

# 1867: The Railways of Canada - Rules of Play

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## INTRODUCTION

These rules list the differences from 1861. Section numbers refer to 2nd edition rules.

Rules marked with an asterisk \* may also be used with 1861 for variety. The new rule for operating the State Railway (7.4) should be used in conjunction with the new endgame rule (13).

## 3 SETTING UP THE GAME

Replace the two (grey) 6-trains with the two (brown) 6-trains.

## 5 THE MAP

The map represents the central part of Canada, consisting of the southern part of the provinces of Ontario and Quebec.

Certain ports are shown on the Great Lakes. These work in the same way as red off-board areas in 1861.

## 7.1 PRIVATE COMPANIES

The private companies are:

Name	Min. Cost	Face Value/ Income	Bonus
Champlain & St. Lawrence	20	30/10	None
Niagara Falls Bridge	30	45/15	Buffalo
Montreal Bridge	40	60/20	Montreal
Quebec Bridge	50	75/25	Quebec
St. Clair Tunnel	60	90/30	Detroit

## 7.4 STATE RAILWAY\*

The State Railway has no cash or loans. It only has tokens and trains. It starts with a token in Toronto(W), and is guaranteed a token in Montreal (like Moscow). It does not run its train(s).

## 8 GAME PHASES\*

Grey track is available (and red off-board areas count their highest value) once the first 7-train is acquired, not the first 6-train.

### 9.1 SELLING STOCK

If the Director sells shares, the stock price moves one space to the left.

### 9.2 MINOR COMPANY AUCTION

When putting up a minor for auction, place its token on an empty city circle on the map. This must be in Toronto, Montreal, or a city which does not already have a token in it. Timmins, and the 'floating' space in Montreal, may not be chosen before Phase 3.

### 9.3 BUYING STOCK\*

When starting a new Public Company by buying its Director's Certificate, if there are no unconnected cities available, it may place its first Station Marker in any city which does not contain a Station Marker.

Rules Clarification: A company starting in this way must place its first Station Marker in an unoccupied city.

### 9.5 ENDING THE STOCK ROUND

When a Public Company is fully sold it moves one space to the right.

## 10.4 LAY OR UPGRADE TRACK

Use the tiles provided for Toronto. Montreal upgrades to one of the M tiles in green (including the original Moscow green), and then brown M tiles (not including the original Moscow brown). Then use the grey Moscow tile. Ottawa upgrades to the provided grey tile. Do not use the Kharkov, Kiev, or St

Petersburg tiles. Add another two #15 tiles, and add two #70 tiles\*, to the mix.

The \$80 hex-sides between Montreal and Quebec represent the St. Lawrence river. The cost is incurred when track is laid or upgraded which completes the link across the hex-side; pointing towards the hex-side incurs no extra cost.

Certain hexes adjacent to Montreal and Toronto contain a yellow triangle at the edge of the hex. When laying a yellow tile in such a hex, it must connect to Montreal/Toronto across the indicated hex side. I.e. the tile must point towards the triangle.

## 10.7 DISTRIBUTE EARNINGS

Minor Company stock prices may not exceed 165.

## 10.10 PURCHASE TRAINS\*

The State Railway takes the cheapest new train from the Bank (not Bank Pool) each round it operates. This can be the first 8-train. Resolve any phase change effects as normal.

In Phase 8 (only), a Company may upgrade a train, even if at train limit. The old train counts as 50% of its face value as a discount for the new train. The new train must be from the Bank and the old train goes into the Bank Pool. Old trains may be bought from the Bank Pool at the normal price.

Play with an unlimited number of 'optional' trains (2+2 and 5+5E).

## 11 NATIONALISATION

When nationalising a Minor company, adjust the price two spaces left per loan outstanding.

## 13 ENDING THE GAME\*

The game end is still triggered by the purchase of the first 8-train. Finish the current set of operating rounds, execute a stock round, then finish the game with a set of three operating rounds.

## 16 DESIGN NOTES

When a variant of 1861 on a different map was suggested, I immediately thought of Canada. The parallels between Russian and Canadian railway history are significant: both countries were very large, with a harsh climate and weak economy. Both were more interested in water-borne transportation, so only a few short lines were opened in the early years; Canada's first was the Champlain & St. Lawrence (1837).

Both countries relied heavily on state aid to build, and later run, its railways. Both had a vast hinterland, which needed railways to open them up to colonisation and exploitation.

By 1850, Great Britain had 6,621 miles of rail and the USA 9,021 miles. Canada had only 68 miles, but the Guarantee Act (1849) provided the government backing which led to considerable expansion. The first milestone was the completion of the St. Lawrence and Atlantic (1853), a joint venture with the Americans to link Montreal with Portland, Maine. This was followed by the Great Western (1855) which linked Niagara with Windsor, and the Grand Trunk (1856) which connected Montreal to Toronto.

The modern state of Canada was effectively created by the British North America Act of 1867. The Act required the building of a railway to connect the Maritime Provinces (New Brunswick & Nova Scotia) with the rest of Canada. The Intercolonial Railway (1872) was duly built to connect Quebec with Halifax.

In the 1880s, attention moved to connecting to the far west and the Pacific Ocean. The first such railway, the Canadian Pacific Railway (1886), connected to Vancouver. The Russians used this railway as the model for the Trans-Siberian Railway. Two more transcontinental systems were built: the Canadian Northern (1915), which also connected Vancouver to the east; and the joint venture between the National Transcontinental (1915) and the Grand Trunk Pacific (1914), which connected to Prince Rupert.

To improve the important trade with the USA, various river crossings were constructed. The Niagara Falls Suspension Bridge (1855) was the first such type of bridge built for a railway. Montreal's Victoria Bridge (1860), over the St. Lawrence, at 1.9 miles was the longest bridge in the world when it opened. The Quebec Bridge (1919), also over the St. Lawrence, proved very costly to build; it still holds the world record for the longest single span of a cantilever bridge. In order to connect to Michigan, two tunnels were constructed: the St. Clair Tunnel (1891), between Sarnia and Port Huron; and the Michigan Central Tunnel (1910), between Windsor and Detroit.

As well as adapting the game to the Canadian map, I have taken the opportunity to make some modifications to the game system which improve game variability that have occurred to me since the release of 1861. Most of these are also applicable to the original game and are marked with an asterisk(\*) above.

Bibliography:

Railways of Canada by Robert F. Legget (1973)