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New York City Subways, 2054

A Shadowrun article by Mark P. Gutis Art by David Wilcox

It's dark, noisy, foul smelling, dangerous—all that and more. But it's a part of the city that you'd better know about. You need to get around New York and you don't have a pass to drive? Welcome to the subways, chummer.



D

uring the 20th century, New York City had the largest mass transit subway system in the world. At its height, it encompassed 231 route stations and over 400 stations throughout Manhattan,

Brooklyn, Queens and the Bronx. On any given work day, the subway system carried four million passengers. The three divisions were the Interborough Rapid Transit (IRT) (which had shorter and narrower cars than the other two), the Independent (IND) and the Brooklyn-Manhattan Transit (BMT), which were unified in 1940 as the New York Subway System.

When the earthquake hit New York City in 2005, significant damage was done to the subway system. The majority of the underground system collapsed in places, with less damage occurring south of Central Park (59th Street). Two of the tunnels connecting Manhattan and Brooklyn survived the quake and continue in use. The other tunnels and the connections via the Manhattan and Williamsburg Bridges were all destroyed and not rebuilt.

One of the first decisions made in reconstructing the system was to abandon the IRT division. The IRT was the oldest, suffered the most damage, and used cars that were incompatible with the other two divisions. (The only remnant of the IRT is the Grand Central-Times Square Shuttle.)

By 2027, when Manhattan forced the other four boroughs to separate in the celebrated case, *Manhattan v. The State of New York*, all planned reconstruction had been completed. During the litigation, part of the evidence established that the Metropolitan (now Manhattan) Transportation Authority had placed a priority on reconstructing the Manhattan portion of the subways in anticipation of the split between Manhattan and the other boroughs. Thus, Manhattan had a limited, functional subway system, essentially independent of the outlying boroughs.

SUBWAY SYSTEM TODAY

The system now consists of five lines. (see the Subway System table) The *A Train*, running from 207th Street, Washington Heights, is, essentially, the old 8th Avenue line, terminating at Fuchi City (formerly the World Trade Center) and is the only line that runs north of 57th Street. The *B Train* begins at the 57th Street terminal, runs down 6th Avenue, terminating at Grand and Chrystie streets in The Pit. The *C Train*

starts at Times Square, runs down Broadway and terminates at the Whitehall Street customs checkpoint at South Ferry in Battery City. Brooklyn-bound passengers must then transfer to a Long Island Rapid Transit District (LIRTD) train. The *D Train* is the remnant of Nassau Street line. All that remains is the section in Manhattan from Delancey and Essex streets in The Pit to the Fulton and Nassau Street terminal in Battery City. The *E Train* is the old 14th Street line. It starts at Eighth Avenue and 14th Street, runs under 14th Street to the customs checkpoint at the 14th Street and Columbia Street station (which is the only newly constructed station). Brooklyn-bound passengers can then transfer to a LIRTD train. Finally, the *Grand Central-Times Square Shuttle* was re-excavated after the earthquake. The MTA decided to retain the smaller IRT tracks and cars for this short run.

There is not a lot that can be said for riding the subways if you can avoid them. Although the above-ground rapid transit system is maglev, the subways run in much the same way as they did before the earthquake. A third rail supplies power to electrically driven motors. Although electrical, the subways are still noisy and smelly. A one-way fare, though, is only 1.5¥ and is still a bargain.

The cars conform to what had become the standard for the old IND and BMT Divisions. The cars are 75 feet (26 meters) long, 19 feet (3 meters) wide and about 12 feet (3.6 meters) high. Bench-type seats line each side of the car, and there are four sets of side-ways-opening double-doors on each side of the car. Door opening and closing is computer controlled, but the conductor has a manual override. Each train is operated by a motorman from a cab in the first car. Signals are computer-controlled and integrated, via the third rail, and accidents are rare.

In terms of security and safety, much depends on the particular area where a station is located. The stations in Midtown, Times Square, Neon City and Downtown are fairly regularly patrolled by MTA Transit Police. Coverage becomes somewhat more sporadic south of Downtown and almost nonexistent on the Lower East Side. The stations at 42nd Street and 8th Avenue (Port Authority Transit Terminal) and 34th Street and 8th Avenue (Penn Station) are, surprisingly, well patrolled. Although these two stations are inside Terminal, the MTA maintains a strong presence in an attempt to keep the less savory

denizens of Terminal away from the wage slaves and other passengers on the trains.

The MTA attempts to have one officer (see the MTA Subway Cop archetype) on each train. "Tries" is the operative word. Despite claims to the contrary, it only manages to cover 55-80% (depending on time of day) of the trains running, system-wide. Even on trains where there is a cop, he has to keep an eye on six to eight cars.

It has recently become trendy to get around Times Square and Neon City via the lines that cross under them. However, like all slumming, it is not without risk.

LIFE IN THE UNDERGROUND

The A Train runs under Central Park West (Eighth Avenue). When the Central Park West district was created, all stations along the park were closed off in an effort to keep the district free of unwanted wage-slaves and worse. There are no longer any stops between 110th Street and 42nd Street.

The problem of security is somewhat more difficult in Central Park East. Although the Lexington Avenue IRT line suffered severely from the earthquake (the entire tunnel system collapsed between 132nd and 74th streets), and was abandoned, several of the stations survived intact. Although the stations were sealed when the line was abandoned, it was impossible to locate every emergency exit. Gradually, a shadow population filtered into the underground. NYPD, Inc. and Knight-Er-rant face a steady problem from the shadow population of these stations.

Central Park West has a similar, although much less serious, problem with the remains of the Broadway-7th Avenue IRT. That line caved in from what had been Harlem south to about 25th Street, making it useless as a sprawl. There are, however, isolated groups that eke out a bare existence in limited areas where tunnels did not collapse.

The largest subway tunnel community is the Vorks, centering on the Astor Place and Bleecker Street stations of the former Lex IRT. Driven underground by the trendy artsy-types of the Village, the Village orks (hence Vorks) harbor a tremendous resentment. They usually come out only at night and provide a constant source of crime and danger to citizens in the Village and, on rare occasions, SoHo. Security constantly attempts to seal off the station and emergency exits, but it is a guerrilla war that underworlders continue to win.

The IRT Lex line remained intact

between 34th and 21st streets, a stretch encompassing three stations. Each of these stations is a gang sprawl: the Greenliners (humans at 33rd Street), the Dark Rats (elves at 28th Street), and the Hole-in-the-Ground-Gang (orks and trolls at 23rd Street). Once the gangs realized that their constant turf wars were bleeding them white, they established a tenuous but oft-broken peace. Security prefers that the gangs

pick on each other because it distracts them from preying on the top-side population.

The Children of the Dark, a hermetic mage group, purchased the South Ferry Terminus of the old IRT Broadway-7th Avenue line, attracted, some say, by the circular shape of the station. To date, it is the only former station that has been legally transferred to the group occupying it. After establishing their

community, they skirmished several times with ghouls occupying the tunnel south of the Rector Street station. The Children chased them north of that station, established a magical barrier and maintain a presence in the station to block further incursions. Every so often, however, ghouls manage to get around the barrier via old underground electrical and phone line access ways.

The majority of the tunnels that ran



MTA Subway Cop

Yeah, I seen it all down here. I hear there used to be a time when there weren't no sprawl sites in the system. The stations were just stations. Citizens got on, and citizens got off—that's all.

Ya wanna ride peaceably, ya won't even know I'm around. Ya wanna make trouble, I'll be all over ya like a dirty on a duck.

The MTA Subway Cop is one of the last remnants of what had been the New York Police Department. He is slightly tougher than the average hired badge. He has to be. His beat is a tough one, far tougher than the above-ground rapid transit system. He is committed to his work because he is well paid. He does, however, have a keen sense of when a situation is beyond his abilities and will, accordingly, beat a hasty retreat unless serious back-up is near at hand.

Attributes

Body: 4
Quickness: 4
Strength: 5
Intelligence: 3
Charisma: 2
Willpower: 3
Essence: 4.5
Magic: —
Reaction: 3
Professional Rating: 3

Skills

Etiquette (Street): 3
Firearms: 3
Interrogation: 2
Unarmed Combat: 3

Special Skill

Police Procedure: 4

Cyberware: Cybereyes with low-light, smartlink.

Equipment: Ares Predator with Smartlink (10 (clip), 2 extra clips), Armor Jacket (5/3), Earplug Radio Helmet, Stun Baton, Trauma Patch (4), Plastic Restraints.

through what had been Harlem and is now New Town and East Riverside either collapsed or were filled in with rubble from the buildings that were destroyed by the quake. The stretch of the Broadway-7th Avenue Express that crossed the northwestern corner of Central Park, however, is still intact. Winter Systems and Knight Errant maintain patrols of that stretch using the old 110th Street and Lenox Avenue station as a command post. There are plans to fill in this stretch of tunnel, but to date, no work has been done.

One of the most notorious and dangerous spots is the old East Broadway and Canal Street station in the Lower East Side. The section that ran from the station at Second Avenue and Houston Street to the Delancey Street and Essex Street station partially collapsed, and the remainder was filled in. All attempts to continue filling in the tunnels south of the Delancey Street, however, were met with savage opposition from a gang known as the Crips. The MTA attempted a military solution, but several bloody, failed attacks by MTA Police resulted in a mutiny when they were ordered to attempt another assault. None of the private security firms were willing to help. The MTA appealed to the UCAS military for help but were told that it was considered a purely internal police problem, and the army would not intervene. Some consideration was given to opening the collapsed section where it entered the destroyed east river tunnel to flood the section, but the MTA decided that the cost and the necessity of having to work in the proximity of the Lower East Side would have been too high.

The Crips are a large gang of handicapped humans and metahumans. In order to join the gang, a person must have a physical handicap of some nature, not repaired by biotech replacements or enhancements, and must prove that they have killed a nonhandicapped person. The gang is merciless, even by the standards of The Pit. Most gangs give the Crips a wide berth.

Rats are a constant problem for subway dwellers. Although there are many stories of magically active rats, the reawakening of magic seems to have passed by New York rats, and no one has actually documented the existence of magically active rats. That is not to say that the rats are not tough enough. Their size, ranging from the size of a large mouse to larger than cats, allows them to crawl through fairly small openings giving them access to all sections of the system,

even when inaccessible to humans and metahumans. Rat-hunting is the unofficial, and often necessary, sport of subway dwellers. Some claim that

properly cooked rat is a tasty delicacy. So welcome to the New York subways, chummer, Remember, you pay your nuyen, you take your chances.

Subway System

A Train (8th Avenue Line)

207th Street and Broadway (northern terminus)
Dyckman Street (200th Street) and Broadway
181st Street and Fort Washington Avenue
175th Street and Fort Washington Avenue
168th Street and Broadway
145th Street and St. Nicholas Avenue
125th Street and St. Nicholas Avenue
110th Street (Cathedral Parkway) and 8th Avenue
42nd Street and 8th Avenue (Port Authority Transit Terminal)
34th Street and 8th Avenue (Penn Station)
23rd Street and 8th Avenue
14th Street and 8th Avenue (transfer to E Train)
West 4th Street and 6th Avenue, Washington Square (transfer to B Train)
Canal Street and 6th Avenue
Chambers Street and Church Street
Vesey Street and Church Street, Fuchi City (southern terminus)

B Train (6th Avenue Line)

57th Street and 6th Avenue (northern terminus)
47-50th streets and 6th Avenue
42nd Street and 6th Avenue
34th Street, Broadway and 6th Avenue, Herald Square (transfer to C Train)
23rd Street and 6th Avenue
14th Street and 6th Avenue (transfer to E Train)
West 4th Street and 6th Avenue, Washington Square (transfer to A Train)
Broadway and Lafayette Street and Houston Street
Grand Street and Chrystie Street (southern terminus)

C Train (Broadway Line)

42nd Street and Broadway, Times Square (northern terminus)
34th Street, Broadway and 6th Avenue, Herald Square (transfer to B Train)
28th Street and Broadway
14th Street and Broadway (transfer to E Train)
Canal Street and Broadway
City Hall, Broadway
Cortlandt Street and Church Street, Fuchi City
Whitehall Street and Water Street, South Ferry Customs Center (southern terminus, transfer to LIRTD trains)

D Train (Centre Street Line)

Essex Street and Delancey Street (northern terminus)
Canal Street and Centre Street
Chambers Street and Centre Street
Fulton Street and Nassau Street (southern terminus)

E Train (14 Street Line)

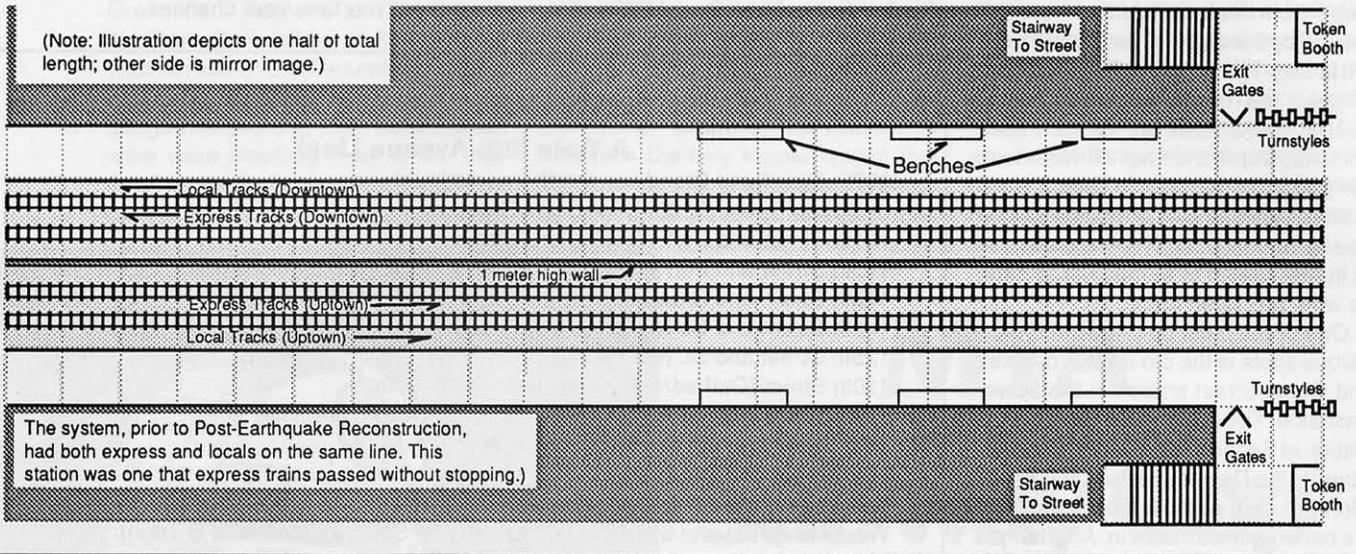
14th Street and 8th Avenue (eastern terminus, transfer to A Train)
14th Street and 6th Avenue (transfer to B Train)
14th Street and Broadway (transfer to C Train)
14th Street and 1st Avenue
14th Street and Columbia Street Customs Center (western terminus, transfer to LIRTD trains)

Grand Central-Times Square Shuttle

Grand Central Terminal
Times Square (transfer to C Train)

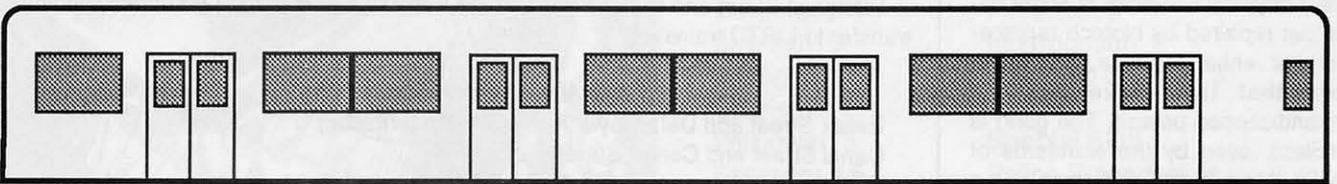
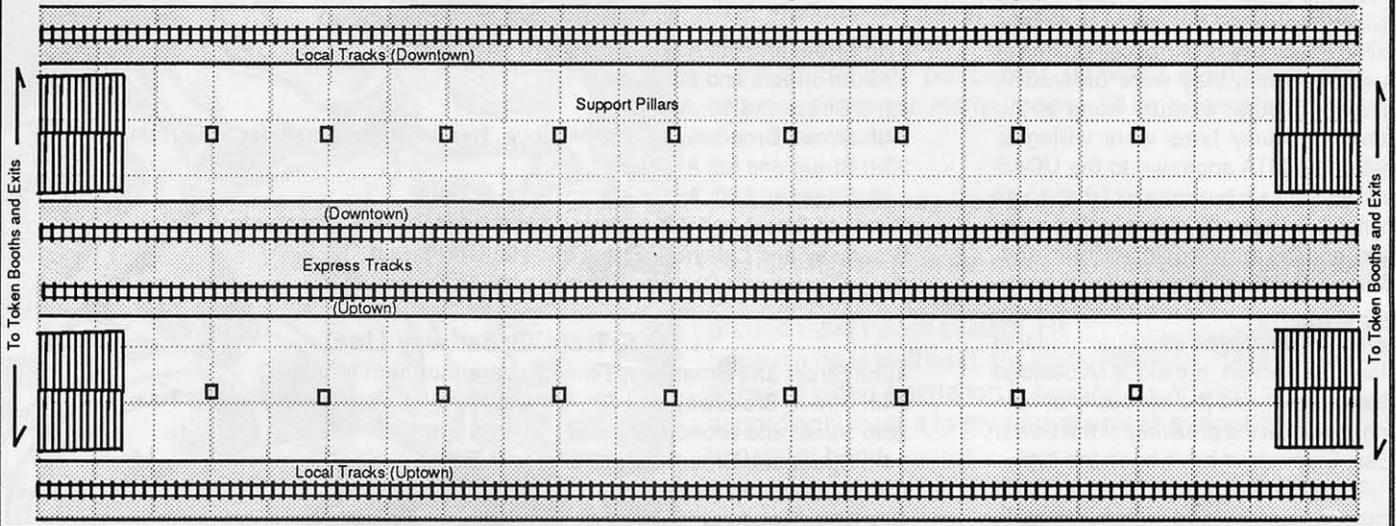
Subway Station Local Stop

(Note: Illustration depicts one half of total length; other side is mirror image.)

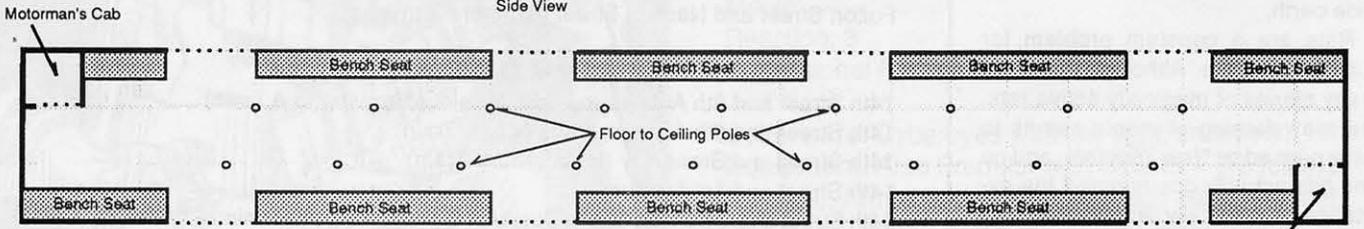


Subway Station Express Stop

(Note: Illustration depicts one half of total length; other side is mirror image.)



Side View



Overhead View

Typical New York Subway Car

1 yard

The James Gang Rides Again

It's a typical day on the subways. That is to say, it's noisy, it's hot, and the troll sitting next to you smells like something that came out of the garbage dumps on Staten Island. You and your chummers boarded the C Train at Times Square to head down to Cortlandt Street to meet a certain Mr. Johnson near Fuchi City.

The doors slide shut, and the train heads out of the 14th Street station. You're nodding, despite the noise and the pile of flesh next to you, when the train suddenly lurches to a halt. You think you heard the sound of automatic weapons. You're thrown into the troll, who growls something nasty to you.

After a few minutes, the doors slide open, and three orks climb on, dressed, if you can believe it, like cowboy desperados, complete with 10-gallon hats and bandannas over their faces. Two are armed with Ares Predators, and the largest one has a Ruger Super Warhawk. He growls in a ridiculous-sounding approximation of a western drawl, "My name is Jesse James, and dis is a stickup. We ain't particular what ya got. We'll take it all." He throws a bag on the floor and says, "Fill it, and no one gets hurt."

You glance at your chummers and notice that they've all subtly shifted their positions, and you know that they're as ready to draw their weapons as you are to draw yours. Just remember, chummer, there are about 20 other folks in the car, and there are three more orks outside the train.

The subway tunnel is 16 feet wide, leaving three feet of clearance on either side of the car, and a three foot clearance above the car's roof. The visibility conditions are normal inside the subway car, with minimal light in the tunnel. The James Gang plans to destroy a segment of track with plastic explosives as they withdraw down the tunnel to prevent the train from following them. They will then escape from the tunnel via an emergency exit 400 meters south of the ambush site. The MTA will respond by sending five transit policemen, who will arrive at the ambushed train 3D6 minutes after the orks stop it. One officer is a sergeant and is armed with a HK227 with three spare clips. The other four are standard Transit Police.

For the PCs to win, Jesse James must be killed or captured, and the loot must be recovered.

White Knight

You really would have preferred to take the Hudson River maglev train uptown, but considering how you're dressed, the subway seemed more sensible. Besides, it was a much shorter walk to the subway station.

You catch the A Train at Canal Street. It's not crowded, so you're able to cop a squat. There are about 20 people on the train, all nondescript, although the elven woman across from you is cute and fairly well dressed. A datajack gleams at her right temple. You wonder what she's doing on a subway. Across her lap is a corp-standard briefcase, and she definitely looks out of place.

As the doors slide open at 42nd Street, people get off and people get on. Two catch your attention. They both have shaggy hair dyed green. One is tall and gangly, and the other is short and powerfully built. Despite the relative gloom of the subways, they both

wear sunglasses. Their leather jackets are covered with studs, and each has a shamrock tattooed on his left cheek. Just what you need to make your day, a couple of McChillers.

As the doors slide shut and the train lurches out of the station, one of them spots the elven woman and nudges the other. She looks up, and the fright on her face is obvious. The short one sits down next to her and leans close to her, while the tall one stands in front of her, blocking the only avenue of escape.

Suddenly, a knife is in the short one's hand. He grabs her hair and puts the tip of the knife to her jugular vein and whispers something in her ear. The tall one giggles and reaches for the briefcase.

Okay, chummer, it's obvious that the other passengers are as scared as the woman. It's also obvious that there's never a cop around when you need one. So, it's up to you.

You win by preventing the McChillers

Jesse James

B	Q	S	C	I	W	E	M	R
9	4	6	1	4	3	6	—	4

Dice Pools:
Combat: 5

Skills:
Armed Combat: 4
Etiquette (Street): 3
Firearms: 5
Stealth: 2
Unarmed Combat: 3

Gear:
Ruger Super Warhawk (30 rounds regular ammo in waistbelt)
Sword carried as a knife
Initiative: 4 + 1D6

James Gang Orks

B	Q	S	C	I	W	E	M	R
7	4	6	1	3	2	6	—	3

Dice Pools:
Combat: 4
Skills:
Armed combat: 4
Demolition: 3
Etiquette (Street): 3
Firearms: 5
Stealth: 2
Unarmed Combat: 6

Gear:
(2 in car): Ares Predator (50 rounds regular ammo)
(3 outside train): AK-97 (100 rounds regular ammo)
(All): Sword carried as a knife
2 concussion smoke grenades
Armored vest (4/2)
One outside ork has 0.5 pounds of plastic explosives and detonator
Initiative: 4 + 1D6

Passengers

Use Pedestrian (see the *Contacts* supplement to FASA's *Shadowrun GM Screen*, page 25)

- 11 Human
- 4 Elves
- 2 Dwarfs
- 2 Orks
- 1 Troll

Arm any three humans, 2 elves and 1 ork with a hold-out pistol
Arm the troll with a Remington Roomsweeper (one extra magazine, regular ammo) and
Firearms: 3
Arm any three humans, 2 elves, 1 dwarf and 1 ork (other than those armed with pistols) with knives, and **Unarmed Combat:** 4

from killing the woman or taking her briefcase. In order to do so, you must kill or disable them before the train reaches its next stop at Cathedral Parkway in 18 minutes. The visibility conditions are normal inside the subway car, with minimal light in the tunnel.

McChillers

Use the Gang Member archetype (*Shadowrun 2nd ed.*, page 57) for the two McChillers. They are both armed with knives. The short one is armed with a Colt American L36 pistol (one spare clip, regular ammo), and the other has a sawed-off Defiance T-250.

Passengers

Use Pedestrian (*Contacts*, page 25)
15 humans
3 orks
2 dwarfs

Elven woman

Use Corporate Secretary (*Shadowrun 2nd ed.*, page 205)

Let Me Entertain You

The subway hardly seems like the place to try to get discovered. Besides, it's not like anyone was going to be dropping any heavy-duty credsticks in their pockets for the privilege of listen-

ing to them perform. But there they were, on the B Train, playing and singing for all they were worth.

They didn't look like typical rocker wannabees. When was the last time you saw rockers performing in Japanese kabuki make-up and kimonos? But the guy played a pretty mean guitar, and the babe had a great set of vocal chords. She even looked to be fairly cut under the whiteface. Fact is, they were pretty good. You and your chummers were starting to enjoy the show.

That's when the trouble started. At 34th Street, a mean-looking troll got on. Not that all trolls aren't mean-looking, but there was something particularly menacing about this one. When the train and the music both started, he made a men noise, gestured obscenely at the rockers and got up to change cars. When he reached the end door, he discovered that they weren't built with trolls in mind. Besides, this one was big as even as trolls go.

Realizing that he was stuck on this car, at least until the next station, he started yelling at the rockers to shut up. At first they ignored him, but he kept getting louder and nastier. Finally he whipped out a knife that looked like a scimitar. In this guy's hand it almost seemed like a pocket-knife. With a roar, he charged toward the rockers.

Okay, hero, it's show time. You did say you liked their music.

You win by disabling or killing the troll before he can kill either of the rockers. The visibility conditions are normal inside the subway car, with minimal light in the tunnel.

Come Into My Parlor

You wonder, for the millionth time in the last 10 minutes, "What the frag am I doing here?" Yesterday it sounded like such a good idea. Well, maybe not a good idea, but at least one that made some sense.

Was it only a week ago that the news hit that a dragon had appeared in the subways? No one could explain where it came from, but it was indisputable that there was a dragon in the tunnels at the West 4th Street Station. Through access tunnels, it was able to move between the station and tracks of both the A and B trains, so two lines were affected. Something else was clear. Any train that tried to move past the dragon was greeted with a blast of dragonfire hot enough to melt the cars.

The MTA dispatched a squad of its best policemen armed with armor piercing weaponry, along with two Senior Civil Servant Mages. The one survivor, who stumbled into the 14th Street B Train station with serious burns over 60% of his body, was raving incoherently. Despite the best efforts of medicine and magic, he died without imparting any useful information.

The MTA next turned to the private security firms. None of them were willing to risk their men in the subways, especially against a dragon. As before, the UCAS Army refused to assist.

In desperation, the MTA put out a call for shadowrunners willing to take the job on a contract basis for 500,000¥. The response was better than the MTA expected, and it selected three teams. The first two went in but never came back.

So, here you and your chummers are, inching down the tunnels of the B Train south of the 14th Street station. The other teams went down the A Train's tracks because the line turns shortly before the West 4th Street station, providing a slight degree of cover. Like that helped. Maybe they forgot that a dragon can sense astrally. But maybe the dragon expects an attack from the A Train direction. Maybe you'll have some slight surprise on your side. Maybe mundane pigs will fly.

About 500 meters north of the station, you encounter the remains of a

Troll

B	Q	S	C	I	Q	E	M	R
8	4	7	1	2	1	6	—	2

Dice Pools:

Combat: 4

Skills:

Armed Combat: 5

Etiquette (Street): 3

Firearms: 5

Unarmed Combat: 6

Initiative: 4 = 1D6

Gear:

Lined jacket

Sword (Reach 2)

Ares Predator (in shoulder

holster under jacket, regular ammo

Rockers

	B	Q	S	C	I	W	E	M	R
Man	5	4	5	5	3	5	5.8	—	4
Woman	4.5	4	6	4	6	5.8	-	4	

Skills:

Unarmed combat: 4

Armed combat: 5

Etiquette (Street): 5

Firearms: 2

Initiative: 4 + 1D6

Cyberware:

Datajack

Gear:

(Him) Guitar

Knife

Beretta Model 101T (one spare clip, regular ammo)

(Her) Electroharmonica

Throwing knife

Tase

Passengers

Any number can be selected. Come on, chummer, it's a troll. Who's going to want to help you?

burned out B Train. There's not a lot to see. The cars are mostly melted slag, and there's a faint smell of burned meat. From the south you can hear a low rumble, and it is becoming noticeably warmer. Well, chummers, time to put up or shut up.

The subway tunnels are 18 feet wide. The team may assault the station from one or more directions. There are destroyed trains on both the north- and south-bound tracks. The visibility conditions are minimal light in the tunnel and partial light with light smoke in the station. (Use the Express Stop map) The dragon prefers the B Train station and will be found there on the express tracks. On a 2D6 roll of 2 or 12, the dragon will be sleeping; otherwise, it will be awake. If the dragon is sleeping, it awakens on a Perception check with a target number of 3. A check is made each time one of the runners moves, either mundanely or astrally.

The team wins by killing the dragon even if all team members are killed in the process. In that case, the 500,000¥ will be paid to their heirs, and they will go down as heroes of New York City. There's a comforting thought.

Ghouls Ain't Cool

You and your chummers would really rather not have been on your way to The Pit, but that's where the job was. The easiest and cheapest way to get there, weapons and all, was the B Train down to Grand Street.

Considering the time, the train was crowded. You and your chummers didn't even get seats.

The train was just coming around the curve following the Broadway-Lafayette Street station when the lights dimmed—and the screaming started. It was coming from both ends of the car. You looked toward the end of the car, and you froze when you saw them. Ghouls had somehow gotten aboard. You figure it must have happened when the train slowed for the curve and the lights dimmed.

You know your job is waiting for you, but ghouls are ghouls. And after all, you are well-armed.

The visibility conditions are normal inside the car and the subway car, with minimal light in the tunnel. You win by killing all the ghouls before they kill an equal number of passengers. Regardless of how many ghouls you kill, you lose if you kill any passengers or the ghouls kill any shadowrunner.

Dragon									
B	Q	S	C	I	W	E	M	R	Attacks
14(6)	7x3	35	3	4	7	8	8	6	11D, +2 Reach
Skills:					Initiative: 6 + 2D6				
Conjuring: 7					Powers:				
Etiquette (Corporate): 4					Low-light eyes				
Magical Theory: 7					Noxious Breath (8s)				
Sorcery: 8					Wide Band Hearing				
Dice Pools:					Thermal Sense				
Combat: 11					Hardened Armor				
Magic: 10					Flame Projection				
Spells:					Illusion:				
Combat:					Confusion: 5				
Hellblast: 7					Invisibility: 7				
Manaball: 9					Stink: 8				
Mana Bolt: 8					Manipulation:				
Power Bolt: 7					Armor: 6				
Sleep: 7					Poltergeist: 6				
Detection:					Levitate Item: 7				
Clairvoyance: 7					Control Thoughts: 7				
Detect Enemies: 6					Mana Barrier: 7				
Detect Life: 7									
Health:									
Detox Deadly Toxin: 6									
Heal Severe Wounds: 7									

Shadowrunners

The team must have at least one or, preferably, two magic users. The MTA has made its arsenal available to the team. In addition to their own weapons and armor, the following items may be carried: AK-98 (with grenade launcher) assault rifles, Ingram Valiant light machineguns, generic MMG (all levels of ammunition are available for all weapons), multi launcher (high explosive and antivehicle rockets and missiles are available), all grenades, Plastic Compound XII with radio detonators and timers, partial and full armor suits, armored helmet with radios, low-light goggles, thermographic goggles.

Ghouls

Use the Ghoul archetype (*Shadowrun* 2nd ed., page 233).

There should be two ghouls for each shadowrunner present on the train.

Half the ghouls will enter the subway car at each end.

Passengers

Use Pedestrian (*Contacts*, page 25). There should be 10 to 15 passengers for each shadowrunner present on the train.

The passengers present should be 60% human, 20% ork, 15% dwarf and 5% elf.

Randomly arm any five passengers with hold-out pistols, three others with light pistols and 10 others with knives. Ω

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 expanding product line.**
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