

1881 Berlin

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1. Introduction

"1881 Berlin is a complex economy games which covers the development of the Berlin tram system and the S-Bahn net. In the course of the game the players acquire certificates of up to eight Tramway Corporations and the S-Bahn Company, in order to benefit from the development of the increasing public traffic of Berlin. The corporations are owned by all shareholders but only the player who holds the most shares, the Director, decides how an individual corporation acts. This includes the track construction with yellow, green, brown and gray tiles. As in reality the tracks connect stations with each other. The tramcars and S-trains run virtually routes from station to station gaining revenues. The more stations there are included in a route, and the bigger the stations are, the higher the income will be for the Tramway Corporations and the S-Bahn Company. The Director of each corporation will decide how to spend his company's income. Either a dividend will be paid to all shareholders or the income will be saved for the treasury in order to have funds available for track building costs, building new depots or buy new tramcars or S-trains respectively. If the corporations do not bother to keep their rolling stock (tramcars/S-trains) on a contemporary level they may go bankrupt. At the end of the game each player adds the value of her/his stock portfolio to their personal cash. The player with the highest net worth is declared the winner

The game begins with a Start Round, followed by the First Stock Round, in which the players may buy certificates of Tramway Corporations. After each Stock Round, the players will play between one to three Operating Rounds depending on the progression of time and technology. In every Stock Round after the first, the players are able to sell their certificates to the bank.

2. Game Components

Your copy of 1881 should include the following components:

- 1 Map
- 1 Stock Market Table
- 1 Game Phase Table
- 1 Tiles upgrade Table
- 70 Yellow Tiles
- 56 Green Tiles
- 27 Brown Tiles
- 11 Grey Tiles
- 27 Tramcar Cards
- 8 S-train Cards
- 4 Game Phase Cards (*will be placed on the map*)
- 72 Certificates of 8 Tram Corporations (*1 x 20% Director share and 8 x 10% shares each*)
- 9 Info Cards „XYZ Straßenbahn has been floated“ / “Berliner Stadtbahn has been floated”
- 19 Certificates of the S-Bahn Company (*1 x 10% President share; 3 x 5% Vice President shares and 15 x 5% normal shares*)
- 9 Home Depot Marker (*with a checkered border*)

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- 18 Tramway Depot Marker
 - 4 S-Bahn Depot Marker (*3 with labels on both sides for the Subnets*)
 - 9 Stock Value Marker (*with white dot*)
 - 9 Income Marker (*without label*)
 - 1 Round Marker to indicate the Stock Rounds and the Operation Rounds
- 13 Bonus Marker (*20 x 20 mm*)
 - 9 Charters for the Corporations
 - 3 Smaller Charters for the Subnets of the S-Bahn Company
- 8 *Denominations of game money (1, 2, 5, 10, 20, 50, 100, 500, total 10.320 Mark)*
 - 1 The „Ticket“ for the start player in a Stock Round
- 6 Cards with player numbers
- 6 Envelopes with player numbers
- 1 This Rule

3. Game Preparations

3.1 General

Place the map board and the stock market board in the middle of the table.

Sort the certificates of the Tramway Corporations according to their numbering (1st share on top) and place each stack on the corresponding box on the top of the map. Certificates which are located here are the Initial Offering of the each Tramway Corporation. The “info cards” will be turned to the side showing “XYZ Straßenbahn has been floated”. Then each “info card” will be placed below the certificate no. 5 of each Tramway Corporation’s certificate stack. The stock markers are placed on top of each certificate stack.

The normal S-Bahn certificates are laid in one stack on the box “S-Bahn” in numeric order. On top of this stack place the Vice President certificate S3 to S1 and at last the President certificate. These certificates are the Initial Offering of the S-Bahn Company. The “info card” showing the text “Berliner Stadtbahn has been floated” is placed below the certificate no. 5.

Sort the tramcar cards in descending order (type 2 on top). The type 2 tramcar cards place on the box “Available Tramcars” in the top right corner of the map. It is recommended to lay them overlapping in order to show how many cards of a type are still available. The remaining tramcar cards put as a stack in the box for the not available tramcars on the stock market board. Sort the S-train cards by type as well, type S4 on top and place them all on the box below the not available tramcars card (*the box “available S-trains” remains empty at the beginning of the game*).

The “phase card” for the yellow phase is displayed in the “Games Phase” box of the map. The other “phase cards” are placed into the stack of the tramcar cards as follows:

- Green Phase - below the first type 3 tramcar card
- Brown Phase - below the first type 4 tramcar card
- Grey Phase - below the first type 5 tramcar card

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Place one „bonus marker“ on each of the orange marked squares adjacent to the hex grid of the map.

Commentary: It is recommended to place the home depot marker upside down on the starting hex of each Tramway Corporation. This makes it easier to see where which Tramway Corporation will start and what their opportunities for building their tramway net are.

Place the Round Marker on to the circle marked “AT/SR” on the stock market board.

Sort the track tiles by color and number and place them close to the map board so that every player can see which tiles are available for track construction.

Commentary: It is recommended that all players who play 1881 Berlin for the first time should study the upgrade table, as upgrade options of certain map hexes and tiles are rather limited.

One player is nominated as banker. This player manages the bank money and the charters of the corporations.

3.2 Players' Order in the Start Round

The banker shuffles the cards with the player numbers and deals one to each player face down. The banker then gives each player the corresponding envelope. At this stage the seating order will not be changed!

3.3 Starting Capital

The banker pays out the starting capital to each player as follow:

Player	Base	alternatively
3	720 Mark	750 Mark
4	620 Mark	650 Mark
5	520 Mark	550 Mark
6	420 Mark	450 Mark

3.4 Miscellaneous

The corporations' charters are put in reach of the banker. During the game all possessions of a corporation, such as tramcar cards/S-train cards, treasury money and depot marker, must be kept on its charter. The treasury money of a corporation must be separated from the private capital of its director as well as from other corporations she/he owns.

No player may borrow money from the bank or other players.

4. The Start Round

The Start Round begins with the bidding for the player order. Each player bid secretly an amount ranging from 0 Mark to any multiple of 5 Mark which her/his current cash allows. The players place their bids in numbered envelopes and hand them to the banker. The banker examines the bids and declares the new player order. The player with the highest bid becomes player no. 1 and receives the “Ticket” the player with the second highest bid becomes player no. 2 and so on. In the case of a draw between two or more bids, the players' order among those tied remains the same.

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The players should now change seating order. The monies bid for seating order are now exchanged between players. The player with the highest bid exchanges this with the player with the lowest bid. The player with the second highest bid exchanges with the player of the lowest but one bid and so on.

Example: The following bids have been made: Player No.1 = 0 Mark; Player No. 2 = 10 Mark; Player No. 3 = 5 Mark; Player No. 4 = 5 Mark; Player No. 5 = 10 Mark. The new player order is: Player No. 2; Player No. 5; Player No. 3; Player No. 4; Player No. 1. Now Player No. 2 exchanges with player No. 1 10/0 Mark; Player No. 5 exchanges with player No. 4 10/5 Mark. Player No. 3 keeps his bid.

Beginning with the holder of the “Ticket” each player has one purchase action in seating order. In this purchase action each player may buy between 1 and 4 tramway certificates. As the first certificate of a Tramway Corporation the director certificate must be bought. As soon as a player acquires a director certificate the stock value marker of that Tramway Corporation is moved to colored field of the stock market table with the corresponding par value of a 10% certificate of this corporation. If there is already one or more stock value marker of another corporation on this field, the new stock value marker is placed at the bottom of the stack. This rule applies to all stock value changes where a stock value marker enters an already occupied field!

When all players have used their purchase option of the Start Round, the First Stock Round begins with the owner of the “Ticket”.

5. The First Stock Round

In the First Stock Round only those certificates are available for purchase whose director certificate has been bought during the Start Round. The certificates of the other Tramway Corporations become available as soon as all certificates of one corporation have been bought from the Initial Offering (*for further details see chapter 8.5*).

Starting with the holder of the “Ticket” all players may in clockwise order

- Either buy an available certificate from the Initial Offering
- or pass

During the First Stock Round players may not sell any of their certificates.

When a player owns 60% of the shares of a single corporation this player may not buy another certificate of this corporation (*see 8.3 Share limit*).

The First Stock Round continues until all players have passed consecutively. The player who follows the last buyer of a certificate in player order receives the “Ticket” and becomes starting player for the next Stock Round. An Operating Round is due to follow.

But let us first see what certificates can be bought.

6. The Corporations of 1881 Berlin

6.1 Tramway Corporations and S-Bahn Company

In **1881 Berlin** there are two different transport systems the trams and the S-train. A **tram** (also known as **tramcar**) is a rail vehicle which runs on tracks along public urban and also sometimes on a segregated right of way. The S-trains use dedicated separate tracks without level crossings, with passengers' access to the platforms without crossing the track. While trams use electrical power, usually fed by an overhead pantograph; the S-train receives the electrical power via a sliding shoe on a third

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rail at the side of the track. Consequently neither transport system can use the rails of the other. In order to distinguish the different rails in the game the tramway rails are shown as solid black lines whereas the S-Bahn rails being indicated by black and white squares. Trams are run by the eight **Tramway Corporations** and the S-trains by the **S-Bahn Company**.

Despite the two transport systems are operating completely independent **1881 Berlin** provides some interactions between the two systems:

- Hexes/tiles with both type of rails may be upgraded by both Tramway Corporations and the S-Bahn Company
- Tramway Corporations may buy certificates of the S-Bahn Company. Due to the dividends paid by the S-Bahn Company they may receive additional income for their treasury.

6.2 The Tramway Corporations

There are 8 Tramway Corporations in 1881 which have all one 20% director certificates and eight normal 10% certificates. The only differences between these Tramway Corporations are the par value, the number of depots and the starting hex.

Code	Name of the Tramway	Home Depot	Hex	Depots	Par Price
GBS	Große Berliner Straßenbahn AG	Alexanderplatz	G 19	4	90 Mark
BChSt	Berlin Charlottenburger Straßenbahn AG	Bahnhof Zoo	G 13	4	90 Mark
BESTAG	Berliner Elektrische Straßenbahn AG	Breitscheidplatz	H 14	4	90 Mark
SSC	Städtische Straßenbahn Cöpenick	Köpenick	J 28	2	82 Mark
NBSN	Neue Berliner Straßenbahn Nordost AG	Weissensee	E 23	3	74 Mark
SBV	Südliche Berliner Vorortbahnen	Marienfelde	K 15	3	74 Mark
SHG	Straßenbahn der Gemeinde Heiligensee	Wittenau	C 13	3	74 Mark
SpS	Spandauer Straßenbahnen	Spandau	E 7	2	66 Mark

6.2.1 Floating of a Tramway Corporation

After the purchase of the certificate no. 5 of a Tramway Corporation from the Initial Offering an info card appears saying “XYZ Tramway Corporation has been floated”. The director of this corporation immediately receives the charter with all depot markers and money equaling 10 times the par value for the corporation’s treasury.

Turn the info card to the side “New Tramway available” and place it below the remaining certificates of the Tramway Corporation in the Initial Offering.

6.2.2 Directors

Every Tramway Corporation has a director. The purchaser of the 20% director certificate of a Tramway Corporation from the Initial Offering is the first director of this corporation. Only the director decides about the corporation's activities during the Operating Round.

6.2.3 Change of Director

When another player owns more shares of a Tramway Corporation than the director (due to purchases or sales of certificates) a change of director takes place.

The player with the most shares becomes the new director. If several players have more shares than the director but the same number of shares the next player (*of the tied players*) to the left of the old director becomes the new director.

A player may give up a directorship by selling normal certificates into the Bank Pool. As the 20% director certificate may not be sold to the Bank Pool, this option is only possible if another player holds at least 30% of the same Tramway Corporation.

When a change of director occurs, the old director hands over his 20% director certificate to the new director and receive two 10% certificates in exchange. The new director takes over the charter with everything on it.

6.3 The S-Bahn Company

The S-Bahn Company enters the game with the beginning of the **green phase**. After the purchase of the first **type 3 tramcar** the certificates of the S-Bahn Company may be bought from the Initial Offering.

There are the following three types of S-Bahn certificates:

- The 10% President certificate
- Three 5% Vice President certificates with the coding S1, S2 and S3
- 15 normal 5% certificates

The President certificate must be bought first and then followed by the three Vice President certificates. After these the normal certificates can be acquired. S-Bahn certificates may be purchased by the Tramway Corporations (*see 7.1*).

6.3.1 Floating of the S-Bahn Company

When the certificate no. 5 has been purchased (30% of the shares are sold than from the Initial Offering) the S-Bahn Company has been floated. The "info card" is removed from the game. At first the S-Bahn Company consists of the **Main Network S** and the three **Subnets S1, S2 and S3**.

The owner of the President certificate receives from the banker the charter of the **Main Network S** and two depot markers "**\$**". The owner of the Vice President certificates receive each one of the smaller charters of the **Subnet** stated on their certificates and one corresponding depot marker. In addition every S-Bahn net receives 420 Mark for their treasury.

Beginning with the President and then followed by the Vice Presidents in ascending numerical order the start depots of the main network and the subnets being placed on the map on depot circles indicated by an "**\$**".

In the case a merger of S-Bahn networks takes place before or during the floating of the S-Bahn Company (*see 6.3.3*) less start depots being placed.

6.3.2 President and Vice Presidents

The President and the Vice Presidents run their networks independently and act more or less like a director of a Tramway Corporation. This will change after a merger of the subnets with the main network (see 6.3.3). An S-Bahn network owned by a Tramway Corporation will be run by the director of that Tramway Corporation.

The change of the President of the S-Bahn Company is the same as the change of directorship of a Tramway Corporation. The President certificate may not be sold to the Bank Pool. For the majority of shares the certificates in possession of players and Tramway Corporations count separately. That mean, a player may not add S-Bahn certificates in possession of a Tramway Corporation of which she/he is director to the S-Bahn certificates in the player's portfolio. The same rule applies vice versus.

Example 1: Player #1 owns the President certificate and therefore 10% of the S-Bahn Company. Player #2 owns a 5% S-Bahn certificate and is director of the SSC, which possesses a 5%ige S-Bahn certificate as well. During the OR the SSC buys another 5% S-Bahn certificate. Player #2 owns now 5% directly and 10% indirectly via the SSC. However the President certificate remains with player #, as neither player #2 nor the SSC owning more than 10% of the S-Bahn Company.

Example 2: During the next OR player #1 purchases as director of the GBS a 5% certificate of the S-Bahn Company and owns now 10% directly and 5% indirectly. Player #2 buys as director of the SSC another 5% certificate of the S-Bahn Company. The SSC owns now 15% of the S-Bahn shares and takes over the President certificate of the S-Bahn Company from player #1.

The Vice President certificates remain with their first buyer (player or Tramway Corporation) until they are sold into the Bank Pool. When this happens the corresponding subnet will be merged with the main network immediately (see 6.3.3).

6.3.3 Merger of Subnets with the Main Network

The subnets of the S-Bahn Company will be merged with the main network under certain conditions. A merger will take place when

- A subnet is linked via S-Bahn rails with the main network
- A Vice President certificate has been sold to the Bank Pool. The corresponding subnet merges with the main network even there is no connection via S-Bahn rails.
- The President certificate and a Vice President certificate are owned by the same player or same Tramway Corporation. If the President certificate is owned by a player who also holds the director certificate of a Tramway Corporation which owns a subnet's Vice President certificate (or vs.) this will not trigger a merger.

In the moment one of the above mentioned conditions are met, the current OR/SR will be interrupted and the merger is carried out. The treasury and the S-train (if existent) will be transferred to the charter of the main network. The small charter of the subnet is removed from the game. The subnet's station token is turned to the other side.

In the case, that the S-Bahn President certificate and a Vice President certificate are in possession of the same player or Tramway Corporation before the S-Bahn Company has been floated, the merger takes place immediately. The main network starts with a treasury of 840 Marks. The depot marker of the merged subnet will not be placed on the map and is removed from the games as well as the subnet's small charter.

Commentary: Theoretical the first four certificates of the S-Bahn Company may be purchased by the same player. In this rare case the S-Bahn Company consists of the main network only when being floated. The treasury amounts to 1680 Mark at the beginning, but the S-Bahn Com-

pany has only one additional depot marker. Also the S-Bahn Company may only place one tile during its turn in the OR.

Subnets may not merge but may be connected via S-Bahn rails which each other.

7. Operating Rounds (OR)

During the Operating Rounds only the directors of Tramway Corporations and the President and Vice Presidents of the S-Bahn Company acts on behalf of their companies if they have been floated (see 5.1.1).

7.1 Corporations' Order within an Operating Round

- a) First all Tramway Corporations act in descending order of their current stock values. If there are several stock markers in the same box of the stock price table, company of the top marker goes first. In the case of same current stock value in different boxes, the company whose stock marker the furthest to the right goes first
- b) After the last Tramway Corporation the S-Bahn Company acts (see 7.4).

An Operating Round is finished after all floated companies have acted once.

7.2 Operating Round of a Tramway Corporation

The Tramway Corporations carry out the following actions in the given order:

1. Lay track tile (*optional*)
 - During the yellow phase place one or two yellow tiles
 - From the green phase onwards
 - o place one yellow tile **or**
 - o upgrade another tile on the map **or**
 - o promote yellow/green printed hexes
2. Purchase and place a depot marker (*optional*)
3. Run tramcars (*mandatory*)
4. Calculated income consisting of
 - o Route Income
 - o Construction Bonus
 - o Connection Bonus
 - o Ferry Bonus
5. Decide to spend the income
 - spend Route Income as dividend or withhold for treasury
 - save Construction Bonus always
 - Connection and Ferry Bonus:
 - o When paying Route Income as dividend, pay out as dividend as well or withhold for treasury
 - o When no dividend is being paid, both bonuses must be withhold
6. Adjust the stock value marker (*mandatory*)
7. Stock Dealing and Tramcar Purchase (*in any order*)
- 7.1 Stock Dealing with S-Bahn certificates (*optional*)
- 7.2 Purchase tramcars.
 - Voluntarily

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- Mandatorily if a Tramway Corporation does not own a tramcar at the end of its turn

7.2.1 Rails Construction of Tramway Corporations

7.2.1.1 Placement of yellow Track Tiles

Rails construction starts with the placement of yellow track tiles on the map hexes which are not yellow, green or grey. During the yellow phase floated Tramway Corporations may place one or two yellow tiles per Operating Round.

The following restrictions for tile placement must be obeyed:

- On hexes with stations (white circles) only tiles with stations may be laid.
- On hexes with stops (black dots) only tiles with stops (black bar across the rails) may be placed.
- On all other hexes only tiles without stations or stops are valid.
- Some hexes are indicated by letters, e.g. "X", "A" or "Mug". Only tiles with identical letters may be placed here and such tiles may not be used for other hexes at all.
- When placing a tile on hexes which contain forest or waters construction costs of 50 Mark per hex must be paid by the laying corporation out of its treasury. For some of these hexes a **development bonus** (e.g. "+50 M") will be paid by the bank to the corporation placing a tile there. However this corporation must pay the building cost first.
- The orientation of a new tile on a hex must ensure that the rails on this tile are an extension of the track which includes one of the placing corporation's stations. The Tramway Corporation must be able to use the newly build track with a (hypothetical) tramcar of unlimited range.
- A Tramway Corporation may not extend rails beyond a tile where stations of other Tramway Corporation block the route. An S-Bahn station however does not block a tram route.

During its first turn in an Operating Round a Tramway Corporation places a track tile on its starting field and chooses an orientation freely. Some Tramway Corporations start from a preprinted yellow or green hex. These companies may place their first tile during the yellow phase on an adjacent hex according to the above mentioned rules.

No track tile may be placed in a way that one or more of its rails run against the grid border, a not passable hex side (indicated by dark blue bars) or a side of a grey hex without any track link. However a tile may be laid so that it does not connect with track of adjacent tiles provided that all other rules have been observed.

The ferry pier may not be linked with rails.

7.2.1.2 Upgrade of Tiles and Map Hexes

With the beginning of the green phase, after the first **type 3 tramcar** has been bought, the Tramway Corporations may place one yellow tile only per Operating Round. As alternative one yellow tile already placed on the map may be replaced by a green tile or one green tile may be laid on preprinted yellow map hexes. Both activities are called "upgrading". The following rules apply to "upgrades":

- A Tramway Corporation may only upgrade those tiles/hexes t, if a tramcar of unlimited route length can use one of the new rails of the tile placed when starting from one of the Tramway Corporation's depots.
- After upgrading all preciously existing rails must be maintained.

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- When upgrading a hex/tile which contains both types of rails, the different rails' types must be retained.
- Under certain conditions a Tramway Corporation may place tiles on yellow map hexes which contain a reserved S-Bahn route only under certain conditions:
 - Only tiles #711, #714 and #715 can be used
 - The S-Bahn rails on these tiles must follow the reserved S-Bahn route.
- A Tramway Corporation may not place tiles which are containing S-Bahn rails only (#817, #818)
- Map hexes and tiles without a station or a stop may only be upgraded with tiles containing neither depot nor stop.
- Yellow tiles showing a stop (black bar) may only be upgraded with green tiles #141 and #142. These tiles have a grey border indicating that the upgrade to brown will be skipped. Instead there is an upgrading possible with grey tile #838 (in grey phase).
- Map hexes and tiles containing stations may only be upgraded by tiles which are have stations as well. Thereby the number of station spaces may be increased.
- On map hexes and tiles with a code letter (e.g. „B“ or „X“) only tiles with a corresponding code letter may be laid. These tiles may not be used for any other hex/tile.

With the beginning of the brown phase after the purchase of the first **type 4 tramcar** green map hexes and green tiles may be upgraded with brown tiles. The same rules apply as for upgrading from yellow to green with the exception of the green tiles which have a grey border (#141, #142 and #429).

With the purchase of the first **type 5 tramcar** begins the **grey phase**. Now an upgrade from brown to grey is possible. Green tiles with grey border may now be replaced by grey tiles. The grey tile #848 with the code letters "ZA" may be used for upgrading either tile #844 ("Z") or tile #845 ("A").

7.2.2 Building of Tramway Depots

On several hexes of the map there are stations. A station may consist of one, two, three or four large station places, white circles which connected. The Tramway Corporations as well as the S-Bahn Company may place depot markers on such station places. These depots are needed for the routes of trams and S-trains (see 7.2.3). Five of the station places are reserved for the S-Bahn Company and marked with an "S".

There are four different types of stations:

- Dedicated tramway stations without any S-Bahn rails.
- Dedicated S-Bahn stations without any station places for Tramway Corporations, e.g. Potsdam.
- Minor hub stations where both types of rails meet but with on station place only on which either a tramway depot or an S-Bahn depot can be build. By upgrading a minor hub can become a major hub.
- Major hub stations where both types of rails meet but with two or more station places. A major hub station may have both types of depots.

Normally there is only one station on a hex/tile. The exception are the hexes/tiles of Alexanderplatz, Breitscheidplatz and Bahnhof Zoo which have two stations, because not all station place connected to each other.

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During every Operating Round a Tramway Corporation may place another of its remaining depot markers by paying the building costs stated below each depot marker on the Tramway Corporation's charter.

The building of depots is subject to the following restrictions:

- A Tramway Corporation may not build a second depot on the same hex/tile
- Depots may only be built on station spaces (large white circle)
- A Tramway Corporation may only build a depot on a station which is linked via an unblocked tram rails link (see 7.2.2.1) with another depot marker of the same company.
- On the station space which is reserved for the home depot of a Tramway Corporation no other Tramway Corporations may build a depot.
- Station spaces with the logo of the S-Bahn Company ("S") are off limit for Tramway Corporations' depots.

A depot may not be moved to another station or removed once it is on the map. However it may be sold to another Tramway Corporation and the exchanged depot marker may be used for building a depot at another station later.

7.2.2.1 Routes blocked by Depots

A station where all station places not reserved for S-Bahn depots are occupied by depot markers of Tramway Corporations is blocking all routes through this station for Tramway Corporations which do not have a depot marker there. The latter may start or end a route at that station.

For a major hub station with reserved station places for an S-Bahn depot it is irrelevant whether an S-Bahn depot marker has been placed there or not. As soon as Tramway depot markers have been placed on all remaining not reserved station placed the station is considered be blocked for routes of other Tramway Corporations without a depot there.

A blocked station can become unblocked when due to upgrading the hex/tile and an additional station place has been created.

An S-Bahn depot on a minor hub station does not block routes of Tramway Corporations.

7.2.2.2 Acquiring of Depots from other Tramway Corporations

Instead of building a depot a Tramway Corporation may acquire a depot from another Tramway Corporation as long as it has remaining depot markers on its charter.

The Tramway Corporation which sells the depot places the depot marker of the sold depot back on its charter on the spot with the highest building costs.

The buying Tramway Corporation moves one of its depot markers from its charter to the released station space. Subsequently the Tramway Corporation pays the building costs for the inserted depot marker to the bank (40, 80 or 1220 Mark) as well as the purchase price for the depot to the selling Tramway Corporation. The selling price is freely negotiable but the minimum price is 40 Mark.

The home depot of a Tramway Corporation may never be sold!

7.2.3 Run Tramcars

A Tramway Corporation may run a valid route with each of its tramcars once per Operating Round.

A Tramway Corporation which owns several tramcars must use each tramcar on a completely separate route. The routes may meet or cross at stations and stops.

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7.2.3.1 Valid Routes

A valid route must start at a station and end at a station and may not be blocked by depots of other Tramway Corporations. Stops may not be at the start or end of a valid route. The only exception is if a Tramway Corporation has no rails link between its home depot and another station. In this case only a stop may be the end of a legal route.

A valid route may not include the same rails twice. The same applies to stations and stops.

A valid route may not include the same hex/tiles twice.

At railroad switches a valid route may not make a narrow turn. At stations and stops a route may turn in any direction.

A valid route may not pass through blocked stations but may end there.

7.2.3.2 Route Length of Tramcars

The length of a route a tramcar can run is indicated by the number in the left top corner of the tramcar card. The number is equal the maximum number of stations which can be included in the route of this tramcar, regardless the number of stops.

No station on the route may be skipped.

7.2.4 Revenue of Tramway Corporations

The revenue of a Tramway Corporation may be come from the following sources:

- a) **Construction Bonus:** For the first tile which has been placed on a hex containing a green oval the action Tramway Corporation receives a bonus (+50 = 50 Mark / +100 = 100 Mark).
- b) **Connection Bonus:** Adjacent to certain map hexes there is a bonus marker placed. The first Tramway Corporation which connects the station on such a hex with a station in the city center (marked with a red border) receives a bonus of 100 Mark. The connection may switch from tram rails to S-Bahn rails and vice versus. A blocked station on the rails link does not prevent the bonus. The bonus marker will be removed once collected.

In the case that two or more “bonus hexes” have been linked to the city center by one tile placement, only one bonus of 100 Mark will be paid by the bank, but all bonus marker of the connected hexes will be removed.
- c) **Route Income:** All stations and stops have a revenue value stated in a small white circle. The route revenue of a tramcar is the sum of all stations and stops it has included in its route. The route revenue of a Tramway Corporation is the route revenue of all of its tramcars.
- d) **Ferry Bonus:** If the route of a tramcar includes a hex adjacent to the ferry landing the owning Tramway Corporation receives a ferry bonus of 40 Mark as stated in the white oval (+ 40) between the two opposing ferry landings. It is possible that a route includes both hexes adjacent to opposing ferry landings. In this case a ferry bonus of 80 Mark will be paid.
- e) **Dividends:** A Tramway Corporation receives income from the S-Bahn certificates it owns when the S-Bahn Company pays out a dividend in the Operating Round.

7.2.5 Revenue Usage

All revenue is paid by the bank. The construction bonus is always paid into the Tramway Corporation's treasury. The same applies to the dividends received from the S-Bahn certificates. For the other income the director of the Tramway Corporation decides about the usage:

- a) **Route Income:** Either 100% will be spent as dividend or 100% will be saved and goes into the treasury. If a dividend is paid every owner of a certificate of the acting Tramway Corporation will receive 10% of the dividend per share. The dividend for the certificates in the Initial Offering remains with the bank. The dividend for the certificates in the Bank Pool is paid into the Tramway Corporation's treasury.
- b) **Connection Bonus and Ferry Bonus:** When a dividend has been paid, the director can decide to pay none, one or both of the bonuses pay out as dividend as well. If the route income has been saved the bonuses must be saved as well. The usage of the bonuses has no influence on the stock value.

7.2.6 Stock Value Changes during an Operating Round

When a Tramway Corporation pays a dividend its stock value marker will be moved on the stock market table one space to the right. If the stock value marker starts from the most right space of a line it will be moved one space higher instead.

If a floated Tramway Corporation does not pay a dividend because it saved the route income or there was no route income at all its stock value marker will be moved one space to the left. If the stock value marker is already at the left border of a line it will be moved down by one space instead.

7.2.7 Stock Trading and Tramcar Purchase

The last activities Tramway Corporation can perform in its Operating Round is stock trading and tramcar purchasing. These two actions may be carried out in any order. However the rules stated under 7.2.7.1 and 7.2.7.2 must be obeyed.

7.2.7.1 Stock Trading of a Tramway Corporation

From the beginning of the green phase onwards (after the purchase of the first type 3 tramcar) a Tramway Corporation may buy one S-Bahn certificate per Operating Round or sell any number of S-Bahn certificates it owns. The sale of S-Bahn certificates by Tramway Corporations does not change the stock value of the S-Bahn Company. A Tramway Corporation may own a maximum of 60% of the S-Bahn Company's shares.

7.2.7.2 Purchase of Tramcars

During this step of the Operating Round a Tramway Corporation may buy one or several tramcars. New tramcars can be purchased from the bank, old ones from the Bank Pool or from other Tramway Corporations. The latter is already possible in the yellow phase.

Tramcars are bought one after the other. A Tramway Corporation that already possesses the maximum number of tramcars may not buy another tramcar, even when the purchase of this tramcar would trigger the obsolescence of other tramcars it owns.

Tramcars may not be sold back to the bank or removed voluntarily.

Tramcars which become super numerous due to a phase change must be placed in the Bank Pool without compensation. The director may choose which one.

Tramway Corporations may not buy S-trains.

7.2.7.2.1 Purchase of a new Tramcar from the Bank

New tramcars are bought from the bank. The purchase price is printed in the top right corner of the tramcar card.

New tramcars must be acquired in ascending order. The first type 3 tramcar may only be bought when all type 2 tramcars have been sold, the first **type 4** tramcar after the purchase of the last new **type 3** tramcar and so on.

A director may subsidize the purchase of a new tramcar from the bank with up to 25% of the purchase price, only using their private cash (no certificate sales possible!). The Tramway Corporation must use its entire treasury. A subsidized purchase is feasible even when the Tramway Corporation owns a tramcar. Below the nominal price of a tramcar the maximum split between treasury and private capital is shown (e.g. for a type 2 tramcar 165 +55).

7.2.7.2.2 Purchase of a Tramcar from the Bank Pool

Tramcars enter the Bank Pool due to a phase change. These tramcars are an alternative to the new tramcars offered by the bank. Tramcars bought from the Bank Pool may be subsidized as well.

Tramcars from the Bank Pool are sold at the printed price.

7.2.7.2.3 Purchase of a Tramcar from another Tramway Corporation

The price for tramcars purchased from other Tramway Corporations is freely negotiable but the minimum price is 1 Mark. The purchase price must be paid entirely from the Tramway Corporation's treasury. The purchase of a tramcar always takes place during the buying Tramway Corporation's Operating Round.

7.2.7.2.4 Mandatory Tramcar Ownership

Every floated Tramway Corporation has to own a tramcar at the end of their Operating Round, even if they do not have a valid route to use the tramcar. If a Tramway Corporation does not own a tramcar at this stage it must buy a tramcar now. This commitment ceases when there is no tramcar left in the box "Available Tramcars" above the map. It can buy a tramcar according to 7.2.7.2.1, 7.2.7.2.2 or 7.2.7.2.3. If the purchased of a tramcar from another Tramway Corporation could not be arranged **and** the Tramway Corporation does not own enough treasury to buy a tram from the bank a "forced tramcar purchase" (see 7.2.7.2.5) takes place. The Director is neither obliged to buy a tramcar from the Bank Pool (even if the Tramway Corporation has enough capital available) neither must the Director accept an sales offer from other Directors even if this would avoid a "forced tramcar purchase".

In the case that the director cannot or will not arrange such a purchase a "Forced Tramcar Purchase" occurs.

7.2.7.2.5 Forced Tramcar Purchase

In this case the Tramway Corporation has to buy a tramcar from the bank or the Bank Pool, but is not forced to buy the cheapest one. For the forced tramcar purchase the money has to come from the following sources in the stated order:

1. The total treasury of the Tramway Corporation
2. Selling the S-Bahn certificates owned
3. The private cash of the director
4. Selling of certificates from the director's portfolio

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The sale of certificates may not trigger a change of Director for the acting Tramway Corporation. The Director may only sell the number of certificates which are necessary to buy the chosen tramcar. The certificate sales will change the stock values according to the normal rules (see 8.2).

7.2.7.2.6 Player's Bankruptcy

If the director fails to contribute the missing amount to the tramcar purchase the player is declared bankrupt and retires from the game. The charter, the stock value marker and the depot marker of the acting Tramway Corporation are removed from the game. The same applies to its certificates without any compensation. The remaining certificates of the bankrupt player are placed into the Bank Pool (no change of stock value occurs). If this leaves another Tramway Corporation without a director, this Tramway Corporation will be removed from the game as well.

7.3 Impact of the Purchase of a new Tramcar

Each time when the first tramcar of a new type has been purchased from the bank, the game enters a new phase and some rules are changed. These changes are shown in the phase table. If not otherwise stated the changes take place immediately after the purchase of the tramcar in question. For example, if tramcars and S-trains become obsolete, the corresponding tram/S-train cards are removed from the game at once.

Attention! The purchase of the first S-train card of a new type never has an impact on the game phases.

7.4 Operating Round of the S-Bahn Company

After the S-Bahn has been floated (this may happen during the Operating Round!) the S-Bahn networks act individually. The order within the S-Bahn Company is: Subnet 1, Subnet 2, Subnet 3 and Main Net. Each S-Bahn Network carries out all activities of the Operating Round, before the next starts to do so. With the exceptions of the certificate dealing activity (not possible for the S-Bahn Company) the actions of the S-Bahn networks are mostly the same as for the Tramway Corporations. Therefore only the deviations are stated below.

7.4.1 Track Construction of the S-Bahn Company

Each S-Bahn Network may place one tile per Operating Round. That means, the S-Bahn Company may place up to four tiles each Operating Round as long as none of the Subnets has been merged with the Main Net. The following restrictions for tile placing apply to S-Bahn Networks:

- They cannot place yellow tiles, but can upgrade hexes/tiles.
- They may only place tiles which contain S-Bahn rails; they may contain tramway rails in addition.
- They may only place tiles on hexes which have either S-Bahn rails or show a reserved S-Bahn route. The latter is indicated by gray or yellow squares.
- S-Bahn rails on tiles placed must maintain existing S-Bahn rails or follow the reserved S-Bahn route.
- When placing tiles with mixed tiles with both types of rails, existing tramway rails must be retained as well.
- Every tile placed must have a link via S-Bahn rails to a S-Bahn depot of the acting S-Bahn Network.
- S-Bahn depots of Subnets block other Subnets to place tiles beyond this depot. Tramway Corporations' depots do not block S-Bahn Networks' tile placing actions.

For construction costs, construction bonus and connection bonus the same rules are valid as for Tramway Corporations.

7.4.2 Depot Building of the S-Bahn Company

Only the Main Net may place a second depot marker during its Operating Round on a station space which is connected via S-Bahn rails with another S-Bahn depot of the Main Net. For laying this second depot marker the President may not only choose a reserved station place with an “\$” symbol but any empty station place of a hub station that is not reserved for a Tramway Corporation’s home depot. If the President selects for placement of the depot marker a hub station with a reserved S-Bahn station space the depot must be placed on this space.

7.4.3 Run S-trains

S-trains may run on S-Bahn rail sonly. A valid route may neither start nor end at a stop. A Depot of a Tramway Corporations does not block a route for an S-train. However an S-train may not run through an S-Bahn depot of another Subnet. In addition an S-train may not use S-Bahn rails which have been used by another Subnet during the same Operating Round. An S-train’s route may however end at the same station where another S-train’s route has ended.

When a merger takes place during an Operating Round, S-trains which have already performed a run in the same Operating Round may not run again before the next Operating Round.

Example: Subnet S1 is linked via S-Bahn rails with Subnet S2. The S-train of Subnet S1 runs a valid route. The Subnet places a tile that links Subnet S2 and consequently Subnet S1 with the Main Network. The S-train preliminarily belonging to Subnet S1 may not run again for the Main Network, but the S-train preliminarily owned by Subnet S2 may be used in the same Operating Round. The S-Bahn rails used by the S-train of Subnet S1 cannot be used by any S-train of the Main Network before the next Operating Round.

The number in the top left corner of the S-train card indicates the number of stations that S-train may include in a route. An S-train runs this route from the start station to the end station and back again. Therefor the value of the route’s stations is counted twice but stops and ferry bonus are counted only once.

Example: The S4 train of Subnet S1 runs the route from Potsdam (40 M), via a stop (10 M), Wannsee (30 M) plus ferry bonus (M 40), via Grunewald (30 M) to Bhf. Westkreuz (30 M) and then back from Bhf. Westkreuz (30 M), via Grunewald (30 M), Wannsee (30 M) to Potsdam (40 M). Total route revenue is 320 Mark

7.4.4 Revenue Usage of the S-Bahn Networks

The income of the S-Bahn Company follows the same rules as for the Tramway Corporations (see 7.2.4). President and Vice Presidents decide individually how to use the revenue of their Networks. For the spending of bonuses the rules are the same as for Tramway Corporations (see 7.2.5).

President and Vice Presidents receive a bonus payment of 20 Mark when their Network pays out a dividend. This bonus is paid from the Network’s treasury prior to the dividend payment. If there is less than 20 Mark in the treasury the bonus is not paid.

For spending of construction bonuses, connection bonuses and ferry bonuses the same rules applies as for the Tramway Corporations. However the individual S-Bahn Networks may spend the bonuses differently.

Example: Subnet S1 receives a connection bonus and saves it, while the route revenue is paid out as dividend. The Main Net receives a connection bonus in the same Operating Round but decides to spend it together with its route revenue.

The dividend payments of the individual S-Bahn Networks are paid to all S-Bahn certificates!

Dividends for the S-Bahn certificates in the Bank Pool go into the Main Network's treasury, dividends for the certificates in the Initial Offering remain with the bank.

7.4.5 Stock Value Changes of S-Bahn Certificates in an Operating Round

The current stock value of the S-Bahn Company will increase, when the majority of the President and Vice Presidents decide to pay out a dividend on behalf of their S-Bahn Networks. In the case of a draw, the current stock value remains unchanged. If the majority decides against a dividend the current stock value will decrease.

Example 1: Subnets S1 and S2 pay out a dividend. Subnet S3 saves the income. The President places a tile which connects the Main Network with Subnet S1. He decides to save the income as well. Despite the fact, that Subnet S1 no longer exist at the end of the Operating Round the decision of its Vice President counts for the determination of the stock price change. As the outcome is a draw the current stock value will not change.

Example 2: Subnets S1 and S2 pay out a dividend. Subnet S3 places a tile which connects the Subnet S3 with the Main Network. Subnet S3 will be merged immediately and takes no further action. The Main Network does not have an S-train and cannot pay out a dividend. There is a majority of 2:1 decisions for dividend payments, as the Vice President of Subnet S3 did make no decision about a dividend payment. The inability to pay a dividend is treated as a decision against a dividend payout.

7.4.6 Purchase of an S-train

S-Bahn Networks may own S-trains only. The rules for acquiring an S-train are the same as for the purchasing of tramcars by Tramway Corporations with the following exceptions:

- a) S-Bahn Networks may buy S-trains from each other
- b) Contrary to the Tramway Corporations an S-Bahn Network may declare an S-train it owns obsolete when buying another S-train.
- c) An S-Bahn Network may **deal in** an S-train it owns when buying an S-train of a higher level. As a first step of the **deal in** the "old" S-train is placed into the Bank Pool and the bank pays 150 Mark into the S-Bahn Network's treasury. In the second step the S-Bahn Network buys the "new" S-train from the bank
- d) When purchasing an S-train an S-Bahn Network may choose between all available S-trains; e.g. in the brown phase a type S7 train may be bought even if there are still type S4 trains in offer.
- e) The S-train limit for Subnets is always 1. The S-train limit for the Main Network is the same as the tramcar limit for Tramway Corporations.

Example: The Main Network owns an S4 train. In the box of available S-trains there are on S4 train and three S7 trains. The Main Network has 500 Mark in its treasury. The options to buy a train are as follows:

- Purchase of an S4 train for 300 Mark
- Purchase of an S7 train for 500 Mark plus a subsidy of 100 Mark from the President.
- Deal in of an S4 train and purchase of an S7 train for 450 Mark.

7.4.7 Forced S-train Purchase

Each S-Bahn Network must possess an S-train at the end of its Operating Round. If it must buy one, but does not have the necessary treasury to buy a new S-train from the bank the purchase of an S-train from another S-Bahn Network can be arranged. If the President or the Vice President of the S-Bahn Network either cannot or will not acquire an S-train from another S-Bahn Network, a **forced S-train purchase** occur.

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For a **forced S-train purchase** the possible capital sources must be used in a certain order. There is a difference whether a player or a Tramway Corporation holds the President or the Vice President certificate of the buying S-Bahn Network.

	Player runs S-Bahn Network	Tramway Corporation runs S-Bahn Network
1.	S-Bahn Network's treasury	S-Bahn Network's treasury
2.	Player's private capital	Tramway Corporation's treasury
3	Selling certificates from the player's portfolio, excluding S-Bahn certificates*)	Private capital of the Tramway Corporation's Director
4		Selling certificates from the player's portfolio, excluding S-Bahn certificates and certificates of the involved Tramway Corporation*)

*) A player may not sell more certificates than necessary to buy the S-train.

If despite all efforts there is not enough capital available to buy an S-train, the responsible player is declared bankrupt (see 7.2.7.2.6).

After the player's bankruptcy a **Subnet** will be merged with the Main Network as the President certificate has been placed in the Bank Pool. The Subnet ceased to exist and no S-train purchase is necessary any more. The Main Network takes over from the Subnet only the treasury it holds prior to the forced S-train purchase!

In the case of the **Main Network** the President certificate is given to the entitled player according to the rules stated in **section 6.3.2**. From this two situations may arise:

- The new President may own a Subnet which is then merged immediately. If the Subnet owns an S-train the forced S-train purchase does not take place anymore.
- The Main Network still does not possess an S-train. The new President must buy an S-train.

In both situations the Main Network remains with the treasury it owned before the forced S-train purchase.

8. Stock Rounds

In the Stock Rounds the players deal with certificates. The starting player of every Stock Round is the holder of the "ticket". The other players follow in clockwise order. A Stock Round will continue until all players consecutively did not buy a certificate neither from the Initial Offering nor from the Bank Pool. A sale of certificates does not prolong a Stock Round.

Certificate may be bought or sold only from or to the bank or Bank Pool. Certificate deals between players are not permitted.

8.1 Player's Actions during Stock Rounds

During a turn in the Stock Round players may (in any order) buy one certificate and sell any number of certificates or pass. It is possible to sell certificates, buy one and sell certificates again.

8.1.1 Purchasing Certificates

The buying option is limited to available certificates which are:

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- One of the certificates in the Bank Pool
- One certificate of a Tramway Corporation in which the Director certificate is held by a player
- A Director certificate from the Initial Offering providing one or more Info-Cards lay open (see 8.5)
- The President certificate of the S-Bahn Company after the purchase of the first type 3 tramcar (green phase starts)
- One of the three Vice President certificates after the President certificate has been bought from the Initial Offering
- A standard certificate of the S-Bahn company from the Initial Offering after the President certificate and all three Vice President certificates have been bought.

A player may not buy a certificate of corporation/company of which she/he has already sold certificates in the same Stock Round.

The purchase price for certificates from the Initial Offering is always the printed price in the right top corner. For certificates bought from the Bank Pool the current stock value is valid. The current stock value for Tramway Corporations is for a 10% share, whereas for the S-Bahn Company it refers to a 5% share.

A player may not buy certificates when this would exceed the certificate limit (see 8.3).

8.1.2 Selling Certificates

A player may sell any number of certificates except:

- During the First Stock Round
- A Director certificate of a Tramway Corporation
- The President certificate of the S-Bahn Company

Commentary: A Director certificate may not be sold, even when another player holds 20% of the same Tramway Corporation. A player can only transfer the Director certificate to another player who owns at least 30% of that Tramway Corporation. The same applies to the President certificate of the S-Bahn Company.

Sold certificates are placed in the Bank Pool. There is no limit for the shares per corporation/company in the Bank Pool.

A player receives the current stock value valid before the sale for each certificate sold.

When a player sells certificates of a corporation the stock value marker of this corporation will be moved one the stock market one box down, regardless of the number of certificates sold. A stock value marker already in the lowest box of a column will not be moved any further.

A player may sell certificates of the same corporation one after the other. The stock value price will decrease after every sale, but the player receives a lower amount from the sales.

8.2 Stock Value Changes at the End of a Stock Round

At the end of every Stock Round the banker checks which corporations do not have any certificates left in the Initial Offering and in the Bank Pool. These corporations are considered to be “sold out” and their stock value markers will be moved upwards by one space on the stock market table. A stock value marker already in the top space of a column will not be moved.

8.3 Certificate and Share Limit

The maximum number of certificates a player may hold depends on the number of players. Regardless the share percentage, every certificate does count as one.

Players	Certificate Limit
3	21
4	18
5	15
6	12

A player who surpassed the certificate limit, e.g. due to a change of Director during the Stock Round, must sell the surplus certificates in her/his next turn in the Stock Round.

A player may never hold more than 60% of the shares of an individual Tramway Corporation. The same applies to the S-Bahn Company for both, players and Tramway Corporation.

8.4 Certificate/Share Limit Exception

Certificates of companies, whose stock value marker are on a yellow space of the stock market table, are exempt from the certificate limit, but the share limit remains

As soon as the stock value marker leaves the yellow spaces, both limits are valid again immediately. The players must sell any surplus certificates in their next turn during the Stock Round. They may sell certificates piecemeal in order to bring the stock value marker of a Tramway Corporation back into the yellow area and restore the limit exception.

At the end of a Stock Round a stock value marker may leave the yellow area due to the 100% rule (see 8.2). As the Stock Round has been finished at this stage, the super-numerous certificates cannot be sold before the next Stock Round.

8.5 Availability of new Tramway Corporations

After the Starting Round only certificates of those Tramway Corporations are available for purchase whose Director certificate is held by a player. New Tramway Corporations enter the game when the last certificate of a floated Tramway Corporation has been bought from the Initial Offering which reveals an info card with the text “new Tramway Corporation available”. The banker removes the stock value marker from the stacks of certificates which become available for purchase now. As soon as a player buys the Director certificate of one of the Tramway Corporations, the info card is removed from play and the banker places the corresponding stock value marker on the remaining Director certificates still in the Initial Offering.

In the case that several info cards lay open at the same time, only one info card will be removed after the purchase of a Director certificate. The stock value markers are not placed until all open info cards have been removed.

9. Game End

The game ends when one of the following two conditions is fulfilled:

- The stock value marker of one company has been moved onto the top right space of the stock market table.

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- The Bank runs out of money during an Operating Round.

The game will be continued until the beginning of the next Stock Round.

The game may not end when the bank runs out of money during a Stock Round. If this occurs either each player pays the same amount into the bank or the banker writes down all payments of the bank. The game will end after the next complete set of Operating Rounds.

To determine the winner the players add the current stock value of their portfolio and their private cash. The player who achieves the highest amount is the winner of the game.

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10. Definitions

Acting Company	The Tramway Corporation or S-Bahn network that is carrying out its turn in the Operating Round
Banker	The player who administers the bank
Certificate	A paper which represents either a 20%, 10% or 5% share of the total stock of a corporation
Companies	Both Tramway Corporations and S-Bahn Company
Current Stock Value	The value of a 10% share of a Company
Floating a Tramway Corporation	A Tramway Corporation has been floated when 60% of its shares have been bought from the Initial Offering by players
Floating the S-Bahn Company	The S-Bahn Company has been floated when 30% of its shares have been bought from the Initial Offering either by players and/or by Tramway Corporations
Main Net	The main subdivision of the S-Bahn Company led by the President
Current Stock Value	The value of a 10% share of a Company
Portfolio	All certificates a player or a Tramway Corporation owns. The portfolio of a Tramway Corporation does not belong to the portfolio of its Director.
Private Cash	The money owned by a player
Route	General term for the rails link a tramcar or an S-train can run
Share	Portion of the total stock of a corporation
Station - general	Either one large white circle or several large white circles which are which are connected.
Station - Hub Station	Station where tramway rails and S-Bahn rails meet or cross
Station places	Any large white circle. Stations may have one or more station places.
Stock Market Board	The board which contains the stock market table, the Bank Pool , the round display and the boxes for not available tramcars and S-trains
Stock Market Table	A grid with spaces showing stock values
Stock Value Marker	A token which indicates the current stock value of a Company
Subnet	The subdivision of the S-Bahn Company led by the Vice Presidents
S-Bahn Company	Berliner Stadtbahn
S-Bahn Depot	Large station where S-trains are maintained
S-Bahn Network	Either the Main Network or a Subnet
S-Bahn Networks	A summary of Main Network and all Subnets
S-trains	Rolling stock of the S-Bahn Company
S-Bahn Rails	Rails which can only be used by S-trains
S-Bahn Routes	Routes which are reserved for building S-Bahn rails

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Tramcars	Rolling stock of the Tramway Corporations (US = street cars)
Tramway Corporation	A company which runs local traffic with tramcars
Tramway Depot	Large station where tramcars are maintained
Tramway Rails	Rails which can only be used by tramcars
Treasury	The money a Company owns

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The Author recognises that **1881 Berlin** incorporates, and indeed would not be possible without the concepts originally used in other 1829. 1829 has been designed by Francis Tresham and published by Hartland Trefoil Ltd.

All rules and game elements which are differing from 1829 have been developed by Michael Mette without the knowledge of other 18xx games. Any conformity with other 18xx games is coincidental.

Game material design: Michael Mette, Wolfram Janich

Sources for the work include various documents found on the websites of Wikipedia.

The initial version of **1881 Berlin** has been updated by Klaus-Dieter Kiermeier, Eckhart Kinast and Wolfram Janich.

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