

Going Home

Series Module

Twilight: 2000™



Game Designers' Workshop

Kob 06

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Carcha

Contents

Going Home.....	2
Introduction.....	2
Referee's Notes.....	2
Design Notes.....	2
The Adventure Plots.....	3
Background.....	3
The Order.....	6
Operation OMEGA.....	6
Explanation of the Order.....	6
The Last Train to Clarksville.....	6
Alternatives.....	7
The Last Train to Clarksville.....	8
Background.....	8
The Yard.....	8
The Train.....	8
The Cockroach, the Rat and the Mouse.....	10
Alternatives.....	11
The Krakow Helicopter.....	11
Boat.....	11
Overland.....	11
Combinations.....	11
Referee's Update.....	12
The Land.....	12
Referee's Update — Military Units.....	13
KGB/GRU.....	17
New Equipment.....	18
Places of Interest, Part I.....	19
Altenburg.....	19
Beeskow.....	19
Berlin.....	19
Braunschweig.....	19
Bremen.....	21
Between Bremen and Bremerhaven.....	21
Bremerhaven.....	21
Celle.....	21
Cottbus.....	21
Between Gottingen and Hildesheim.....	21
Hamburg.....	21
Hannover.....	21
Hildesheim.....	23
Lubeck.....	23
Magdeburg.....	23
The British.....	23
Radio Traffic.....	23
Places of Interest, Part II.....	24
Bayreuth.....	24
Between Frankfurt-Am-Main and Wurzburg.....	24
Fulda.....	24
Hof.....	24
Kahl-Am-Main.....	26
Kulmbach.....	26
Keil.....	26
Leipzig.....	26
Oschatz.....	26
Panderborn.....	26
Plauen.....	26
Karlovy-Vary.....	26
Kralovice.....	26

Most.....	26
Ostrov.....	26
Chodziej.....	26
Czarnkow.....	28
Czlopa.....	28
Gorzow Wielkop.....	28
Gubin.....	28
Krosno Orcanskie.....	28
Nowo Sol.....	28
Pila.....	28
Poznan.....	28
Rusinowo.....	28
Skwierzyna.....	28
Region of Sroda and Wrzesnia.....	28
Sulechow.....	28
Swiebodzin.....	28
Walcz.....	28
Wronki.....	28
The French and the Dead Zone.....	29
French Units on the German Border.....	29
Encounters in the Dead Zone.....	29
French Patrols in the Dead Zone.....	29
French Helicopters.....	30
French Equipment.....	31
People and Organizations.....	32
General Helmut J. Korell.....	32
Jan Straczynki.....	32
Casimir Straczynki.....	32
Captain William H. Martens.....	33
Major Charles F. Kane.....	33
Arminius.....	33
Organizations.....	34
Operating the Train.....	35
The Engine.....	35
Water.....	35
Rails.....	35
Maintenance.....	36
Travel.....	36
Encounters.....	36
Combat.....	37
Concluding the Adventure.....	38
The Conditions of Embarkation.....	38
Missing the Boat.....	38
Gazeteer and Glossary.....	39

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Copyright © 1 986 by Game Designers' Workshop. All Rights Reserved. ISBN 0-943580-56-0 *Twilight: 2000* is Game Designers' Workshop's trademark for its role-playing game of survival in a devastated world.

Going Home

We got the word from a rather unreliable source, so of course we didn't believe it at first, but we soon learned it was the gospel truth. What remained of the big brass in Europe decided that it was time for everybody to get out of the pool, so they arranged for a few ships to take us back to America, Problem was, nobody believed that the ships would have enough room for everybody. We decided that it was time to go home, and this was the fast ride going our way for quite some time to come. Not that we expected to find much left, but home is home, after all. Besides, I get the feeling the folks hereabouts would like it a lot better if we weren't hanging around.

The ships were leaving on November 15, and there were no reserved spaces. What with thirty or forty thousand people looking for seats, it could get to be quite a game of musical chairs.

Of course, by the time we got the word, it was the middle of October, and we really had to get it in gear if we didn't want to miss the boat

INTRODUCTION

Going Home is an adventure for use with GDW's post-World War III role-playing game *Twilight: 2000*. In *Going Home*, the players are presented with the challenge of getting across central Europe to catch the last ship heading back to the US for quite a while.

If the players decide to remain in Europe, this adventure provides the referee with a wealth of material on western Poland and northern Germany. This material may serve as a backdrop for adventures in Poland and Germany. The locales, personalities, and organizations should inspire numerous adventure situations, and referees should consider the material presented here as a jumping-off point for their own creations.

This booklet includes the following material:

Introductory material for the adventure.

A full-color pull-out map of Germany, which overlaps with the Poland map included in *Twilight: 2000*.

A copy of the Operations Order for the recall of all US personnel in Germany.

A copy of an Intelligence annex to the Operations Order showing the last known locations of hostile units, as of July 2000.

A copy of Annex B to the Operations Order describing the last known location of every NATO unit in central Europe north of Austria and south of Denmark, as of July 2000.

A referee's update of the location and strength of NATO and Warsaw Pact units in their winter quarters as of October, 2000.

Material on operating a steam locomotive, and the problems players will encounter with it.

A brief rundown of French units in the occupied area west of the Rhine and a discussion of French military activities in the so-called "dead zone" east of the Rhine. Also, a bonus: descriptions (in *Twilight: 2000* terms) of three French helicopters (ground attack and anti-tank variants of the SA 342 Gazelle, and the SA 330H Puma transport helicopter), and details of several French small arms.

Details and specifications, in *Twilight: 2000* terms, of the German Leopard III and the British Challenger tanks, and the British 120mm rifled gun.

A short discussion of how to get the players' group out of Europe and back to America, if they so desire.

REFEREE'S NOTES

This game module is designed to be used by the referee. Narrative scenes describing certain events from the point of view of the characters are provided to add additional color and detail to the referee's narrative as he describes the situation to the players. These narrative sections may be read to or by the players, but all other sections are reserved for the referee only unless otherwise stated). Narrative sections are set apart in italics for easy recognition.

The four-color map and the eight center pages are intended to be removed by the referee and shown to the players. To do this, carefully pry up the ends of the center staples with a tool such as a screwdriver, remove the pages and carefully bend the ends of staples down again. The text will now read properly. The pages can be separated into their individual documents if desired.

DESIGN NOTES

Going Home provides the players with the means and the opportunity for their characters to return to America, if they so desire.

For referees and players who wish to keep their games set in Europe, *Going Home* provides a westward extension of the basic game's color map (into Germany, Holland, Belgium and France), and sketches in more details of Poland, Germany, and France. *Going Home* can set the stage for numerous European adventures, or can bring the characters back to America if they choose.

I would like to extend my thanks to Mike Ford, who suggested the "Last Train to Clarksville."

Loren K. Wiseman

**PLAYERS SHOULD NOT READ ANY FURTHER
IN THIS BOOKLET IN ORDER TO PRESERVE
THE ELEMENT OF SURPRISE.**



The Adventure Plots

Going Home is somewhat different from previous *Twilight: 2000* modules. The players must overcome an additional enemy over and above people and nature — time.

The basic purpose of *Going Home* is to allow players the opportunity to return to America and the adventure possibilities that such a trip provides. A secondary purpose is to provide referees with an update on the location and condition of both NATO and Warsaw Pact units in central Europe. Whether or not the players choose to leave Europe, *Going Home* will be of great value to the referee.

The events in this module take place in October and November of 2000. The players may have participated in several other *Twilight: 2000* modules by this time (as well as other, non-module adventures), and may be in a number of different places in Poland. The referee will need to adapt the initial stages of the adventure to the group's individual situation. If the referee has been keeping a day-by-day campaign calendar, the exact date of the start of the adventure can be determined without difficulty. Otherwise, the referee should assign a date in the last week of October for the players to run into Captain Martens.

BACKGROUND

The following background is assumed for the adventuring group. Characters with other backgrounds will have to be adapted into the adventure by the referee by whatever means needed. Referees should feel free to alter any of this material to fit into a particular *Twilight: 2000* campaign.

The NATO offensive of summer 2000 and the subsequent Warsaw Pact counteroffensive have both spent themselves, and achieved next to nothing in the final analysis. Both sides are disintegrating rapidly. There will soon be no forces left to continue the war.

As the fall comes to a close and bad weather closes in,

everyone in Europe is desperately seeking a place where they will be secure through the coming winter (for it promises to be a severe one).

Accordingly, SACEUR, the Supreme Allied Command, Europe (or what's left of it) has decided to evacuate all USAEUR (US Army, Europe) forces from the continent and return them to America. The German government (what's left of it) has agreed to cooperate and to allow the American forces to make use of the remains of the German merchant marine. The fleet consists of a hodge-podge collection of container ships, general cargo ships and tankers (converted to passenger service by rough wooden constructions in their holds), excursion ships, and smaller vessels (river boats and channel ferries) felt to be large enough to be able to survive the crossing.

An oil tanker, found drifting at sea off Borkum Island in the North Sea, is being tapped to provide the fuel for the crossing (crude oil can be burned in Diesel engines, but it doesn't do them much good). There is no refinery in northern Germany operating yet, and it will be too long before one can be brought back on line.

In return, the Americans have agreed to leave their heavy equipment behind for use by Germany (since there is no room for it aboard the evacuation fleet anyway). The evacuation has been code-named Omega, the final letter of the Greek alphabet and a traditional symbol of endings and final chapters.

American units will be withdrawn from the forward lines and their places taken by German forces. This can be done because the Warsaw Pact forces do not seem to be in any condition to mount a major offensive. German forces are felt to be up to the task of holding the minor offensives likely to be mounted in the near future.

Available shipping capacity is barely enough to allow the approximately 43,000 Americans remaining in Europe to leave at the same time. In order for everyone to make it, strict adherence to the baggage allowance will be enforced. The players may not like it, but there is no room aboard the evacuation fleet for vehicles of any sort, or for anything but the most essential equipment.

SECRET

All Military Forces, Europe

Copy NO 19 of 200 copies
CG, SACETJR
BREMERHAVEN(vieNKJJ3534)FRG
280230Z Sep 00
RR65
OPORD OMEGA

References: DMAAC 4-95, JNC-9N, Edition 12, 1: 8, 000, 000.

Time Zone Used Throughout The OrderZULU

Task Organization:

TF 34

Per Annex C, OPOORD OMEGA for details of TF 34 constituent vessels.

TF Bremerhaven

V Corps

3-52 ADA (Patriot)

1. SITUATION

a. Enemy Forces. Warsaw Pact forces (1st Western Front, 2nd Western Front, 1st Southwestern Front, and 2nd Southwestern Front) have established a static front line through central Germany along the line Zwickau-Dresden-Frankfurt-Szczecin.

b. Friendly Forces. Central Front allied forces (NORTHAG and CENTAG) have established defensive positions. FRG forces have undertaken the relief of American units in the line.

Numerous American forces are out of communication with this headquarters.

c. Attachments and Detachments. XI US Corps, IX US Corps, XV US Corps, III US Corps attached to Seventh US Army. 5 ID(M) and 8 ID(M) attached to V US Corps. 3-52 ADA (Patriot) detached from 32 AADCOM and attached to V US Corps. 220 MP Brigade attached to V US Corps.

2. MISSION. Units and personnel of USAEUR and dependents assemble at Bremerhaven (NKJJ3534) prior to 151200Z NOV. Vehicles and heavy equipment will be turned in and units will embark on ocean vessels for transport to Norfolk, VA. Vehicles and heavy equipment will be transferred to FRG prior to departure. Upon arrival Norfolk, selected units will remain in service, and the remainder stood down for muster out.

3. EXECUTION

a. Concept of the Operation. Headquarters USAREUR to obtain and assemble a fleet of ocean vessels for troop transport from Bremerhaven to Norfolk VA. Subordinate units to assemble at Bremerhaven prior to 151200Z NOV, TF Bremerhaven assets to process individuals prior to embarkation. TF Bremerhaven to provide security for embarkation area. TF 34 to proceed from Bremerhaven 151200Z Nov 00. Upon arrival Norfolk approximately 251200Z Nov 00, troops disembark. Selected personnel to be retained in service.

b. Task Force Bremerhaven. CG V Corps to retain overall command. 3-52 ADA (Patriot) attached from 32 AADCOM. Cdr 220 MP brigade is TF Provost Marshal.

c. Task Force 54. Flagship is DD 981, USS John Hancock. Per Annex C, OPOORD OMEGA for details of TF 34 constituent vessels.

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d. Reserve. None.

e. Coordinating Instructions.

1) Arriving units marshal at reception points on the perimeter of Bremerhaven to turn in vehicles and heavy equipment to TF Bremerhaven S&T Bn. TF Bremerhaven assets will mark and patrol routes from reception points to assembly points.

2) For safety, soldiers at marshalling points will secure their weapons "by threading engineer tape through the bore and tying securely. Weapons not so secured will be confiscated.

3) Each individual will be allowed 100 kg personal property to be transported with them.

4) Troops will be quartered and messed at reception areas.

5) DEG. 10RAD.

6) Units to approach along E-Road £33, Route A-27 or Route 6.

4. SERVICE SUPPORT

a. Personnel. Non-US nationals in service with US units under provisions of AR 000-00 and dependents of US nationals are eligible for US citizenship upon application and positive ruling by V Corps HQ.

b. Material and Services. All military supplies (to include fuel and medical supplies) to be turned in to specified authorities at marshalling area upon entering Bremerhaven.

c. Civil-Military Cooperation. Civilian curfew (1800-0800) within the Bremerhaven area. Violators will be turned over to TF Bremerhaven Provost Marshal.

d. Misc. Liaison with German military government through FRG Liaison Detachment, Bremerhaven.

5. COMMAND AND SIGNAL

a. Command. USAREUR command post to remain initially within Bremerhaven perimeter and displace to TF 34 flagship on order.

b. Signal.

1) CEOI index edition 8-80 Edition C is in effect.

2) Freq of 3-52 ADA is 50.20.

3) Green star cluster is emergency signal for access to Bremerhaven perimeter.

4) Transmission in the clear accepted and acknowledged on frequencies 45.20 and 54.30.

Encoded transmissions accepted and acknowledged on 67.40.

ACKNOWLEDGE. Acknowledge by any means possible, giving unit identification, number of troops in unit, vehicles, heavy equipment inventory and estimated time of arrival.

LEWIS
CG

Official:

MIKEWORTH
G3

Annexes:

A — Enemy Dispositions.

B — Friendly Dispositions.

C — TF 34 Constituent Vessels

SECRET

THE ORDER

Operations Order OMEGA, ordering the evacuation of all US personnel in Europe (civilian and military), was issued on September 28, 2000. A copy of this order is provided in this module, for the referee's convenience, along with a second copy, to be provided to the players if and when they gain access to the order in the course of play.

The schedule of the withdrawal provides for the departure of the fleet (called Task Force 34) at noon on November 15, 2000. There is an added complication, however. It is widely believed by the US forces that the ships leaving on the 15th will not have enough room for all, and that boarding will be "first come first served." No amount of reassurance will do away with this belief, and a "panic" of sorts has begun. Large numbers of Americans are rushing towards Bremerhaven. For most, large scale unit integrity has vanished, and most of the divisions, regiments and brigades are now nothing more than small groups of soldiers moving west. Steps are being taken to minimize fighting among the soldiers vying for a position on the evacuation fleet, but these may prove to be inadequate.

The characters are survivors of the US 5th Infantry Division (Mechanized), which was destroyed near the Polish city of Kalisz in mid-July of 2000, during the last major NATO offensive of the war. They have been out of touch with higher headquarters for months, and have only recently received word of the evacuation.

To take part in the evacuation, the players must get their characters to Bremerhaven before the evacuation fleet sails. How this is accomplished depends upon the group's individual situation.

OPERATION OMEGA

A copy of Operations Order (often shortened to OPORD) OMEGA, detailing the evacuation, is provided on pages 4-5, for the referee's information. Not all of the information in the order is initially available to the players. The referee may choose to show it to the players or read from portions of it as the adventure continues and the players learn more.

EXPLANATION OF THE OPORD

Some points about the Operations Order require elaboration.

Time references can be confusing to those unfamiliar with military usage. Dates are given in the military manner, for instance, 15 Nov 00 instead of November 15th, 2000. Times are given in the 24 hour military clock followed by a "Z" indicated the time is Greenwich Mean Time (11:00 PM is expressed as 2300Z, pronounced "Twenty-three-hundred Zulu"). When the two are combined, they are written "152300Z Nov 00."

To straighten out organizational snags, large numbers of units have been reattached to other corps and armies. The 5th Division has been attached to the US Seventh Army. The 5th is now believed by the high command to be destroyed, however. Soldiers from the 5th Division who show up will be cycled through the normal channels for personnel separated from their unit, and reassigned to another command.

Soldiers are ordered to acknowledge the evacuation order by radio if possible, reporting on their unit's current strength and number of vehicles, in order to facilitate planning for their reception at Bremerhaven. Many units are unable or unwilling to report.



When the units arrive at Bremerhaven, they are to turn their vehicles over to the German authorities. They must also turn in their food, fuel, and certain other items of equipment to a central storage area administered by the evacuation authorities. Food and fuel must be used efficiently if everybody is to make it home safe (this is also a handy way for the referee to strip the players' group of excess goods they may have accumulated over months of adventuring).

Personnel are then to enter the protected compound, and await embarkation. The instructions about securing weapons are to prevent soldiers killing each other over food or places on the evacuation fleet, and to forestall other unpleasant incidents with local civilians.

The order provides for certain units to retain operable weapons for the purposes of perimeter security. Artillery and anti-aircraft units are in position around the perimeter as well, even though nobody really believes an attack will come. The high commanders feel that the collection of most of the American Army into one place may be too tempting a target to pass up. No one is taking any chances.

Civilians are instructed to come along as well. Operatives of the DIA, however, have their own orders, and will not be accompanying the fleet. Any non-US citizens who are currently serving in US units may be granted citizenship and evacuated as well, if they so desire. Provision is also made for dependents to accompany the fleet.

THE LAST TRAIN TO CLARKSVILLE

It sounded pretty crazy at first, so it took quite some time for Martens to talk us into it. Basically, the plan was to take a steam engine that had been pulled out of retirement, along with a railroad engineer (ditto) and a few strong backs to act as track crew and truck across what was left of central Europe to the port at Bremerhaven, where we would catch our ride home. The tracks should be in good shape most of the way, Martens said, and we could take the rails we needed to fix up what we couldn't go around.

The engine could burn wood (although the old engineer wasn't happy about it... something about gumming up the firebox) and Martens said we could probably make about 60 clicks a day, which is a heck of a lot better than we could do having to stop

and brew moonshine every couple of days. There would be plenty of room for our gear (we could take a tank if we had one) and we would probably be able to pick up people as we went along.

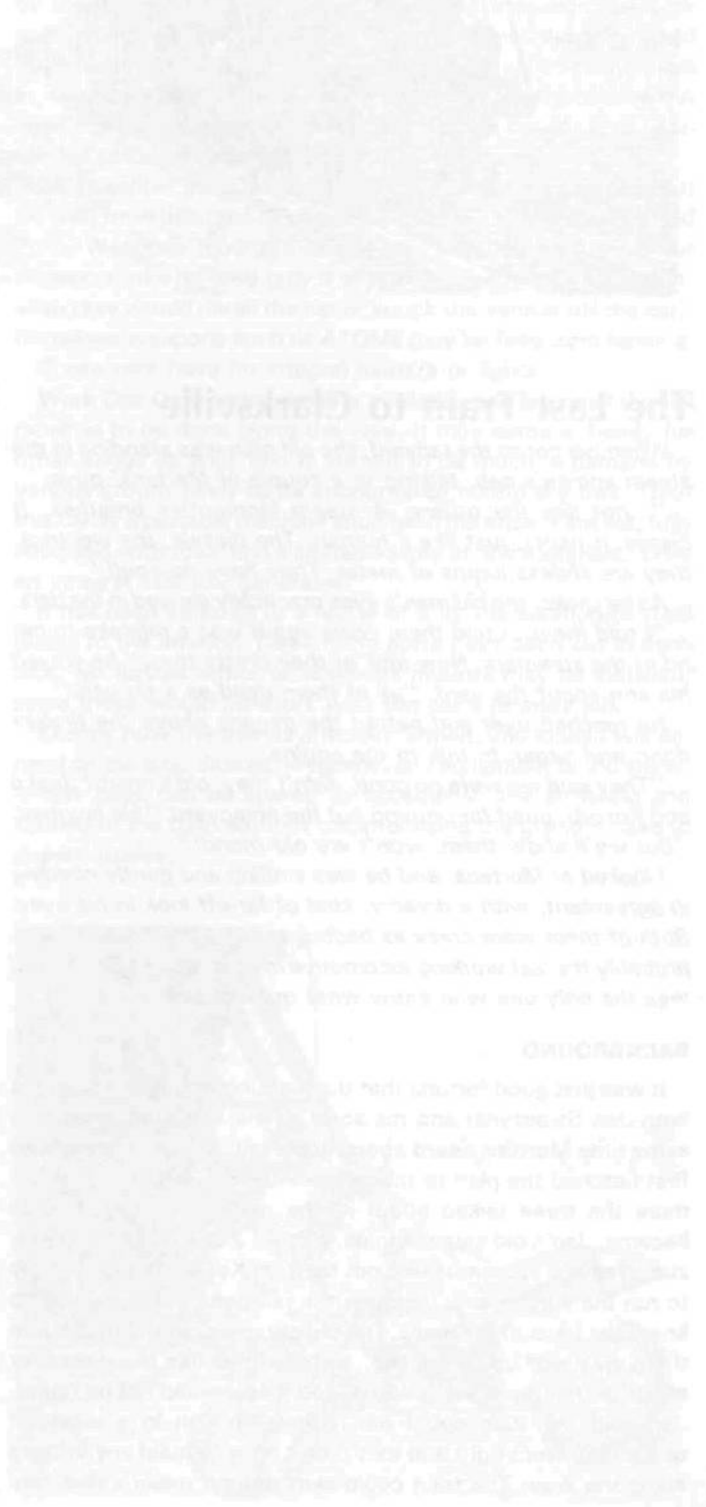
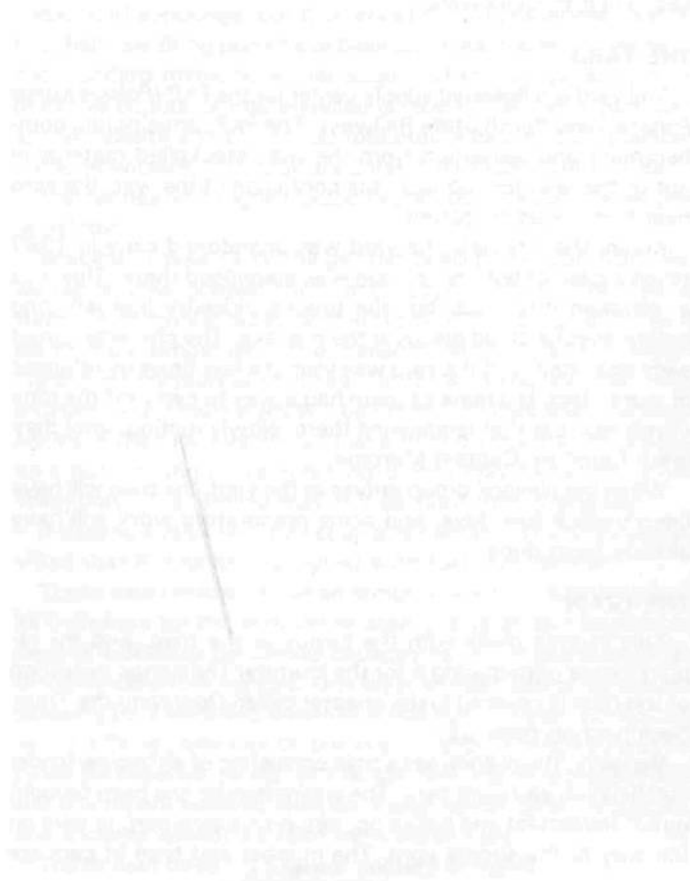
It sounded too good to be true. I should have been suspicious when I asked Martens why he needed us, and he replied "Because I don't have any firepower."

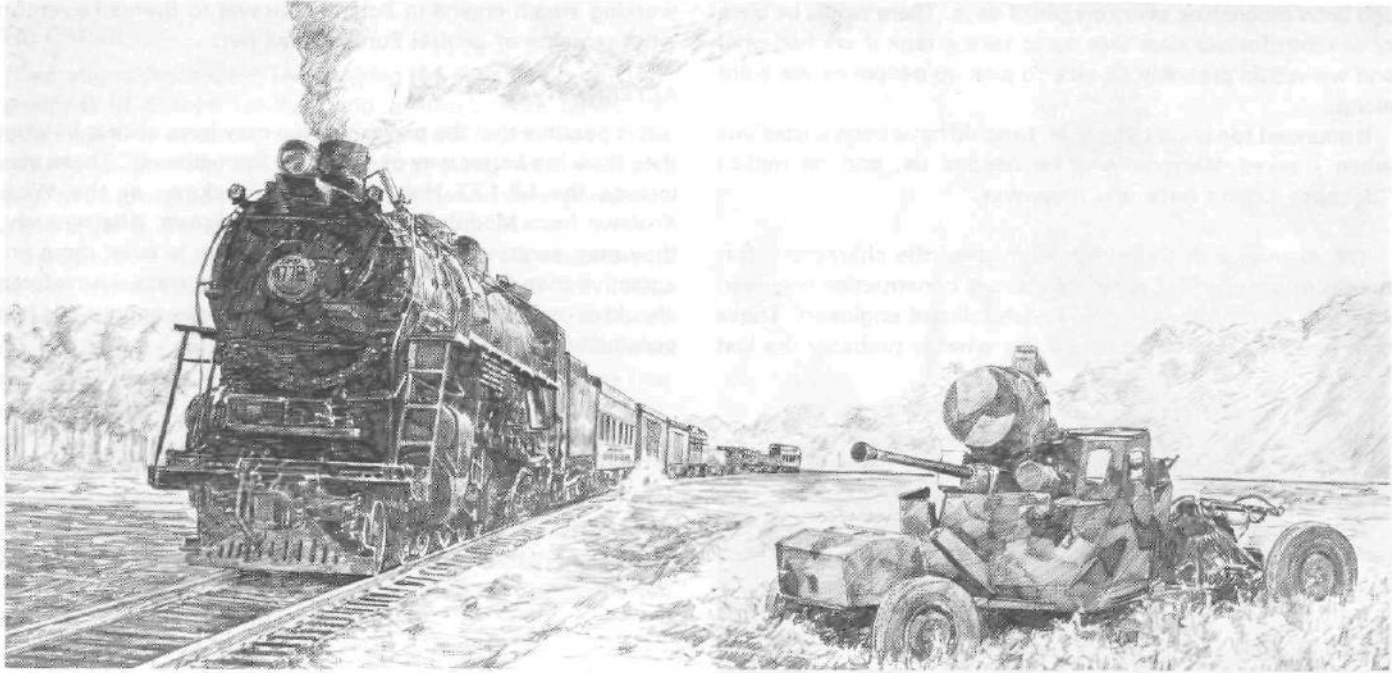
The main plot of *Going Home* involves the characters' fortuitous meeting with Captain Martens (a construction engineer) and Jan Straczynki (a retired Polish railroad engineer). These men have formulated a plan to use what is probably the last

working steam engine in Poland to travel to Bremerhaven on what remains of central Europe's rail net.

ALTERNATIVES

It is possible that the player's group may have access to what they think is a better way of getting to Bremerhaven. These may include the Mi-17T Helicopter from Krakow, or the *Wisla Krolowa* from Module 2, *Pirates of the Vistula*. Alternatively, they may come up with some scheme that is even more imaginative than Captain Martens' idea for the train. The referee should consult *Alternatives* on page 11 for ideas about this last possibility.





The Last Train to Clarksville

When we got to the railyard, the old man was standing in the steam engine's cab, talking to a couple of Martens' guys.

"...not like the others. A steam locomotive breathes...it hisses, it pants, just like a human. The diesels, the electrics, they are lifeless lumps of metal. They have no soul!"

As he spoke, the old man's eyes practically glowed in the dark.

"I told them...I told them years ago it was a mistake to get rid of the steamers. Now look at their pretty toys," he waved his arm about the yard, "all of them dead as a tin can."

He reached over and patted the gauges above the firebox door, and began to talk to the engine.

"They said we were no good, didn't they, old Korzub? Janko and Korzub, good for nothing but the scrapyard." He laughed. "But we'll show them, won't we old friend!"

I looked at Martens, and he was smiling and gently nodding in agreement, with a dreamy, kind of far-off look in his eyes. Both of them were crazy as bedbugs, but "Old Korzub" was probably the last working locomotive in Poland, and Straczynki was the only one who knew what made it tick.

BACKGROUND

It was just good fortune that the meeting of Captain Martens with Jan Straczynki and his son Casimir occurred about the same time Martens heard about the recall. No one knows who first hatched the plan to take a train across Germany, but the more the three talked about it, the more enthused they all became. Jan's old steam engine, a Pt-47 2-8-2 nicknamed *Korzub*, was in a state museum not far from Konin. Jan knew how to run the engine, and he knew the railroads of Poland like he knew the back of his hand. The old steam engine, Jan assured them was well up to the trip, and could (unlike the diesels or electrics that replaced it) burn wood if coal could not be found. Jan said the train could reach Bremerhaven in a week, if everything went right and they didn't have to build any bridges along the way. The train could skirt around major cities, and

could by-pass the most heavily damaged bridges. The only thing needed, said Jan, was a supply of rails and a work crew to fix minor damage along the way. The yard could supply the rails. Martens would have to round up the work crew.

After a long discussion of their needs, the group split up. The Straczynkis to secure *Korzub* and take it to the PKP yard, Martens to locate Americans willing to come along (both as protection and as work crew). It is at this point that he finds the players' group, and offers them a place on what he calls "The Last Train to Clarksville."

THE YARD

The yard is a deserted supply center for the PKP (*Polskie Koleje Państwowe*, Polish State Railway). The PKP, anticipating bombardment and disruption from the war, stockpiled material in out-of-the-way locations. In the confusion of the war, the yard near Konin was forgotten.

Konin, the city near the yard was abandoned early in 1999 when a case of bubonic plague was diagnosed there. This was a mistaken diagnosis, but the town's citizenry had left long before anyone could discover the mistake. The city was looted early and often, and the yard was visited a few times by refugees or marauders, but none of them had a way to carry off the tons of railroad rails that languished there, slowly rusting, until they were found by Captain Martens.

When the players' group arrives at the yard, the train will have been there a few days, and some preparatory work will have already been done.

THE TRAIN

This section deals with the basics of the train, and the requirements of preparing it for the journey. The actual operation of the train is covered in the chapter called *Operating the Train*, beginning on page 35.

Basically, the players get a train consisting of an engine/tender combination and eight cars. The engine/tender has been brought out of retirement and linked up, catch-as-catch-can, to cars on the way to the supply yard. The number and type of cars are

not perfectly suited to the trip, but they are all that are available.

Engine/Tender: The engine is the engine which Jan Straczynki drove for the last few years of his career, which he nicknamed *Korzub* (Torpedo). It is a model Pt-47 2-8-2 steam locomotive, built in 1952 at the Chrzanow Locomotive Works in Warsaw. Upon retirement, *Korzub* had been sent to the PKP museum near Plock, and has been kept in excellent condition.

Korzub was built to burn coal, but can burn wood if it is cut up into small enough chunks to be fed into the boiler. About four tons of coal is in the tender (enough to pull the train for one four-hour period). The engine/tender combination is permanently linked and cannot be separated. It has a maximum fuel capacity of 9 tons, carries 32,000 liters (32 tons) of water in its boiler and tanks, and weighs 173 tons when fully loaded with fuel and water.

The engine/tender has an air compressor to power the train's air brakes, and a small (10 Kw) generator, to power lights and heaters in passenger cars. These are both rigged to run off the steam engine, and the engine must have steam up to power them, although the train need not be moving.

Passenger Car: Straczynki found only one *przedsiebtostwa wagonow sypialnych i restauracyjnych* (sleeper/restaurant car) which was also at the rail museum. It was there to be restored, but work had barely begun on it, and it is not in the best of condition. It will keep the weather out, however. This car sleeps up to fourteen people in luxurious comfort (considering the time and the place) and could accommodate thirty passengers in a pinch. It has facilities to prepare and serve food, but it is not set up to carry more than small quantities of cargo (such as a few heavy weapons, a bicycle or two, and each character's personal equipment).

The car has been armored to a factor of 8 by the addition of steel plates to the interior. It could be armored up to 13 by the addition of sandbags, but this would cut its passenger capacity in half. Six firing ports have been cut in each side. These have the standard restrictions, per page 7 of the equipment list. A primitive cupola can be installed on top of the car, which can accommodate any one tripod mounted weapon. Large caliber guns, howitzers, and mortars cannot be fired from this car.

The car has an integral electric heater, powered off the engine generator.

Boxcars: These carry things that need protection from the elements...like people, food, and supplies. Straczynki found three. They have a capacity of 40 tons of bulk cargo or 40 people (one passenger per ton of capacity allows space for sleeping and a minimum of creature comforts). Vehicles other than bicycles and motorcycles will be difficult to load into a boxcar. No more than two vehicles of less than 5 tons may be loaded on a boxcar, and no vehicle over 5 tons may be loaded at all. Weaponry on a vehicle may not be fired from a boxcar.

If desired a still could be set up and operated in a boxcar, provided that it was kept supplied with fuel and material.

These cars normally have an armor factor of 1, but this could be increased by the addition of steel plates or sandbags. One layer of sandbags decreases capacity by 10 tons and provides 5 additional armor factors. One layer of steel plates decreases capacity by 5 tons and provides 8 additional armor factors. Up to eight firing ports can be cut in each side. A primitive cupola could be installed on top of the car, and could accommodate any one tripod mounted weapon. Large caliber guns, howitzers, and mortars cannot be fired from these cars.

These cars have no integral heaters or lights.

Flatcars: These carry cargoes that can't be fitted into a boxcar or don't need protection from the elements, like vehicles. There are three available: one is loaded with rails and steel parts (for fixing damaged wheels of the various cars), another with timbers (for bracing bridges and the like); the last is empty. They have a capacity of 40 tons. Vehicles are more easily loaded onto flatcars than boxcars, but the process is still slow. No more than four vehicles may be loaded onto a flatcar. Jan will resist unloading the more than half of the timbers in order to transport a vehicle, and will refuse to allow any of the rails to be left behind.

Flatcars normally have no armor, but they could be armored by the addition of steel plates, wooden planks, sandbags, or earth-filled wooden frameworks to provide positions for up to four heavy weapons (heavy machineguns, grenade launchers or mortars) or two heavier weapons (such as autocannon). A weapons position plus its crew and weapon counts as a vehicle for calculating cargo capacity.

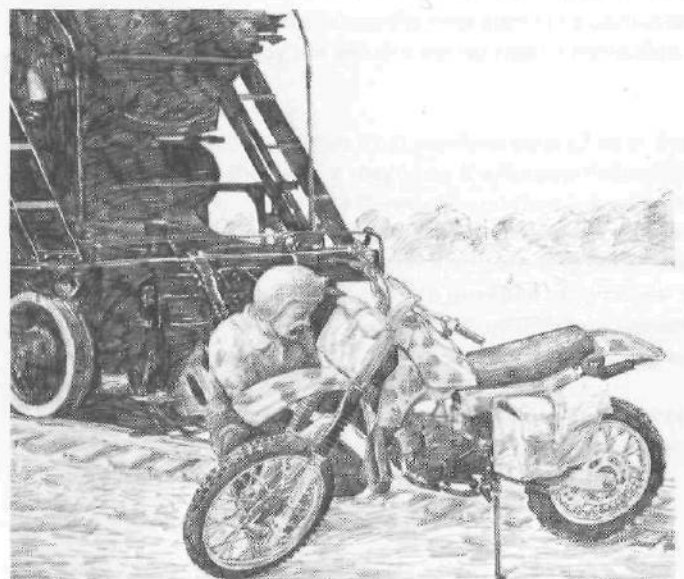
Large caliber guns greater than 75mm and howitzers cannot be fired from this type of car, although they can be transported on it. Weapons mounted on vehicles secured to this car for transport may be fired only if they are less than 75mm (otherwise they would derail the car or knock the vehicle off the car). Recoilless weapons such as ATGMs may be fired from flatcars.

These cars have no integral heaters or lights.

Work Car: Only one of these is available, and is a must if track repair is to be done along the way. It may come in handy for other things as well, and is certain to be much in demand by various groups likely to be encountered during the trek. Treat this car as a portable machine shop from the equipment list, fully equipped with tools and a limited supply of raw materials. It has an integral 100 Kw generator.

It has been armored to a factor of 8 by the addition of steel plates to the interior. Three firing ports have been cut in each side. No further armor or weapons mounts may be installed, since these would interfere with the car's primary job.

Exactly how the train is armored, armed, and loaded will depend on the size, desires, weapons, and equipment of the group. A few days can be spared to accomplish the armoring and loading of the train without compromising the group's need to depart quickly.



THE COCKROACH, THE RAT AND THE MOUSE

These are three track inspection vehicles, which have been brought along because it is felt they would come in handy in scouting ahead to avoid ruined bridges and ambushes. Jan Straczynki has nicknamed them *Szczur* (the rat), *Mysz* (the mouse) and *Karaluch* (the cockroach) because of the way they scurry along the rails.

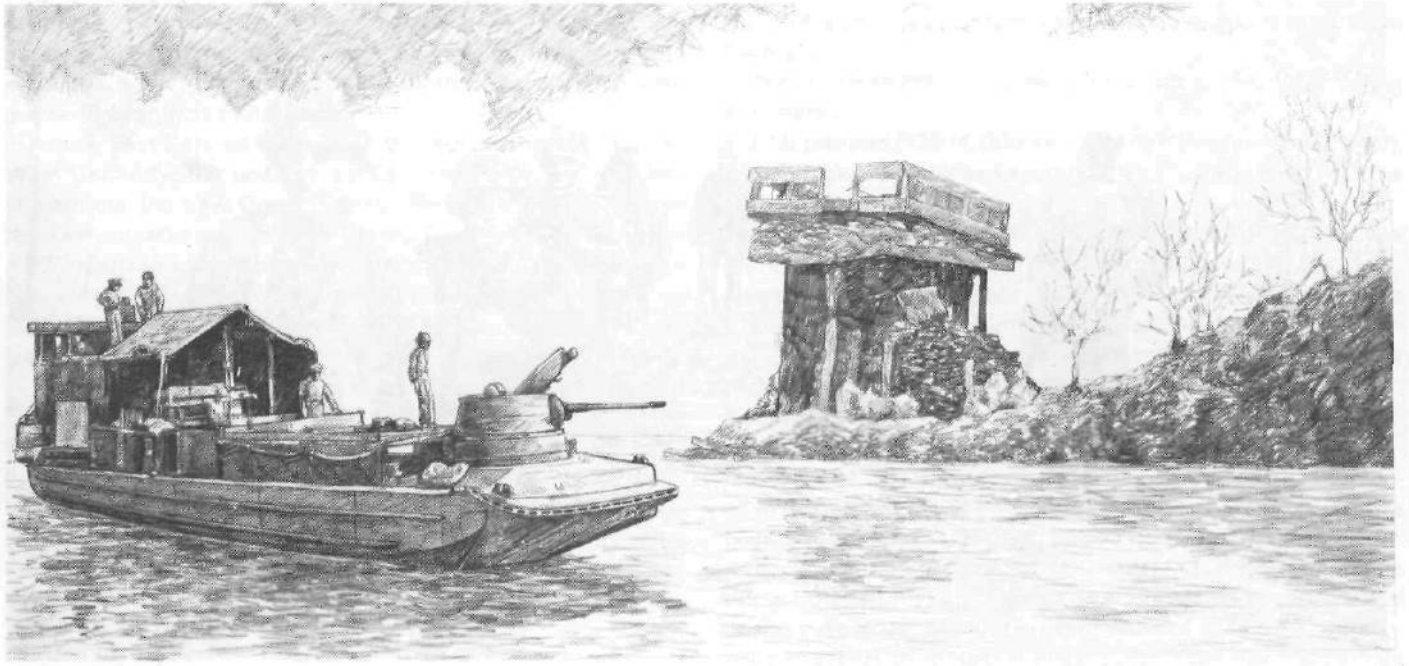
Szczur: This is a heavy, four-wheeled motorized car. It weighs 400 kgs and can carry up to 300 kgs at a top speed of 10 kph on clear track. It has a canvas top to protect its passengers and cargo from the elements.

Tr Mov: 120/0 (*Szczur* can only operate on railroad tracks)

Com Move: 40/0 (*Szczur* can only operate on railroad tracks)
Fuel Cap: 40 *Fuel Cons*: 20 *Fuel Type*: D, A *Load*: 200 kg *Veh Wt*: 400 kgs *Mnt*: 2 *Crew*: 1

Mysz and *Karaluch*: These are bicycles rigged to operate on railroad tracks. This was done by fastening a heavy-duty polyvinyl flange to either side of the wheels of a conventional bicycle. They are less fatiguing to ride on tracks than a normal bicycle, and are much quieter than *Szczur*. Also, one man can lift and carry them. They can operate off-tracks when the flanges are removed (which takes five minutes), an additional advantage. They are identical to a normal bicycle in speed, capacity, and so on, except they are limited to railroad tracks when in their flanged configuration.





Alternatives

For various reasons, the player's group may not choose to take advantage of Captain Martens' offer, but they still may want to return to the USA. There are several alternate ways to get to the evacuation point.

THE KRAKOW HELICOPTER

If the players have completed Module 1, *The Free City of Krakow*, they may have ended it in possession of a working Mi-17T cargo helicopter, or they may have used it to escape the city and then abandoned it. If they can find fuel for it, if the helicopter is still in working condition, and if they still have a pilot, the player's may choose to fly some of the way to Bremerhaven.

Depending on how much of the fuel they acquired at Krakow, the players will probably not be able to get all the way to their goal. The referee may allow the players to come across more avgas, but a more challenging trip can be had if they can only fly a few hundred kilometers, and must then abandon their aircraft.

The Mi-17T was a cargo helicopter, and could conceivably carry a small vehicle. If the party is small enough and they have only a small amount of equipment, this will do, but if the party is large, the group is faced with a few decisions about what to take and what (or who) to leave behind.

If the players left Krakow without the helicopter, there is now a reason for them to want to return and secure it for themselves. Referees should note, however, that depending on what has happened in the last few months, the situation in the city of Krakow may have radically changed from the description presented in Module 1, *The Free City of Krakow*. The political situation in the city is particularly liable to change. Regardless of what may have occurred, provides sufficient information for the referee to be able to conduct adventures there, and to be able to extrapolate current conditions in the city. Some of these changes may have come about as a result of the actions (or in-

action) of the players themselves.

BOAT

If the players have completed the two Vistula River modules (*Pirates of the Vistula* and *Ruins of Warsaw*) and managed to end up in control of the *Wisla Krolowa* or a similar craft, they may choose to make their way along the coast of Poland to the Danish peninsula and either cross it overland or try to make use of the Kiel canal. This is a major undertaking, and we have chosen not to cover it in this module because of space limitations. If the players choose this option, the referee will need to devise river and shore encounters along the way. Refer to *Pirates of the Vistula* for samples of these sorts of encounters.

OVERLAND

The group may choose (or may be forced) to travel all or part of the way to Bremerhaven overland. This form of travel is covered in the basic rules, and will not be dealt with here. The town descriptions provided in this module will need to be fleshed out somewhat by the referee, since the time spent in a particular region will be increased by the group's slower rate of movement.

COMBINATIONS

Interesting possibilities result from combinations of all of the above. For instance, the players might use the Krakow helicopter to fly to just over the border into Germany, and then link up with Captain Martens and the train near there. Circumstances might force the players to abandon the train only part way along the way to Bremerhaven, and finish the trip overland. The player's might take the *Wisla Krolowa* to Denmark or the Baltic coast of Germany (say, near the city of Kiel or Lubeck) and proceed overland from there.

Numerous other ideas may suggest themselves. The referee will need to determine the best way to resolve these depending on the group's individual situation.



Referee's Update

THE LAND

Conditions are no better in Germany than they are in Poland. In many ways, they are a good deal worse. Devastated cities, hordes of marauders, starvation, disease, and misery. Those communities which are still inhabited now resemble fortified camps. Productive agricultural land is the most valuable form of real estate, food the most valuable commodity, with weapons (to protect the land and the food) running a very close second. The populace is divided into two broad groups: those producing food, and those taking food.

A complicating factor is the approach of winter. Everyone is anxious to get into winter quarters before the real cold sets in. Shelter, fuel, food (for both humans and animals), and medicine, are all limited. Those who have these things will be unwilling to share them, and those who need these things will be getting increasingly desperate as temperatures drop.

In the midst of this chaos, anyone trying to restore a semblance of civilization must act quickly, before the disorder and destruction swallow up their efforts. Agriculture must be restored to feed the population and generate a surplus so that workers can be freed to work in industry. Industrial production must be restored before the cadre of trained machinists and craftsmen dies off. Electrical power, sanitation, medical facilities, schools, all must be restored to working condition before those with the skills to operate them are gone. Libraries and universities must be reclaimed before they are destroyed, and the knowledge they contain lost. It is a race between the forces of destruction and the forces of reconstruction. Some good has been accomplished, but as winter approaches, recovery must take a back seat, once again, to simple survival.

Government: Theoretically there is a single, unified German government, ruling both East and West Germany. This government came into being as a result of the reunification proclama-

tions of the Federal Republic of Germany (the West German government) and the Military government of the German Democratic Republic (the East German government) on November 28, 1996.

In reality there remains almost no central government and little local government (higher than the community level) other than the various military units (from both East and West German armies), ruling under the martial law proclamation of 1997. Bonn, the capital before the war, is now occupied by French troops, and was badly damaged anyway. Marauders, bandits, and foreign military units control large areas of Germany. The removal of American forces (and the influx of their equipment into the German army) will do much to solidify German control of its own territory and enable the government to begin coherently dealing with the remaining hostile forces (military and marauder).

The Evacuation: The movement of large numbers of soldiers has caused great strain to be placed on the local communities of central Germany. Many units are following the old custom of foraging (some would say extorting) food and fuel from the locals as they pass through, who are understandably reluctant to part with them. Sporadic incidents between local militias and the military units are not uncommon.

Many bands of marauders are taking advantage of the disorder to accumulate loot. Some bands are relieving American units of their vehicles, claiming to be lawful representatives of the German government, acting in fulfillment of the evacuation orders.

In addition, lawful units of the German army are reluctant to allow good tanks and other AFVs to travel to the rear when they feel they need them on the front lines. Most German units will try to commandeer any vehicles in an American unit passing through their area. Some are more polite about it than others.

The situation is complicated by the fact that many marauder units contain German soldiers and German equipment, and many German Army units contain non-German personnel and equipment. It is often difficult to tell one from another.

There is a further complication. Some Germans feel that their

country is being deserted by America, and considerable bad feelings have been generated. Firefights between Americans and small bands of discontent Germans (both military and civilian) are becoming increasingly common.

Former East German Units: With the reunification of East and West Germany, the units of the East German army were absorbed into the new German army. Since many of these had the same numbers, units from the old East German army have a "2" prefixed to their original number. Thus the 11th Division becomes the 211th Division. Units of the old East German army are largely equipped with Warsaw Pact vehicles and equipment (per the personal weapons table on the *players' charts*).

The Dead Zone: All territory west of the Rhine is occupied by France, and the area within 5 to 10 kilometers east of the Rhine is a depopulated "dead zone." Any large armed body moving in this area is subject to attack by the roving patrols of French troops. Unarmed bodies are turned from the border. This is done to keep large bodies of refugees and marauders away from the French border. The dead zone has no permanent population, and is filled with the deserted shells of cities, towns and villages.

REFEREE'S UPDATE - MILITARY UNITS

The following is a rundown of major military units in and around Germany, Poland, and Czechoslovakia, listing the unit's current name (sometimes this has changed!), its strength (in number of personnel and AFVs), and its approximate location as of the beginning of the adventure along with some notes as to its current condition. This section details the actual condition of the units in the listing provided on the *players' handout sheets* and is intended for the referee's use. Contradictions between it and the *players' handouts* are intentional, and in all cases, this section is authoritative.

If one or more locations are listed, the unit is divided (as evenly as possible) between those locations. Units in transit will be described as between one or more localities. Units with no fixed location will be described as in the vicinity of a community, or a general geographic area will be noted for them (usually in the form of an irregular polygon defined by towns at its corners).

The following abbreviations are used throughout this list and the other lists in this chapter: *BGB*: Border Guard Brigade; *CD*: Cavalry Division; (*C*): Cavalry; *GCD*: Guards Cavalry Division; *GMRD*: Guards Motorized Rifle Division; *GTD*: Guards Tank Division; *MarD*: Marine Division; *MRD*: Motorized Rifle Division; *AD*: Armored Division; *TO*: Tank Division; *ID*: Infantry Division; (*M*): Mechanized; (*L*): Light Infantry; *MD*: Mechanized Division; *HQ*: Headquarters; *Sov*: Soviet; *Czech*: Czechoslovakian; *MB*: Mechanized Brigade; *IB*: Infantry Brigade; *ACR*: Armored Cavalry Regiment; *IGG*: Internal Guard Group; *Pol*: Poland, Polish; *AAB*: Air Assault Brigade; *BGB*: Border Guard Brigade.

Germany: These are units nominally assigned to Germany (this includes pre-war West Germany and East Germany). Units are in Germany unless noted otherwise.

Third German Army HQ: Now incorporating significant elements of civilian government as well as its military functions. It is nominally in charge of the German northeastern border from Frankfurt-an-Oder to the coast and the interior of Germany north of a line drawn from Frankfurt-an-Oder through Osnabruck. In practice, it controls only the area within a few kilometers of its component units. It is currently headquartered in Kiel.

III German Corps HQ: Currently wintering in Kiel.

6th German PGD (900 men, 1 AFV): Wintering in Hamburg,

this unit is engaged in internal administrative duties in northern Germany

29th German PD (2,000 men, 11 AFV): Currently wintering in Lubeck.

21st German PGD (1,000 men, 1 AFV): Wintering in Bremen, and engaged in patrol and escort duties in cooperation with the evacuation.

Jutland Danish MD (2,000 men): The bulk of this unit has withdrawn from Germany, and repatriated itself to Denmark, either by land or by crossing the straits to the Danish islands of Lolland and Falster. Some personnel have chosen to remain in Germany, and have attached themselves to various military and quasi-military groups.

XI US Corps HQ: The XI Corps was cut off from higher headquarters after the Pact counteroffensive of July, and has remained in its positions out of necessity rather than by choice. It has been written off by USAEUR. The XI US Corps HQ staff is currently wintering in Kolobrzeg, Poland, along with the remnants of the 50th US AD. As of the beginning of the adventure, word of the evacuation has just arrived. Most of the Corps' personnel will decide to remain in place rather than risk the journey to Bremerhaven.

50th US AD (2,000 men, 33 AFVs): Currently wintering in Kolobrzeg, Poland.

4th Canadian MB (1,000 men, 6 AFVs): Currently wintering in Karlino, Poland.

116th ACR (600 men, 8 AFVs): Currently wintering in Nowogorod, Poland, the 11 6th is absent several of its component units, most notably B troop, which is located in the town of Dobrodzien. For the details of how this came to pass, consult the section on the 11 6th in Module 5, *The Black Madonna*.

2nd US Marine Division (3,400 men, 14 AFVs): Currently in winter cantonment in Bialogard, Poland. The 2nd, unlike most units, has actually grown in size since the last offensive. The 2nd now has (in addition to its pre-offensive complement of men and vehicles) two T-80 tanks, and one Leopard III, along with personnel and equipment from the military forces of seven different nationalities.

III US Corps HQ: Currently in Rosenheim, Germany, but out of communication with most of its component units, the bulk of these having departed their assigned stations in an attempt to get aboard the fleet at Bremerhaven. The personnel of the headquarters have decided to remain in Germany.

1st US CD (3,000 men, 48 AFVs): Currently in cantonment near Rosenheim, with 2,400 men and 43 AFVs present. These personnel have decided to disobey the evacuation order, and remain in Germany. The remainder have left for Bremerhaven in small groups.

2-2nd US AD (300 men, 4 AFVs): In transit to Bremerhaven as a group, and now somewhere along the Frankfurt-am-Main/Wurzburg road.

44th US AD (2,000 men, 8 AFVs): In transit to Bremerhaven as a group, and now somewhere along the Frankfurt am Main/Wurzburg road. This division is missing one of its component brigades, the 30th. For details, see below.

30-44 US AD (300 men, 9 AFVs): Now in cantonment in the village of Kahl-am-Main, in the mountains about 15 km east of Offenbach, along the Main River. This unit has taken over the VAK Project, a repairable 17 Mw nuclear power station. See page 28 for more details.

3rd US ACR (100 men, 1 AFV): Wintering in Weilheim, Germany, and no longer accepting orders from higher headquarters.

First German Army HQ: Now incorporating significant elements of civilian government as well as its military functions. It is nominally in charge of the German border from Salzburg west, and for the interior of Germany from south of Stuttgart to a line running Northwest out of Salzburg. In practice, it controls much less territory than this. It is headquartered in the less badly damaged suburbs of Munchen, which it shares with what is left of the Fourth US Army HQ.

IV German Corps HQ: This headquarters is wintering in Innsbruck, Austria.

10th German PD (4,000 men, 31 AFVs): Wintering in Landeck, Austria.

1st German PGD (3,000 men, 6 AFVs): Wintering in Worgl, Austria.

3rd German PD (2,000 men, 26 AFVs): Wintering in Oberammergau.

II German Corps HQ: Now attached to the Third German Army, and presently wintering in the less-ruined suburbs of Leipzig.

1st German PD (4,000 men, 25 AFVs): This unit is currently engaged in security duties for the evacuation, and is stationed in Bremerhaven.

27th German PD (5,000 men, 12 AFVs): Currently wintering in Beeskow, along with the 94th Sov CD, who recently defected en masse.

211th German PGD (5,000 men, 6 AFVs): Wintering in Altenburg.

2nd German PGD (6,000 men, 5 AFVs): Wintering in Oschatz, and actively patrolling east of Leipzig in suppression of marauders.

First British Army HQ: Intact, fully functional, and in cantonment in Braunschweig.

I British Corps HQ: Intact, fully functional, and in cantonment in Braunschweig.

1st British AD (1,000 men, 13 AFVs): In cantonment in Braunschweig.

2nd British AD (2,000 men, 14 AFVs): In cantonment in Hannover.

24th British IB (500 men, 4 AFVs): In cantonment in Hannover.

II British Corps HQ: Intact, fully functional, and in cantonment in Celle.

3rd British MD (4,000 men, 13 AFVs): In cantonment in Celle.

4th British AD (3,000 men, 21 AFVs): In cantonment in Magdeburg.

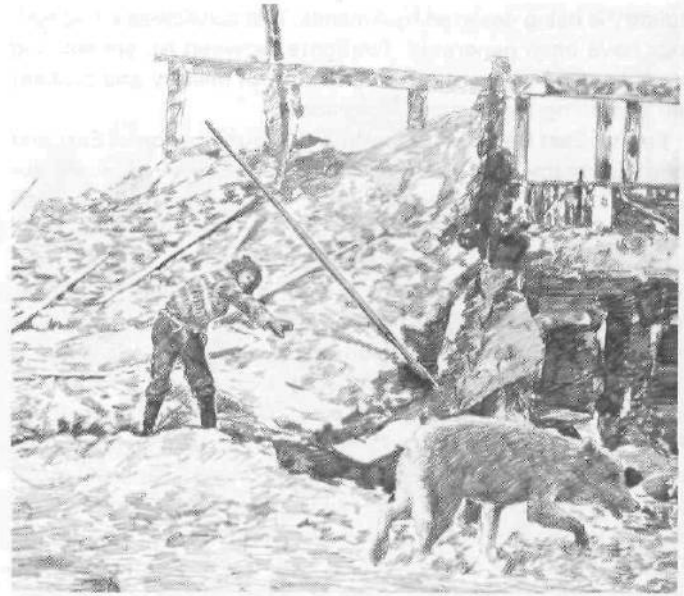
5th British MD (3,000 men, 6 AFVs): In cantonment in Hildesheim.

19th British IB (300 men, 3 AFVs): In cantonment in Hildesheim.

Seventh US Army HQ: Intact, fully functional, and awaiting embarkation in Bremerhaven.

I US Corps HQ: In transit between Bremen and Bremerhaven, along E-Road 233 (an autobahn) and National Road #6.

3rd US MD (5,000 men, 10 AFVs): In transit between Bremen and Bremerhaven, along E-Road 233 and National Road #6.



6th US ID(L) (2,000 men, 6 AFVs): In transit between Bremen and Bremerhaven, along E-Road 233 (an autobahn) and National Road #6.

38th US ID (4,000 men, 6 AFVs): In transit between Bremen and Bremerhaven, along E-Road 233 (an autobahn) and National Road #6.

278th USACR (400 men, 4 AFVs): In transit between Bremen and Bremerhaven, along E-Road 233 (an autobahn) and National Road #6.

V US Corps HQ: Overseeing troop embarkation in Bremerhaven.

3rd US AD (5,000 men, 54 AFVs): In Bremerhaven, part of TF Bremerhaven.

28th US ID (1,000 men, 4 AFVs): In Bremerhaven, part of TF Bremerhaven.

4th US MD (1,000 men, 16 AFVs): In Bremerhaven, part of TF Bremerhaven.

11th US ACR (500 men, 4 AFVs): The commander of this unit has established himself as a feudal-style warlord in the region in and around Fulda, the unit's station before the war.

VII US Corps HQ: Remaining personnel currently in transit between Gottingen and Hildesheim; en route to Bremerhaven along E-Road 45 (an autobahn). No longer a coherent military unit.

36 US MD (5,000 men, 35 AFVs): In transit between Gottingen and Hildesheim; en route to Bremerhaven along E-Road 45 (an autobahn). No longer a coherent military unit.

1 US MD (5,000 men, 30 AFVs): In transit between Gottingen and Hildesheim; en route to Bremerhaven along E-Road 45 (an autobahn). No longer a coherent military unit.

2 USACR (100 men, 6 AFVs): In transit between Gottingen and Hildesheim; en route to Bremerhaven along E-Road 45 (an autobahn). No longer a coherent military unit.

Fourth US Army HQ: Currently wintering in the less ruined suburbs of Munchen, which it shares with First German Army HQ. It has combined with the First German Army HQ, and does not plan to participate in the evacuation.

XIII US Corps HQ: Currently wintering in the less ruined suburbs of Munchen, which it shares with First German Army

HQ. It has combined with Fourth US Army HQ, and does not plan to participate in the evacuation.

35 US MD (2,000 men, 24AFVs): In transit to Bremerhaven as a group, and now somewhere in the vicinity of Wurzburg, heading north on a route paralleling E-Road 45.

1-40 US MD (400 men, 7 AFVs): Currently in winter quarters in Salzburg, Austria. The 1/40th is no longer accepting orders from higher headquarters, and its commander plans to establish an independent state in the valleys around Salzburg.

107 US ACR (600 men): Now wintering in the less ruined suburbs of Munchen, along with First German Army HQ. It now considers itself part of the German army, and does not plan to participate in the evacuation.

XV US Corps HQ: Intact, but unwilling to take offensive action. Now in transit to Bremerhaven, near the city of Augsburg.

1 US AD (4,000 men, 36 AFVs): Now in transit to Bremerhaven, near the city of Augsburg.

43 US ID (1,000 men, 7 AFVs): In transit towards Bremerhaven, presently about 30 kilometers north of Nurnberg on a route paralleling state road 4. No longer a coherent military unit.

70 US ID (2,000 men, 6 AFVs): Presently wintering in Ulm. No longer accepting orders from higher commands,

Second German Army HQ: Now incorporating significant elements of civilian government as well as its military functions. It is nominally in charge of the German border from Salzburg east and north to the area administered by the Third German Army, and for the interior of Germany between the areas administered by the Third German Army and the First German Army. In practice, it controls much less territory than this. It is headquartered in Nurnberg.

I German Corps HQ: Currently wintering in Nurnberg.

1st German FSD (3,000 men): Currently wintering in Bamberg.

12th German PD (4,000 men, 54 AFVs): Currently wintering in Regensburg.

24th German PGD (2,000 men, 4 AFVs): Currently wintering in Nurnberg.

V German Corps HQ: Currently wintering in Bayreuth.

7th German PD (700 men, 5 AFVs): Currently wintering in Bayreuth.

11th German PGD (4,000 men, 16 AFVs): Currently wintering in Kulmbach.

VI German Corps HQ: Currently wintering in Hof.

4th German PGD (3,000 men, 14 AFVs): Currently wintering in Plauen, and in constant action against marauders to the north in the region around Zwickau.

5th German PD (1,000 men, 21 AFVs): Currently wintering in Hof, and supporting the 4th PGD.

28th German PGD (1,000 men, 2 AFVs): Currently on escort duty, patrolling E-Road 233 between Bremen and Bremerhaven.

5 US MD: The remnants of this division are scattered across central and southern Poland (some soldiers from the 5th have turned up in Rumania!), and it no longer exists as a cohesive fighting unit. Some members have managed to make it back to Germany. A few members of this division have received notice of the evacuation.

8 US MD (1,000 men, 14 AFVs): This unit is currently in cantonment in and around the city of Riga. Separated elements can be found all over the Baltic states (one platoon has found its way to Finland!). Some members of this unit have returned to Germany, and will be evacuated.

WARSAW PACT FORCES IN CZECHOSLOVAKIA

& S. GERMANY

1st Southwestern Front HQ: No longer functioning as a command headquarters. Personnel absorbed into 1st Czech Tank Army HQ, in Praha.

Praha Military Government: Amalgamated 1st Czech Tank Army HQ and 4th Czech Army HQs. Now serving as the government of northwestern Czechoslovakia, and no longer taking orders from higher headquarters. Wintering in Praha.

2nd Czech MRD (400 cav, 4 AFVs): Wintering at Ostrov.

9th Czech TD (1,800 men, 15 AFVs): Wintering at Most.

13th Czech TD (3,000 men, 22 AFVs): Wintering at Praha.

4/5th Czech BGB (400 inf): Amalgamated 4th and 5th Czech BGBs. Wintering at Karlovy-Vary.

Plzen Military Government: Amalgamated 1st Czech Tank Army HQ and 4th Czech Army HQs. Now serving as the government of southwestern Czechoslovakia, and no longer taking orders from higher headquarters. Wintering in Plzen.

4th Czech TD (2,600 inf, 3 AFVs): Wintering at Jihlava.

3rd Czech MRD (3,200 inf 6 AFVs): Wintering at Dol Dvoriste.

20th Czech MRD (3,800 inf 8 AFVs): Wintering at Kunzvar.

14th Czech MRD (1,800inf, 13AFVs): Wintering at Kralovice.

Nominally under Praha Military government, but effectively independent units:

19th Czech MRD (200 cav, 1 AFV): Wintering at Olomouc.

3rd Czech BGB (300 cav): Near Opava.

1st Czech AAB (100 inf): Near Opava.

Zelezna Ruda Village Forces (400 inf): Formerly 1st Czech BGB. No longer accepting orders.

2nd Czech BGB (250 inf): Wintering at Bratislava. Not accepting orders.

21st Soviet Army HQ: Still functioning, and remains in communication with its component units. Wintering at Linz, Austria.

102nd Soviet GMRD (3,800 inf, 11 AFVs): Wintering at Linz, Austria. Remains loyal, but unwilling to take offensive action.

135th Soviet CD (400 inf, 200 cav, 3 AFVs): Wintering at Wels, Austria. Remains loyal, but unwilling to take offensive action,

108th Soviet MRD (2,800 inf, 11 AFVs): Wintering at Steyr, Austria. Remains loyal, but unwilling to take offensive action.

2nd Southwestern Front HQ: No longer functioning.

8th Soviet Gds Tank Army HQ: Wintering in Vienna. In partial communication with its component units, but unwilling to take offensive action.

5th Soviet TD (4, 100 men, 14 AFVs): Wintering in Vienna.

51st Soviet TD (4,000 men): Wintering at Wolkersdorf, Austria.

16th Soviet Army HQ: Wintering at Graz, Austria. In communication with 106th MRD, unwilling to take offensive action.

106th Soviet MRD (4,200 inf, 12 AFVs): Wintering at Graz, Austria. The 16th is severely short of fuel for its vehicles, but



is well-equipped otherwise.

35th Soviet GMRD (200 inf, 2 AFVs): Wintering at Maribor, Yugoslavia. Not accepting orders.

5th Italian Corps HQ: Trento, Italy. Still functioning, but unwilling to take offensive action.

Mantova Mechanized Division: Wintering at Trento, Italy. Loyal only to 5th Italian Corps HQ.

Ariete Armored Division: Wintering at Bolzano, Italy. Loyal only to 5th Italian Corps HQ.

41st Soviet Army HQ: Wintering at Klagenfurt, Austria. Still in communication with its component units, but unwilling to take offensive action.

18th Soviet GMRD (1,000 inf, 5 AFVs): Wintering at Klagenfurt Austria.

122nd Soviet MRD (800 inf, 6 AFVs): Wintering at Villach, Austria.

130th Soviet MRD (400 cav, WO inf, 1 AFV): Wintering at Villach, Austria.

Poland: Subsequent locations in this listing are in Poland unless otherwise specified.

Baltic Front HQ: Malbork, merged with Polish 19th CD to form city forces of Malbork. No longer functioning as a Frontal command.

1st Polish Army HQ: Gdynia. No longer accepting orders from Pact.

Gdynia Milicya (150 cav, 200 inf): Formerly Polish 2nd CD, and Polish 3rd BGB, Gdynia. No longer accepting orders from higher headquarters.

Polish 3rd CD (800 men): Wintering in the region of Utska, Slupsk, and Lebork. No longer accepting orders from higher headquarters.

Polish 9th MRD (2,000 men, 8 AFVs): Wintering in the region of Palanow, Miastko, (Bytow) loyal, but unwilling to take offensive action.

Polish 12th CD (1,400 men): Wintering in the region of Koscierzyna, Gniew, and (Tczew), loyal, but unwilling to take offensive action.

Polish 19th CD (500 men): Now forming Malbork Milicya, no longer accepting orders from Pact.

Polish 12th BGB (400 men): Wintering in Dabrowka, now part of 2nd Polish Free Legion.

2nd Polish Army HQ: Czarnkow, ceased to exist as coherent unit.

Polish 1st MRD (2,300 men, 6 AFVs): Wintering in region of Rusinowo, still loyal, but reluctant to take offensive action.

Walcz Milicya (500 men, 300 cavalry): Formerly Polish 7th MarDiv and Polish 4th BGB(C). Still loyal, but reluctant to take offensive action.

Polish 17th CD (1,900 men): Wintering in Wronki. Still loyal, but reluctant to take offensive action.

Polish 5th BGB (400 men): Wintering at Czlopa, still loyal, but reluctant to take offensive action.

1st Polish Tank Army HQ: Wintering at Pila. Merged with Polish 5th TD. It and its components have declared their loyalty for the Polish Free Congress, and this is that government's current location.

Polish 5th TD (3,200 men, 14 AFVs): Wintering in the region of Jastrowie.

Polish 13th CD (900 men): Wintering in Sepolno.

Chodziej Milicya (100 men): Formerly Polish 7th BGB, no longer accepting orders from Pact.

22nd Soviet Cavalry Army HQ: Wintering in Torun. Still operating, but only in contact with Sov 96th CD. This army took a severe beating in the recent Warsaw Pact offensive into Germany.

Sov 43rd CD (1,800 men): Wintering in the region of Grudziadz, Tuchola, (Chelmza). Still loyal, but reluctant to take offensive action. An uneasy truce currently exists between these troops and the 2nd PFL just north of them. Hostilities have basically ceased for the winter, and may not resume come warm weather.

Sov 96th CD (800 cav, 300inf): Currently wintering in Torun, still loyal, but reluctant to take offensive action because of the difficulty in finding adequate fodder for their horses now that bad weather is setting in.

Sov 89th CD (300 men): Falling back towards Soviet Union, currently wintering in Kowal. No longer accepting orders.

Polish 8th BGB (200 men): Wintering in region of Sroda and Wrzesnia, and no longer accepting orders from higher headquarters.

Reserve Front HQ: Quartered in Lublin, and now the center of Soviet Military government in Poland, it is in effective control only of the city of Lublin. It is in occasional communication with its component units.

4th Soviet Guards Tank Army HQ: This headquarters has ceased to exist as an effective military unit. The personnel of this HQ have merged with the Soviet 20th TD at Lodz.

Soviet 20th TD (950 men): Wintering at Lodz. The 20th has absorbed the personnel of the 4th Guards Tank Army headquarters. Still loyal but reluctant to take offensive action.

Soviet 124th MRD (3,100 men, 6 AFVs): Joined recently by Soviet 12th GTD, both units now wintering at Piotrkow, still loyal but reluctant to take offensive action.

Soviet 12th GTD (500 men): Merged with Soviet 124th MRD

at Piotrkow.

Polish 10th TD (1,800 men, 3 AFVs): Pleszew, Kalisz. No longer accepting orders. Currently fighting Soviet 21st MRD over possession of the cantonments at Kalisz.

Soviet 21st MRD (2,400 men, 4 AFVs): Ostrow. Currently disputing control of the Kalisz cantonments with remnants of the Polish 10th TD.

Zgierz Milicya (400 men): Formerly Polish 6th BGB. No longer orders from higher headquarters.

Lask Milicya(C) (300 cav): Formerly Polish 11th BGB<C). No longer accepting orders.

3rd Soviet Shock Army HQ: This headquarters has ceased to exist as a coherent unit.

Soviet 127th CD (400 inf, 800 cav): Severely depleted by desertions, no longer accepting orders. Now moving on Legnica, the 1 27th hopes to take up winter quarters there before returning to the Soviet Union in the spring.

Soviet 129th MRD (2,600 men, 3AFVs): Currently led by Colonel A. J. Kazanov, and now at the city of Wroclaw, preparing to winter there before returning to Smolensk in the spring. Seriously depleted by combat and internal dissension, the 1 29th is held together only by the force of its Kazanov's personality. For more details, consult Module 3, *The Black Madonna*.

1st Western Front HQ: Poznan. Still functioning, but not in communication with any units but the Soviet 9th GTD.

Soviet 9th GTD (3,200 men, 18 AFVs): Wintering at Poznan. Still loyal, but severely short of supplies, particularly fuel and ammunition.

7sr Soviet Guards Tank Army HQ: Ceased to exist as coherent unit.

Soviet 11th GTD (500 men, 3 AFVs): Wintering at Skwierzyna with Soviet 25th TD, no longer accepting orders.

Soviet 25th TD (800 men, 2 AFVs): Wintering at Skwierzyna with Soviet 11 GTD, no longer accepting orders.

Soviet 1st TD (2,600 men, 6 AFVs): Wintering in the region of Gorzow Wielkop, still loyal but reluctant to take offensive action.

8th Soviet Guards Army HQ: Ceased to exist as a coherent unit.

Soviet 39th GMRD (2,000 men, 12 AFVs): Severely depleted by desertion and combat. Currently wintering in Swiebodzin. Its commander intends to return to the Soviet Union in the spring. No longer accepting orders.

Krosno Orcanskie Milicya (200 cav, 800 inf): Formerly Soviet 20th GCD, no longer accepting orders.

Soviet 131st MRD (1,700 men, 10 AFVs): Wintering at Sulechow, still loyal, but reluctant to take offensive action. The 131st is severely short of fuel and spares for its vehicles.

2nd Western Front HQ: No longer exists as a coherent military unit.

2nd Soviet Guards Army HQ: Currently wintering in Gorlitz, Germany. Still operating, but only in communication with Soviet 21st GMRD and Soviet 117th MRD(C).

Soviet 21st GMRD (700 men, 2 AFVs): Currently wintering in Bautzen, Germany. Still loyal, but reluctant to take offensive action.

Soviet 103rd MRD (2,000 men, 13 AFVs): Currently wintering in Cottbus, Germany. No longer accepting orders.

Soviet 117th MRD(C) (100 cav): Wintering in Niesky, Ger-

many. Still loyal, but reluctant to take offensive action.

Soviet 157th MRD (800 men, 7 AFVs): Wintering in Hoverswerda, Germany. No longer accepting orders.

20th Soviet Guards Army HQ: No longer a coherent military unit.

Soviet 132nd CD (2,500 men): Wintering in Gubin, still loyal, but reluctant to take offensive action.

Soviet 12th GMRD (3,000 men, 12 AFVs): Presently near Nowa Sol. Severely depleted by desertion and combat, now moving towards Glogow with the intention of establishing winter quarters there. Still has small quantities of gasoline for its vehicles, but running off alcohol to preserve these supplies for emergencies. Still loyal, but reluctant to take offensive action.

Soviet 94th CD (800 men): This unit has defected *en masse* to the Western powers, and is now wintering in Beeskow Germany, along with the 27 German PD.

KGB/GRU: A few loyalist units are willing to undertake small missions for these organizations, but only Spetznaz units will obey without question, and they will undertake only GRU missions. The KGB and GRU are presently concerned only with maximizing their influence with whatever government emerges from the ashes in post-war Poland.

For more details on the KGB in Poland, consult Module 1, *The Free City of Krakow*. For details of the GRU, consult Module 5, *The Black Madonna*.

OTHER ARMED COMBATANT FORCES

2nd Soviet TD (2,000 inf, 6 AFVs): This unit mutinied in July, and spawned scattered bands of marauders in the area within the quadrangle bounded by the cities of Wroclaw-Gorlitz-Kostrzyn-Poznan.

30 Soviet GMRD (4,000 inf, 18 AFVs): After its commander was killed, the executive officer of the 30th, V. I. Renko, took command, and began to set himself up as a local warlord in southern Germany, operating out of Pirna, southeast of Dresden. Fifteen of the units AFVs and about half of its men remain under his control, the remainder are presently operating as scattered bands of marauders in the area within 40 kilometers of Dresden.

7 Czech IGG (600 inf): Although not strictly part of the Czech army, the IGGs were swept up in the war almost immediately. After taking severe casualties in the Pact counteroffensive, the 1st Czech IGG fell apart as a fighting unit. It fragmented into dozens of small bands of marauders which infest the area north of Praha, Czechoslovakia.

Italian Folgore MD (900 men, 5 AFVs): Commanded by *Tenente-Colonello* (Lieutenant-Colonel) Roberto Falvi, and supplied by a DIA operation out of Vienna, the Folgore Division has been operating as anti-Soviet partisans since the disintegration of the Pact counteroffensive over the summer. A life-long Christian-Democrat, and long opposed to the socialist coalition which has ruled Italy in recent years, Falvi has always despised the Warsaw Pact, and regretted Italy's involvement with it. He was patriotic enough to obey orders, however, until conditions deteriorated. Now he and the remnants of his unit are slowly fighting their way back to Italy, trying to do as much damage to the Soviets as possible.

Marczak's Legion (formerly the Czech 8th BGB): This group is supplied by the DIA station in Krakow as an anti-Soviet guerrilla force in southern Poland, but Piotyrc Marczak and his second in command, 1st Lieutenant Dan Brennan (ostensibly his DIA advisor), are in the process of forming their own state. AH they

have succeeded in doing so far, however, is setting up a fairly well-equipped marauder band in the woods south of Glucholazy, Poland. For more details on Marczak's Legion, consult the entries for Marczak's Legion and Piotyr Marczak in Module 5, *The Black Madonna*.

Wojsko Slaska (formerly the Polish 14th MRD): The personnel of this unit are now serving as the cadre for the *Wojsko Slaska*, the Army of Silesia. The WS consists of about 2,000 former soldiers augmented by about 5,000 local militia. The former division commander, Julian Fillipowicz, has proclaimed an autonomous state in southern Poland (which he calls the Margravate of Silesia) including the territory south and west of the deserted and devastated Katowice area. He plans to increase the territory he holds north toward Czestochowa, and eventually hopes to control all of Poland. For the moment, however, he is content to develop and restore what he controls.

For more details, consult Module 5, *The Black Madonna*.

Polish 1st Free Legion (formerly the Polish 1st Border Guard Brigade): A force of 450 fighters, commanded by a former sergeant in the Polish Army, S. I. Mastelarz. Mastelarz's base of operations is the town of Leszno, which is well fortified and has withstood several small assaults by Soviet regulars. It is well protected by woods on three sides and the approaches from the west are heavily mined. Mastelarz' men control the roads between Poznan and Glogow. He is an ardent supporter of the Polish Free Congress and is intensely anticommunist. He has actively cooperated with the US military government and its intelligence arm, the Defense Intelligence Agency. The DIA has partially supplied his unit, when practical, but the grounding of the last cargo aircraft ended airdrops to him. Having recently lost his last long-range radio he is out of contact.

Polish 2nd Free Legion (formerly 10th Border Guard Brigade): This group now controls the area in a rough rectangle bounded by the villages of Czerk, Tuchola, Swiecie and Nowe. About a year ago, the group was taken over by Major W. Anders, an air force officer and former second-in-command. The whereabouts of the deposed commander, Major M. K. Sikorski, are not known, but the conservative supporter of the Polish Government in exile is believed to have taken about 50 men and made his way south to link up with the 1st Polish Free Legion, near Poznan.

Major Anders is proceeding with his secret dream to carve out a feudal kingdom in west central Poland. The 2nd PFL now has about 150 fairly well-equipped regulars (although they are short of support weapons) and another 100 or so less well-armed civilian guerrillas. In addition, Anders has persuaded the commander of the Polish 4 Border Guard Brigade (now occupying Dabrowka) to join forces with him, and has agents working to conclude a similar takeover of the Polish 12th Cavalry Division.

Polish 8th Motorized Division: This unit no longer exists, having formed the core of the defense force of the Free City of Krakow. The former division commander, Major General Zygmunt Bohusz-Szyszko, is now the city's Police Prefect and virtual ruler. The regulars of the division have been broken up to form the cadres of a militia force.

For more details, consult Module 1, *The Free City of Krakow*.

Soviet 10th Guards Tank Division: Commanded by Major General M. Koronev. The unit is currently wintering in Warsaw, before resuming its trek south to link up with pro-US (civilian government) forces in the Balkans. The units 300 soldiers were of great help to the *Milicya* of Sielce during their recent conflict

with Baron Czarny (the Black Baron). For the details of this engagement, see Module 3, *The Ruins of Warsaw*.

Soviet 6th Guards Motorized Rifle Division: Commanded by Colonel Ya. N. Chekanov; this unit's current strength is 1,700 men and 3 operational AFVs, not counting a force of about 800 Walbrzych city militia. Chekanov plans to spend the winter at the city of Walbrzych. His ultimate goal, however, remains to return the 6th to their native Ukraine come spring.

Soviet 9th Tank Division: This unit has ceased to exist except as scattered bands of marauders.

Soviet 38th Tank Division: This unit has ceased to exist except for scattered marauder bands who continue to make trouble for settled communities throughout southern Poland.

Soviet 207th Motorized Rifle Division: This unit has ceased to exist as a coherent fighting force. There are about 300 survivors of the division who have taken shelter in the towns and villages in the region between Pila and Bydgoszcz. Consequently these towns now have somewhat stronger defensive forces and are very well-equipped.

NEW EQUIPMENT

There is a good possibility that, during their trek to Bremerhaven, the players group will come into conflict with units equipped with Leopard III tanks. There is a potential for them to come into conflict with units equipped with Challenger tanks. To enable the referee to handle these contingencies, the following information on these vehicles is provided.

Leopard III: This is basically a Leopard II with a raised superstructure and a small casemate (unarmored) turret. Otherwise, the details of this vehicle are the same as those of the M1E2 description in the equipment list. For combat, use the M1E2 vehicle damage location list. The German 120mm gun is the same as the US 120mm gun. *Price*: \$700,000 (R/R) *RF*: +40 *Armament*: 120mm gun, MG-3 MG-3 MG(C) *Ammo*: 40 x 120mm *Tr Move*: 120/90 *Com Move*: 40/30 *Fuel Cap*: 2000 *Fuel Cons*: 550 *Fuel Type*: D, G, AvG, A *Load*: 700 kg *Veh Wt*: 55 tons *Mnt*: 14 *Crew*: 3.

Challenger: An up-armored version of the earlier Chieftain main battle tank. Except as noted below, its characteristics are the same as those in the M1 description in the equipment list. Statistics for the 120mm rifled are given below as well. *Price*: \$600,000 (R/R) *RF*: +40 *Armament*: 120mm Rifled gun, MAG MG, MAG MG(C) *Ammo*: 40 120 rifled *Tr Move*: 100/70 *Com Move*: 35/25 *Fuel Cap*: 1360 *Fuel Cons*: 240 *Fuel Type*: D, A *Load*: 700 kg *Veh Wt*: 54 tons *Mnt*: 18 *Crew*: 4.

120mm Rifled Gun

Type	Rnd	Rng	Dam	Arm	KDR	Burst
120mm	HEAT	400	x30C	—	5	20
ROF: 1	APFSDS	550	x35C	—	—	—
Mag: 1	APFSDSDU	550	x35	1/2	—	—
	WP	400	x15C	x10	—	35



Places of Interest, Part I

This chapter contains capsule descriptions of German communities containing military garrisons, and three maps of the communities and roads of Germany. Two railroad maps are provided as player handouts, in the pull-out section in the center of this adventure.

Note: It is impossible to describe all the towns and cities of Germany in suitable detail for adventures to take place in them. Most of the time, the player's group will be passing through so quickly that this is not necessary. Referees wishing for more information about a particular community in Germany (or, indeed, in any country in Europe) should consult the appropriate Fodor's guidebook (or similar publications) available in the local library. These have capsule histories, points of interest, and sometimes give street maps of various cities and towns. Alternatively, writing to the appropriate embassy and asking for tourist information can yield useful data as well.

ALTENBURG (GERMANY)

Altenburg is a small city between the remains of Leipzig and Karl-Marx-Stadt. Before the war, Altenburg's major industry was the manufacture of playing cards (the local castle had been converted into a playing card museum). Altenburg was not bombed, but has been fought over several times in minor ground actions. Sickness and famine have also taken their toll...the city had less than 3,000 inhabitants before the army came.

Altenburg and the surrounding towns and villages, are the winter home to the 5,000 men of the 211th German Panzergrenadier Division (which has its headquarters in the former playing card museum). The 211th is one of many divisions now serving which were formerly members of the East German Army (renumbered by adding a "2" to their former number, thus the 211th used to be the 11th). The 211th Panzergrenadier Division is now carrying out civil recovery and anti-marauder duties within a 20 kilometers radius of Altenburg. Its most recent action was to drive a large force of marauders

out of the region of Karl-Marx-Stadt.

BEESKOW (GERMANY)

A small village east of Berlin, winter cantonment to the 27th German Panzer Division. A few weeks ago, 800 horsemen arrived, the ex-Soviet 94th Cavalry Division, deserting *en masse*. The deserters will be transferred to another community come spring, but in the meantime their presence (and demands on the local food supply) has caused further bad feeling among the civilian population.

BERLIN (GERMANY)

Once capital of Germany, with nearly two million inhabitants, the metropolis of Berlin is now home to a few thousand, who try to eke out a bare living in the parks and open areas remaining in the city. Templehof Airport, near the city, was the target of several small nuclear bombs. The city's several industrial sectors were subjected to severe bombardment. Berlin was never besieged, but several small-scale firefights were fought during the see-saw fighting of 1996-98. Large sections of the city lie in ruins, and the buildings that remain standing are largely empty.

BRAUNSCHWEIG (GERMANY)

Formerly the capital of lower Saxony, Braunschweig is known in English as Brunswick. The city is most famous for the huge bronze lion in the *Burgplatz* (city square), commemorative of Henry the Lion, who built the city's romanesque cathedral (which houses his tomb). The heavy conventional bombing of the city's industrial districts has left it somewhat the worse for wear. Its remains are now serving as the headquarters for the remains of the First British Army, the I British Corps HQ, and 1st British Armored Division.

Braunschweig is located at the southern edge of Germany's largest oil producing region (which is not very large by prewar standards, but may be quite a gold mine in 2000) which runs northwest past Hannover. None of the wells in this field are functional, and all useful petroleum products on the surface have long ago been used up. Units of the German and British Armies



are attempting to reopen a few wells, but the going is slow.

BREMEN (GERMANY)

Germany's oldest port, and (before the war) the second biggest, the city of Bremen is in poor shape, having been the target of both conventional and nuclear airstrikes. The port facilities at Bremen are completely destroyed.

The city is presently home base for the 28th and 21st German Panzergrenadier Divisions, which live in the suburban areas and small villages surrounding the remains of the city. The 28th patrols the highway to Bremerhaven, looking for American stragglers and directing them to the appropriate authorities. It is also overseeing salvage operations in the city, as part of its on-going civil responsibility. The 21st patrols the highway south of town, with a similar mission. Their main job, although unstated, is to prevent American stragglers from turning into marauders, and to keep German civilians and the evacuating Americans apart.

A minor mystery concerns what has become of the old three-masted sailing ship, the *Deutschland*. A training vessel for the naval school and great tourist attraction before the war, the ship vanished before the port was bombed. It is rumored that the city authorities sent it somewhere to safety, but no one who knows its location survived the attacks on the city.

BETWEEN BREMEN AND BREMERHAVEN

Elements of the I US Corps HQ, the 3rd US Mechanized Division, the 6th US Infantry Division (light), the 38th US Infantry Division, and the 278th US Armored Cavalry Regiment are slowly working their way along E-Road 233 and State Road #6 into Bremerhaven at the start of the adventure. This movement should be completed by the time the players' group arrives.

BREMERHAVEN (GERMANY)

Before the war, larger ships which had too great a draft to be able to sail all the way up the Weser River to Bremen stopped at the old fishing port at Bremerhaven. By a fluke, the nuclear warhead aimed at Bremerhaven landed in the sea about 12 kilometers west northwest of the city. This caused some minor damage to the port facilities, but they are still mostly functional.

A perimeter has been established around the port area, within which the Americans will wait out the time remaining until evacuation. This perimeter is patrolled by Americans, with liaison parties from the 1st Panzer. The countryside surrounding the town is patrolled by the 1st Panzer Division, with liaison parties from the American divisions in Bremerhaven.

The city is garrisoned by the 1st German Panzer Division, which will be responsible for securing the enclave's perimeter when the last Americans are loaded.

The V US Corps headquarters is responsible for the orderly embarkation of the Americans to the evacuation fleet, TF 34.

CELLE (GERMANY)

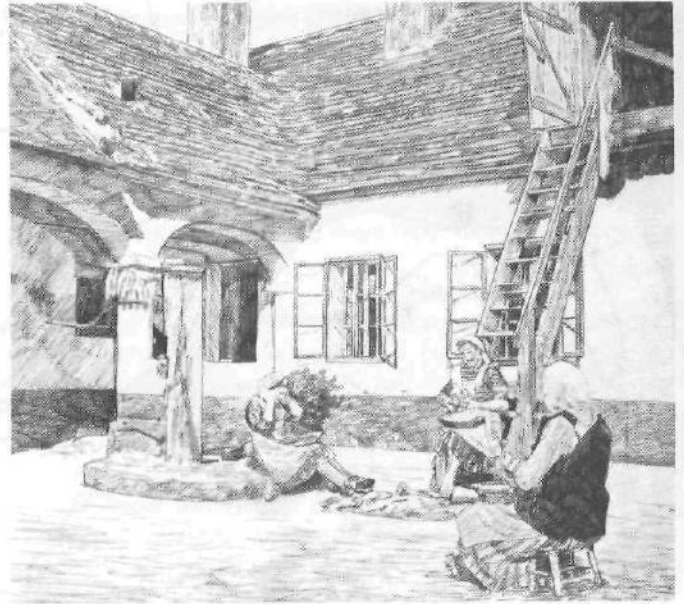
Under the shadow of the imposing remains of the former ducal castle, the city of Celle now serves as winter quarters for the II British Corps and the 3rd British Mechanized Division.

COTTBUS (GERMANY)

Winter cantonment for the Soviet 103rd Motorized Rifle Division.

BETWEEN GÖTTINGEN AND HILDESHEIM

The VII US Corps is moving *en masse* to Bremerhaven, to par-



take in the evacuation. The components of the corps are now strung out along (or paralleling) E-Road 45 between the two cities. The units in this "caravan" are the 36th US Mechanized Division, the 1st US Mechanized Division, and the 2nd US Armored Cavalry Regiment. Each community they come to has become increasingly resistant to their passage. A major firefight has not yet occurred, but the situation is tense, and active hostilities between the Americans and the Germans could erupt at any moment.

The units of the VII Corps have paid sizable bribes of small arms and light equipment to the *Freibroderbund* (see page 34), in return for safe conduct around the Teutoberg Forest. Although most units refused to turn over their vehicles, despite the insistence of the *Freibroderbund* that they represented the legitimate German government, the lead units of the 36th Mech allowed themselves to be relieved of four of their six remaining tanks.

HAMBURG (GERMANY)

Before the war, Hamburg was Germany's largest port facility. The city, nearly flattened in WWII and rebuilt, has been flattened again by conventional airstrikes. By the time of the nuclear exchange, it was too badly damaged to be a target, and so was spared that devastation, but the damage to the city and its populace was severe. Less than 100,000 people remain on the fringes of the city, most of them subsistence farmers trying to scratch out a meager living. The port facilities are almost completely destroyed.

The 6th German Panzergrenadier Division serves as the city's garrison, its 900 men making only a small additional load on the food producing capacity of the city. Almost all of the 6th's duties consist of overseeing the salvage operations which the Third German Army command has decreed for the city.

HANNOVER

Hannover (the English spelling has only one "n") was almost totally destroyed in WWII, and was rebuilt as a largely modern, industrial city. It was a natural target of conventional airstrikes during the war, and its industrial park was the target of a small tactical nuclear warhead. The industrial works were severely damaged, and the cities prewar population reduced from over





500,000 to less than 6,000. The major loss however, was in the factory workers, the tool and die makers, the machinists, the designers, the people that are the greatest asset of an industrial community. A few of these human treasures remain, but they are dwindling rapidly as time passes.

Hannover is the winter cantonment of the 2nd British Armored Division and the 24th British Infantry Brigade. A small contingent of German soldiers (engineers from the German Third Army in Kiel) is presently trying to restore electrical power to a less-damaged part of the industrial facilities here, and get them back in operation. This project is severely short of tools and supplies (like those which are contained in the player's work car).

HILDESHEIM (GERMANY)

Primarily noted for its beautiful old buildings (including a cathedral dating back to 852), Hildesheim was not badly damaged by bombing, although the aftermath of the war has reduced its population from over 100,000 to less than 10,000. Hildesheim is the winter quarters for the 5th British Mechanized Division and the 19th British Infantry Brigade.

LÜBECK (GERMANY)

Formerly the dominant town of the Hanseatic League (the medieval mercantile organization), Lubeck was severely damaged by the war, reducing its population from 225,000 to fewer than 18,000. Oddly enough, the famous cathedral of Henry the Lion, built in 1173, is nearly untouched, and the citizens view this as a sign of a divine blessing on their community. Lubeck and its environs are presently the station of the 29th German Panzer Division. Part of the 29th's duties consist of gathering food for the enclave at Bremerhaven. The local populace has ceased voluntary contributions, and forced collections are now necessary,

MAGDEBURG (GERMANY)

The city of Magdeburg was distinguished as the site of Germany's first gothic cathedral, and as the site of the famous "Magdeburg Hemispheres" demonstration of an artificial vacuum.

In 2000, it is distinguished as the present home of the 4th British Armored Division. As one of the first towns occupied dur-

ing the unification struggles of 1996, Magdeburg achieved some fleeting attention from the world news media. Now it has nothing to distinguish it from dozens of other cities in Germany, except that it is in somewhat better condition than most, having never been bombed and only fought over once or twice. The industrial district running from here south to the city of Leipzig is not so well off, however. Both this district and the coal fields to the southwest of the city have been heavily damaged.

THE BRITISH

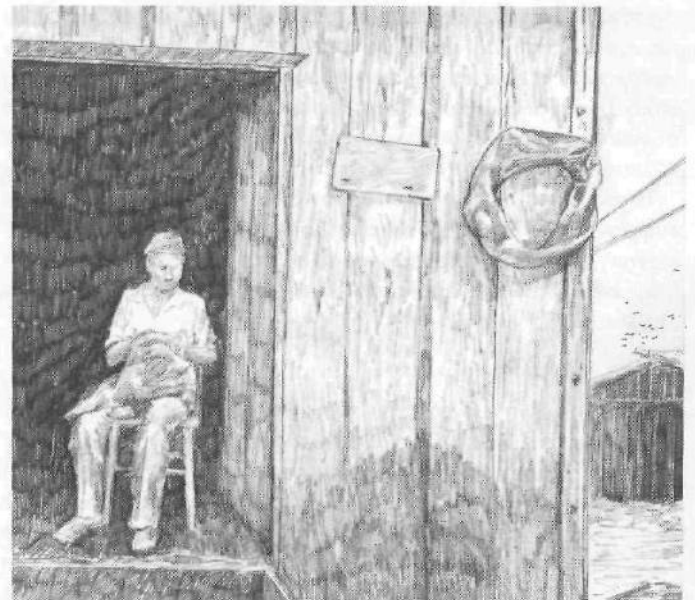
The British Army in Europe has taken up winter quarters in the area around and between the cities of Hannover and Magdeburg. Exactly what the British Army intends to do next is unknown...the British are being rather secretive. They have let slip that they intend to return to the UK come spring, but many believe that they really intend to remain in Germany. The German Third Army would prefer that they take up residence somewhere other than the remains of an industrial region, which also happens to be in the middle of the richest oil producing area in Germany.

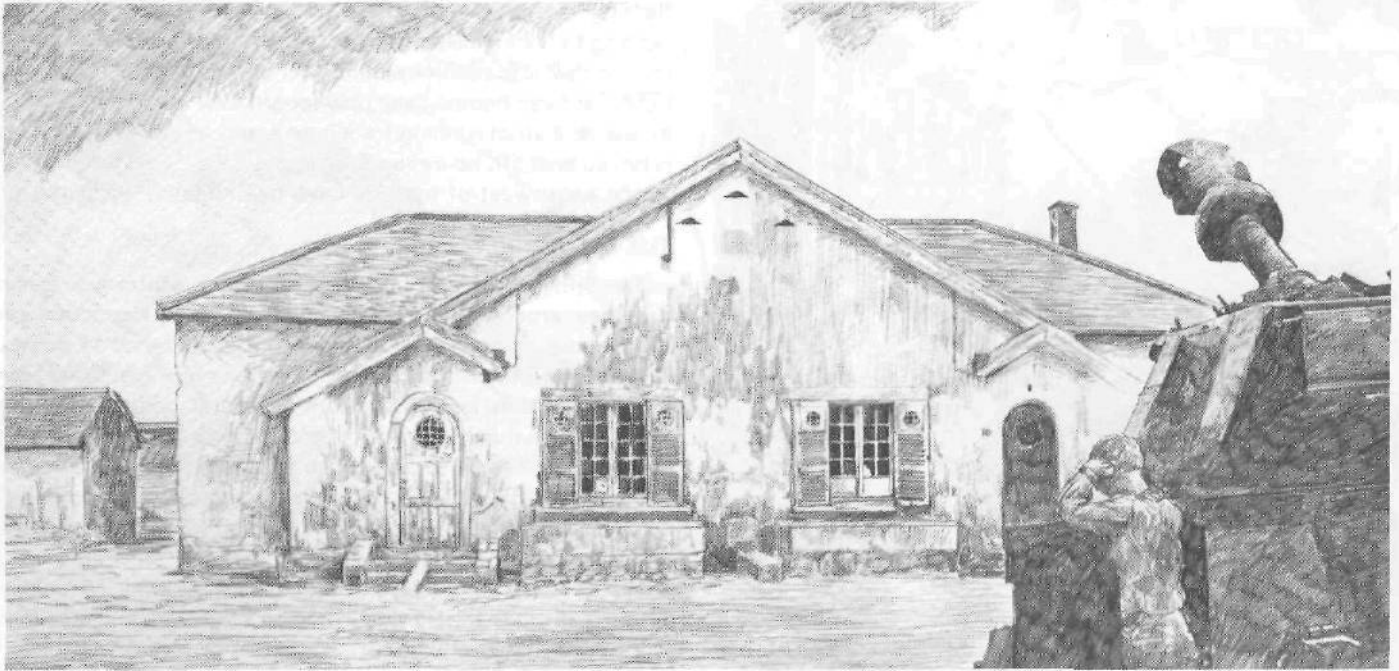
The British will cooperate with the evacuation by helping Americans move through their area as quickly as possible. They will be very reluctant to part with food or fuel.

RADIO TRAFFIC

As the players enter Germany, radio traffic will become more common. It is possible that they will catch one of the broadcasts of the instructions for Operation OMEGA, or some subsequent radio traffic related to it. They may overhear transmissions to and from the various German army units in the region. They will overhear a fair number of coded transmissions, which they will not be able to understand.

Better than two-thirds of this traffic will be NATO, the remainder will be from the Warsaw Pact or from some marauder group lucky enough to have a radio.





Places of Interest, Part II

BAYREUTH (GERMANY)

This city was world-famous for its annual Wagner Festival before the war. None have been held since 1995. Southwest of the city is the *Frankische Schweiz* (Swiss Franconia) region, an area of strange rock formations, dolomite hills, caves, narrow valleys and old, ruined castles from centuries past. It is a wonderful place to hide, and several groups of marauders keep the Bayreuth garrison (the 7th German Panzer Division) busy running them down. Bayreuth also serves as the headquarters for the German V Corps.

BETWEEN FRANKFURT-AM-MAIN AND WÜRZBURG

At the beginning of the adventure, the 2/2nd US Armored Division, and elements of the 44th US Armored Division are moving towards Bremerhaven to participate in the evacuation, even though the order did not apply to them. These units do not really have much in the way of unit integrity, and are really nothing more than long, disorganized columns of men and vehicles traveling along and within a few kilometers either side of E-Road 42 and State Road #8.

These columns will proceed towards Bremerhaven at a rate averaging 20 kilometers per day. (Some will travel faster, some slower, depending on their mode of transport and how often they need to stop and distill fuel...or how often they can "liberate" it.)

FULDA (GERMANY)

Fulda lies on the west edge of the Rhon mountains, in the pass created by the Fulda River, and called by some "Fulda Gap." This pass is one of the strategic bottlenecks which must be dealt with to invade southern Germany, and the US Army maintained a garrison there before the war. Part of that garrison was the 11th US Armored Cavalry Regiment. Upon the announcement of the evacuation order, the 11th withdrew itself from the

authority of its chain of command and returned to Fulda, where many of the men had wives and families. The 11th intends to remain there and become the city's defense forces led by the 11th's commander, Colonel D. Howard Masterson.

The city is somewhat the worse for wear after the war, but almost 9,000 people have survived in the Fulda River Valley.

GÖRLITZ (GERMANY)

This city is located in extreme eastern Germany, and is currently serving as the winter quarters for the 2nd Soviet Guards Army headquarters.

HOF (GERMANY)

Hof Gap was another of the strategic bottlenecks mentioned above. The city of Hof lies on the eastern edge of the *Thuringer Wald* (Thuringer Forest). This is one of the last unspoiled areas in Germany, about 100 kilometers long and 10 to 35 wide, filled with dense forests, wooded slopes, caves, and clear forest brooks.

The city itself is almost completely depopulated, but its remains serve as the base of operations for the VI German Corps headquarters and the 5th Panzer Division. The 5th is primarily responsible for patrols along the Czech border east of the city. They prefer not to venture very far west, for reasons explained below.

The Thuringer Wald: Many of the citizens from the heavily populated areas northwest of it (over the old border in West Germany) have fled to this region, but few have survived. Those that have are very xenophobic, and unwilling to submit themselves to outside government (after all, look what a mess they made of things). They feel that the outside world should stay out, and they will stay where they are.

The town of Suhl, located in the middle of the *Thuringer Wald*, has been renowned as a center of gun manufacture for centuries. Its craftsmen are not up to the manufacture of modern weapons, but they do a land office business supplying bolt-action and lever-action rifles (and ammunition for them) to the inhabitants of the woods.



HOVERSWERDA (GERMANY)

This is a small town about 50 kilometers northeast of Dresden. Depopulated by the war, its shell now serves as shelter for the Soviet 157th Motorized Rifle Division.

KAHL-AM-MAIN (GERMANY)

The 30th brigade of the 44th US Armored Division (current strength 300 men, 9 tanks) has taken up residence in the quiet Bavarian village of Kahl-am-Main, about 15 km east of Offenbach, along the Main River. This village is noteworthy in that it is near a 1.7 Mw nuclear power station, the VAK Project. The station was the target of a bombing raid early in the war, but it did only minor damage. The surviving station personnel successfully faked extensive damage to the plant (to fool recon planes and prevent further attacks), and managed to shut it down without damage before evacuating. Fear of radiation has kept outsiders from investigating the village. The players will be told of the radiation by near-by farmers, but, in reality, there is none (the players will need instruments to be sure of this).

The remnants of the station staff were transferred elsewhere to deal with other plants, and the station stood empty until a few months ago. One of the former station staff ran into the 30th brigade and discovered that its commander, Major Charles F. Kane, and several others in the brigade were former nuclear power workers. Between them, they decided that the station could be reactivated, using some of the brigade's generators. They plan to train more members of the unit to operate the plant.

The station has one year's supply of fuel in situ, and can operate at $1/5$ power (2.4 Mw) for another 5 years or at Via power (1.7 MW) for another 10. This is not much power before the war, but in 2000, it is astounding. Properly rationed, the electricity from this plant could fuel the recovery of the industrial areas along the Main River to the west. Machine shops could fabricate replacement parts for the less-seriously damaged factories, and they could soon be reopened. Coal mines could be pumped out and reopened, the many damaged hydroelectric plants of the Bavarian Alps repaired and reactivated...the list is endless.

The brigade made its way to the village, and is now in the process of reactivating it. This requires some minor repairs to the turbines and generators, and major work on the control circuitry. Major Kane estimates the plant can be brought back on line about the end of December.

The first use to which it will be put will be to provide heat and light for the village, and power heaters for a greenhouse, to supply the village with better quality food through the winter.

Small parties of the 30th occasionally travel to Frankfurt and the cities and towns of the Main Valley industrial area to scout out the territory, learn what can be done, scavenge for usable electrical equipment, and generally scope things out for a potential industrial recovery of the area. Major Kane dreams of becoming the ruler of southern Germany, using the village as a "power base" (literally). With this in mind, he is searching for construction engineers, machine tools, and other equipment and supplies. His men have been cautioned to keep the plant itself a secret (until Kane can get it fully operational and arrange for its security), but to be alert for any persons with civil engineering (CVE), computer (CMP), or electronics (ELC) expertise. These people will be offered positions in a "very lucrative industrial set-up," but will not be told the details until they arrive at the power plant.

KULMBACH (GERMANY)

Kulmbach is the base for the German 11th Panzergrenadier Division. It is on the southeast edge of the *Thuringer Wald*, and thus has many of the same problems as the Hof garrison.

KIEL (GERMANY)

Before the war, Kiel was a major port city in northern Germany. Currently, it is the seat of the military government of north Germany (the German Third Army headquarters and the German III Corps headquarters).

LEIPZIG (GERMANY)

Leipzig, before the war, was a center for the printing trade for centuries, and the site of the famous "Battle of the Nations" in the Napoleonic wars. The seesaw battles of offensive and counteroffensive have severely damaged the city, however, and its population is now less than 12,000. Leipzig is the southern point of a belt of industrial development running northwest to Magdeburg, but this has been almost completely destroyed, and very little of the once prosperous factories remain. Leipzig sits in the middle of one of the largest coal fields in Germany, but production is down to a trickle since the war.

Leipzig is now headquarters of the II German Corps, under the command of General Helmut Korell.

OSCHATZ (GERMANY)

This city is now serving as winter quarters for the 2nd German Panzergrenadier Division.

PADERBORN (GERMANY)

Paderborn is now serving as headquarters for the *Freibroderebund* (Free Brotherhood). This group is led by a former East German Army officer who calls himself "*Arminius*" (after the 1st century AD German leader whose army massacred three Roman legions in the *Teutoburger Wald*, a dense forest area just south of the city).

PLAUEN (GERMANY)

Plauen now serves as the winter cantonment for the 4th German Panzergrenadier Division.

KARLOVY-VARY (CZECHOSLOVAKIA)

This city is the winter cantonment of the amalgamated 4/5th Czech Border Guard Brigade.

KRALOVICE (CZECHOSLOVAKIA)

This city is the winter cantonment of the 14th Czech Motorized Rifle Division.

MOST (CZECHOSLOVAKIA)

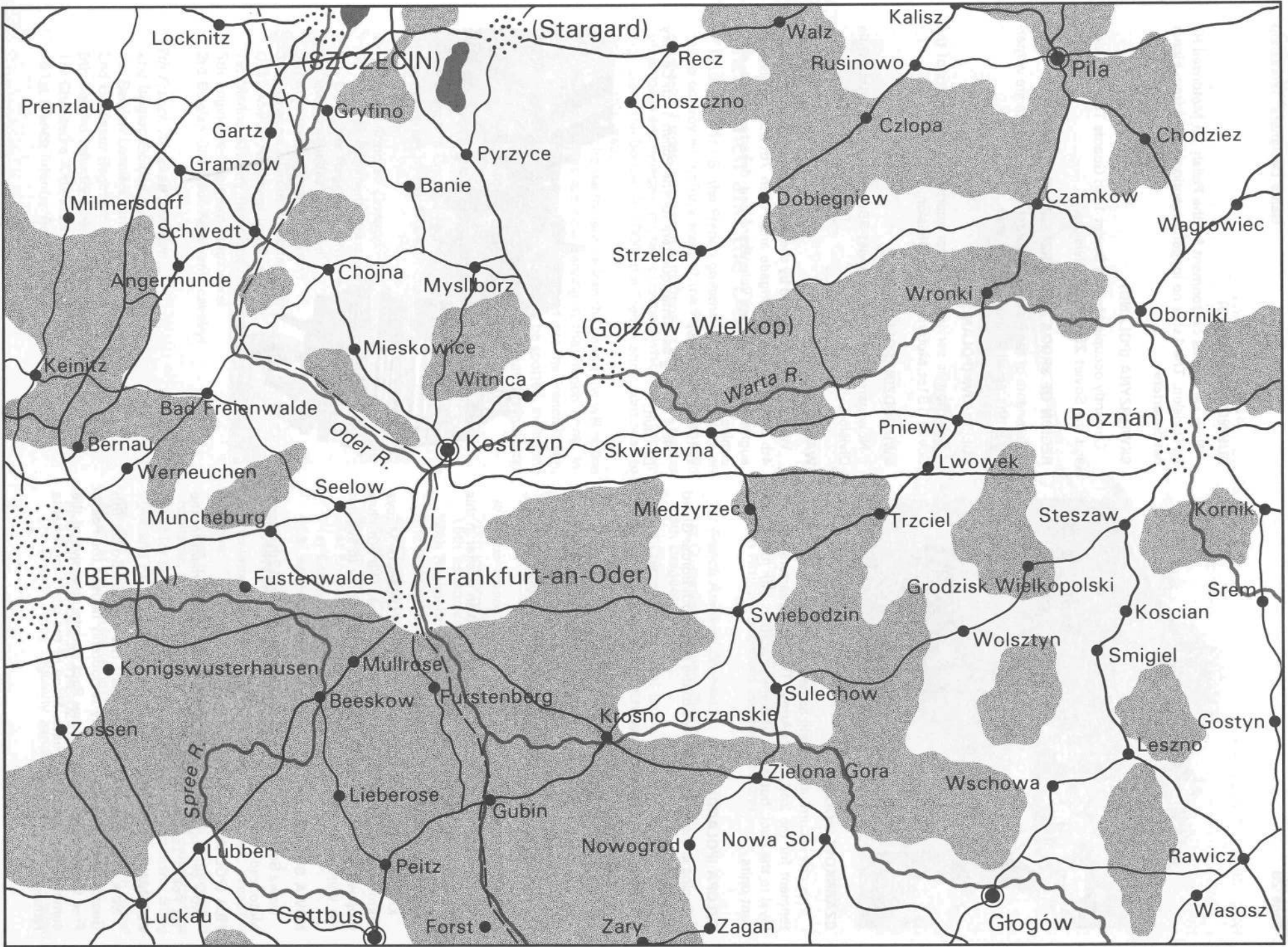
The 9th Czech Tank Division has taken shelter here for the coming winter.

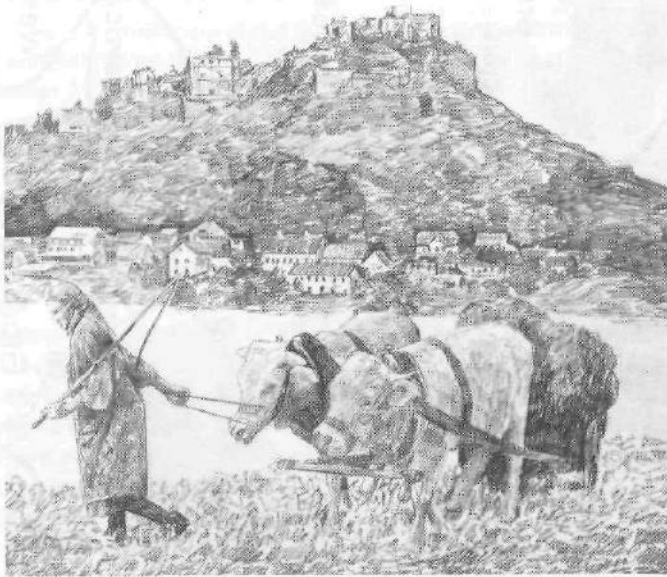
OSTROV (CZECHOSLOVAKIA)

Ostrov is the winter quarters of the 2nd Czech Motorized Rifle Division.

CHODZIEZ (POLAND)

This city and its surrounding villages are currently garrisoned by the Chodziez Milicya (formerly Polish 7th Border Guard Brigade).





CZARNKOW (POLAND)

This city is currently serving as headquarters and winter cantonment for the 2nd Polish Army. This headquarters remains loyal to the Pact, but is out of communication with its component units.

CZLOPA (POLAND)

Czolpa is the winter quarters of the Polish 5th Border Guard Brigade.

GORZOW WIELKOP (POLAND)

Gorzow Wielkop is the temporary quarters of the Soviet 1st Tank Division. The city has been severely damaged by the war, and is not well-suited to serving as a cantonment. Therefore, the 1st is seeking alternate shelter from the coming winter in surrounding communities (which are not happy with the idea).

GUBIN (POLAND)

The Soviet 132nd Cavalry Division has taken shelter in this community for the coming winter season.

KROSNO ORCANSKIE (POLAND)

Krosno Orcanskie is protected by the Krosno Orcanskie Milicya (formerly Soviet 20th Guards Cavalry Division). The 20th has dropped all ties with the Pact, and now seeks only to live out the winter.

NOWA SOL (POLAND)

Nowa Sol is the winter cantonment of the Soviet 1 2th Guards Motorized Rifle Division.

PILA (POLAND)

Now serving as headquarters and winter cantonment for the 1st Polish Tank Army.

POZNAN (POLAND)

Now sheltering 1st Western Front HQ and the Soviet 9th Guards Tank Division. The city temporarily housed the Polish Free Congress until the Warsaw Pact counteroffensive of the summer forced it to evacuate. Many of the city's inhabitants remain loyal to it.

RUSINOWO (POLAND)

Now serving as cantonment for the Polish 1st Motorized Rifle Division. The 1st is no longer accepting orders from higher headquarters.

SKWIERZYNA (POLAND)

Currently occupied by the Soviet 11th Guards Tank Division and the Soviet 25th Tank Division.

REGION OF SRODA AND WRZESNIA (POLAND)

Remnants of the Polish 8th Border Guard Brigade are wintering in the small villages of this area.

SULECHOW (POLAND)

Sulechow is serving as winter quarters for remnants of the Soviet 131st Motorized Rifle Division.

SWIEBODZIN (POLAND)

Now garrisoned by the Soviet 39th Guards Motorized Rifle Division.

WALCZ (POLAND)

Walcz is now defended by the Walcz Milicya (formerly Polish 4th Border Guard (C) Brigade and Polish 7th Marine Division, augmented by civilian volunteers and deserters from other armies).

WRONKI (POLAND)

Now serving as winter quarters for the Polish 17th Cavalry Division.





The French and the Dead Zone

In January 1998, the French government authorized its army to occupy all territory west of the Rhine to secure a solid geographic barrier and guarantee its frontiers against the hordes of refugees and renegade military personnel which were swarming across the border. In 2000, the French army continues to occupy this area.

Players who choose to venture into the dead zone will notice that Belgian troops are now serving in the French army, indicating that Belgium has been absorbed into the French Union. Also, Senegalese troops will occasionally be spotted, indicating that Senegal is back under French control. What this indicates about events in Africa is open to speculation.

FRENCH UNITS ON THE GERMAN BORDER

The French III Corps is responsible for the area north of the Mosel and west of the Rhine. It consists of:

2nd French Armored Division:

- 501st Tank Regiment (armored)
- 6th Cuirassier Regiment (armored)
- 1st Belgian Guides (armored)
- 5th Infantry Regiment (infantry)
- 30th Chasseur Group (mechanized)
- Chad March Regiment (mechanized)
- 1st Marine Artillery Regiment (155mm)
- 5th Engineers Regiment (engineers)
- 3rd Belgian Chasseur Regiment (cavalry)

17th French Armored Division:

- 2nd Belgian Guides (armored)
- 1st Belgian Lanciers (armored)
- 2nd Chasseur Regiment (armored)
- 5th Belgian Infantry Linie (mechanized)
- 1st Chasseurs Ardennois (mechanized)
- 151st French Infantry Regiment (mechanized)

- 2nd Belgian Chasseurs (cavalry)
- 17th Artillery Regiment (Belgian 155mm)

1st French Armored Division:

- 1st Cuirassier Regiment (armored)
- 6th Dragoon Regiment
- 3rd Cuirassier Regiment (armored)
- 8th Chasseur Group (mechanized)
- 16th Chasseur Group (mechanized)
- 1th Belgian Infantry Linie (mechanized)
- 1st Spahis Regiment (cavalry)
- 9th Artillery Regiment (155mm)
- 13th Engineers Regiment (engineers)



III Corps Troops:

- 76th Infantry Regiment
- 15th Senegalese Tirailleurs Regiment
- 58th Regiment Artillerie a Pied (Inf)
- 2nd Hussar Regiment (Cav)
- 4th Chasseurs Ardennois (Cav)
- 8th Marine Parachute Regiment (Para)
- Belgian Parachute Commando Regiment (Para)
- 31st Engineer Regiment (Eng)
- 71st Engineer Regiment (Eng)
- 16th Artillery Regiment (155mm)

ENCOUNTERS IN THE DEAD ZONE

Encounters are resolved per the standard rules, except as follows:

Types of Encounters: The dead zone has no permanent inhabitants, and any settlements encountered will be deserted (except for temporary occupation by refugees). Merchant, Straggler and Hunter encounters become Refugee encounters. Army and Military Convoy encounters are with a French patrol. All other encounters remain the same.

FRENCH PATROLS IN THE DEAD ZONE

The French Army regularly sends numerous platoon-sized

patrols on deep penetration sweeps into the "dead zone" to keep refugees and marauders away from the French border by force of arms. These patrols are drawn from regiments stationed in the Rhineland.

These patrols are large and well-equipped by the player's standards. Usually they are foot patrols, although mechanized patrols are occasionally seen.

Units in the dead zone are in constant radio communication with their base. If they get into more trouble than they can handle alone, they can call for and receive support in the form of airstrikes or airmobile reinforcements (unlike their opponents, the French Army still has a small quantity of functional aircraft and the fuel to run them). Avgas does not grow on trees, however, and the platoon who calls for aviation help had better have a good reason for doing so.

Reaction Force: This consists of a helicopter-borne patrol (generally Elite, but often Good) carried in three Puma transport helicopters, and two Gazelle helicopters (one ground attack and one anti-tank version!). It is dispatched against threats which the foot patrols have encountered, but feel are too large for them to handle.

Patrol type: The type of patrol encountered is determined by a D10 roll: on a roll of 1 an Elite patrol is encountered, on a 2 through 7 a Good patrol is encountered, on an 8 or higher an Average patrol is encountered. The referee may select a parent unit for the patrol if it becomes important, most of the time it will not matter what unit the patrol is drawn from. If the encounter occurs within 20 kms of the Rhine, there is a 20% chance the patrol will be mechanized, otherwise, the patrol is on foot.

ORGANIZATION AND EQUIPMENT

Elite Dead Zone Foot Patrol: Elite patrols are drawn from the 8th Marine Parachute Regiment and the Belgian Parachute Commando Regiment. Elite patrols are usually on special missions or constitute the ground element of a reaction force.

All personnel are armed with 6 fragmentation grenades in addition to their other weapons.

The reaction force brings additional ammunition sufficient to resupply a patrol.

Leader #7 (Lt): Elite (FA-MAS) 180.

Leader #2 (Plt Sgt): Elite (FA-MAS) 1 80.

1st Squad: 10 Elites (FA-MAS, 2 x 40mm GL) 180 and 24.

2nd Squad: 10 Vet (FA-MAS, 2 x 40mm GL) 180 and 24.

3rd Squad: 10 Vet (FA-MAS, 2 x 40mm GL) 180 and 24.

MG Squad: 6 Vet (4 x FA-MAS, 2 x AAT-52 MG) 180 and 800.

AT Section: 2 Vet (1 x FA-MAS, 1 x Milan ATGM) 180 and 4.

Good Dead Zone Foot Patrol: Good patrols are drawn from the 15th Senegalese Regiment, and are somewhat more common than Elite patrols.

Leader #7 (Lt): Elite (FA-MAS) 180.

Leader #2 (Plt Sgt): Elite (FA-MAS) 180.

1st Squad: 10 Vet (FA-MAS, 2 x 40mm GL) 180 and 24.

2nd Squad: 10 Vet (FA-MAS, 2 x 40mm GL) 180 and 24.

3rd Squad: 10 Exp (FA-MAS, 2 x 40mm GL) 180 and 24.

MG Squad: 6 Exp (4 x FA-MAS, 2 x AAT-52 MG) 180 and 800.

AT Section: 2 Exp (1 x FA-MAS, 1 x Milan ATGM) 180 and 4.

Average Dead Zone Foot Patrol: Average patrols are drawn from the 76th Infantry Regiment, and the 58th Regiment Artillery a Pied. Again, they are somewhat more common than Elite patrols, but about as common as Good patrols.

Leader #1 (Lt): Vet (FA-MAS) 180.

Leader #2 (Plt Sgt): Vet (FA-MAS) 180.

1st Squad: 10 Vet (FA-MAS, 2 x 40mm GL) 180 and 24.

2nd Squad: 10 Exp (FA-MAS, 2 x 40mm GL) 180 and 24.

3rd Squad: 10 Nov (FA-MAS, 2 x 40mm GL) 180 and 24.

MG Squad: 6 Exp (4 x FA-MAS, 2 x AAT-52 MG) 180 and 800.

AT Section: 2 Exp (1 x FA-MAS, 1 x Milan ATGM) 180 and 4.

Dead Zone Mechanized Patrols: On rare occasions (in the case of a threat the reaction force cannot deal with, for instance) a mechanized patrol will be dispatched. Good patrols will be drawn from the 4th Chasseurs Ardennois; Average patrols will be drawn from the 2nd Belgian Chasseurs, the 3rd Belgian Chasseurs, the 1st Spahis, and the 2nd Hussars. Good patrols will have the following morale ratings: Elite leaders, one Elite armored car crew, one Elite VAB crew and squad, all others are Veteran. Average patrols will have the following morale ratings: Veteran leaders, one Veteran armored car crew, one Veteran VAB crew and squad, all others are Experienced.

Leader #1 (Lt): Platoon leader, rides in armored car.

Leader #2 (Lt): Assistant platoon leader, rides in APC.

2 x AMX-10 RC Armored Cars: Each with 3 crew.

2 x VAB APCs: 2 crew plus a 10-man squad (organized as a foot patrol, see above).

2 x Jeeps (with AAT-52 MG): Each with 3 crew.

FRENCH HELICOPTERS

SA 341F/342M Gazelle: The Gazelle series of all-purpose lightweight helicopters was designed by the French and manufactured by an Anglo-French joint-development project in the late sixties. The first Gazelles entered service in 1973.

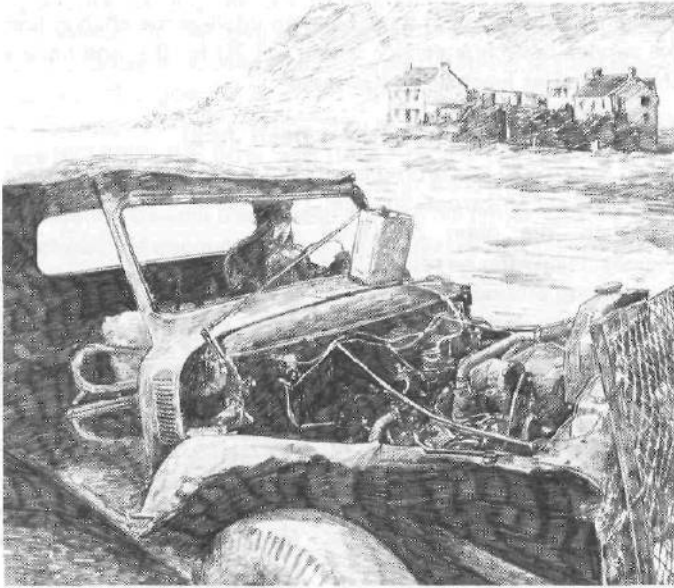
The most advanced model, the 342M anti-tank variant is equipped with a single 870 hp Astazou XIV H turboshaft engine, HOT AT missile pods, and advanced avionics to provide full night attack capability.

The Gazelle has some small passenger capability, and can transport three passengers in addition to the pilot and co-pilot (at the expense of cargo and armament).

SA 330H Puma: Design and development of the Puma was begun in the late sixties by Sud-Aviation of France. Soon, however, the helicopter became the subject of a cooperative venture between Westland of Britain and Aerospatiale of France to develop an all-weather medium tactical transport helicopter. Its first models entered service in 1970, and the helicopter has been a workhorse for both the French and British military ever since.

The Puma is equipped with two 1575-hp Turbomeca Turmo IVC engines, giving it a maximum cruising speed of 168 kph and a maximum operational ceiling of 6,000 meters. It has retractable tricycle landing gear, and emergency pop-out flotation units for forced landings in water. An improved version (the 332 series Superpuma) is in service with some units.

The 330H has a crew of two (pilot and copilot), and in its troop transport configuration carries 16 fully-equipped troops. As a cargo helicopter, the Puma can carry up to 2500 kgs internally.



An optional rescue sling (275 kg capacity) can be fitted.

Its maximum range at cruising speed (no reserves) is 572 kilometers.

HELICOPTER CHARACTERISTICS

SA 341F Gazelle (Ground Attack)

Special Features: Thermal vision for pilot and thermal sight for gunner *Price:* \$750,000 (Unavailable to players) *RF:* +40 *IR:* +10 *Armament:* Four 68mm (2.75") rocket pods, and two forward firing 7.62 mgs. *Ammo:* 3300 7.62 N (belted), 28 2.75" HE rockets. *TrMove:* 240 *Com Move:* 330 *Mnvr:* 20 *Ace:* 40 *Fuel Cap:* 445 *Fuel Cons:* 1 50 *Wt:* 908 kg. *Cargo:* 700 kg. *Load:* 700 kg (in optional sling) *Maint:* 24 *Crew:* 2 (pilot, gunner) *Armor:* FF(15), CF(15), RF(15), RB(15), B(10).

SA 342M Gazelle {Anti-tank}

Special Features: Thermal vision for pilot and thermal sight for gunner *Price:* \$750,000 (Unavailable to players) *RF:* +40 *IR:* +10 *Armament:* 2 x HOT missile pods and two forward firing 7.62 machineguns. *Ammo:* 3300 7.62 N (belted), 6 HOT AT missiles *Tr Move:* 240 *Com Move:* 330 *Mnvr:* 20 *Ace:* 40 *Fuel Cap:* 445 *Fuel Cons:* 1 50 *Wt:* 908 kg. *Cargo:* 700 *Load:* 700 kgs (in optional sling) *Maint:* 24 *Crew:* 2 (pilot, gunner) *Armor:* FF(15), CF(15), RF(15), RB(15), B(10).

SA 330H Puma

Special Features: none *Price:* \$500,000 (Unavailable to players) *RF:* none *IR:* none *Armament:* Two door-mounted 7.62 machineguns *Ammo:* 3300 7.62 N (belted) *Tr Move:* 200 *Com Move:* 340 *Mnvr:* 40 *Ace:* 90 *Fuel Cap:* 3850 *Fuel Cons:* 350 *Wt:* 3615 kg *Cargo:* 2500 kg *Load:* 500 kg *Maint:* 22 *Crew:* 4+16 (pilot, copilot, and 2 gunners + "1 Q troops) *Armor:* FF(15), CF(15), RF(15), RB(15).

FRENCH HELICOPTER ARMAMENT

HOTAT Missile Pod: This is equivalent to the M490 (Hellfire) missile pod described in the helicopter combat rules of Module 1, *The Free City of Krakow*.

HOT Missile: This is equivalent to the Hellfire ATGM described in the helicopter combat rules of Module 1, *The Free City of Krakow*.

68 mm (2.75") Rocket Pod: This is equivalent to the 2.75" rocket pod, (capacity 7 rockets), described in the helicopter combat rules of Module 1, *The Free City of Krakow*.

Matra 68mm (2, 75") Rocket: This is equivalent to the 2.75" rocket, described in the helicopter combat rules of Module 1, *The Free City of Krakow*.

7.62 mg: This is equivalent to the Belgian MAG, as described in the equipment list.

FRENCH EQUIPMENT

The following are additions to the equipment list, and are provided for the referee's convenience. Price is given because some of these items will be available on the market in Germany.

FIREARMS

FA-MAS: The standard French combat rifle, replacing the earlier MAS 49/56. The FA-MAS laid out in a "bullpup" configuration like the G-11 and IW. This weapon is rare outside of French service. For combat, use the firing statistics for the IW from the equipment list. *Ammo:* 5,56 N, *Wt:* 4 kg, *Mag:* 8, *Price:* \$500 (R/R).

AAT-52 MG: Presently the standard machinegun of the French Army, the AAT-52 is equipped with a bipod and can be fired from a tripod (NLT). It accepts 33-shot belts. The blowback action of the weapon tends to rip cartridges in half when extracting them, leaving a ring of brass stuck in the chamber. French troops have learned to overcome this deficiency by greasing the cartridge cases. Troops unfamiliar with the AAT-52, however, will be unaware of this precaution, and, once the weapon's ready ammo supply has been fired off, there is a 10% chance of jamming the weapon each combat turn the weapon is fired. A jam requires one full combat turn to clear. Otherwise, for combat use the MAG firing statistics from the *Twilight: 2000* rules. *Ammo:* 7.5mm MAS, *Wt:* 11 kg, *MAG:* 33, *Price:* \$400 (R/R).

Grenade Launchers:

40mm GL: Use the statistics for the HK-69 GL from the *Twilight: 2000* rules.

Anti-Tank Missile Launchers:

Milan: Identical in all respects to the AT-4 anti-tank missile launcher described in the equipment list.

AMMUNITION

7.5mm MAS (7.5x54mm MAS): *Wt:* 1.5 kg per case of 200, 3 kg per 33 shot belt. *Price:* \$30 per case (R/R).

Milan: Identical in all respects to the AT-4 missile described in the equipment list.

PEOPLE AND ORGANIZATIONS

GENERAL HELMUT J. KORELL (Heart Jack, Club Ace)

General Helmut Joachim Korell is in *de facto* command of the German IV Corps as well as the German 1st Panzer Division. Born in West Berlin, Helmut Korell showed an early talent for organization, and chose to remain in the *Bundeswehr* after he had completed his term of national military service. His unusual tactical and strategic sense came to the attention of his superiors, and he rose quickly through the ranks, becoming second-in-command of the German 1st Panzer Division shortly before the outbreak of the Sino-Soviet War in 1995. Korell was one of the German officers involved in the secret reunification talks in the fall of 1996, and the 1st Panzer Division was among the first units of the *Bundeswehr* to cross into East Germany during October of that year.



When his superior was killed in 1997, Helmut assumed command of the 1st Panzer Division. Eight months later, he assumed *de facto* command of the II German Corps.

His driving ambition is to pull Germany out of the rubble, and to see it a united nation once again, with its own place in the sun. With this in mind, he has set a goal of reopening the coal mines in his area of responsibility, and using them to restore electricity and then industry to east-central Germany.

Helmut speaks German (100%), French (30%), and English (30%). He is Elite.

Meeting General Korell: General Korell is in command of the II German Corps, based in Leipzig. Any Americans passing within 50 kilometers of that city may meet the General, especially if they have vehicles (such as tanks or the train) which will be of use to the German II Corps. He will try to persuade them to turn their vehicles over to his command. If the players refuse, he will assign them a small escort which will accompany them through his territory (consult page 14 for the extent of the II Corps' territory). If the characters have certain skills that Korell is looking for (ELC, CMP, or CVE), he will offer them a position in his command.

Referee's Notes: The General will be particularly intrigued by the idea of a functioning railroad locomotive. He will try to persuade the players to turn it over to him in return for transport to Bremerhaven, escorted by a small force of German soldiers. This escort will facilitate the cooperation of German and military personnel (which, in turn, will make the group's passage easier).

Should the group not give the locomotive over to General Korell, he will give them two letters. One will be an order for cooperation from German military and civilian personnel in his area. The other will be sealed, and will be addressed to the commanding officer of the 1st Panzer Division in Bremerhaven. It will instruct the 1st Panzer to take control of the train when it reaches Bremerhaven and return it to Leipzig, after seeing the train's passengers safely aboard the fleet. Both letters will be in German, and the second will be encoded. To read the second

message, a player must have been an intelligence analyst (per the service branch/specialty table), roll 2D for 9+ and have a LNG skill of at least 60% (German),

JAN STRACZYNSKI (Club Queen, Heart Jack)

Jan Straczynski is a retired engineer for the PKP. Trains were his greatest interest in life, especially the older coal-fired engines. Even after he retired, Jan would hang around the railyards, talking shop with anyone who would listen to him. The train workers called him "Janko," which means "good old Jan."

Jan's son Casimir emigrated to America in 1980, married and tried for years to persuade his father to join him. In 1998, just before the Sino-Soviet war began, Jan told Casimir he would come to America only temporarily, to see his grandchildren before he passed on. Casimir came to get him, but travel was restricted after he arrived, and they were unable to leave.

When Jan met Captain Martens, he found a kindred soul, a man whose passion for railways matched his own. It took only a short time for the conversation to get around to trains, and for the plan to hatch.

Jan Straczynski does not expect to live much longer. His ultimate hope is to see his grandchildren, but if he should die along the way, he will have had one last, glorious ride on the rails, and will go to his reward content with that.

His skills are CVE 60%, INS 20%, MEC 80%. Jan speaks Polish (100%) and English (40%). Jan has never been in combat, and thus is a novice, but his stubbornness and desire to protect his beloved engine will give him a coolness rating of 4 in combats involving *Korzub*, his beloved locomotive.

Meeting Jan Straczynski: If the players do not make use of the train, they are not likely to meet either of the Straczynskis unless the referee chooses to use the train as an encounter later in the adventure (per the suggestion on page 11).

CASIMIR STRACZYNSKI (Heart Queen, Heart Eight)

Casimir is the son of Jan Straczynski, and emigrated to the US several years ago. After his father retired, he finally prevailed on the old man to come to America, and convinced the Polish government to grant a visa for this purpose.

Casimir has a US passport, identifying him as a naturalized American citizen. He has bought forged identity papers proving his father to also be a US citizen, in order to get them a place on the fleet bound for America (these, it turns out, will not be needed, since it will be easy enough to show Jan and Casimir to be serving with the player's unit, and thus



qualifying for a grant of citizenship).

Casimir wants above all else to return himself and his father to his family in America, and will do whatever is necessary to achieve this goal.

Casimir speaks Polish (100%) and English (90%). His skills are BIO 80%, INS 60%, and GEO 20%. He is a novice, (except that he will never leave his father in danger).

Meeting Casimir Straczynki: As with his father, Casimir Straczynki will be encountered only if the players happen to run into the train.

CAPTAIN WILLIAM H. MARTENS (Heart King, Heart 5,)

William Horatio Martens is a former captain in the US Army. He and Corporal Andrade are survivors of the 8th Division's 12th Engineer Battalion. After the failure of the summer offensive, they wandered for a while until they stumbled onto the abandoned PKP yard. Martens took steps to conceal the value of the yard, but without any real purpose in mind until he and Andrade met the Straczynkis. It was not long until Martens and Jan Straczynki learned of their mutual passion for railways. When Martens learned of the evacuation, he and Jan worked out a plan to travel to Bremerhaven by rail. The Straczynkis went to get the engine; Martens went to look for men who could serve as track crew, and eventually linked up with three East German soldiers from a rail repair and maintenance unit.



Martens speaks German (80%) and Polish (30%). He has CBE 60% and CVE 40%, for other skills, he is a veteran NPC.

Meeting Martens: Like the Straczynkis, the players' group will meet Martens only if they encounter the train.

CORPORAL ANDRADE (Club 2, Heart 2)

Corporal Raymond Andrade served under Martens in the 12th Engineers during the summer offensive, and was stranded in Poland with him. The two have been through quite a lot of rough times, and Andrade has proven himself a loyal and steadfast friend. Although he does not share Martens' enthusiasm for trains, he has enough confidence in the captain to accompany him (he also knows this is probably his only chance to get out of Poland). The corporal is a hard fighter, and a good man to have on your side, but a bad man to cross.



Andrade speaks English (100%), Spanish, (20%) and Polish (10%). He has CBE 40%, and is considered a Veteran NPC for other skills.

Referee's Note: If the referee feels he needs a villain inside the train's passenger list, Andrade is a candidate. It is possible

for recent events to have unhinged Andrade's mind, and pushed his Clubs value higher (perhaps up to the King level),

KARL, FRITZ, AND BODO

Three former members of the East German rail repair and maintenance unit mentioned above. They should have CVE skills of 80%, language skills of German (100%), English 110%), and such other skills as the referee sees fit. These three are provided to supply the experienced personnel for construction and repair activities, and are left rather sketchy so as to allow the referee to flesh them out. Also, as with Andrade, if the referee wishes to introduce some treachery into the train's crew, one of these three may be used.

MAJOR CHARLES F. KANE (Spade Ace, Spade 9)

Commanding officer of the 30th Brigade (Tennessee National Guard) of the 44th Armored Division. Before the war. Chuck Kane was on the staff of the Watt's Barr Nuclear Power Station in eastern Tennessee and active in the Tennessee National Guard. When the 30th was taken into federal service, Kane was its second in command, and he served with distinction. In May of 1999, the commander of the 30th assumed command of the 44th Division, and Kane moved up to fill his position. The 44th (and the 30th with it) participated in the summer offensive of 1997 into Poland, and afterwards fell back in good order. By July of 2000, the 44th was part of the III US Corps, under command of the First German Army, and stationed in Kufstein, Austria. When the evacuation order was received, the soldiers of the division were reluctant to leave the cantonments they had carved out, but the began the trip to Bremerhaven nevertheless.



During the march through Bavaria, Kane learned of a functional nuclear power plant at Kahl-Am-Main, in western Bavaria, and decided to occupy it instead of risking the trip to the German coast. Consult the Kahl-Am-Main entry on page 26 for further details.

Kane is a Veteran NPC for the purpose skills, and speaks English (100%) and German (20%).

ARMINIUS (Club Six, Heart Eight)

Arminius is the assumed name of Konrad Kohl, a former officer in the East German army. Arminius was a German leader of the 1st century AD, who defeated the invading Roman legions and kept Germany free of Roman domination. Kohl selected this name when he and several others founded the *Freibroderbund* (Free Brotherhood) in the town of Paderborn, because Paderborn is near the *Teutoburger Wald*, site of Arminius' victory.



Kohl is basically good-natured, but in a fight he turns into a coldly efficient fighting machine. He believes that only he can restore Germany to its rightful place among nations, and that it is his destiny to place his country there. Kohl speaks English (40%) in addition to his native German (100%).

Meeting Kohl: There is a 20% chance that Kohl will be leading any group of the *Freibroderbund* that the player's group encounters.

Organizations

KGB/GRU

The KGB (the Soviet espionage service) is described in Module 1, *The Free City of Krakow*. The GRU (the Soviet military intelligence service) are described in Module 5, *The Black Madonna*. Neither of these services has a large network remaining in Germany, although they do have small cells of quasi-independent operatives who would obey orders if they could get them. Soviet intelligence operations in Germany are in much the same condition as American intelligence operations in Poland.

The referee might find it amusing to create a *spetznaz* unit (similar in make-up to SSD-1109 in Module 5, *The Black Madonna*). Referees should consult that adventure for ideas.

CIA/DIA

The CIA and the DIA (intelligence and covert action organizations of the Civilian and Military US governments respectively) are both active in Germany. Officially, both organizations refrain from violent action against each other, but incidents are not unknown.

The German government continues to deal with the US military government, and (therefore) the DIA has a larger and more extensive network of operatives and agents. The main DIA stations are in the cities of Kiel, Hannover, Beeskow, Leipzig, MCinchen and Nurnburg. Of course, everything is still under the

table, since even the most pro-American factions of the German government cannot condone espionage,

The CIA has a somewhat rougher time of things in Germany. It has major stations (covert of course) in Munchen, Paderborn, and Magdeburg. The operation in Paderborn is in support of the *Freibroderbund*.

THE FREIBRODERBUND

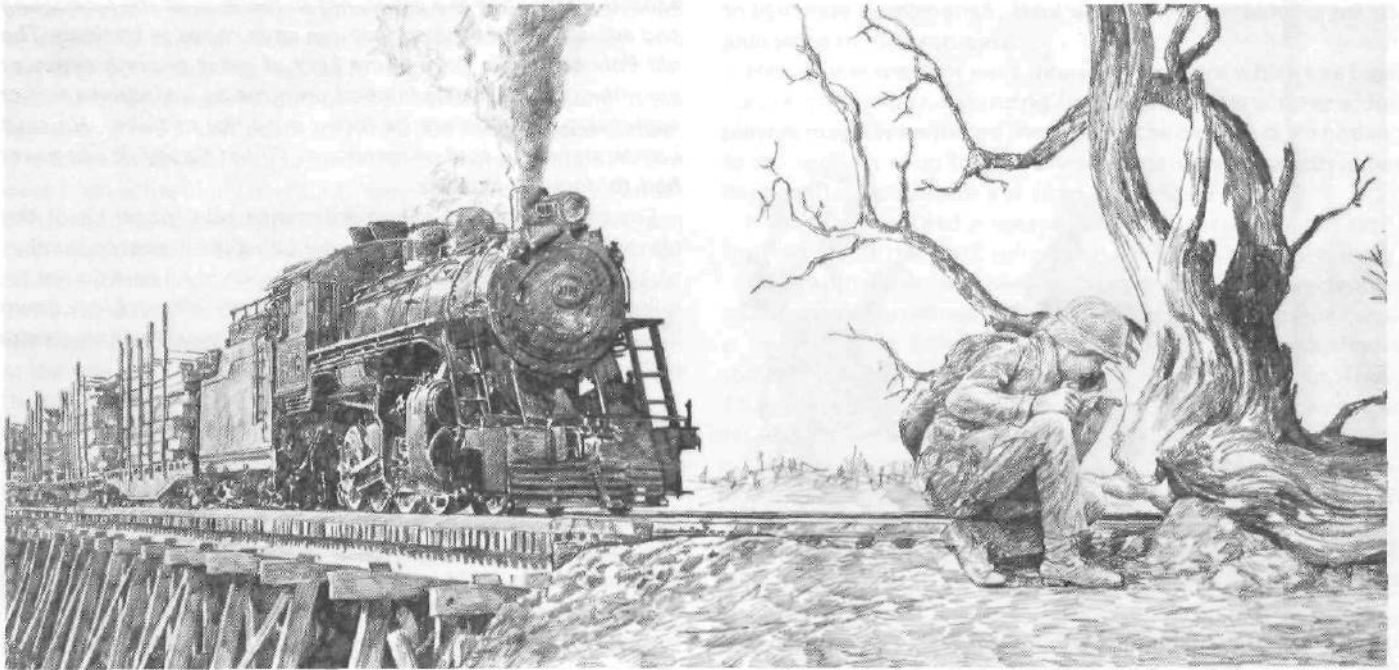
The *Freibroderbund* is a band of pro-German partisans, dedicated to the expulsion of all foreigners from German soil, (by violence if necessary) and to the restoration of Germany's rightful place among nations.

Weapons: The *Freibroderbund* is armed with a mixture of NATO and Warsaw Pact equipment, and has recently acquired 4 M60A4 tanks, 300 M-16A3 rifles, 10 60mm mortars, and 19 M-60 machineguns as well as other small arms, several thousand rounds of ammunition, and other miscellaneous equipment. This was extorted from units of the US VII Corps in return for safe conduct past the *Freibroderbund's* territory.

Referee's Note: The CIA has a small cadre of agents operating with the *Freibroderbund*, giving advice but little in the way of supplies. The CIA feels that Kohl can be a significant power in the Germany-to-come, and wishes him to shift Germany's support to the Civilian government. If the players have cooperated with the CIA in the past, and have some proof of the fact (such as one of Captain Johnstone's loyalty oaths, see *The Ruins of Warsaw*), they will be in a better position to extract favors from the CIA operatives with the *Freibroderbund*.

Meeting the Freibroderbund: Any Armed encounter within 50 kilometers of Paderborn or within the woods southwest of the city (the *Teutoberger Wald*) has an 80% chance of being with the *Freibroderbund*.

Numbers: At present, there are just over 500 active members of the *Freibroderbund*, mostly former German soldiers. There are sympathizers in most of the villages in and around Paderborn.



Operating the Train

Keeping a steam locomotive running is not a complex job, but it is tiring. You can't just gas the beast up and drive for a week. When we used up the fast of the coal, we had to stop and cut a carload of wood. Some of it was from dead trees (Heaven only knows, there were enough of those!! and was already pretty well cured so it burned nice and hot, but some of it was green, and that stuff burns, but it smokes like wet newspapers. We had to cut all this stuff up into chunks that were about the size of the lumps of coal, because there's this conveyer belt of something (Martens says a "horizontal Archimedean screw," whatever that is) that feeds the fuel to the firebox, and the wood has to be small enough to fit onto it. It's a job and a half.

THE ENGINE

The engine is a Pt-47 2-8-2 steam locomotive/tender combination nicknamed *Korzub*. Its characteristics are *Price*: \$750,000 (one available) *Tr Move*: 180/0 (can operate only on railroad tracks) *Com Move*: 60/0 (can operate only on railroad tracks) *Fuel Cap*: 9 tons *Fuel Cons*: special, see below *Fuel Type*: Coal, Wood *Veh Wt*: 70 tons (including fuel and water) *Mnt*: 16 *Crew*: 2

Fuel Consumption; The locomotive was designed and built to burn Polish coal (which was abundant before the war). Steam locomotives of this type were in service up into the late 1980's in Poland. In a pinch (which describes the current situation pretty well) it can burn wood, if the wood is cut up into small enough pieces to be able to fit into the automatic stoking device leading from the tender to the firebox. The engine requires 4 tons of wood (or 2 tons of coal) per four hour period if moving; it requires 50 kgs of wood (25 kg of coal) if standing still (to maintain the head of steam). If the fire ever goes out it takes one hour to get up enough steam to resume travel.

Basically, this means that the tender must be refilled every two periods, which takes about one hour if the wood is available.

more if it has to be cut. If the players have filled a car to capacity with wood, they will be able to carry about 40 tons or 10 periods worth of fuel... certainly more than they can travel in one trip.

WATER

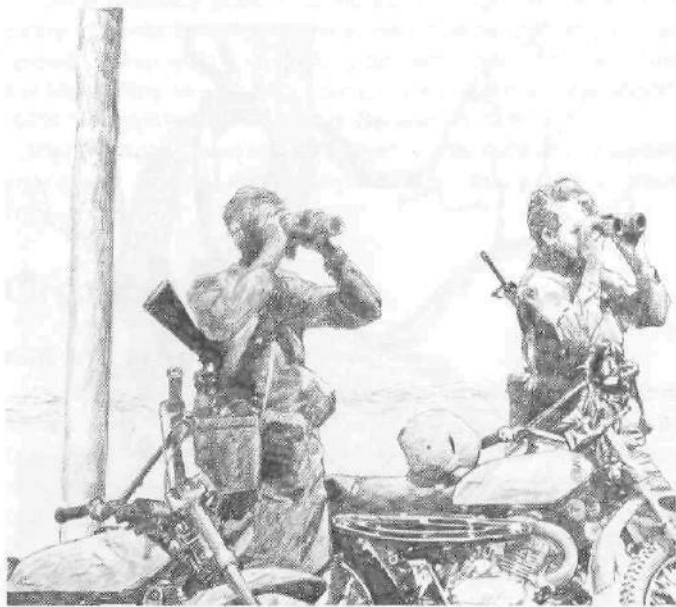
Something I didn't realize about steam engines is that heat is only one part of steam. For the other part you need water.. Jots of it. And it has to be clean water, like you were going to drink it, or old Korzub's innards gum up pretty quick, and we didn't have the facilities to dismantle that beast and clean it out.

To make steam, an engine requires water. Even though the engine recirculates the water, it must still take on water every day. This takes one hour, and is considered part of the required maintenance procedures. Finding water that is clean enough is not a serious problem, and can be considered automatic.

RAILS

Lucky for us, Janko says, the Germans and the Poles laid their rails the same gauge. That means the tracks are the same distance apart, and we can run our train on German rails without changing rolling stock (boy, I'm starting to talk like an old train hand... Martens says I'm getting to be a real gandy dancer, whatever that is). I'm amazed at what good shape the tracks are in. When I was a kid back in Iowa, I remember how rusty and bendy the rails looked, and that was almost ten years ago. Over here, they are nice and shiny (well, some of them are anyway) and they're only torn up if somebody fought a battle in the near vicinity.

Condition: Before the war, European tracks were kept in better repair than American tracks. Railroads are more commonly used in Europe, both for passengers and freight, and European railroad lines do not have anywhere near the financial and operating problems that plague their American counterparts. Nevertheless, the conditions of the war have caused some deterioration of the tracks. Straczynki will refuse to allow the train to be run faster than 20 kph for safety reasons. This means the players can conceivably travel 160 kms per day if they move



constantly. In actual fact, the rate of travel will be somewhat less.

So far, we've only been forced to cross one bridge that was really chancy (/ won't go into why just now). Martens decided that we could do it if we braced it with some of the timbers he'd thoughtfully forced us to bring instead of the other LA V, and replaced a couple of the rails.

Destruction: Track, bridges, switches and marshalling yards in rubbled cities have been destroyed as a result of the war. A small amount of track has been removed by scavengers seeking the steel they contain. However, it is not practical to haul heavy steel rails more than a few kilometers, so most track in the countryside is intact. Bridges in the countryside are not likely to be 100% intact, but they may be usable by a small train such as our heroes', especially after slight bracing.

If I never hear anybody sing "I've Been Workin' On The Railroad" again, it'll be too soon. Andrade loves that song, and he taught the old man and his son to sing it, too. They think it's very cute and typically American and all that. One more chorus of "Dinah vonchu blow yoor horn" and I'll crack up.

Repair: It may be necessary for the characters to repair a short stretch of track from time to time. The railway workers can provide the core of the skilled labor needed for this (guess who provides the muscle!). Repairing damaged track is a task (ESY:CVE), requiring 4 man hours per 10 meter stretch. At least one quarter of the man hours must be by a person with at least 10% CVE skill.

Alternative Uses: In some places, the tracks have been maintained, because they provide a valuable transportation system, even when no locomotives or pre-war rolling stock are available. Certain merchant groups have built special horse-drawn cars (built to carry 5-10 tons of cargo) for use on the rail lines, and convoys of these, running between towns and villages, are not unknown. Details of these convoys are dealt with below, under *Encounters*.

MAINTENANCE

One thing about burning wood in place of coal, it leaves a lot more ashes. We have to stop and rake the ashes out of the

ashbox every once in a while, not to mention all the lubricating and adjusting and fiddling that Jan says needs to be done. The old Pole seems to have some kind of radar or sixth sense or something, because he latched onto me as a kindred spirit or something, even before he found out I (ike to tinker. He says I understand the soul of machines. I'll bet Casey Jones never had to do stuff like this.

For the purpose of the maintenance rule (page 15 of the players' manual) the engine/tender has a maintenance number of 16, and has a wear condition of 1) Individual cars do not require maintenance in the normal sense (they will not break down in the course of the adventure), although they will require repairs if they have been damaged in combat.

TRAVEL

It requires two people to run the engine, an engineer and another unskilled person. It is hard work (per the definition on pages 12-13 of the Play Manual) for both of them. There are only two engineers initially, Jan Straczynki and Captain Martens. Another person could learn how to run the engine after a total of 40 hours training (that is, 40 hours of working in the cab, learning the ropes).

ENCOUNTERS

Follow the standard encounter rules per the Referee's Manual, pages 12-16.

Interdiction: A community which is astride or near a rail line may have something to say about the passage of a train of potentially hostile individuals. These people will have to be dealt with in some way. Basically, there is a 20% chance that a community will object to the passage of the players' train. If the players try to force passage, there is a 50% chance the locals will resist by force, otherwise they will let it go. If the players try to negotiate, the referee should create a leader of the village (sometimes two or three) with whom they will hold talks (see *non-player characters*, page 15 of the Referee's manual. Their motivations, as explained in the rule, will help the referee decide what happens.

If it comes to violence, the referee must determine (helped by the encounter rules in the Referee's Manual) what fighters and weapons are available to the village, and how much of a fight they will put up. Bear in mind that it won't be too difficult to prepare an ambush for a train, since it can only go along a certain limited number of routes.

We didn't think that anybody else was using the tracks, but MacGiver reported back to us one day that the track ahead was blocked by a couple of horse-drawn wagons running on the rails. I was amazed how much weight they had on them, but Martens told me that it doesn't take much energy to keep a railroad car going once it got moving. Something about efficient load vs weight ratios, or some such thing. I don't pretend to understand it. All I know was that two skinny little horses were pulling a small mountain of stuff on a cart that looked like it was just a few boards slapped on top of a couple of old railroad wheels. Fortunately for the both of us, there was a siding not too far away, and we could pass each other without one or the other of us having to leave the rails.

Rail Convoys: The great advantage of railroads is that they provide the highest intensity of loading of any wheeled vehicle. This means that the energy required to move a given weight of cargo is less than for other means. A fully loaded railroad car

requires a surprisingly small amount of energy to keep it moving (once inertia is overcome). This economy of energy is achieved by an almost total sacrifice of maneuverability, however...you can only go where the rails go.

Current rail lines are still in use. Where towns are close together, and the damage to rail lines has not been too severe, it is still economical to use the rails for transportation. There have been some changes. Most "cars" are jerry-built constructions, cobbled together out of salvaged railroad car wheels, and other materials. Further, each car is now drawn individually, by animals (oxen, horses, mules) or is self-powered (light trucks, civilian cars, and so on, converted to run on the rails). A "train" will consist of two or three such "cars." These wagons move at the rate of their animal-drawn or vehicular counterparts, per the travel movement table in the *Referee's Charts*. Capacity of these cars varies from 5 to 20 tons each. For vehicles, they carry the 1.5 times the load of their conventional counterparts. Animal drawn cars carry twice the load of their conventional versions.

Animal drawn vehicles cannot operate off the tracks. Converted motor vehicles take 30 minutes to change from rail mode to road and vice versa.

Personnel for these convoys are generated per the merchant convoy entry in the encounter statistics table of the *Referee's Charts*, but replacing the horse-drawn wagon with a horse-drawn railway car as described above, and the 2 1/2-ton truck with a converted civilian or military truck of the referee's choice.

There is a 90% chance that any convoy encounter will be one of these types. Other encounters are the normal ones, per the rules, and are considered to be on roads near the tracks or using the tracks as roads.

COMBAT

For the purposes of combat, treat the engine/tender and each car as a separate vehicle for the purposes of combat. Conduct everything per the *Combat* rules, using the following in place of the vehicle damage location list:

Engine/Tender

R: LH(30), G(30), HR(10)	E,S,F,P
L: LH(30), G(30), HR(10)	S,F,P
R & L: TF, TB	E
C: TS, TF, TB	E
F: HS(10)	E,P,R
C: HS(10)	G,S,P
B: HS(10)	P,S,F
FD(10)	P,E,R
TD(8)	S,R,P
RD(8)	P,S,F

NOTES

For this table only, S - water tank, E = Firebox/Boiler/Engine.

Damage Multiplier Values: These are per the damage multiplier table, except that fuel is x 20, and the suspension of the engine/tender and all cars in the train is x 30 (although wheeled, they count as if they were tracked for purposes of damage).

Damage to the Engine/Tender: An S hit causes the water stored in the tender's tank to leak away. F hits cannot catch fire. There is a 30% chance each E hit will result in an explosion (this represents the boiler blowing up from damage). If it does, follow the procedures outlined on pp 9-10 of the *Referee's Manual*, under *Ammo Hits*.

Damage to Cars: Since each car may have been individually

armored and will surely have unique contents, it is impossible to list every combination. Here are a few general hints for adjudicating damage to cars:

Hits may or may not pass through any armor which has been placed on the car, depending on its nature (for instance, the players may have armored the sides of the car, but done nothing to the roof). It is up to the referee to determine exactly what happens to a particular car from a particular shot.

If a boxcar has had a weapons mount installed in the roof, that counts as the car's turret, and turret hits are taken there.

All hits other than suspension hits are taken in the cargo and/or passengers. The referee must determine which part of the cargo is hit, and what damage is done to it. For passengers, figure that an individual person takes up only about 2% of a car. Thus, 15 people in a boxcar would have a 30% chance of a passenger hit (determine which person randomly).

Damage to cargo will vary greatly. If the cargo is ammunition, it could blow up. If it is fuel, it could catch fire. If it is an M1 A3 tank, it is unlikely to be damaged by small arms fire. The referee must decide what happens on a case-by-case basis.

Derailing: If a suspension takes more than 10% damage, it is inoperable. If the train is standing still, this doesn't affect the contents much. For a moving train, this can be rather dangerous. In a train moving less than 100 (combat move), a car with an inoperable suspension will derail. All cars behind it in the train will also derail. There is a 20% chance the car ahead of it will be pulled off the track and derail.

Passengers may attempt escape from a derailed car (AVG:AGL). Conspicuous success means they escape untouched, normal success means a slight injury, failure means a serious injury, catastrophic failure means a critical injury. Derailing from a speed higher than 100 raises all injuries one level {critical becomes death, slight becomes serious, etc.}.

The referee must determine what happens to any cargo in the derailed cars based on the individual situation. The higher the speed of the car when derailed, the greater the damage is likely to be. For a guide to damage, roll one D6 if the speed is less than 100 (combat move), two D6 if 100 or greater (combat move). Multiply this by 10 and implement it as the percent damage to the cargo. Increase or decrease this according to the type of cargo (for instance, steel rails are less likely to be damaged than radio transmission equipment).

The method outlined above (one die or two times 10 for %) can be used to determine what percent of a character's personal equipment survives a derailing as well.

Once derailed, a car may be rerailed in five day's time, provided the derailing took place because of another car, not because of suspension damage. Suspension damage of less than 10% may be repaired by the players (with the tools and spares they have available) in that time. A derailed car may be pushed aside in four hours (exclusive of the time it takes to unload and transfer its cargo).



Concluding The Adventure

If and when the characters arrive in Bremerhaven, they will be met by one of the units assigned to TF Bremerhaven to oversee the evacuation. An American officer will be with any German unit, and will have complete instructions. The precise nature of these instructions is not important, since the adventure ends when the characters arrive.

If the characters don't arrive or don't get there in time, consult the *MISSING THE BOAT* Section, below.

THE CONDITIONS OF EMBARKATION

Each character may take up to 100 kgs of personal property. Certain items must, however, be turned in to the high command. These include food, heavy weapons (including ammunition and spares for these weapons), vehicles (and spares), medical equipment and supplies, and fuel (of whatever sort). Food and medical supplies will be placed in a centralized storage facility and issued as needed. Vehicles, and other bulk supplies will be left with the German army in Bremerhaven. The characters are told they will be re-equipped when they arrive back in America.

Personal weapons may be retained until the passengers embark, per the Op Order, at which time they must be turned in (they will be stored below decks, and returned to the characters when the ships dock in America).

On acceptance of these conditions, the adventure ends. The players will board the ships, and make an uneventful crossing of the Atlantic. Any persons who are unwilling to abide by these conditions may retain their possessions, but must immediately leave the embarkation area.

The component units of TF Bremerhaven will admit any American, regardless of unit, until the capacity of the fleet is met. At this time, the perimeter will be closed, and no further personnel will be allowed into the embarkation area. For all practical purposes, whenever the players arrive, there will be room for them. Despite the rumors, there is adequate room in Task

Force 34. Only those who choose to remain behind or cannot make it to the port in time need be left behind.

The Helicopter: One CH-47 cargo helicopter and a small quantity of avgas is available in Bremerhaven. This will be used to evacuate the last of the perimeter guards, after the ships have departed and are about 30 kms out to sea. If the players arrive within this time, they might be able to catch a lift.

MISSING THE BOAT

If the players arrive too late, there are several ways for the referee to "fudge" things, if the players are really set on going back to the USA.

One small ship could have had engine trouble and delayed its departure. Another vessel could serendipitously arrive in Bremerhaven in the nick of time.

Otherwise, they must make other arrangements, which the referee must flesh out as circumstances dictate. There are numerous possibilities, but they boil down to these basics.

Remaining in Europe: The players' group chooses to remain in Europe. They may carve out their own niche, either in Germany or elsewhere. They may decide to join with the Germans in rebuilding their country. The commander of the Third Army will offer a position in the German Army to any Americans who fail to make the embarkation on time (rank and duties will depend on the character's previous experience and skills). There is a distinct possibility they will be allowed to retain their equipment. Remember that they may still have the train.

Finding Another Ride: The players' group may decide to hunt down another vessel capable of making the Atlantic crossing. This may include another diesel merchant vessel or a sailing ship of some sort (such as a private yacht).

Leave Europe: The players could decide to travel to some other spot which they think might provide them better chances of returning home. They might try to link up with other American forces, in Yugoslavia or further away, in Iran or the Arabian Peninsula.

Gazeteer

This is a listing of towns and the military units present there, for the referee's convenience. This listing includes some locations not on the color pull-out map furnished with this module. These can be found in any good atlas of Germany. Abbreviations used are the same as those used in Chapter 5.

GERMANY

Altenburg: 211th German Panzergrenadier Division.
 Augsburg: XV US Corps HQ, 1st US Armored Division.
 Bamberg: 1st German Fallschirmjager Division.
 Bayreuth: V German Corps HQ, 7 German Panzer Division.
 Bautzen: Soviet 21st Guards Motorized Rifle Division.
 Beeskow: Soviet 94th Cavalry Division, 27th German Panzer Division.
 Braunschweig: First British Army HQ, I British Corps HQ, 1st British Armored Division.
 Bremen: 21st German Panzergrenadier Division.
 Bremerhaven: 1st German Panzer Division, Seventh US Army HQ, V US Corps HQ, 3rd US Armored Division, 28th US Infantry Division, 4th US Mechanized Division.
 Cello: II British Corps HQ, 3rd British Mechanized Division.
 Cottbus: Soviet 103rd Motorized Rifle Division.
 Kahl-am-Main: 30th Brigade, 44th US Armored Division.
 Gorlitz: 2nd Soviet Guards Army HQ.
 Hamburg: 6th German Panzergrenadier Division.
 Hannover: 2nd British Armored Division, 24th British Infantry Brigade.
 Hildesheim: 5th British Mechanized Division, 19th British IB.
 Hof: VI German Corps HQ, 5 German Panzer Division.
 Hoverswerda: Soviet 157th Motorized Rifle Division.
 Kulmbach: 11 German Panzergrenadier Division.
 Kiel: Third German Army HQ, III German Corps HQ.
Leipzig: II German Corps HQ.
 Lubeck: 29th German Panzer Division.
 Magdeburg: 4th British Armored Division.
 Munchen: First German Army HQ, Fourth US Army HQ, XIII US Corps HQ, 107 US Armored Cavalry Regiment.
 Niesky: Soviet 117th Motorized Rifle Division(C).
 Numberg: Second German Army HQ, I German Corps HQ, 24th German Panzergrenadier Division.
 Oberammergau: 3rd German Panzer Division.
 Oschatz: 2nd German Panzergrenadier Division.
 Plauen: 4th German Panzergrenadier Division.
 Regensburg: 12th German Panzer Division.
 Rosenheim: III US Corps HQ, 1st US Cavalry Division.
 Ulm: 70th US ID.
 Weilheim: 3rd US Armored Cavalry Regiment.
 vicinity of Wurzburg: 35th US Mechanized Division.

AUSTRIA

Innsbruck: IV German Corps HQ.
 Graz: 16th Soviet Army HQ, 106th Soviet Motorized Rifle Division.
 Klagenfurt: 41st Soviet Army HQ, 18th Soviet Guards Motorized Rifle Division.
Landeck: 10th German Panzer Division.
 Linz: 21st Soviet Army HQ, 102nd Soviet Guards Motorized Rifle Division.
 Salzburg: 1-40th US Mechanized Division.

Steyr: 108th Soviet Motorized Rifle Division.
 Vienna: 8th Soviet Guards Tank Army HQ, 5th Soviet Tank Division.
 Villach: 122nd Soviet Motorized Rifle Division, 1 30th Soviet Motorized Rifle Division.
 Weis: 135th Soviet Cavalry Division.
 Wolkersdorf: 51st Soviet Tank Division.
 Worgl: 1st German Panzergrenadier Division.

DENMARK

Islands of Lolland and Falster: Elements of the Jutland Mechanized Division.

LATVIA

Riga: 8th US Mechanized Division.

CZECHOSLOVAKIA

Bratislava: 2nd Czech Border Guard Brigade.
 Dol Dvoriste: 3rd Czech Motorized Rifle Division.
 Jihlava: 4th Czech Tank Division.
 Karlovy-Vary: 4/5th Czech Border Guard Brigade.
 Kralovice: 14th Czech Motorized Rifle Division.
 Kunzvar: 20th Czech Motorized Rifle Division.
 Most: 9th Czech Tank Division.
 Olomouc: 19th Czech Motorized Rifle Division.
 Near Opava: 3rd Czech Border Guard Brigade, 1st Czech Air Assault Brigade.
 Ostrov: 2nd Czech Motorized Rifle Division.
 Plzen: Plzen Military Government.
 Praha: Praha Military Government, 13th Czech Tank Division.
 Zelezna Ruda: Zelezna Ruda Village Forces, formerly 1st Czech Border Guard Brigade.

YUGOSLAVIA

Maribor: 35th Soviet Guards Motorized Rifle Division.

ITALY

Trento: 5th Italian Corps HQ, Mantova Mechanized Division.
 Bolzano: Ariete Armored Division.

POLAND

Bialogard: 2nd US Marine Division.
 Region of Chelmza, Grudziadz, and Tuchola: Soviet 43rd Cavalry Division.
 Chodziej: Chodziej Milicya (formerly Polish 7th Border Guard Brigade).
 Czarnkow: 2nd Polish Army HQ.
 Czlopa: Polish 5th Border Guard Brigade.
 Dabrowka: Polish 12th Border Guard Brigade.
 Gdynia: 1st Polish Army HQ, Gdynia Milicya (formerly Polish 2nd Cavalry Division, and Polish 3rd Border Guard Brigade).
 Region of Gniew, Koscierzyna, and Tczew: Polish 12th Cavalry Division.
 Gorzow Wielkop: Soviet 1st Tank Division.
 Gubin: Soviet 132nd Cavalry Division.
 Jastrowie: Polish 5th Tank Division.
 Karlino: 4th Canadian Mechanized Brigade.
 Kolobrzeg: XI US Corps HQ, 50th US Armored Division.
 Kowal: Soviet 89th Cavalry Division.
 Krosno Orcanskie: Krosno Orcanskie Milicya (formerly Soviet 20th Guards Cavalry Division).
 Lask: Lask Milicya (formerly Polish 11th Border Guard

Brigade(C).

Region of Lebork, Slupsk, and Utska: Polish 3rd Cavalry Division.

Lodz: Soviet 20th Tank Division.

Lublin: Soviet Military government in Poland, Reserve Front HQ.

Approaching Legnica: Soviet 127th Cavalry Division.

Malbork: Baltic Front HQ, Polish 19th Cavalry Division.

Nowa Sol: Soviet 12th Guards Motorized Rifle Division.

Nowogard: 116th ACR.

Ostrow: Soviet 21st Motorized Rifle Division.

Pila: 1st Polish Tank Army HQ.

Piotrkow: Soviet 124th Motorized Rifle Division, Soviet 1 2th Guards Tank Division.

Pleszew, Kalisz: Polish 10th Tank Division.

Poznan: 1st Western Front HQ, Soviet 9th Guards Tank Division.

Rusinowo: Polish 1st Motorized Rifle Division.

Torun: 22nd Soviet Cavalry Army HQ, Soviet 96th Cavalry Division.

Sepolno: Polish 13th Cavalry Division.

Skwierzyna: Soviet 11th Guards Tank Division, Soviet 25th Tank Division.

Region of Sroda and Wrzesnia: Polish 8th Border Guard Brigade.

Sulechow: Soviet 131st Motorized Rifle Division.

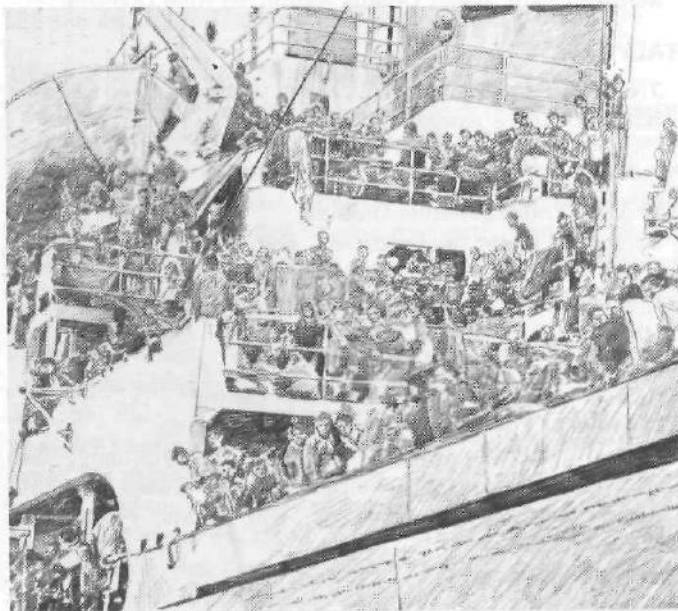
Swiebodzin: Soviet 39th Guards Motorized Rifle Division.

Walcz: Walcz Milicya (formerly Polish 4th Border Guard Brigade(C) and Polish 7th Marine Division).

Wroclaw: Soviet 129th Motorized Rifle Division.

Wronki: Polish 17th Cavalry Division.

Zgierz: Zgierz Milicya (formerly Polish 6th Border Guard Brigade).



Glossary

Some of the terms used in this module have been defined in previous modules, and will not be listed here.

Freibroderbund: German for Free Brotherhood, a German anti-foreigner organization (see page 34).

Karaluch: Polish for cockroach, a nickname applied to an improvised scouting vehicle (see page 10).

Korzub: Polish for torpedo, a nickname applied by Jan Straczynski to the steam locomotive he used during his career with the PKP.

Milicya: Polish for militia. As used in this module, it represents quasi-permanent defensive forces raised by a community from civilian and military personnel.

Mysz: Polish for mouse, a nickname applied to an improvised scouting vehicle (see page 10).

PKP: Abbreviation for *Polskie Koleje Panstwowe*, (Polish State Railways), the Polish government railway system.

SACEUR: An acronym for Supreme Allied Command, Europe.

Szczur: Polish for rat, a nickname applied to a PKP track inspection car (see page 10).

USAEUR: An acronym for United States Army, Europe, which is subordinate to SACEUR.

Wisla Krolowa: Polish for Vistula Queen, the name of a river tug encountered in Module 2 (*Pirates of the Vistula*).

Going Home

It came as quite a surprise when we finally confirmed it. What remained of the big brass in Europe decided that it was time for everybody to get out of the pool, so they arranged for a few ships to take us back to America. Problem was, nobody believed that the ships would have enough room for everybody. We decided that this was the last ride going our way, and it was time to go home. The ships were leaving on November 15, and there were no reserved seats... what with thirty or forty thousand people looking for seats, it could get to be quite a game of musical chairs.

Going Home is an adventure for use with GDW's post-World War III role-playing game *Twilight: 2000*. In *Going Home*, the players are presented with the challenge of getting across most of Poland and north-central Germany to catch the last ship heading back to the US for quite a while.

Even if the players choose to remain in Europe, *Going Home* will still be of tremendous interest. The adventure contains:

- A full-color pull-out map, covering northern Germany which overlaps with the full-color Poland map included in the original game.

- A referee's update of the location and strength of NATO and Warsaw Pact units in their winter quarters as the year 2000 draws to a close.

- A brief rundown of French units in the occupied area west of the Rhine and a discussion of French military activities in the so-called "dead zone" east of the Rhine. Also, a bonus: descriptions (in *Twilight: 2000* terms) of three French helicopters.

- Details and specifications, in *Twilight: 2000* terms, of the German Leopard III and the British Challenger tanks, and British 120mm rifled gun.

Design & Development: Loren K. Wiseman

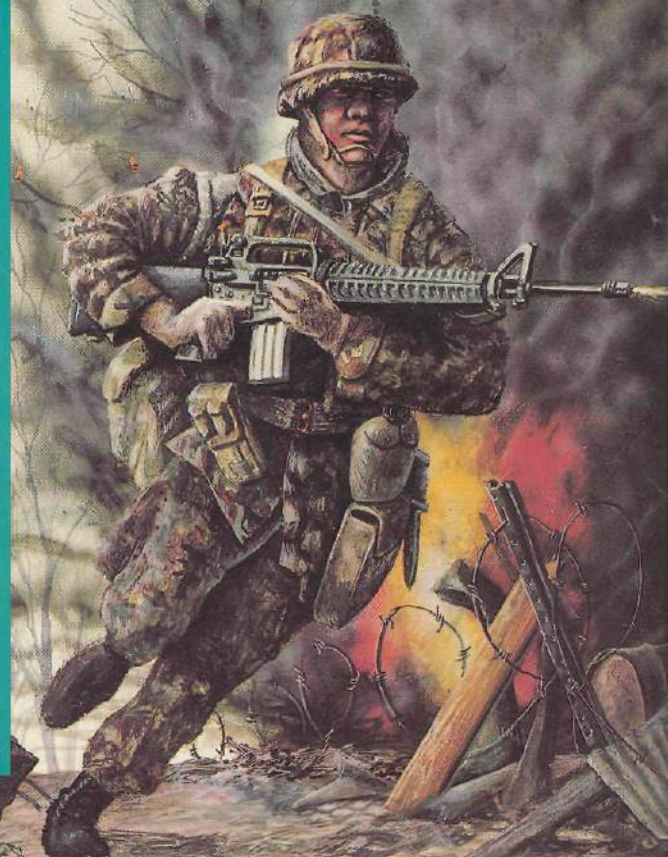
Research Assistance: Frank Chadwick, John P. Brown

Art Director: Paul R. Banner

Associate Art Director: Barbie Pratt

Interior Illustrations: Steve Venters, Liz Danforth

Cover Illustration: Steve Venters



Twilight: 2000™

Series Module

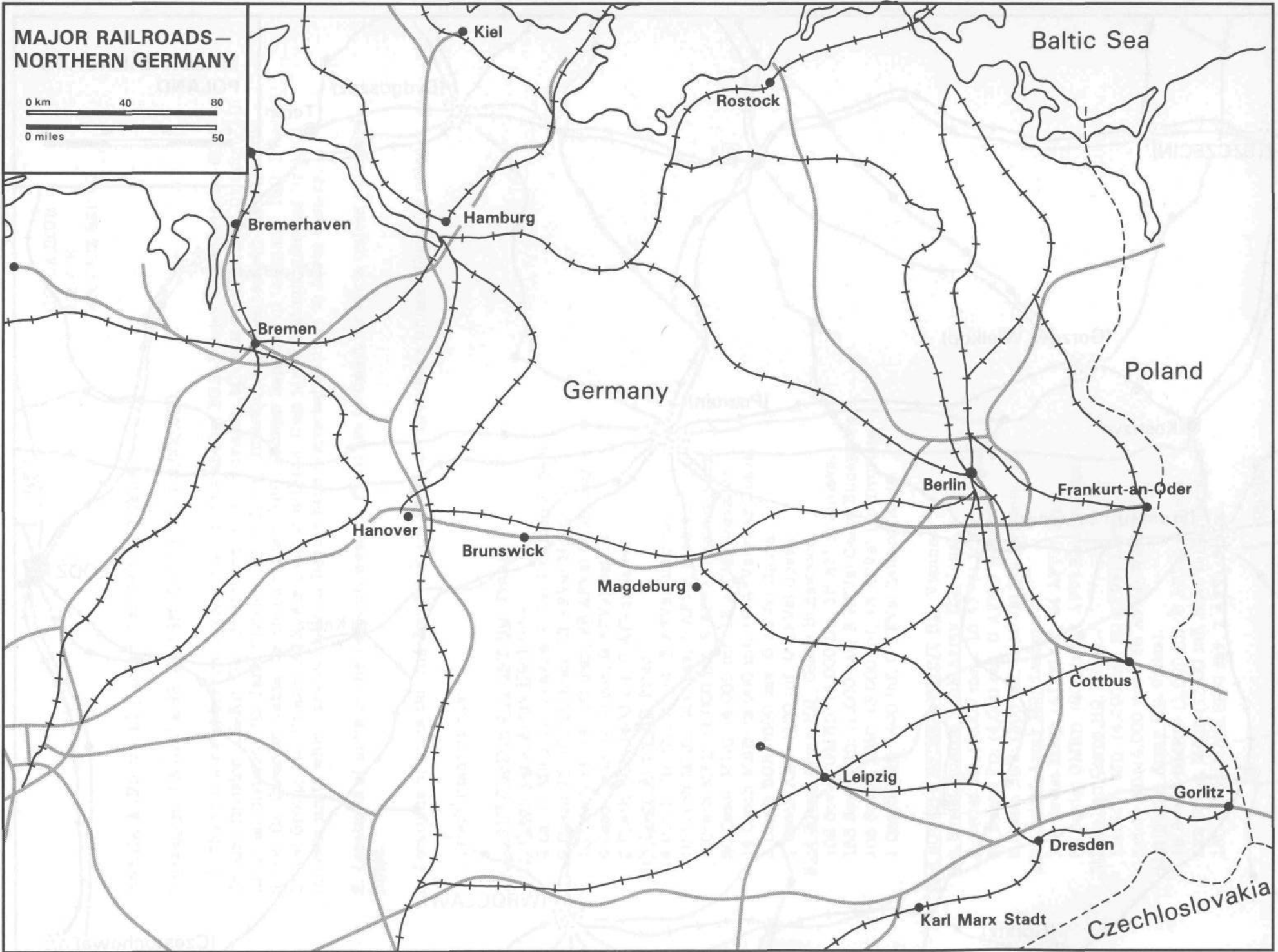
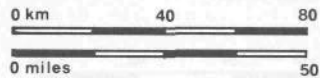
Game Designers' Workshop

P.O. Box 1646, Bloomington, Illinois 61702-1646

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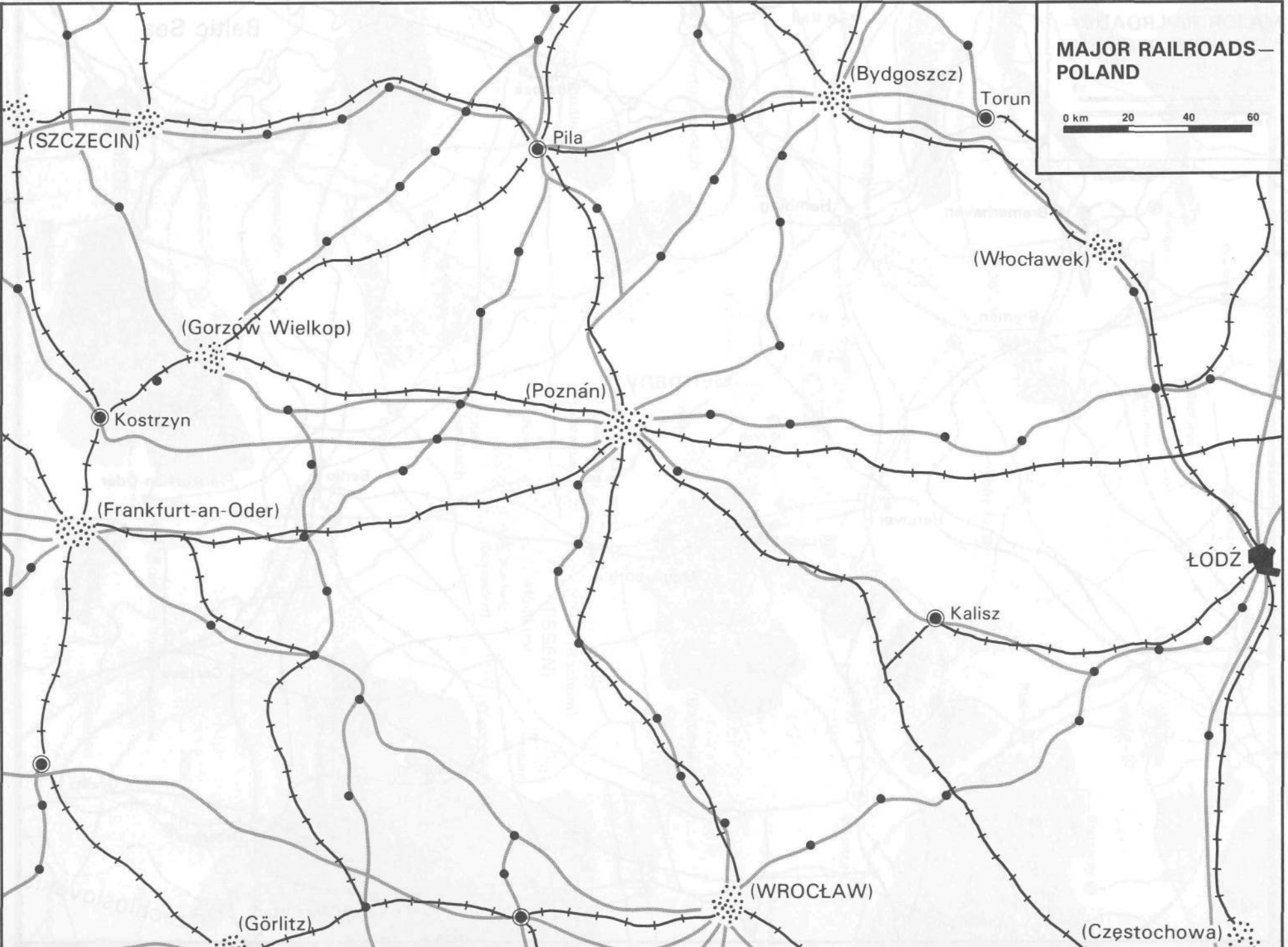
ISBN 0-943580-56-0

**MAJOR RAILROADS —
NORTHERN GERMANY**



MAJOR RAILROADS— POLAND

0 km 20 40 60



ANNEX A (Enemy Dispositions) to OPOD OMEGA

References. DMAAC 4-95, JNC-9N, Edition 12, 1:2,000,000.

1. The following abbreviations are used in this annex: BGB: Border Guard Brigade; CD: Cavalry Division; GMRD: Guards Motorized Rifle Division; MRD: Motorized Rifle Division; AD: Armored Division; TD: Tank Division; ID: Infantry Division; MD: Mechanized Division; Sov: Soviet; Cz: Czechoslovakia, Chechoslovakian; FRG: Federal Republic of Germany, IGG: Internal Guard Group; Pol: Poland; AAB: Air Assault Brigade. Unit identifications followed by a (G) indicate units which are assessed as having been converted entirely to horse cavalry.

2. Locations of units in the 1st Southwestern Front are in Czechoslovakia unless otherwise noted.

3. Locations of units the 2nd Southwestern Front are in Austria unless otherwise noted.

4. Current Dispositions:

1st SOUTHWESTERN FRONT HQ: Praha.

1st Czech Tank Army HQ: Praha.

2 Czech MRD: (400 cav, 4 AFVs) Usti nad Labem.

9 Czech TD: (2,000 men, 18 AFVs) Most.

13 Czech TD: (4,000 men, 26 AFVs) Chomutov.

4 Czech BGB: (300 cav, 0 AFVs) Ostrov.

5 Czech BGB: (400 inf, 0 AFVs) Zatec.

4th Czech Army HQ: Pizen.

4 Czech TD: (3,000 inf, 3 AFVs) Olomouc.

19 Czech MRD: (200 cav, 1 AFVs) Olomouc.

3 Czech MRD: (4,000 inf, 8 AFVs) Karlovy Vary.

20 Czech MRD: (4,000 inf, 12 AFVs) Rozvadov.

14 Czech MRD: (2,000 inf, 16 AFVs) near Opava.

3 Czech BGB: (300 cav, 0 AFVs) Opava.

1 Czech AAB: (100 inf, 0 AFVs) Opava.

gist Soviet Army HQ: Ceske Budejovice.

102 Soviet GMRD: (4,000 inf, 16 AFVs) Jihlava.

135 Soviet CD: (1,000 cav, 3 AFVs) Ceske Budejovice.

108 Soviet MRD: (3,000 inf, 15 AFVs) Dol Dvoriste.

1 Czech BGB: (400 inf, 0 AFVs) Zelezna Ruda.

2nd SOUTHWESTERN FRONT HQ: Vienna.8th Soviet Guards Tank Army HQ: Linz.

5 Soviet TD: (4,000 men, 16 AFVs) Linz.

51 Soviet TD: (4,000 cav, 0 AFVs) Wels.

2 Czech BGB: (300 inf, 0 AFVs) Dol Dvoriste, Cz.

16th Soviet Army HQ: Liezen.

106 Soviet MRD: (4,000 inf, 24 AFVs) Graz.

35 Soviet GMRD: (200 inf, 1 AFV) Rottenmann.

5th Italian Corps HQ: Lienz.

Mantova MD: (4,000 inf, 50 AFVs) Lienz.

Ariete AD: (4,000 men, 36 AFVs) Winklern.

41st Soviet Army HQ: Spittal.

18 Soviet GMRD: (1,000 inf, 6 AFVs) Gmund.

122 Soviet MRD: (1,000 inf, 6 AFVs) Molbrucke.

130 Soviet MRD: (400 cav, 1 AFV), Spittal.

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1st WESTERN FRONT HQ: (partial listing, consult Intel Est 148)
8th Soviet Guards Army HQ: Gorlitz, FRG.

131 GMRD: (2000 men, 15 AFVs) Skwierzynia Pol.
20 GMRD: (1000 men, 0 AFVs) Miedyrzecz Pol.
39 GMRD: (3000 men, 25 AFVs) Kostrzyn Pol.

2nd WESTERN FRONT HQ: (partial) Legnica Pol.

2nd Soviet Guards Army HQ: Gorlitz, FRG.

94 GMRD(C): (500 cav, 0 AFVs) Swiebodzin, Pol.
21 GMRD: (1000 men, 5 AFVs) Bautzen, FRG.
103 MRD: (4000 men, 30 AFVs) Cottbus, FRG.
117 MRD(C): (100 cav, 0 AFVs) Gorlitz, FRG.
157 MRD: (1000 men, 5 AFVs) Hoverswerda, FRG.

aoth Sov Guards Army HQ: Gubin, Pol.

132 MRD(C): 3000 cav, 0 AFVs) Gubin, Pol.
12 GMRD: (4000 men, 30 AFVs) Gubin, Pol.

OTHER ARMED COMBATANT FORCES

S Soviet TD: Last reported strength 2,000 infantry and 6 AFVs. Now believed to be operating as marauders in the region around Plesivec, Poland.

30 Soviet GMRD: Current strength estimated at 4,000 inf and 18 AFVs. Unit commander is known to have refused to obey orders to rejoin higher HQ, and is now believed to be occupying villages in the vicinity of Dresden, FRG. Present loyalties unknown.

1 Czech IGG: Last known strength 600 men. Active as bandits in the region of Praha, Cz.

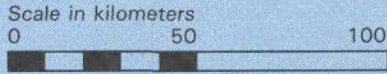
Italian Folgore MD: Strength reported as between 800 to 1,000 men, with as many as 6 operational AFVs. Fighting as anti-Soviet partisans, supported by CIA assets and believed operating out of Brno, Cz. This unit is presumed to be hostile to the US Military Government.

Czech 8th BGB: Last reported strength 300 men, no vehicles, Lieutenant Piotyr Marczak last known to be in command. Unit mutinied in October of 1999, and is currently operating as anti-Soviet partisans in the area south of Glucholazy, Poland. Reported to have absorbed stragglers from 5 US ID(M) and other NATO units.

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TWILIGHT: 2000
Campaign Map - North Germany

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Terrain Key





ANNEX B (Friendly Dispositions) to OPORD OMEGA

References: DMAAC 4-95 JNC-9N, Edition IS, 1:2,000,000.

1. The following abbreviations are used in this annex: PD: Panzer Division, PGD: Panzergrenadier Division, FSD: Fallschirmjager Division, IB: Infantry Brigade.

2. All locations are in the Federal Republic of Germany, unless otherwise noted.

3. Known Dispositions:

THIRD GERMAN ARMY, headquarters at Keil.

III German Corps, headquarters at Kiel.

6 German PGD (900 men, 1 AFV): Stralsund.

29 German PD (2000 men, 11 AFVs): Kiel.

21 German PGD (1,000 men, 1 AFV): Neustrelitz.

Jutland Danish MD (2,000 men, 1 AFV): Rostock.

XI US Corps: Last reported position via Pila Pol, 20S145 JUL 00. Strengths below are per this report.

50 US AD (3,000 men, 33): Present location unknown.

116 US ACR (600 men, 8 AFVs): Present location unknown. B Troop attached DIA COS Chojnice.

4 Canadian MB (1,000 men, 6 AFVs): Present location unknown.

2 US MarD (3,000 men, 12 AFVs): Attached to XI US Corps for amphibious operations in concert with summer offensive, present location unknown).

FIRST GERMAN ARMY, headquarters at Munchen.

III US Corps: headquarters at Rosenheim.

1 US CD (3,000 men, 48 AFVs): Konigsee.

2-2 US AD (300 men, 5 AFVs): Lofer, Austria.

44 US AD (300 men, 9 AFVs): Kufstein, Austria.

3 US ACR (100 men 1 AFV): Worgl, Austria.

IV German Corps, headquarters at Innsbruck, Austria.

10 German PD (4,000 men 31 AFVs): Landeck, Austria.

1 German PGD (3,000 men, 6 AFVs): Schwaz, Austria.

3 German PD (2,000 men, 26 AFVs): Obergammerau.

FIRST BRITISH ARMY, headquarters at Braunschweig.

I British Corps: headquarters at Braunschweig.

1 British AD (1,000 men, 13 AFVs): Hamburg.

2 British AD (2,000 men, 14 AFVs): Magdeburg.

24 British IB (500 men, 4 AFVs): Braunschweig.

II British Corps, headquarters in Potsdam.

3 British MD (4,000 men, 13 AFVs): Bernau.

4 British AD (3,000 men, 21 AFVs): Frankfurt-An-Oder.

5 British MD (3,000 men, 6 AFVs): Brandenburg.

19 British IB (300 men, 3 AFVs): Brandenburg

II German Corps: headquarters at Dessau.

1 German PD (4,000 men, 25 AFVs): Dessau.

27 German PD (5,000 men, 12 AFVs): Luckau.

211 German PGD (5,000 6 AFVs): Halle.

2 German PGD (6,000 men, 5 AFVs): Leipzig.

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SEVENTH US ARMY Headquarters at Erfurt.

- I US Corps, headquarters at Weissenfels.
 - 3 US MD (5,000 men, 10 AFVs): Bad Liebenwerda.
 - 6 US ID(L) (2,000 men, 6 AFVs): Meissen.
 - 38 US ID (4,000 men, 6 AFVs): Altenburg.
 - 278 US ACR (400 men, 4 AFVs): Weissenfels.
- V US Corps, headquarters Erfurt.
 - 3 US AD (5,000 men, 5 AFVs): Erfurt.
 - 28 US ID (1,000 men, 4 AFVs): Jena.
 - 4 US MD (1,000 men, 16 AFVs): Gera.
 - 11 US ACR (500 men, 4 AFVs): Gotha.
- VII US Corps, headquarters at Hof.
 - 36 US MD (5,000 men, 35 AFVs): Hof.
 - 1 US MD (5,000 men, 30 AFVs): Plauen.
 - 2 US ACR (100 men, 6 AFVs): Bad Berneck.

FOURTH US ARMY, headquarters at Salzburg, Austria.

- XIII US Corps, headquarters at Salzburg, Austria.
 - 35 US MD (2,000 men, 24 AFVs): Bad Ausee, Austria.
 - 1-40 US MD (400 men, 7 AFVs): Wels, Austria
 - 107 US ACR (600): Golling, Austria.
- XV US Corps, headquarters at Bruck, Austria.
 - 1 US AD (4,000 men, 36 AFVs): Bruck, Austria.
 - 43 US ID (1,000 men, 7 AFVs): Winklern, Austria.
 - 70 US ID(L) (2,000 men, 6 AFVs): Bischofshofen, Austria.

SECOND GERMAN ARMY, headquarters at Nurnberg.

- I German Corps, headquarters at Nurnberg.
 - 1 German FSD (3,000 men): Nurnberg.
 - 12 German PD (4,000 men, 54 AFVs): Regensburg.
 - 24 German PGD (2,000 men, 4 AFVs): Schwandorf.
- V German Corps, headquarters at Linz, Austria.
 - 7 German PD (700 men 5 AFVs): Linz, Austria
 - II German PGD (4,000 men, 16 AFVs): Linz, Austria
- VI German Qrrpj3, headquarters at Munchen.
 - 4 German PGD (3,000 men, 21 men): Passau.
 - 5 German PD (1,000 men, 21 AFVs): Landshut.
 - 28 German PGD (1,000 men, 2 AFVs): Munchen.

POLAND

5 US MD: The remnants of this division are scattered across central and southern Poland, and it no longer exists as a cohesive military unit.

LATVIA

8 US MD (1,000 men, 4 AFVs): Last reported to be in Southern Latvia. The disposition and current location of this division are unknown.

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All Military Forces, Europe

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OPORD OMEGA

References:DMAAC 4-95, JNC-9N, Edition 12, 1:2,000,000.

Time Zone Used Throughout The OrderZULU

Task Organization:

TF 54

Per Annex C, OPORD OMEGA for details of TF 34 constituent vessels.

TF Bremerhaven

V Corps
3-52 ADA (Patriot)

1. SITUATION

a. Enemy Forces. Warsaw Pact forces (1st Western Front, 2nd Western Front, 1st Southwestern Front, and 2nd Southwestern Front) have established a static front line through central Germany along the line Zwickau-Dresden-Frankfurt-Szczecin.

b. Friendly Forces. Central Front allied forces (NORTHAG and CENTAG) have established defensive positions. FRG forces have undertaken the relief of American units in the line.

Numerous American forces are out of communication with this headquarters.

c. Attachments and Detachments. XI US Corps, IX US Corps, XV US Corps, III US Corps attached to Seventh US Army. 5 ID(M) and 8 ID(M) attached to V US Corps. 3-52 ADA (Patriot) detached from 32 AADCOR and attached to V US Corps. 220 MP Brigade attached to V US Corps.

2. MISSION. Units and personnel of USAEUR and dependents assemble at Bremerhaven (NKJJ3534) prior to 151200Z NOV. Vehicles and heavy equipment will be turned in and units will embark on ocean vessels for transport to Norfolk, VA. Vehicles and heavy equipment will be transferred to FRG prior to departure. Upon arrival Norfolk, selected units will remain in service, and the remainder stood down for muster out.

3. EXECUTION

a. Concept of the Operation. Headquarters USAREUR to obtain and assemble a fleet of ocean vessels for troop transport from Bremerhaven to Norfolk VA. Subordinate units to assemble at Bremerhaven prior to 151200Z NOV. TF Bremerhaven assets to process individuals prior to embarkation. TF Bremerhaven to provide security for embarkation area. TF 34 to proceed from Bremerhaven 151200Z Nov 00. Upon arrival Norfolk approximately 251200Z Nov 00, troops disembark. Selected personnel to be retained in service.

b. Task Force Bremerhaven. CG V Corps to retain overall command. 3-52 ADA (Patriot) attached from 32 AADCOR. Cdr 220 MP brigade is TF Provost Marshal.

c. Task Force 54. Flagship is DD 981, USS John Hancock. Per Annex C, OPORD OMEGA for details of TF 34 constituent vessels.

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d. Reserve. None.

e. Coordinating Instructions.

1) Arriving units marshal at reception points on the perimeter of Bremerhaven to turn in vehicles and heavy equipment to TF Bremerhaven S&T Bn. TF Bremerhaven assets will mark and patrol routes from reception points to assembly points.

2) For safety, soldiers at marshalling points will secure their weapons by threading engineer tape through the bore and tying securely. Weapons not so secured will be confiscated.

3) Each individual will be allowed 100 kg personal property to be transported with them.

4) Troops will tie quartered and messed at reception areas.

5) DEG. 10 BAD.

6) Units to approach along E-Road 233, Route A-27 or Route 6.

4. SERVICE SUPPORT

a. Personnel. Non-US nationals in service with US units under provisions of AR 000-00 and dependents of US nationals are eligible for US citizenship upon application and positive ruling by V Corps HQ.

b. Material and Services. All military supplies (to include fuel and medical supplies) to be turned in to specified authorities at marshalling area upon entering Bremerhaven.

c. Civil-Military Cooperation. Civilian curfew (1800-0800) within the Bremerhaven area. Violators will be turned over to TF Bremerhaven Provost Marshal.

d. Misc. Liaison with German military government through FRG Liaison Detachment, Bremerhaven.

5. COMMAND AND SIGNAL

a. Command. USAEEUR command post to remain initially within Bremerhaven perimeter and displace to TF 34 flagship on order.

b. Signal.

1) CEOI index edition 8-80 Edition C is in effect.

2) Freq of 3-52 ADA is 50.20.

3) Green star cluster is emergency signal for access to Bremerhaven perimeter.

4) Transmission in the clear accepted and acknowledged on frequencies 45.20 and 54.30.

Encoded transmissions accepted and acknowledged on 67.40.

ACKNOWLEDGE. Acknowledge by any means possible, giving unit identification, number of troops in unit, vehicles, heavy equipment inventory and estimated time of arrival.

LEWIS
CG

Official:

MIKEWORTH

G3

Annexes:

A — Enemy Dispositions.

B — Friendly Dispositions.

C — TF 34 Constituent Vessels

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