

INSTRUCTIONS—READ FIRST

C&O/B&O incorporates two distinct rail networks, represented by the main lines of the C&O and B&O railroads. Basically a two-player game; one is responsible for movement of all C&O trains; the other responsible for movement of all B&O trains. Each moves his trains their entire route, even across opponent's roadbed when required. Yellow roadbed indicates the C&O lines; blue roadbed indicates the B&O lines. Trackage is divided into 3/4" sections by solid-line and open-line section separators to determine movement of trains.

Each game is played in 24 "hourly" turns — the player with the highest number of Revenue Points is the winner.

Most of the real-life "trains" are included, except those which operate over non-main line portions of the systems which are not shown on the trainboard.



Above example shows the Capital Limited, Train 5, which starts at Washington, (WA) and terminates in Chicago (CHI), dropping off sections at Cumberland (CU) and Willard (WIL). The destination is always listed at the front of the train, next to the direction arrow; the starting terminal listed at the rear of the train. Terminal abbreviations are the first several letters in the terminal spellings. Odd-numbered trains are always westbound, even-numbered trains eastbound. Layover Terminals, if any, are stops where sections of a passenger train are either picked up or dropped off; or stops where delay is longer than normal.

See *Dispatcher's Manual*, page 3, for listing of terminal abbreviations.

All trains are included in the set of die-cut counters labeled "C&O/B&O Train Counters", color-coded as follows:

- LIMITED:** Crack passenger trains. B&O Limiteds have light blue body with dark blue strips top and bottom. (Train 6, for example.) C&O Limiteds have dark blue body with yellow strips top and bottom. (Train 1, for example.)
- EXPRESSES:** Local passenger trains. B&O Locals have light blue body with thin dark blue strip at top. (Train 10, for example.) C&O locals have dark blue body with thin yellow strip at top. (Train 3, for example.)
- FREIGHTS:** B&O Freights have light blue body with white lettering. (Train NETR, for example.) C&O Freights have yellow body with blue lettering. (Train 91, for example.)

MOVEMENT OF TRAINS

Trackage is divided into sections, approximately 3/4" in length, which determines how far a train can move in any given turn. Each turn represents 1 hour. Normal hourly movement rates for each train:

FREIGHT Trains	— 2 sections
LOCAL Passenger Trains	— 3 sections
LIMITED Passenger Trains	— 3 sections <i>plus</i> ,

... because Limiteds do not make as many stops as do Locals, they may skip over sections that are divided by the open-line separators. Normal movement of all three types is shown in diagram (1): An open-line separator is shown between D and E in Diagram 1 below.

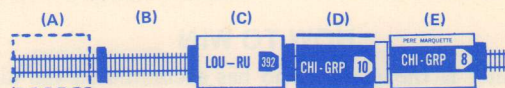


Diagram (1)

A Freight starting at section (A) can get to section (C) in one turn, (a move of two sections). A local starting at (A) can get to (D), (a move of three sections). A Limited starting at (A) can get to (E), (a move of three plus one

section), accomplished by ignoring open-line separator between (C) and (D). Open-line separators in effect represent stops that would not be made by Limiteds.

Only one train may occupy one section of track at one time. Where there is double trackage, trains should move on right-hand tracks. Trains may switch tracks *only* at cross-overs, terminals and major towns.

PREPARE FOR PLAY

With the C&O player seated on the southern side; the B&O player on the northern side of the train board:

1. Join the two sections of the train board with the two plastic clips.
2. Punch out the die-cut trains and place them in their respective starting terminals. *Terminal symbol appears at rear of train counter.*
3. Separate the colored freight-load discs and set them aside.
4. Consult the 12:00 NOON Situation cards and remove corresponding trains from their starting terminals to points on the train board where indicated.
5. Distribute the C&O Dispatcher's Card to the C&O player; the B&O Dispatcher's Card to the B&O player.
6. Shuffle the 24 Situation cards and place them aside face down.
7. Flip coin to see who goes first in each turn.

ROUTINE OF PLAY

Read through this section to familiarize both players with the steps comprising one turn. Detailed instructions follow:

STEP 1: Turn up top Situation card. Place freight-load discs at proper points — assign one color for eastbound freight; the other color for westbound freight. *Ignore situations printed at top of cards until playing advanced version of this game.*

STEP 2: Player who goes first moves all trains en route according to their hourly movement rates. He then consults his Dispatcher's card, Departures section, and moves trains out of starting and layover terminals (if any.)

STEP 3: The first player concludes his turn by figuring up how many revenue points he has earned (*see How to Win.*) Revenue points are written down under the Revenue section of his Dispatcher's card.

STEP 4: The player moving second repeats the above procedure, steps 2 and 3.

After completion of Turn 12: Beginning with turn 13, players switch their order of turns; the player moving second now moves first for the remainder of play.

HOW TO WIN

Winner is the player who has accumulated the highest number of revenue points at the end of the game (Turn 24.) Each player earns points as follows:

- a) Add 5 points for each passenger train that arrives at final destination within 20 minutes, late or early, of Timetable schedule.
- b) Add 5 points for each freight-load disc picked up from freight terminals.

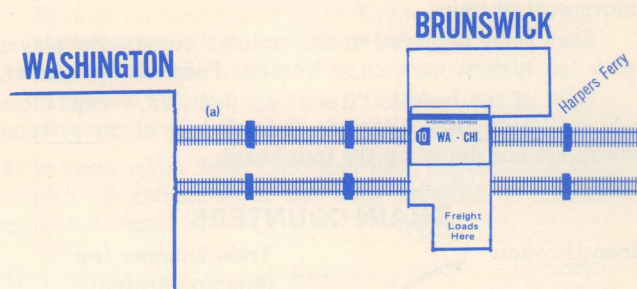
- c) Subtract 2 points for each freight-load disc remaining on board along player's right-of-way at end of each turn. This penalty applies at all freight terminals except the junctions of Chillicothe, Ohio, Fostoria, Ohio, and Pine Junction, Indiana.

Score revenue points earned for that turn in the upper triangle; use the lower triangle to keep a running accumulative total of all revenue points earned.

DETAILS OF PLAY

I. TRAIN MOVEMENT IN GENERAL

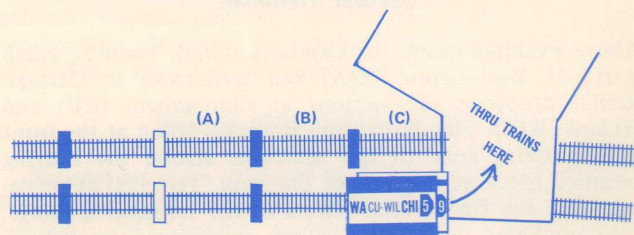
- (1) Trains *must* move according to their normal hourly movement rates when physically possible.
- (2) Trains can move slower than normal *only* when not physically possible (trackage ahead could be blocked or a collision is imminent).
- (3) Players may challenge routes taken by opposing player's trains. In this event, consult the paragraph headed "Routes" in the Dispatcher's Manual to resolve a challenge.
- (4) Trains cannot remain stationary *except* when in layover terminals and major towns, or picking up freight-loads.
- (5) A train is considered *arrived* when it reaches the section adjacent to a terminal as shown in Diagram (2).



(Diagram 2)

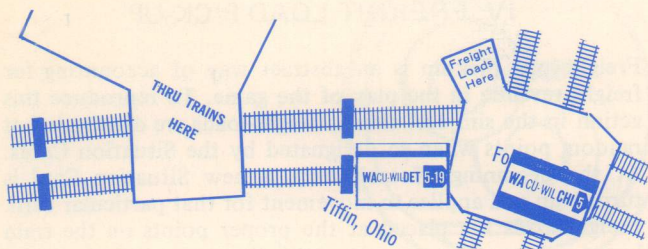
Train No. 10 is in Brunswick, Md. at 5:00 a.m. As soon as it moves its normal rate of 3 sections it will reach section (a) at 6:00 a.m. It is therefore considered *arrived* at Washington at 6:00 a.m.

- (6) A train arrives, lays over and departs from a layover terminal as shown in Diagrams (3) and (4).



(Diagram 3)

Counters 5 and 5-19 (which is all *one* train) are at section (A) at 3:00 a.m. At 3:40 a.m. they reach section (C) and are immediately placed onto the "Thru Trains Here" space in Willard, ending their move for turn 16, for example:



(Diagram 4)

In Willard, 5 and 5-19 split into two separate trains. On turn 17 Train 5 moves out at 4:00 a.m. and can move 3 sections. Train 5-19 doesn't move out until 4:20 a.m. thus can only move 2 sections this turn.

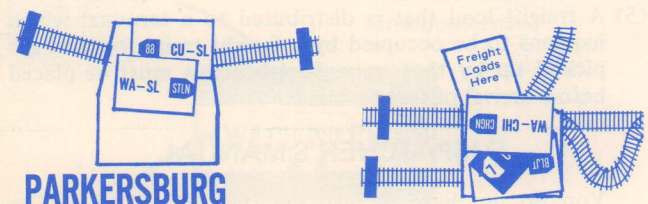
(7) Only one train may occupy one section of main-line track at one time. However, at sidings (Diagram 5) any number of trains may occupy the same section at one time.



(Diagram 5)

Trackage that is not more than two sections long is considered siding. Sidings may be stacked with any number of trains traveling in the same direction. Stacked trains must resume movement in the same order in which they arrived at the siding. Trains may move through sidings in one turn to avoid collisions or movement conflicts.

(8) At layover terminals and major towns (Diagram 6) any number of trains may occupy such sections at one time.



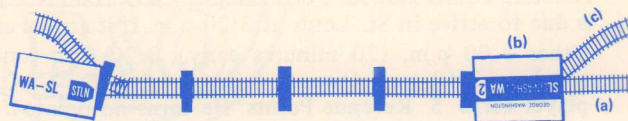
(Diagram 6)

While layover terminals and major towns are considered one section, it is assumed that there is unlimited trackage within that one section. Thus, these areas may contain any number of trains facing any direction at one time. Here is where trains approaching from different directions on single trackage may pass. Trains may change tracks, change directions, turn around, or stand still as long as desired in these areas.

(9) Only those trains marked with layover terminal abbreviations must stop at layover terminals. All others move straight through treating the layover terminal as one section of trackage.

(10) Conflicts between passenger and freight trains are always resolved in favor of passenger trains, which have priority of movement.

(11) There can be no collisions. When it is obvious by sight that a collision is imminent, trains must be stopped and backed-up or re-routed to avoid the collision. Such movement is dictated by the player moving first, and in favor of trains with priority of movement. Whenever trains of opposing players are within 4 sections or less at the start of a new turn, player moving first has the option of moving his and/or his opponents train to avoid collision.



(Diagram 7)

Assuming the B&O player moves first in the turn, he sees that any forward movement of either trains will lead to a collision. Since they are exactly 4 sections apart, he is within his rights to move his opponent's train 2. *But*, train 2 is a passenger train, thus it has priority of movement over freight train STLN. *So*, the B&O player may either move train 2 forward 3 sections or allow the C&O player to do it – it matters not in this situation. What does matter is that B&O train STLN cannot move this turn. On the other hand, if the C&O train is a freight train, then the B&O player would be entitled to move that C&O train back one section onto the siding while moving his own train STLN forward the allotted sections.

(12) A train may move forward and backward in the same turn – as long as total sections moved onto does not exceed the movement allowance. For example, if train 2 in diagram 7 starts its turn on section (a), it could move forward to (b), then backup to (c).

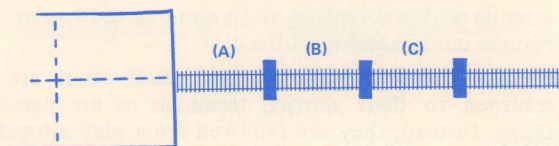
(13) All trains back up at the rate of *one section* per turn.

(14) Trains must be moved only once per turn. Once a train has been moved desired distance it cannot be moved again in that turn.

(15) As an aid to determine which trains have and have not been moved, we suggest turning the train counters upside down once they have been moved in that turn.

II. PASSENGER TRAIN MOVEMENT

(1) Passenger trains should depart from terminals at times indicated on the Dispatcher's Cards. *Trains that leave on time and maintain the normal 3-section-per-turn movement rate will automatically arrive at their final destinations on time.* Diagram 8 shows train movement out of starting terminals:



(Diagram 8)

Trains that depart on the hour (1:00, for example) can move 3 sections to section (C). Trains that depart 20

minutes past the hour (1:20, for example) can only reach section (B). Trains that depart 40 minutes past the hour (1:40, for example) can only reach section (A) in that turn.

- (2) Trains do not have to start exactly on time. Their departure may be delayed as long as desirable at player's option. Trains may *not*, however, depart ahead of schedule.
- (3) Players must consult their *Timetables* upon arrival at final destination of passenger trains to determine Revenue Points earned. For example, C&O Train No. 1 is due to arrive in St. Louis at 3:20 p.m. If it arrives at either 3:00 p.m. (20 minutes early), 3:20 p.m. (on time) or 3:40 p.m. (twenty minutes late), the C&O player earns 5 Revenue Points. He earns no points if arrival is not at one of these three time slots. Passenger trains arriving at final destination must be returned to their starting terminals.
- (4) The Timetable also shows, for informative purposes, arrival and departure times of trains at intermediate points along the route.
- (5) A train ends its move immediately upon arriving at the track section adjacent to its layover terminal.
- (6) Certain passenger trains are represented by more than one train counter. These counters indicate portions of trains that are picked up or dropped off at layover terminals. These train counters are allowed to move in stacks. For example: the B&O 5, 5-19, and 5-31 is actually one train when it leaves Washington, D. C. It moves to Cumberland in a 3-high stack where it lays over for 20 minutes. The 5-31 drops off and becomes a separate train to Parkersburg, the remaining counters travel in a stack 2-high to Willard. Here, the Capitol Limited is broken down again, train 5 continues to Chicago and the 5-19 leaves, 20 minutes later, for Detroit. On its return trip, the Capitol Limited picks up the 6-20 from Detroit and the 6-32 from Parkersburg. Upon arrival at its final destination, Washington, it is in a stack 3-high and earns 15 Revenue Points (5 for each counter), if within the specified time segment for arrival. Trains of this nature are easily recognizable by their first number similarity: C&O 1, 1-21, 1-41, and 1-47 for example. When Locals and Limiteds are mixed in the same stack, the stack travels as a *Limited*.

III. FREIGHT TRAIN MOVEMENT

- (1) Players have the option to start Freight trains any time they desire.
- (2) Once started, freights cannot stop except to pick up freight loads.
- (3) Freights picking up freight-loads must remain in the pick up terminal for 1 turn. For example, a freight arriving at Pittsburgh at 6:30 a.m., turn 19, may not resume until turn 21, 8:00 a.m.
- (4) Freight trains arriving at final destination are not returned to their starting terminals as are passenger trains. Instead, they are removed from play altogether.

IV. FREIGHT LOAD PICK-UP

Freight-load pick-up is an abstract way of accounting for freight revenue in the play of the game. To reproduce this action in the simplest terms, freight-loads are distributed at random points when so designated by the Situation Cards. At the beginning of each turn, a new Situation Card is turned up and applies to movement for that particular turn. Freight-loads are placed at the proper points on the train board where they remain until they are picked up by freight trains. A freight-load is considered "picked up" in the turn a freight arrives at its terminal. When this occurs all freight-loads are "*picked up*" from the train board and set aside. Do not place freight-loads on the trains. Five points are earned for each freight-load disc "picked up" in the turn of arrival. A penalty of 2 points is incurred by each player in each turn for each freight-load along his right-of-way that has not been picked up by the end of his turn. For example, if at the end of Turn 3, there is one freight-load in Pittsburgh, two in Grafton, and one in Clifton Forge, the B&O player has incurred 6 penalty points, the C&O player has incurred 2 penalty points.

- (1) Freight-loads placed at junctions of Chillicothe, Ohio, Fostoria, Ohio and Pine Junction, Indiana are fair game for either player. The player who gets to these points first gets the freight. No penalties are incurred against freight-loads not picked up at these three junction points.
- (2) Eastbound trains may only pick up eastbound freight; likewise for westbound trains. Even-numbered trains are eastbound; odd-numbered are westbound.
- (3) Any one freight train may pick up *all* freight-loads that happen to be piled up in the terminal of arrival, subject, of course, to the direction restriction (rule 2 above)
- (4) In cases where both C&O and B&O freight trains could pick up freight from the same terminal in the same turn, freight is picked up by the player who gets there first.
- (5) A freight load that is distributed to a terminal which happens to be occupied by a freight train does not get picked up by that train. Freight-loads must be placed before arrival of freight trains.

DISPATCHER'S MANUAL

You do not have to read the Dispatcher's Manual to play this game. However, once you have mastered play we suggest you move on to the Advanced Game optional rules found in this manual; which also contains examples of play, authentic railroad pictures, hints on play, and a historical commentary designed to enrich your enjoyment of C&O/B&O – the Game of Railroading.

MORE INFORMATION

See our brochure enclosed in this game which describes all Avalon Hill products. For additional information, send a stamped, self-addressed envelope to: The Avalon Hill Company, 4517 Harford Road, Baltimore, Maryland 21214.