18FR
English Rules

Designer: Michael Liebetanz, 1987
Variant: Helmut Ohley, 1997 & 2009
Translation & Variant: J C Lawrence, 2009

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Setup

18FR is an 1830 variant. It has the same number of companies, with the same numbers of station markers, but plays on a very different map and with a few special rules. 18FR relies on many of the components of 1830. From a copy of 1830 take and add to the 18FR components:

- The track tiles

    - But discard the green and brown New York track-tiles, and the two green and two brown "B" track tiles for Boston and Baltimore

- The trains (six 2-trains, five 3-trains, four 4-trains, three 5-trains, two 6-trains, unlimited diesels)

- The money

Place one of the three port markers from 18FR on the anchor symbol beside each of the ports on the map (Bordeaux, Le Havre and Marseille).

Rules Changes from 1830

1. The private companies:

Name	Cost	Revenue	Block	Special Ability
CIE DE LA CEINTURE	20fr	5fr	F16 & E17	None[1]
CIE DE PARIS - ST GERMAIN	40fr	10fr	E13	May lay an extra tile in E13
CIE DE ST ETIENNE	70fr	15fr	J14	May lay a tile and a token in St Etienne (J14) for 80fr
CIE DE VAL DE LOIRE	110fr	20fr	G13	May be exchanged for a 10% share of the CIE DU CENTRE (CEN)
CIE DE BOLOGNE - AMIENS	160fr	25fr	C17	Comes with a 10% share of the CIE DE FER DU NORD (NOR)
CIE DE LYON - MEDITERANEE	220fr	30fr	-	Comes with a 20% share of the PLM. Closes when the PLM buys a train

2. The public companies:

Name	Abbreviation	Tokens	Home Station
CIE DU CENTRE	CEN	4	Nevers, H14
CIE DU L'EST	EST	3	Strasbourg, H24
CIE DE FER DU NORD	NOR	2	Lille, C19
CIE DU MIDI	MID	3	Marseille, N14
CIE DE L'OUEST	OU	4	Rennes, D8
PARIS-LYON-MEDITERANEE	PLM	3	Lyon, J16
CIE D'ORLEANS	PO	2	Paris (SW), E15
CIE DU SUD - OUEST	SO	4	Bordeaux, H6

3. The supply of yellow #7, #8 and #9 track-tiles is unlimited[2].

4. The CIE DU L'EST (EST), CIE DU MIDI (MID), CIE DE L'OUEST (OU), and CIE 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 upgrade a single tile in the normal manner[3].

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[2] This rules-change was is the result of an email conversation with Helmut Ohley on 6 & 7 November 2009

[3] This rule was emailed to me by Helmut Ohley on 10 October 2009.

5. Hexes containing mountains or hills cost 80fr to build a yellow track-tile[4].

6. Paris costs 40fr each time to upgrade its track-tile[5].

7. Lyon and Lille may only be upgraded to the matching L-tiles in green and brown. and must orient so that the text on the track-tile runs from west to east.

8. The Paris upgrade tiles must be laid so that Montparnasse (the city on the south-western edge) remains a single station.

9. After a 5-train has been purchased, the CIE DU MIDI (MID) and CIE DU SUD-OUEST (SO) may place the special brown tiles for Bordeaux, Le Havre, and Marseille on those cities even if a yellow #15 or green #57 track-tile hasn't been placed there yet.

10. A company placing a station-marker at Bordeaux, Le Havre or Marseille may place it on the anchor-station space if it is available. When a company places a station marker in this way, it takes the anchor-token for that city from the map and places it on its charter[6].

    (a) The non-anchor side of Marseille is reserved for the CIE DU MIDI (MID). However if a green track-tile has been placed on Marseille when the CIE DU MIDI (MID) floats, and no other station-marker has been placed on Marseille, then the CIE DU MIDI (MID) director may place its home station-marker on the anchor-station space and move the matching anchor-token to the CIE DU MIDI (MID) charter[7].

11. When upgrading track-tiles for Bordeaux, Le Havre and Marseille, ensure that stations are placed on their previous anchor/non-anchor sides on the new track-tile.

12. A company with an anchor-token on its charter receives 20fr from the bank at the start of each Operating Round for each anchor-token it has.

13. As in 1830, all private companies close on the purchase of the first 5-train. However port-tokens remain in play until the end of the game[8].

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[4] This rule was emailed to me by Helmut Ohley on 10 October 2009.

[5] Discussed with Helmut on 11 & 12 November 2009.

[6] The source rules note that there are several variations for how port-tokens are handled, but do not detail them thoroughly. The above is the partly my invention.

[7] This is not well detailed in the source materials. I picked something that seemed sensible and interesting.

[8] The source rules don't detail the lifespan of port-tokens. This rule is my invention.

Variant

Remove the port-tokens and all rules related to them[9].

History

The above rules are both more complete and different from the previous work by Helmut Ohley on 18FR, and are the result of an informal collaboration between Helmut Ohley and J C Lawrence. The changes over the previous versions are:

- Hills now cost 80fr instead of 120fr (rivers already cost 80fr) - Helmut Ohley

- All Paris upgrade tiles now cost 40fr - J C Lawrence

- The The CIE DE LA CEINTURE and CIE DE ST ETIENNE were swapped, keeping their respective powers but exchanging their costs and revenues, as the CIE DE ST ETIENNE's special ability is too significant to be attached to the cheapest private company - J C Lawrence & Helmut Ohley

- The rule that the CIE DU L'EST (EST), CIE DU MIDI (MID), CIE DE L'OUEST (OU), and CIE DU SUD-OUEST (SO) may place a second additional yellow tile in addition to their normal yellow tile placement was added in order to make the weaker companies a bit stronger - Helmut Ohley

- The port-token rules were extensively clarified and made the default in order to further differentiate 18FR from 1830 and to make a more interestingly dynamic game - J C Lawrence

- Yellow #7, #8 and #9 track-tiles were made unlimited – J C Lawrence & Helmut Ohley

- All game-map changes were for ease-of-use; none were substantial – J C Lawrence

Acknowledgment

Thank you to Helmut Ohley for 18FR and his support and encouragement in the production of this translation, related rules-changes, and the related updated/upgraded files for 18FR.

– J C Lawrence

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[9] Helmut Ohley is insistent that the port-token rules are a variant of the variant. I've made the port rules the default as being more interesting and providing better differentiation of 18FR than just being 1830 on a new map and have persuaded Helmut to go along.