.

When a phase change reduces this limit, each corporation which owns more trains than are allowed by the new limit must immediately discard the excess train into the Open Market, without compensation. Each corporation's president chooses which of its trains to discard. This is the *only* way that a train can go into the Open Market.

(Note: When the first 4 Train is purchased, all 2 Trains are removed from play *before* the new limit of three trains takes effect.)

A corporation which owns fewer than the maximum number of trains *may* purchase one even if the purchase will cause a phase change that reduces the limit and causes the corporation to exceed the new limit, but the corporation must then discard one train as above.

Corporations cannot sell trains to the Bank, nor can they voluntarily discard trains. The only way for a corporation to get rid of an unwanted train (other than arranging a forced discard as in (g), above) is to persuade another corporation to buy it, and the sale can only take place on the buying corporation's turn.

#### **4.2.5.1. Train Obsolescence**

In most instances, when a phase change makes trains of a certain type "obsolete", they are simply removed from play immediately. However, the 4 Trains are an exception.

When the 7 Train is purchased, only those 4 Trains which are in the Open Market, or owned by the corporation that purchased the 7 Train, are removed from play immediately. All other 4 Trains are instead designated "obsolete".

Each obsolete train remains in play until after the pay-out-or-withhold step of the owning corporation's next turn. Then it is removed from play. Thus, a corporation which owns only obsolete trains at the beginning of its turn will be able to run them, but will then have to buy another train (see 4.2.5.2).

No corporation may ever purchase an obsolete train from any source. If an obsolete train is ever discarded into the Open Market, it is immediately removed from play.

#### **4.2.5.2. Forced Train Purchase**

If a corporation has a legal run (a track route on which it could run a train) but does not own a train during the train purchase step of its turn, it *must* buy at least one train. (Exception: If there are no trains left in the Initial Offering or the Open Market, the corporation is relieved of its obligation to buy a train.)

If the corporation is required to buy a train but cannot afford to buy one from the bank, and its president cannot (or chooses not to) arrange to have the corporation purchase one from another corporation, then the president must contribute sufficient funds from his own personal cash to enable the corporation to buy a train.

These restrictions apply if the president contributes personal funds:

- (a) The cheapest train available in either the Initial Offering or the Open Market must be purchased. (For example, if the next train available in the Initial Offering is a 6 Train, but there is a 3 Train in the Open Market, you have to buy the 3 Train.) No train may be purchased from another corporation if the president contributes personal funds.

- (b) Only one train may be purchased.
- (c) The president may contribute only enough cash for the purchase. That is, after the purchase, the corporation cannot have any cash left.
- (d) If the president does not have the needed cash, he must sell stock. The normal rules for stock sales in 3.2(a) and (b) apply unless otherwise stated here; in particular, the market value of each corporation whose stock is sold is adjusted as in 3.2(a). However, he may only sell just enough shares to raise the needed cash (that is, the president's personal funds after the train purchase must be less than the smallest amount he receives for selling any one certificate); and he may not make a sale that would cause a change of presidency of the operating corporation.

These sales are not considered a stock turn. The Priority Deal card does not change hands, and the player is not required to bring himself into compliance with the certificate limit in 3.3(b) at this time.

If the president is unable to raise the needed cash, even after selling all the stock he is allowed to sell under (d) above, he is bankrupt and the game ends immediately.

#### 4.2.6. Purchasing Private Companies

Once a 3 Train has been purchased, a corporation may buy Private Companies from players at any time during the corporation's turn. The price is subject to negotiation between the player and the corporation's president, but must be at least half, and no more than 1.5 times, the par value

of the Private Company. The price paid is public information.

Once a corporation owns a Private Company, it can never sell it.

### 5. End of Game

There are three possible events that can cause the game to end:

- (a) The bank runs out of cash.

If the bank runs out of cash during an operating round, improvise additional cash (or have everyone contribute equal amounts to the bank) and complete the round (not the whole sequence of operating rounds).

If the bank runs out of cash during a stock round, improvise additional cash and complete the stock round and one operating round.

- (b) Any corporation's market value reaches \$300 per share. (This can only happen during an operating round.) As in case (a), improvise additional cash and complete the current round only.
- (c) A player goes bankrupt. (This can only happen during a forced train purchase; see 4.2.5.2.) This ends the game immediately.

Note that after (a) or (b) happens, it is still possible for a bankruptcy to occur. The bankruptcy still ends the game immediately.

#### 5.1. Determining the Winner

The winner is the player with the greatest total of:

- (a) Cash;
- (b) Stock, valued at its current market value; and

- (c) Private Companies, valued at their par values.

Only assets owned by the player are counted. Assets owned by corporations are not.

If a bankruptcy occurs, the bankrupt player forfeits all cash, so his total is only the market value of the stock he was not allowed to sell (and his private companies, if any). It is still possible for a bankrupt player to win the game!

Ties are possible. If a tie occurs, I normally let it stand. However, in tournament situations where a tie causes problems, the recommended procedure is to play one extra operating round. (Skip any stock round which would otherwise precede that next operating round.) This cannot be done after a bankruptcy!

## 6. Miscellaneous

The small wooden token with no label is placed in one of the four small boxes between the Stock Chart and the Open Market, to indicate which round it is. In the newest sets of 18AL, these boxes are colored brown/gray, green, and yellow (all indicating operating rounds) and blue (indicating a stock round or end of game). At the end of a stock round, you simply move the token to the box matching the latest available tile color, then count rounds forward from there; that way, you don't need to remember what phase it was at the beginning of the current set of operating rounds. If you have an earlier set, you may find it easier to count operating rounds *downward* (ending with Operating Round 1) for the same reason.

The money and certificate holdings of each player are public information and must be revealed on request. Similarly, the money, trains, private

companies, and tokens on a corporation's charter are public information.

## 7. Optional Rules

After you are familiar with the game, you may want to spice things up. The following optional rules can change the game quite a bit. I'm not sure I would recommend these at tournaments and certainly all players should agree before trying them. You may consider giving some or all of these a try:

- (a) Allow each railroad the option to lay two yellow tiles, instead of one, on its first turn of operations. This would help the map develop more quickly, but may help some railroads more than others.
- (b) Change the starting city for the L&N Railroad from Nashville to Decatur. This should help it get to Birmingham more quickly and probably would make it a more viable starting railroad.
- (c) Make the number of 4D Trains unlimited. (When the ones supplied in the game run out, use trains of types that were removed from the game as additional 4D Trains.)
- (d) Eliminate the delayed obsolescence rule (4.2.5.1) and simply remove all 4 Trains from play immediately when the 7 Train is purchased. (This will make the game more challenging and is not recommended for beginning players.)

## 8. Game Hints

Hopefully new players will find this game enjoyable, yet less intimidating than larger scale 18xx games. The following are some observations and

hints for play:

Early playtesting indicates that the AB&C is almost always one of the first railroads formed due to its central location and its ability to quickly reach its historical objective. Even with only one token to purchase, it should remain a popular railroad to start.

There should be spirited bidding for several of the privates, particularly the New Decatur Yards. A well-placed lumber terminal tile will produce additional income for the railroad that owns the Brown & Sons Lumber Company for the rest of the game. The "Robert E. Lee" name chit should be usable fairly early, since Atlanta and Birmingham are fairly easy to connect.

With three railroads having Birmingham as their historical objective, expect Birmingham to fill up with tokens quickly. Unfortunately, the first railroad to lay the Birmingham tile must pay the \$60 cost.

Players should try to buy the cheapest permanent trains even more in 18AL because there appear to be fewer profitable long runs in this game due to the inability to loop around any large city. Expect many of the key cities to be tokened as the game develops.

There is a limitation on the number of trains that can be purchased from the bank early in the game. This limitation keeps cutthroat players from buying trains that cannot be used effectively just to rust the 2 Trains too quickly and bankrupt somebody. Newer players should recognize that this rule helps all players make money early in the game and note that most other 18xx type games are not nearly so nice! Fortunately this rule doesn't hurt most railroads since they won't lose too many runs from not having trains to cover them. Players who are operating

railroads should not automatically buy multiple 2 Trains without carefully considering the overall game situation. Even with the train purchase rule discussed above, 2 Trains are expensive and may rust before they can even pay for themselves. No one ever said running railroads was easy!

Some railroads may appear to be better than others, but several factors should be considered including the number of tokens each railroad has and long term routes. Usually three or possibly four railroads start and starting railroads closer to each other tends to make each railroad stronger.

This game also treats towns a little differently than the standard "whistle stops". In most other 18xx games, players tended to avoid towns because they paid so much less than the bigger cities. The rule of not having them count towards the length of runs should insure that railroads treat them as they did historically, that is, they are worth serving and sometimes served as important junctions along routes. Railroads should always build through towns if the opportunity presents itself.

If you have an opportunity to operate two railroads, one strategy is to pay dividends every time with one railroad while withholding frequently with the other one. Then use the higher valued railroad to buy trains from the lower priced railroad in order to keep paying maximum dividends. This strategy can also have the advantage of forcing the second railroad into the yellow zone on the stock market chart where its shares don't count against limits of holding. If you are president of only one railroad, you have to be more careful in the operation of your railroad in terms of planning for late game train purchases.

Another strategy some aggressive players operating two railroads use is to force one of their railroads to buy a second permanent train to lengthen the game and increase dividends. The

shorter length of 18AL may keep this from being a winning strategy since the game may not be extended enough for the new train to pay for itself.

## **9. Game Support**

I maintain the most current version of these rules, including the Questions & Answers in Appendix 1, on my web site at

[http://www.diogenes.sacramento.ca.us/18AL\\_18GA.html](http://www.diogenes.sacramento.ca.us/18AL_18GA.html)

I will also answer any questions you may have about it. E-mail is preferred. My e-mail address is

[jdg@diogenes.sacramento.ca.us](mailto:jdg@diogenes.sacramento.ca.us)

If you don't have e-mail, write to me at

John David Galt  
5150 Fair Oaks Blvd., STE 101, PMB 152  
Carmichael, CA 95608-5758

Replacement parts for the game, and additional copies, can be obtained at the same addresses.

**Table I. 18AL Game Phases**

<u>Train</u>	<u>How Many</u>	<u>Price</u>	<u>Effects</u>
Initial conditions:			Only yellow tiles are available. Corporations cannot yet buy private companies. Each corporation is limited to four trains, and may only buy up to one train from the bank each turn. (Corporations may buy any number of trains from other corporations, for any agreed price of at least \$1 per train.) Red off-board locations (and Meridian) are worth the lower of their two printed values. One operating round follows each stock round.
2	5	\$100	No changes.
3	4	\$180	Green tiles become available. Corporations may buy private companies from players for 0.5 to 1.5 times par value. Beginning with the next stock round, two operating rounds follow each stock round.
4	3	\$300	All 2 Trains are removed from play. Each corporation is limited to three trains. Corporations may buy multiple trains from the bank each turn.
5	2	\$450	All private companies are removed from play. Each corporation is limited to two trains. Brown tiles become available. Red off-board locations (and Meridian) are worth the higher of their two printed values. Beginning with the next stock round, three operating rounds follow each stock round.
6	1	\$630	All 3 Trains are removed from play. The S&NA coal field tokens (if placed) are removed from play.
7	1	\$700	All 4 Trains become obsolete (see 4.2.5.1).
4D	5	\$800	The gray Birmingham tile becomes available.

**Table II. Players' Starting Cash and Certificate Limits**

Number of Players:	3	4	5
Starting Cash:	\$600	\$500	\$400
Certificate Limit:	15	12	10

**Table III. Private Companies**

<u>Company</u>	<u>Par Value</u>	<u>Revenue</u>	<u>Special Abilities</u>
Tuscumbia Railway	\$20	\$5	None.
South & North Alabama RR	\$40	\$10	<p>When a corporation purchases the S&amp;NA, it receives the two "Warrior Coal Field" (pentagon) tokens. The corporation, at any time during its turn, may place one of these in any of the cities marked on the map by pentagon symbols (Gadsden, Anniston, Oxmoor, Birmingham, or Tuscaloosa) provided that the corporation owns a train that can reach that city on existing track.</p> <p>The Coal Field token is not a station, and does not occupy a space in the city. It may be placed even if all the spaces are occupied.</p> <p>Placing the token does NOT close the S&amp;NA.</p> <p>The token makes that city worth an extra \$10 (when run to) for that corporation only. (Only one city can be given this bonus; the second token is left on the charter to show which corporation gets to collect it.)</p> <p>The token, once placed, cannot be moved, and remains on the board until the first 6 Train is purchased. However, if the token has not been placed before the first 5 Train is purchased, both Coal Field tokens are removed from play.</p>
Brown & Sons Lumber Co.	\$70	\$15	<p>Only a corporation that owns the B&amp;SLC may lay the "Lumber Terminal" track tile (number 445).</p> <p>This tile is special in several ways. It can only be laid in an empty swamp hex (even though swamp hexes do not have a dot indicating that a town should go there). It need not be connected to an existing station of the corporation. The corporation need not pay the \$20 cost of the swamp hex. And it does not count as the corporation's one tile lay per turn. (But it still must be laid during the tile-laying step of the corporation's turn, and it must not dead-end into a blank side of a red or gray hex, or off the map.)</p> <p>Laying the tile does not close the B&amp;SLC.</p>

<u>Company</u>	<u>Par Value</u>	<u>Revenue</u>	<u>Special Abilities</u>
			<p>The Lumber Terminal is considered a town (so it doesn't count against the length of a train's run). Like any other tile, once played, any corporation that connects to it can run there.</p> <p>The Lumber Terminal tile is permanent, and cannot be upgraded. If the tile has not been laid before the first 5 Train is purchased, remove the tile from play.</p>
Memphis & Charleston RR	\$100	\$20	<p>When a corporation purchases the Memphis &amp; Charleston, it receives the two train name chits ("Robert E. Lee" and "Pan American"). The corporation may place either or both of these on any trains it owns.</p> <p>Getting or placing the name chits does <i>not</i> close the Memphis &amp; Charleston.</p> <p>Any train which has a name chit, and which makes a run that includes both of the locations named on the chit, has its revenue increased by the amount stated on the chit.</p> <p>The corporation may, on its turn, move the name chits freely among its trains, but each train is limited to at most one name at a time, and each chit may give its bonus to at most one train in each operating turn.</p> <p>If a named train is sold, or is removed as a result of a phase change or obsolescence, the name chit is returned to the corporation which purchased the Memphis &amp; Charleston for reuse.</p> <p>The chits may never be sold or lent to any other company or player; they must always remain in the possession of the corporation that purchased the Memphis &amp; Charleston. The chits last for the rest of the game, unless that corporation changes presidents, in which case both chits are immediately removed from play.</p>
New Decatur Yards	\$120	\$20	<p>A corporation which owns the New Decatur Yards may purchase any one new train from the bank for half the regular price.</p> <p>This action closes the New Decatur Yards.</p>

<u>Company</u>	<u>Par Value</u>	<u>Revenue</u>	<u>Special Abilities</u>
----------------	----------------------	----------------	--------------------------

This train purchase is subject to all other normal rules governing train purchases (that is, it can only be done during the train-purchasing step of the corporation's turn, and is subject to the limit of one purchase per turn if no 4 Train has been purchased, and to the normal limits on how many trains each company can own).

If this ability is not used before or during the first purchase of a 5 Train in the game, it is lost.

**Table IV. Tiles and Upgrades**

This chart shows all the upgrades allowed for each tile. Each upgrade is shown in all legal orientations, relative to the tile it replaces.

**Yellow Tiles:**

3		→	142		143		
4		→	142				
5*		→	14		15		
6*		→	14		15		
7		→	26		27		28
				29			
8		→	16			17	
				19		23	
				24			
				25		28	
				29			
9		→	19			20	
				23		24	
				26		27	
				27			
57*		→	14			15	
58		→	142		143		144
441		→	442				
445		→	Can't Upgrade				

**Yellow Map Hexes:**

Gadsden		→	14	
			15	
Selma		→	14	
			15	

\* Exception: Any yellow tile placed in Montgomery can only be upgraded to green tile 443.

**Green Tiles:**

14		→	63		
15		→	63		
16		→	43		
			70		
17		→	47		
19		→	45		
			46		
20		→	44		
			47		
23		→	41		
			43		
			45		
24		→	42		
			43		
			46		
			47		
25		→	40		
			45		
			46		
26		→	42		
			44		
			45		
27		→	41		
			44		
			46		
28		→	39		
			43		
			70		
29		→	39		
			43		
			70		
142		→	Can't Upgrade		
143		→	Can't Upgrade		
144		→	Can't Upgrade		
442		→	444		
443		→	444		

**Brown Tiles:**

444		→	446		(in Birmingham only)
All others		→	Can't Upgrade		

## **Appendix 1. Comparison with Other 18xx Games (Q&A)**

Can private companies that have not yet been sold to corporations be sold between players at a mutually agreed price? Yes

Is 60% always the minimum amount needed to float a corporation? Yes

When railroads float do they get 10 times the par value as starting capital (full capitalization)? Yes

Is a railroad's home station placed during the stock round when it floats? No, at the beginning of its first operating turn.

Can players sell shares in a corporation that has not yet operated? Yes (but not in the first stock round of the game)

Is 50% the maximum amount of a corporation's stock allowed in the open market (bank pool)? Yes

May a player buy a share and sell it in the same stock turn? Yes

May a player sell some stock, then buy a certificate, and then sell more, all in one stock turn? No

If a player sells stock of multiple corporations in one turn, and their market values end up in the same square on the stock chart, can he choose the order in which he sells them in order to arrange their market-value tokens in any order he likes? Yes

May a player sell stock certificates one at a time, and adjust the market value after each sale, in one stock turn in order to receive a lower price because he wants to go bankrupt? Yes

Is price protection allowed as in 1870? No

Do shares in the yellow zone of the stock chart count toward holding limits? No

Do private companies owned by a player count toward his holding limit? Yes

Can a corporation buy back its own stock as in 1870? No

Can a corporation buy stock of other corporations as in 1841? No

Can a corporation replace a tile if one of its stations is connected to track on the existing tile, but not to any track added by the new tile? No, unless the tile contains a city.

When is the gray Birmingham tile available? After the first 4D Train has been purchased.

Do private companies owned by players block tile laying in their hexes? No. Private companies do not occupy hexes in 18AL.

Can towns be converted to cities as in 1853? No

Can towns be downgraded (converted to plain track) as in 1856? No

Do towns count towards length of routes? No

May a train that runs to its maximum number of cities also run to (and count) towns before the first city, or after the last city? Yes

Must a railroad pay for the token to place in its historical objective before it receives its \$100 bonus for reaching its historical objective? Yes

Do red off-board hexes pay double revenue when a 4D Train runs to them? Yes

If another player points out a higher-paying set of runs for a corporation than the one the president wants to use, does he have to use the higher-paying runs? Yes, if the player who pointed out the runs holds stock in the corporation.

May a railroad corporation pay half dividends? No

Do shares in the Initial Offering pay dividends to the corporation as in 1870? No

Do shares in the Open Market pay dividends to the corporation as in 1830? Yes

Are there connection bonuses as in 1856? Not exactly, but historical objectives (rule 4.2.2.1) are similar.

Are there destination runs as in 1870? No

Do corporations ever close as in 1870? No

Can the owner of a private company voluntarily close it? No. All private companies must remain in the game until the first 5 Train is purchased (except that the New Decatur Yards closes if its special power is exercised).

May a corporation buy more than one train from the Bank per turn? Only after the first 4 Train is purchased (including that same turn).

May a corporation buy trains from other corporations if no 3 Train has been purchased? Yes

Are obsolete trains always removed immediately? Yes, except 4 Trains in some cases (see 4.2.5.1).

Can trains be "traded in" on newer trains as in 1830? No

Can a corporation pay to get rid of an old train as in 1837? No

Is the number of 4D Trains limited to those provided in the set? Yes, unless your group plays with optional rule 7(c).

Is the amount of money a player has known to other players? Yes

Is the amount in a corporation's treasury known to other players? Yes

Is the exact amount a corporation pays for a train disclosed? Yes

Must railroads in a forced train purchase situation always buy the cheapest train available from the bank or open market? Yes (if the president contributes funds).

Can the game ever end during a stock round? No

Can the game end in the middle of a set of operating rounds? Yes. If the bank breaks or a company's market value reaches \$300 per share, you complete only one operating round. If a player goes bankrupt trying to make a forced train purchase, the game ends immediately.

## **Appendix 2. Design Notes**

18AL is the second in a new series of 18xx games (Original 18xx game system by Francis Tresham) that is smaller in scale and playable in about 3-3 1/2 hours. The name comes from the postal abbreviation of the State of Alabama, which is where most of the game takes place. I hope that this game captures the flavor of the 18xx system but is faster paced and may lead to other designs that can be set in smaller geographic regions. To that end, there are only six railroad corporations and there is a maximum of five players.

The stock market chart has been changed in order to simplify stock rounds. For one thing, reducing the number of columns to allow a stock value to "max out" sooner has shortened the length of the game. With fewer rows throughout the chart, hopefully there will be less stock trashing than in some 18xx games. Also, with fewer corporations, I didn't see any point in having so many par values, hence there are now only five possible par values which should be enough.

The longest train in the game is a 7 Train and the game does include diesels. Diesels are the most expensive trains in the game and are represented by the "4D" designation. For more info, refer to section 4.2.3.

The American Civil War's effect on Alabama railroads is simulated very abstractly in the game by the impressive green upgrade for Montgomery. Montgomery was a vital rail hub and the first capital of the Confederacy. The strong revenue Birmingham is capable of later in the game represents the emergence of Alabama's iron industry.

I have tried to choose a mix of familiar larger railroads as well as regional railroads. Since I need heralds (railroad logos) for the company charters and/or for the stock certificates, my choice of railroads is sometimes limited to those railroads with available heralds. I have tried to make the games historically accurate by limiting the tokens of these smaller regional railroads to reflect their smaller track networks and size when compared to the larger, more familiar railroads. Starting location can make all of the railroads potentially attractive as starting railroads, though.

## **Appendix 3. Historical Notes**

For the most part, railroads built into interior Alabama from Chattanooga and Nashville from the North as well as from Mobile in the South. Later railroads from Georgia began building towards Montgomery from the East. Railroads were slow to develop in South Alabama due to the marshy terrain and lack of heavy industry. It

was after the American Civil War before serious efforts were made to connect northern and southern Alabama railroads. The discovery and development of the Warrior Coal Field and others in this area led to the rapid growth around what is now Birmingham. There were a number of small railroads, now either absorbed into larger railroads or gone altogether. Some of these are represented by the private railroads as in other 18xx games.

The L&N Railroad entered Alabama from the north with the intention of connecting to the Gulf of Mexico at Mobile and, eventually, at New Orleans. It invested aggressively in the new Warrior Coal Field near Birmingham and profited greatly from the development of Birmingham as an industrial center.

The TAG Railroad was chartered in 1911 as a successor to the defunct Chattanooga Southern. It was designed to haul coal and freight between Chattanooga and Birmingham but always fell short in competing directly with the Alabama Great Southern which ran a similar route.

The Atlanta, Birmingham & Coast was formed in 1926 and was a successor to the bankrupt Atlanta, Birmingham & Atlantic railroad. By 1946, it had merged into the Atlantic Coast Line and served as the western division of that railroad. It served Birmingham and Atlanta via La Grange, Georgia.

The Mobile & Ohio Railroad was formed in 1837. It later became the Gulf, Mobile & Ohio. It profitably served Mobile harbor during WWII.

The Western Railway of Alabama was formed by reorganization in 1883 and ran from roughly Selma east to West Point, near the Georgia line.

The Alabama, Tennessee & Northern was formed in 1905 by consolidating three smaller short lines in southwest Alabama. Though never a large line, it did reach Mobile and was a profitable railroad for many years.

#### References:

- The Historical Guide to North American Railroads, Kalmbach Publishing, 1994
- The Handbook of American Railroads, Robert C. Lewis, Simmons-Boardman Books, 1956
- History of the Louisville & Nashville Railroad, Maury Klein, Macmillan Co., 1972
- Georgia Railroad & West Point Route, Richard E. Prince, 1962
- Central of Georgia and Connecting Lines, Richard E. Prince, 1976
- Alabama Railroads, Wayne Cline, 1997

#### **Appendix 4. A Short History of Alabama Railroading (by Brian Turner)**

Railroading in Alabama is a study in contrasts. Alabama had one of the first railroads in the West (back when the West was any state that didn't touch the Atlantic), yet this development had stalled by the time of the Civil War. On one hand, railroad interests literally created Alabama's largest city Birmingham, but on the other hand crooked railroad bond deals bankrupted several counties. In the year 2000, Alabama is served by three of the four major U.S. railroads (CSX, Norfolk Southern and Burlington Northern Santa Fe) and a host of shortlines and smaller railroads, yet only one of

Alabama's four largest cities has daily passenger service.

Alabama's first railroad was started in the northwest corner of the state in the 1830's on the Tennessee River. In the days before the Tennessee was dammed, the shoals in the Florence area were a serious impediment to navigation. Chattanooga and the cotton plantations of North Alabama were often cut off from the rest of the Mississippi River system by low water. A modest rail system was created to bypass the Shoals; during low water freight could be unloaded from a boat on one end of the shoals and transported to a waiting ship at the other end.

As unusual as this sounds today, railroads were created often for only one specific reason. The Baltimore and Ohio, for example, was created to link the port of Baltimore to the Ohio River in an effort to boost Baltimore's position as a port city. Charleston also built its first railroad to bring traffic to its port. In all of these cases, the railroad was created as an adjunct to water transportation and not as part of a larger rail system. In fact, many cities worked to keep rail systems disconnected because they wanted business to flow to and from their town, as opposed to just passing through.

Alabama's first railroad was expanded into the Tuscumbia, Courtland and Decatur. Eventually, the TC&D was incorporated into the Memphis and Charleston just before the Civil War. The M&C was created by cobbling together several smaller roads (some not yet completed) and filling in gaps to create a line linking Memphis and Chattanooga. (The connection to Charleston was by other railroads.) In an effort to speed the start of service, the M&C used the tracks of the Nashville & Chattanooga from Stevenson, Alabama into Chattanooga. This was intended as a temporary measure, but after a century and a half and several mergers later, Norfolk Southern trains still use CSX tracks from Stevenson to just outside of Chattanooga! The Southern started building its own line early in the company's history, but the project was shelved after a change in management.

Joseph Wheeler's story is an interesting sidebar to the M&C. Wheeler, then a young West Point graduate, married the widow of one of the Tuscumbia, Courtland and Decatur's founders, gaining a plantation (served by the railroad) in the process. Wheeler, a Civil War general for the Confederacy, was eventually elected to Congress from Alabama after the war. He also commanded the U.S. Volunteers in the Spanish-American War, becoming the highest-ranking Confederate to re-enter the U.S. Military (and he is the highest-ranking Confederate buried at Arlington.) Because of Wheeler's connection to the railroad and his local prominence his home was a flag stop for him and his family for passenger trains. This practice continued until his daughter, the last Wheeler to live in the home, died in the Fifties. Southern even named a train The Joe Wheeler. This train, with a pioneering diesel motor car, traveled the tracks in front of the plantation. Today, there is a passing siding named Wheeler in front of the Wheeler Plantation.

The M&C was a financially weak road. It tottered in and out of bankruptcy. Eventually, it was incorporated into the Southern System in the last decade of the Nineteenth Century. Today this line operates essentially the same route as part of Norfolk Southern, the Southern's corporate successor.

The M&C, however, was not the big story of Alabama's railroad development.

Alabama's destiny was tied to a North-South route that was to run the length of the state. Railroad development was taking place in surrounding states in the antebellum years. Louisville was building a line to connect their city to Nashville. Nashville was building a line to Chattanooga. The State of Georgia was building a line from Atlanta to Chattanooga. At the time Atlanta (not yet the capital) was the sleepy village of Marthasville; a railroad official wanted a shorter (easier to telegraph) name, so he renamed the town Atlanta to proclaim how it connected the rest of the South to the Atlantic Ocean by its railroad connections.

In the early 1850's the Tennessee and Alabama Central was chartered to run from the Tennessee line to Montevallo in Central Alabama. It was projected to cross two other railroads in Shelby County at Calera, south of present-day Birmingham and home of the Heart of Dixie Railroad Museum. About the same time, the South and North Alabama was chartered to connect either Montevallo or Calera to Montgomery, Alabama's capital.

By the start of the Civil War, however, the T&AC had only made it as far south as Decatur and a connection with the Memphis and Charleston. (For those not familiar with Alabama, this route crossed one county!) Also, the railroad had surrendered its charter to build south of Decatur. On the other hand, the railroad connected to Nashville via the recently completed Central Southern, and Tennessee & Alabama Railroads. Much of the S&NA had been destroyed by the end of the war.

James W. Sloss, T&AC president, took control of the S&NA in an attempt to connect Montgomery with Decatur by extending the S&NA charter. After the war, Sloss set in motion a chain of events that lead to unprecedented development in Alabama. He united the three railroads between Nashville and Decatur into the Nashville and Decatur Railroad (or, as it was written at the time, Nashville and Decatur Rail Road). Construction started back on the S&NA. Things were looking good for this line, but another player entered the picture.

The Alabama and Chattanooga railroad ran from Chattanooga to the rail junction of Meridian, Mississippi. The A&C was controlled by Chattanooga interests. This, remember, was the era when railroads were seen as tools of local development and not as parts of a greater transportation system. The A&C management saw completion of a line from Calera to Decatur, and other actions in the early 1870's, as a potential drain on Chattanooga's business. (A fascinating account of working on the A&C is found in "Southern Railroad Man", published by Northern Illinois University Press.)

The Elyton Land Company was formed, against the protests and legal maneuvers of the A&C, to create a city where nothing existed. S&NA interests were heavily involved in this effort. This company was formed to build a city close proximity of large deposits of iron ore, coal, and limestone (the three ingredients of iron) in the Calera area. The company named this town Birmingham.

Sloss also secured a financially and politically powerful ally in his attempt to thwart the A&C and complete the S&NA. The N&D was offered to the Louisville and Nashville Railroad in a lease if the L&N would agree to complete the S&NA. Recognizing the potential for growth, the L&N agreed to the deal. L&N went from one of many equals to a giant in the region. The S&NA was completed, and the

Alabama & Chattanooga, never a great success, descends to an even worse state. Eventually, the A&C was taken over by other investors and became the Alabama Great Southern. The AGS became part of the Southern System, which is now part of Norfolk Southern. Today, it is not unusual to see Norfolk Southern locomotives with AGS lettering on the cabs under the locomotive's number.

The 1880's were a period of tremendous growth for Alabama and the L&N. Rolling mills and blast furnaces opened in Birmingham, with L&N investment in some cases. The famed Sloss Furnaces (now an impressive museum) are started then. L&N started the Birmingham Mineral Railroad, a line that rings the city, to provide transportation for the metal industry. A decade later the L&N built the Alabama Mineral, an even wider loop to tap more resources and serve more towns.

L&N became more powerful by merger and construction in the 1880's. The L&N took control of the Nashville and Chattanooga (recently renamed as the Nashville, Chattanooga & St. Louis). The actual merger didn't take place until 1957, but L&N turned a powerful competitor into an ally. The NC&StL obtained a lease on Georgia's Western and Atlantic between Atlanta and Chattanooga, and the L&N took control of the line linking Montgomery with Mobile and then completed a route into New Orleans by purchasing the New Orleans and Mobile.

Birmingham was not the only area in Alabama with strong L&N activity. L&N's New Decatur Shops were once a major employer in North Alabama. This railroad complex employed hundreds of men in varied tasks from repairing locomotives to building freight cars. Until the Twenties L&N had several major shops spread over the system. Eventually these shops were closed as work was consolidated at the South Louisville Shops. Today only faint traces of this once huge complex remain at CSX's Oakworth Yard in Decatur. By the way the "new" in the name does not refer to the age of the complex, but the fact that the shops were located in the town New Decatur. After the Civil War, the town of New Decatur was started just south of Decatur. Because of confusion, New Decatur was later renamed as Albany. Finally both cities were merged, leaving only one Decatur. (Today, when you drive in Decatur you will notice that the streets make a sharp turn a few blocks south of the river at the old border between Decatur and New Decatur!)

A railroad boom took place in Alabama in the late nineteenth century. Every community wanted to be the next Birmingham (and speculators abounded to feed on these hopes). An iron industry struggled and failed in the Florence-Sheffield area, with few remnants remaining today. Iron City, for example, is a tiny town located on the former L&N line just above the Tennessee line giving no hint of the numerous rail branches built to tap iron ore.

The crooks also took advantage of this boom. Thanks to a law that required counties to back some railroad bonds, promoters were able to get rich while bankrupting some counties. Bounties were paid to some railroads for each mile of track built, leading to all kinds of abuse. (The mileposts on the North Alabama Railroad Museum's track (Huntsville) are a few hundred feet less than a mile apart. This line was built with a bonus for each mile built; the shorter the miles the more you can build!)

L&N, with the NC&StL, connected the Ohio, Mississippi and Tennessee Rivers, the Gulf of Mexico, and the Atlantic Ocean (via Atlanta connections). Much of L&N's

power came from its expansion into Alabama. By 1890, L&N had weathered a crisis caused by crooked management and had installed Milton Smith as president. Smith, with a conservative growth-minded philosophy, would guide the company until his death in 1921 (and his personal stamp remained on the company for decades to come.)

The L&N's largest potential rival was the Southern Railway, formed by consolidating many smaller companies in the 1890's. Milton Smith and Southern's first president Samuel Spencer both recognized that unrestrained competition would harm both companies. The presidents eventually set up meetings to define spheres of influence for each railroad. They were able to divide much of the South, and L&N agreed not to expand into Southern territory and Southern agreed not to expand into L&N territory. The first major breach of this agreement was not until the Sixties when Southern tried to take control of the Western & Atlantic from the L&N when the W&A lease came up for renewal.

There were many other railroads that served Alabama, but none played the role comparable to L&N in the state. Like the L&N and Southern, these railroads often had equally fascinating histories involving numerous earlier railroads, but space does not permit discussion here. The Atlantic Coast Line (successor to the Atlanta, Birmingham & Coast in Alabama) and Seaboard Air Line both served Montgomery and Birmingham from the east. The St. Louis - San Francisco (Frisco) connected to Birmingham from the west. The Tennessee, Alabama and Georgia (TAG) paralleled the AGS line from Attalla to Chattanooga, but on the opposite side of Lookout Mountain. The Central of Georgia, controlled by various railroads and now part of Norfolk Southern, served much of Southeast Alabama. The Gulf, Mobile & Ohio (and predecessor Mobile & Ohio) had branches from Mississippi into Western Alabama, although the railroad was primarily a north-south line; future merger partner Illinois Central made a slight foray into Northeast Alabama. The Western Railway of Alabama connected Selma and Montgomery with the east. There were also many colorful smaller roads in Alabama, such as the Meridian & Bigbee or Atlanta & St. Andrews Bay. Finally, there were over two hundred logging railroads in Alabama, most of them in the southern part of the state; these roads often only operated a few years (until the timber was removed), were poorly built, and were mostly gone by the start of World War Two.

Beginning in 1957, mergers started radically changing the face of Alabama railroading. In 1957 NC&StL, which was in Northeast Alabama, was merged into the L&N. 1967 saw the Atlantic Coast Line and Seaboard Air Line merged to form the Seaboard Coast Line. In the Eighties the L&N and SCL were merged to form the Seaboard System, along with the Clinchfield and the Georgia Route (Georgia Railroad, Atlanta & West Point, and Western Railway of Alabama), and in turn, the Seaboard System was merged with the Chessie System to form CSX.

Also in the Eighties, Southern and Norfolk & Western merged to form Norfolk Southern. The Frisco became part of Burlington Northern, which in turn merged with the Santa Fe to become Burlington Northern Santa Fe. The Illinois Central and Gulf, Mobile & Ohio merged to form Illinois Central Gulf. ICG eventually sold or abandoned much of its track in Alabama and changed its name back to Illinois Central.

Some railroads, such as the TAG, have been almost completely removed. Even part of the once critical Nashville and Decatur is now a walking trail. Also, mergers have resulted in the creation of numerous shortline railroads from sections of tracks that larger corporations couldn't operate profitably, but still serve active industries. Some sections of track have been purchased and are operated by railroad museums.

Passenger service in Alabama changed forever in 1971 with the formation of Amtrak. Government over-regulation, federal subsidy of highways and air travel while taxing rail travel, and the removal of mail business from passenger trains made passenger trains extremely unprofitable by the late Sixties. Amtrak took over most of the ailing U.S. passenger system, with a few exceptions, on May 1, 1971. The Georgia Route and Southern both offered passenger service in Alabama before giving up before the end of the Seventies. L&N turned over all of its passenger operations to Amtrak on day one. In 1979 Jimmy Carter killed the Floridian, the long distance train that connected Chicago and Florida through Alabama. Today, Alabama's only daily train is the Crescent that serves Tuscaloosa, Birmingham, and Anniston. Mobile has less than daily service with the transcontinental Sunset Limited. The rest of Alabama's towns and cities, including Huntsville and state capital Montgomery, have no passenger service, although there is hope that a daily Chicago to Louisville/Jeffersonville Amtrak train will be the genesis of restored Chicago-Florida service in Alabama.

Bryan Turner lives in Athens, Alabama. He can be reached by email at [lnrr@juno.com](mailto:lnrr@juno.com)

## Appendix 5. Pronunciation Guide

As a result of requests from players, here are the proper pronunciations for the towns and cities represented in 18AL. Emphasis is on the syllable in **BOLD**.

Al a **BAM** uh  
CHATT a noo ga  
GADS den  
TOO puh low  
OX more  
Bir ming **HAM**  
Mer **RID** ee an  
Tus ca **LOOSE** uh  
**FEE** nix City  
**DOE** than

### Game Version History:

1.6: June 2002: Complete rewrite of rules by John David Galt, to remove any need for familiarity with other 18xx games. Many clarifications but only one real change: added the delayed obsolescence rule for 4 Trains (4.2.5.1).

### Credits:

Original Design: Mark Derrick

Production: Mark Derrick, John David Galt

Playtesting: Mark Derrick, Jeremy Vipperman, Dean Washburn, Vince Peyton, Wayne Williams, Ronald Novicky, Christian Gawrilowic, Rudi Hagler, Alfred Holzweber, Christian Kolowratnik, Hannes Schischka, Franz Deitzer, Micky Fenyosi, Noel Leaver, Carl Burger, James Orrison, Rick Goudeau, David Hecht, Steve Thomas

Cover Photo: L&N locomotive near Birmingham, circa 1950

Other Assistance: Kalmbach Memorial Library, L&N Historical Society, Bryan Turner

