



Module I:
Railroads



INTRODUCTION

Almost every land territory has railroad capability. Every nation is entitled to use the railroads in the lands they've controlled since the beginning of the player's turn.

RAILROAD MOVEMENT

Rail movement, also called railing, is when a land unit is instantly moved to a land territory that is otherwise beyond its normal movement capability. Although, the process seems complicated, it's actually a common sense procedure and is as follows:

- Railroad movement is conducted during the Non-Combat Movement Phase, and may only include units not already used or moved in that player's turn.
- The unit railed can be moved to any territory controlled by the unit's nation if that nation also controls all territories in between the starting territory and the destination territory. In other words, as long as a path of controlled territories can be traced to the destination, the rail is possible. If any territory on an intended railroad path, including the beginning and ending territories, were not controlled since the beginning of that nation's turn, rail movement is blocked by that territory. As with airbases, the railroads must be secured well before the railroads are allowed use.
- How many units may be railed is dictated by the values of the territory through which they are railed. The amount of units that can be railed through a territory each turn is equal to the territory's value. In an occupied territory, the railroad movement is limited to one-half the territory's value, rounded down.
- Railroad movement cannot cross seas, however it is allowed from Jordan to Egypt, from Italy to Sicily, and across the Panama Canal.
- Railroad movement may be used by forces of any friendly nation, however, only in territories held by an ally since the beginning of the railing nation's turn. Such friendly rail usage is still limited to the territory's rail capability. On the Axis, only Italy and Germany may share railroads. On the Allies, only United Kingdom, France, U.S.A. and China may share railroads. Japan and the U.S.S.R. are isolated in their railroad usage.
- Railroad movement doesn't affect regular movement in the territory. For instance, if four units are railed to a territory and an additional infantry moves one space from an adjacent territory into the same territory then, regardless, only four rails are used in that territory.
- A unit must either use its normal movement, or rail movement, but not both. A land unit cannot move to another territory and then be railed from that point, nor can an aircraft fly to a territory and then be railed to yet another territory. Also, a unit cannot be railed to a territory then jump off the train and use its movement to go still further. Rail starts where the unit started and ends where the unit ends.

Desserts, Mountains and Tundra

Railroad movement is blocked by the highlighted borders on the map as described in the Basic Rules under "Sahara, Siberia, Outback and the Himalayas".

Railroad Example Scenario

Germany wants to send 2 infantry and an artillery to Belarus (the maximum for that occupied territory – $\frac{1}{2}$ of 7, rounded down), and 2 infantry, 1 armor and 1 Italian artillery to Ukraine (4 units maximum). An infantry can be railed from both Denmark and Belgium/Holland, using only one rail capacity in each (1 left in each territory). The infantry, armor and artillery can be railed from France (rail capacity of 6 – $\frac{1}{2}$ of 13, rounded down). Germany, and Italy have no problem continuing the rail with their capacities of 20 and 13, respectively. The 1 infantry in Austria is also railed and leaves 3 railroad movements unused. There's a bottleneck after that, though, with Western Poland, Hungary, and Yugoslavia only able to support 2 rail movements each. Then the infantry from Denmark must move through Prussia to free up both of Eastern Poland's rails for the other units coming through. Fortunately, Romania's capacity of 4 ($\frac{1}{2}$ of 8) allows not only the German units to get to Ukraine, but it also has room for one Italian infantry to come from Greece (rail capacity of 3) and through Bulgaria (rail capacity of 1 – $\frac{1}{2}$ of 3, rounded down). In short, focus on bottlenecks like the 6 limit through Western Poland, Hungary and Yugoslavia, since the territories to the West of those have largely uninhibited railroad capacity. Make sense?

Germany Sends Reinforcements to the Russian Front

