

IMPOSSIBLE SCENARIOS GROUP

Gen Con UK 1999 Millennium's End Tournament Round 3 of 3



In Too Deep

An adventure for Millennium's End
Written by Roger Stenning and Andrew Gardner

REFEREES ONLY

The operatives are just going on holiday, after a gruelling four months of training the bodyguard team of an African nation's President. Two weeks of hiking around Europe looks about right, and they're going to walk over the Netherlands and Denmark.

But first, they have to get there...

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Preface...

This adventure first saw the light of day at Games Fair 1994, where it was run as part of the Merc:2000 tournament. Since no good adventure really dies, it's been dusted off, scanned (the original Word Perfect 5.1 files were lost, dammit), and updated for Millennium's End. We hope you enjoy it!

Setting up...

Referees running this adventure should, really, have a damned good working knowledge of the Channel Tunnel and its' systems and procedures, which are detailed (to a certain extent) in the text of this adventure. Thus, prior to running this adventure, you should read and re-read the adventure, until you are completely satisfied that you know how the events are to unfold about the characters, and can react appropriately to whatever they attempt to do (or not...).

You will require only the **Millennium's End v2.0 rules book ("M.E. Rules")** and the **Millennium's End Ultra Modern Firearms ("UMF")** supplement, in order to run this adventure, but we recommend that you have an additional book to hand, the **Millennium's End Referee's Companion**. This book will, we assure you, make your job a heck of a lot easier!

You will also require pencils, pens, paper (to write/scribble/doodle upon), and a set of dice, as noted in the main rules book.

Have fun!

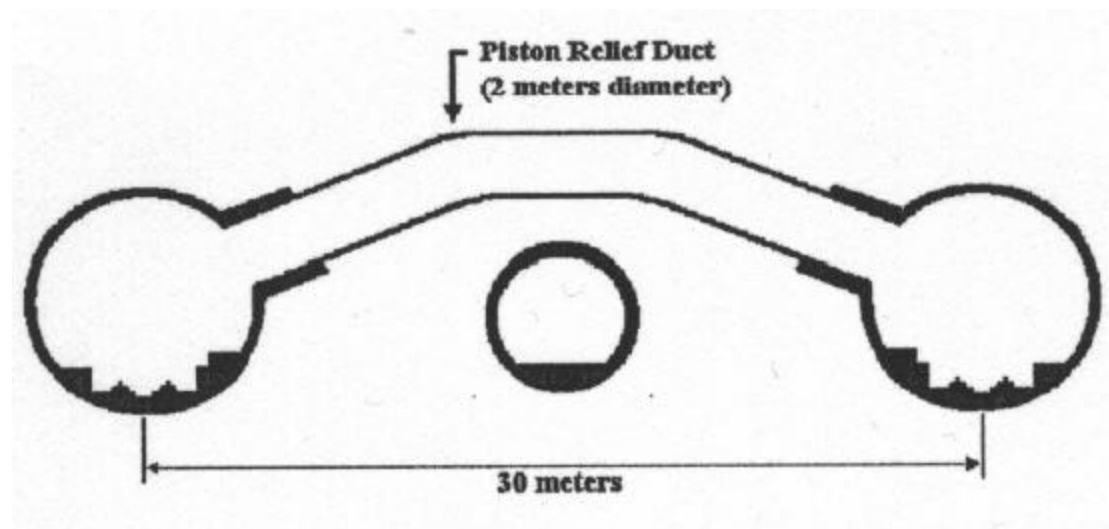
The tunnel...

The Channel tunnel is an incredible feat of engineering; It is a 45 km long triple bore tunnel, consisting of two 7.6 metre diameter running tunnels, and a single 4.8 metre diameter service tunnel. Contrary to popular belief, the tunnel is neither straight, nor laid atop the sea bed of the English Channel, nor smoothly curved below the English Channel.

To ensure the maximum resistance to the ingress of water, the tunnel has been built into a geologically sound layer of material called Chalk Marl, which lies about 22 to 45 metres below the surface of the sea bed of the English Channel.

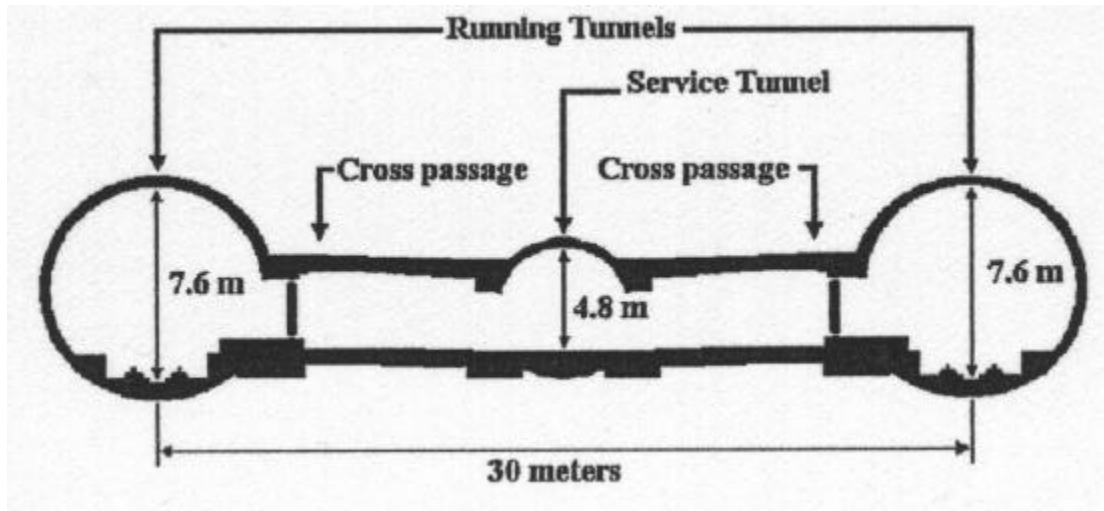
Due to the way that the area around the English Channel was formed many thousands of years ago, there are faults in the ground, which means that the chalk marl experiences many changes of vertical and horizontal path in the ground between the Castle Hill tunnel entrance in England, and the Beussingue entrance in France, a few Km south of Calais.

Spaced along the length of all three tunnels are 'Piston Relief Ducts', approximately once every 250 metres,



and 'Cross Passages', about every 375 metres.

The piston relief ducts are to equalise the air pressure between the running tunnels where the trains run at an average speed of 104 kph, thus causing incredible build-ups of air pressure in front of the trains, unless relieved regularly; the piston relief ducts perform this function. These have centrally hinged flaps to prevent smoke from one tunnel intruding on another in the event of fire.

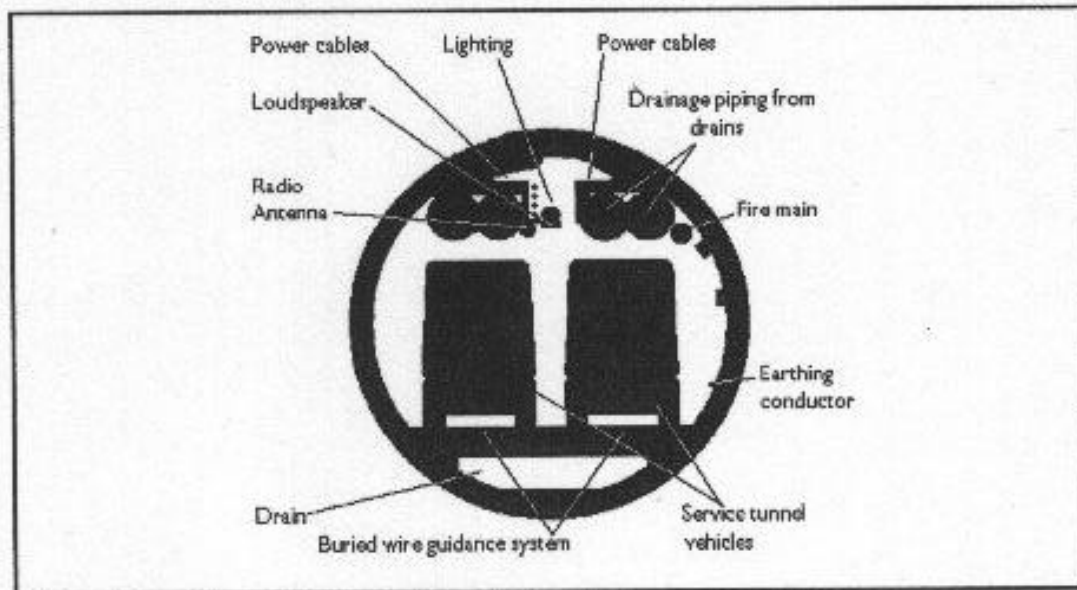


At five points in the tunnel (At the Shakespeare Cliff UK Land Operations site, the Sangatte French Land Operations site, the UK and French crossover points (points where the trains may cross over to the other tunnel, such as when maintenance is being performed on the normal running tunnel), and, finally, at the deepest point in the tunnel) there are pumping stations, designed to remove any water seepage/rain drainage, and other liquids (such as leaking petrol from vehicles carried in the vehicle shuttles) back up to the surface, at either end of the tunnel. There are also, at these points, equipment rooms and motor rooms, where the pumps and ancillary equipment are stored.

The equipment rooms are short sections of service tunnel-like construction, 4.8 metres in diameter, running between both running tunnels at these points. There is one each side of the service tunnel (total of TWO equipment rooms at each of the three points).

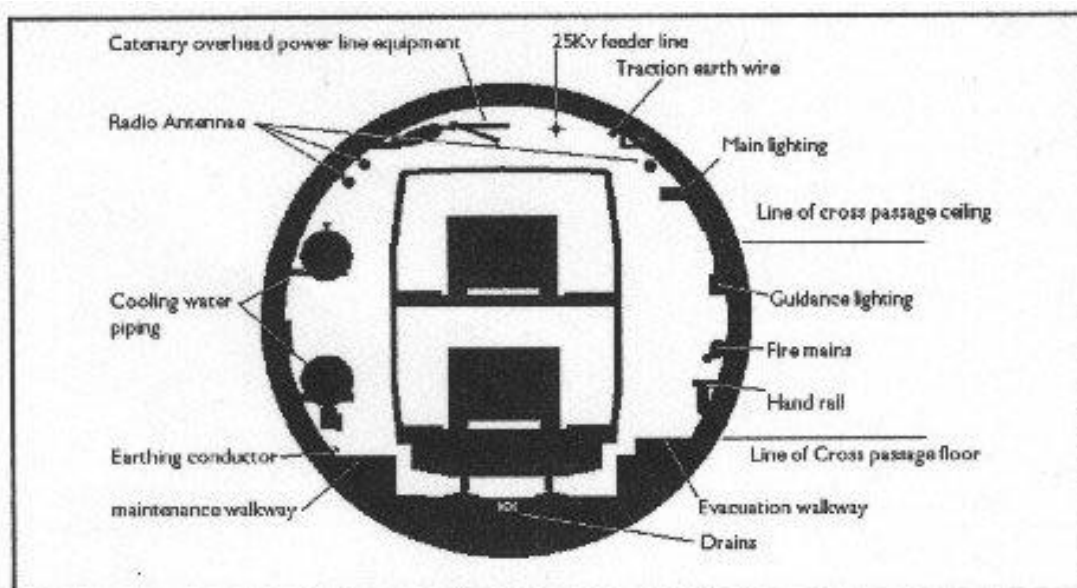
The cross passages lead to the service tunnel, via inwardly hinged doors (hinged to open INTO the cross passages, from the running tunnels).

In each access passage, there is an emergency telephone, a fire extinguisher alcove at waist height (containing two CO₂ fire extinguishers), and a cable-linked CCTV camera, linked to the control rooms at both ends of the tunnel. The access passages at the pumping station positions also have additional sets of doors for the equipment and pump rooms, which open INTO the access passages.



The opening of any of the access passage doors lights a tell-tale warning light on the mimic panel in both control rooms relating to the door(s) opened, and automatically activates the CCTV camera at that point, to allow the controllers on duty to see what is happening there . The controllers are then able to act appropriately as the situation demands.

Each running tunnel has a series of cables and pipes running along its length The biggest of these are a pair of cold water pipes, at about two atmospheres of pressure, designed to circulate chilled water along the course of the running tunnels to keep the tunnel (as in all deep tunnels, temperatures rise without direct action being taken to counteract this rise). The water is pumped and chilled from the UK and French operations sites at Shakespeare Cliff and Sangatte.



There is also a third, smaller bore, water pipe in each running tunnel; this is a fire main, and runs at about three atmospheres pressure at all times. Every 100 metres or so, a feeder pipe leads to a 50-metre roll of fire hose, with an on/off variable jet nozzle attached.

At points every 500 metres, there are valves which cut the flow, and joint the 'down' pipe with the 'up' pipe, allowing the flow to continue uninterrupted. These valves would be used in the event that a section of pipe needed to be replaced. Valves at either end of the faulty section would be turned off, cutting the water supply to that section of pipe, and the offending section replaced, the valves being turned on again afterwards. Such valve switching would have to be simultaneous with the other valve, or back pressures of monumental size would cause damage to the pumps at the Operations sites.

The other cables in the running tunnels are power, communications, and lighting. The power cables are overhead pickup wires to power the tractor units on the trains. These run at 25kVAC (twenty-five thousand volts, Alternating Current) in each of the two cables.

The communications cables, of which there are three, run Euro Tunnel Radio (in the FM band for car stereo radios to listen to up-to-date traffic and rail conditions on either side of the tunnel, and it's approach and departure routes), the Tunnel digital data monitoring system (a system designed to monitor tunnel temperatures, water ingress, air contamination, and such like, run from the five pumping stations by remote sensor into the cables), and the command communications channel, linking all the trains with the control centres at both TML terminals (Folkestone in Kent, and Coquelles, near Calais). The two radio cables are connected at pre-determined distances to antennas; for Euro Tunnel Radio, these are approximately 1km apart; they are only able to transmit, not receive. For the Command Communications Channel (C3), at gaps of about five hundred metres. The frequencies used are out of phase with each other so as to not interfere with good reception on either channel; the C3 antennas are able to transmit and receive.

The lighting cable runs to florescent lighting strips in sealed casings (if petrol fumes escape from vehicles on the trains, the lights will not cause an explosion due to sparking). The lights have battery backups, which will last for 36 hours before a recharge is required. This cable also powers the green emergency exit lights above each cross passage door, and green emergency exit arrows pointing to the nearest cross passage door along the running tunnel wall nearest the service tunnel (Facing the direction of train travel, it's normally on the right).

There is also a twin bore 30cm drainage pipe linked to the five pumping stations; this carries water and other liquids to the next pumping station down the tunnel, where the liquid is sent to the next pumping station up the tunnel, and then to surface drains. The central pumping station (at the tunnel mid-point) sends this waste to the UK side of the tunnel.

In the service tunnel, there is a mass of cable trunking running the length of the ceiling.

This trunking carries service tunnel lighting cables (in a similar manner to the running tunnels, but without the green arrow lights or exit signs), the CCTV cables to the surface, an alternative communications line (with antennae), regular feeds to floor height recessed power tool power sockets (running at the 110 volts AC 40 Hz European power standard) every 50 metres, and at the emergency telephone communications landline from each cross passage telephone point.

Along both sides of this trunking, there are two massive drainage pipes leading away from the lower levels of pumping stations towards the surface. On the southern side there is also a smaller bore fire main pipe, under about three atmospheres of pressure.

In the floor of the service tunnel, recessed about 1cm deep and hidden from casual view is a service vehicle guidance wire; if a tunnel service vehicle is run down the tunnel, and the driver wants to concentrate on something other than driving the battery powered car, he can set it to 'autodrive', and it'll follow the guidance wire until the auto-drive is shut off and the human driver takes over again.

These tunnel service vehicles are 1.5 metres wide, built by Mercedes-Benz, and can carry eight men plus around 100 kilos of cargo, such as tools and other equipment. If larger equipment or repair materials were required, a freight shuttle with the needed materials would be sent down the running tunnel, and the two crossovers used to divert trains to the unaffected tunnel, until the required repairs were complete.

Also running along the cabling duct in the service tunnel is a forced-air circulation system, a sort of crude air-conditioning system, designed to circulate clean (if not entirely fresh) air at slight overpressure to the service tunnel. This is at about 1.1 atmospheres pressure, and is designed to ensure that in the even of fire in a running tunnel, the act of opening a cross passage door will stop smoke from entering the service tunnel, due to the air pressure difference between the running tunnels (low pressure of 1 atmosphere) and the service tunnel (high pressure of 1.1 atmospheres).

The final cable is the tell-tale warning system, which lights a warning light when a cross-passage door is opened, relevant to that door, as mentioned previously in this text.

TRAIN FACILITIES...

Each Vehicle Shuttle comprises 30 carriages, comprised as below.

- A: 2 x Electrically powered Locomotives, using the overhead Catenary power cables.
- B: 2 x Single-deck vehicle loading/unloading carriages.
- C: 2 x Double-deck vehicle loading/unloading carriages.
- D: 12 x Single-deck vehicle shuttle carriages.
- E: 12 x Double-deck vehicle shuttle carriages.

These are connected together in the order below:

A01-B01-D01-D02-D03-D04-D05-D06-D07-D08-D09-D10-D11-D12-B02-C01-E01-E02-E03-E04-E05-E06-E07-E08-E09-E10-E11-E12-C02-A02.

As the train is intended to be hooked together for long periods of time, disconnecting carriages is a problem due to accessibility of the requisite connectors; therefore, at certain carriages, there are group disconnectors. These are at the connections between carriages A01/B01/D01, D03/4, D06/7, D09/10, D12/B02/C01/E01, E03/E04, E06/E07, E09/E10, and E12/C02/A02.

Each double-deck vehicle loader has, in addition to loading and unloading ramps, areas set aside for motorcycles to park, with a small cabin at one end for the cyclists to sit whilst the train is transiting the tunnel. This cabin has a toilet and limited freshening facilities.

Additionally, passage is possible between carriages, and every third carriage in the double-deck carriages, has toilet and limited freshening facilities; these carriages are carriages E02, E05, E08 and E11.

The single deck carriages are intended for coaches, and it is presumed that they will, being long-distance vehicles, carry their own toilet facilities, so no provision has been made for these carriages to have separate toilet facilities built-in.

For security, each carriage also has CCTV coverage, linked to both Locomotives. These show the operator a pretty clear view of all the carriage spaces, and cycle through the carriages, for all areas except toilets, at the rate of around ten seconds per carriage, in random order, but which CAN be controlled from the locomotive if required, through the use of a separate dedicated keyboard. All train crew are trained in its use.

In each carriage there are two emergency 'communication cords' per deck which, if pulled, will remotely activate the brakes of the whole train, bringing it to a halt: In such an event, the driver has no control over whether the train stops or not - it WILL stop. These 'cords' are actually break-glass-and-PULL-HARD levers; a statutory warning notice in the major European Languages, plus Arabic, Chinese, and Japanese, cautions users of the handle that if the use of the cord is not in an emergency, there is a hefty (at LEAST £10,000 Sterling) fine due, in addition to any damage costs caused by the use of the handle.

The terrorists' preparation...

The terrorists of the IFM have done their preparation well; they have infiltrated an entire working gang into the tunnels' maintenance staff, and have arranged for the entire gang to be at the pumping station at the mid-point of the tunnel where the train will be rail-jacked. An emergency red light will ensure that the train is stopped in the right place for their needs and if that doesn't work, there are automatic mechanisms for the detection of these emergency signals that will ensure the halt of any train that is driven by a driver who fails to see the red light. Either way, the train will stop, comparatively suddenly and roughly (no derailling will occur).

As the tunnel itself is 45km long, and the train normally spends 26 or so minutes traversing it, the terrorists have about 13 minutes until the train reaches the mid-point of the tunnel. As the train must slow to stop at the mid-point of the tunnel, and takes about 30 seconds to slow to a complete stop, the terrorists have about 12 and a half minutes before they have to stop the train.

The terrorists' plan of action...

The characters (And, I hope, the players!) will not be expecting trouble on the shuttle; after all, Euro Tunnel boast about all their security precautions, and that the French and British Customs are always on the lookout for suspected or known terrorists. Problem is, as stated above, there are ALWAYS ways around such security. It just takes ONE gap in the 'fence' to let the fox get amongst the chickens - and this is just what's happened.

The IFM have extraordinary patience when it comes to preparing their outrages; this outrage is set to be the biggest yet. Over the course of the last two years, they have infiltrated eight men into the Shakespeare Cliff operations site, as tunnel maintenance workers.

In the last nine months, this particular bunch of villains have been transporting small loads of MRE rations, cooking equipment, water purification equipment, explosives, guns, ammunition, and other bits and pieces of terrorist paraphernalia, to a secure place in the tunnel, near the mid-point pumping station. They hid these pieces of equipment, and are now set to recover them as soon as the railjacking starts.

The first team of terrorists comprises seven men and women. They are to be treated as Veteran level NPCs . Their prime task is to secure Viscount Blake, and the trains' exits once the train has been stopped.

The second team (the infiltrated working gang), 7 of which are to be treated as Experienced NPCs, board the train, and carry out the securing of the rest of the train, its passengers and crew. The plan calls for the train to stop at the mid-point of the tunnel by use of the emergency engineering stop light that the other team are due to activate. If, by a certain time, the train does not stop, or the passengers somehow cause the terrorists trouble, the emergency cord will be pulled, and the train stopped.

At the same time as the terrorists stop the train, a wide-band radio-jammer will be activated, to jam all channels in use in the tunnel, with the exception of the channel that the terrorists two-way radios are set to. Once the train has stopped, the terrorists on board the train will jump off on the service tunnel side of the train, and cover-off at shielded locations to cover the exits on the service tunnel side of the train, to prevent any of the other passengers on the train disembarking. If any try, they will be shot and killed by these terrorists.

If the characters do not wish to wait for this, then they must act NOW, as it is one of the most vital times for the terrorists; the train is only partially secured, there is mass confusion in the body of the train, as every passenger wants to know why the train has stopped, and unless an iron hand or clear leadership is shown, pandemonium will occur.

If the characters fail to act now, they must wait until well into the hijacking, when the terrorists start to kill the other hostages, one every half hour (and there are 728 passengers - not quite a full load. Euro Tunnel predict that each train may carry up to 800 passengers at peak capacity).

There are, therefore, enough hostages to last 15 days at that rate. Food, for the terrorists, is not a problem - they have 18 days of American MRE rations, and plenty of cooking equipment in the vehicles that they boarded the train with. Likewise, defensive equipment is in the vehicles, too. this is listed later in the adventure, but is quite enough.

Whilst all the above is occurring, the other team will be splitting up into four teams of two. The first two will board the locomotive, and kill (read "murder") the driver; they will then disable the front locomotive by removing the drive key.

At the same time, two more will disconnect the rear locomotive unit, and move it **back up the tunnel** by fifty metres. they will disable it there by removing the drive key.

The third duo will be emplacing M14A1 anti-tank mines 60 metres up and down the track from the train, and ten metres nearer, will emplace M18A1 Anti-personnel Claymore mines, with Infra-red seeker/detonator units.

These will detect body heat out to fifty metres, and detonate if they see anything of human size or larger; the seeker units are programmed to ignore vehicles - that's what the AT mines are for. They will have already emplaced the service tunnel Claymores and AT mines before the train was stopped.

The fourth duo will place a Claymore mine on the roof of the carriages at each end of the newly-created fifty metre gap between the locomotive and carriage at the rear of the train. These Claymores will face INTO the gap, angled to cover the entire area. Once this is done, a can of bright yellow spray paint will be used to paint the walkways between the two carriages, but not the railway track well.

On the first area sprayed yellow, the maintenance walkway to the side of the gap, a thick bed of fuller's earth granules covered by Lime powder will be placed. Curtains on poles will be supplied to provide cover for this area, which is to be used by the passengers - sorry, hostages - for their toilet functions. The curtains are for the terrorists as well as the hostages modesty - there's no way they will want to loose their appetite for a meal just because a hostage is having a trip to the toilet; Hence, curtains!

On the evacuation walkway (the other area sprayed yellow), four large drums of clean drinking water with taps at the side near the bottom of the drums, and a large supply of expanded polystyrene cups (2000 of them) will be placed at the midpoint of the walkway between the locomotive and the rest of the train, with taps to the containers facing into the gap. Once all the above is complete, the terrorists NOT covering the train exits will board the train from the front, and herd the newly-acquired hostages into the fifty-metre gap between the locomotive and the rest of the train. The train crew will then be separated from the rest of the passengers and held at gunpoint until the Viscount is brought along.

To coax all three men out of the armoured limousine that they are travelling in, a two-kilogram block of Semtex will be stuck to the side window nearest the viscount, detonators attached, and a warning that unless they come out within 30 seconds, they'll be blown to bits along with their vehicle. Once out of the car, the driver and Policeman will be killed (murdered) - one round in each man's head. The viscount will be bundled into the gap with the other hostages.

Once with the other hostages, the remaining train crew will be killed (murdered) by sub-machine gun fire, following a small piece of redundant rhetoric by the fifteenth terrorist, O'Donnaghue, (shouted in a thick Belfastian brogue) as follows:

"PAY ATTENTION! All of you are now hostages of the International Freedom Movement, held pending the release of our colleagues held in the British Prisoner of War camp called Octagon. I'll tell you what you will or won't be allowed to do in a moment, but right now there's more pressing business: The crew of this train, having been found guilty by this revolutionary committee of crimes against the People, are summarily sentenced to death. The sentence'll be executed now".

The train crew, men and women, will be murdered as above. After the gunfire, silence. Until he speaks again.

"LISTEN UP! You're in the firing line of antipersonnel mines called Claymores. Some of you might have heard of them. They work very well. If you give us ANY trouble at all, we'll use them on you.

"The thinner walkway over there," (he points) "is your new toilet. The curtains are to be used. There won't be any smell, we've provided you with fuller's earth and lime. Cover your stuff with the shovel in each area, and we'll get along real good. If you fail to cover the stuff, I'll kill four of you right there and then. The drums," (he points again) "here are full of drinking water. Use them whenever you like - they've got to last you three days, and that all of it. Don't waste it. It's all you're getting.

"RULES! Follow them, and we'll get along really well. Ignore 'em an' we'll kill you.

"DO NOT climb onto the areas painted yellow. If you do, we'll fire the Claymores.

"DO NOT answer back at us. We'll kill you.

"DO NOT go to the toilet without clearing it with one of us. We'll kill you if you don't.

Got all that? Tough - I'm not saying it again".

With that, O'Donnaghue will leave the gap-side walkway, and the terrorists will start the IFM set routine detailed at the end of this scenario.

O'Donnaghue is the most powerful terrorist, and reeks of ruthless authority. He is to be treated as a High-End Grunt (see page 157 of the **M.E. Rules**, use the last but one - Male, 185 cm). His full name is Liam Sean O'Donnaghue, and is virtually unknown to most security agencies . He has but one real snag.

This snag is William Murray, the ex-Royal Marine; Murray knows of him; during a special duties tour in Europe, the marine was placed on an observation mission, and saw O'Donnaghue and another terrorist casing a police station just hours before an attack on it; O'Donnaghue was never arrested, as there was insufficient evidence to link him with the crime.

Murray was none to pleased with this. It'll take a little while before he realises who this man is, but all the while before he remembers, he'll have a nagging feeling at the back of his head that "I've seen this flamin' loony before, an' he's full o' trouble". As O'Donnaghue never actually saw Murray, he will not recognise him, or anyone else on the train come to that, except his own people, and Viscount Blake.

O'Donnaghue - portrait of a psychopath...

Liam Sean O'Donnaghue is not really a committed political terrorist. All he cares for, really, is getting away to carry out his next atrocity, to allow him to kill and maim more innocent people. The wagon of the IFM is therefore a flag of violent convenience to him. To this end, the plot to die in a terrible explosion is just a pack of lies - he wants to carry on maiming and killing. He loves the media attention his gang gets, but goes to extreme pains to ensure his anonymity (behaving like the notorious 1970's terrorist Carlos The Jackal in his hatred of cameras), so as to ensure his continued murderous habits. He will wear a ski mask at all times when dealing with the hostages or the outside world.

He's now twenty-eight years old, and from age 14, has been involved in terrorist movements, moving up from a watch-boy warning illegal terrorist meetings when the security forces are moving around), to organising terrorist attacks from a safe house, and carrying those attacks out in Europe. He's never been caught , although he's had a few tight scrapes.

At age 18, the IFM suffered from a particularly effective informer, who implicated him in the bombing of a police station (the observation mission that Murray saw him on) . Tipped off just before the net to catch him tightened, his flight from capture sent him to France, and the French Foreign Legion. As no reliable photos of him existed at that time, he got away with it, and spent five years in the Legion as a Paratrooper (demolitions specialist).

He liked killing even before he joined the Legion, but his love of extreme violence is directly due to his enlistment in the Legion; in Chad, where he excelled in explosive killing, he grew to love the sound of his own handiwork (so much so, that his fellow troops began to call him 'Bang-Bang Bradey'). He volunteered for so many last-chance missions, that when his enlistment came up for renewal, he had to remind himself of why he'd gone to the Legion in the first place, and decline the renewal. He went back to the IFM, as a legitimate French national.

For the last five years, he's renewed his old republican contacts, explained his absence (with proof and engagement/discharge papers), and risen to command the IFM; The members of IFM are considered expendable to him, and in any case, due to his obsession about his face, none of them can identify him anyway as they've never seen his face (as he's been VERY careful to keep it covered when he's been with them).

O'Donnaghe's getaway plan...

As stated above, O'Donnaghe has absolutely NO intention of getting killed for a cause; to protect his anonymity, he's wearing a ski mask at all times when not alone. To ensure that his voice is not recognised, he's using a hard Belfast accent.

Since he can also speak fluent French with a Parisian accent, and, having spent his full five-year contract in the French Foreign Legion, possesses a genuine French Nationals' Passport (in the name of Shamus Bradey), listing him as a French Soldier, not a Legionnaire, if things go wrong, he'll whip off his ski mask, don a spare set of slightly soiled clothing, change his appearance slightly, to reflect a dishevelled appearance, and mingle with any surviving hostages, and attempt to evade capture.

If things go as planned, he'll pose as one of the (inevitable) survivors, and do the same thing. From his point of view, it'll be flawless, as no-one – not even his fellow terrorists – will ever have knowingly seen his face.

The other terrorists – portraits of politically murderous maniacs...

The other fourteen terrorists are of a different outlook; the combination of violence and dedication to a cause is almost akin to the membership of the Islamic WIJ in their belief in their 'cause', who will not allow personal risk sway them from their intended action(s). The IFM, helped along by O'Donnaghe, are a force to be reckoned with due to this dedication.

O'Donnaghe has set their minds to an almost brainwashed level of dedication; this is deliberate on his part – in a moment, any one of these people can be discarded to further his own ends. Remember this about O'Donnaghe: He'd sell his own maternal great-grandmother if it would help him cause more suffering and loss of life. The man has absolutely NO morals at all. Not a one.

However, while his accomplices may have few moral scruples, at the end of the day, if they are shown that their leader has no (or no measurable) political bent, they could, if it were carefully done, be turned against each other, thus allowing the team of vacationing BE/BE operatives to prevent the intended massacre.

The timetable of scheduled events (shown below), gives a better idea of the intended outcome of the IFM (for "IFM", read "O'Donnaghue"). It also gives you, the referee, a clearer picture of what is happening at any given time, to aid you in assessing the PCs progress (or lack of it!) in escaping and/or countering this terrorist attack...

One last thing...

The movies **Die Hard** and **Die Hard 2** are (comparative) cakewalks if this adventure is run correctly...!

Time-table of (Scheduled) events...

DAY ONE

- 07:25** Working gang (IFM Team Two) leaves Shakespeare cliff operations site for tunnel mid-point.
- 08:25** Shuttle Train loads passengers and their vehicles, including IFM Team One.
- 08:28** IFM team 2 reaches mid-point of tunnel, and begins to set up, cutting the warning light wires to the running tunnel doors and the CCTV camera cables.
- 08:40** Shuttle Train leaves Folkestone TML terminal.
- 08:50** Shuttle Train enters Castle Hill portal of the tunnel.
- 08:51** Previous Shuttle passes midpoint and IFM Team Two.
- 08:52** IFM Team two sets up an emergency red stop light, and connects it to the local signalling relay; they begin to remove tell-tale warning light cables from the access passage tunnels at the mid-point.
- 08:58** IFM T2 now fully deployed; defensive sensors and weapons emplaced. The terrorists wait for the train.
- 09:03** IFM T2 activates radio jammer. Shuttle Train hits red light - brakes deploy. Train screeches to a rough and sudden stop - right on target. IFM T1 leaves train, and sets up arcs of fire to deny passengers any way off the train. Several are murdered (shot dead) as they attempt to leave the train anyway: no-one attempts to disembark after these examples are made.

- 09:03** Two Team 2 personnel enter the front locomotive, and kill the driver. They lock the cabin off from the rest of the train, and remove the drive key from the console, and disembark. At the same time, a specially trained two-man team is separating the rear locomotive unit from the train, and moving it up-tunnel (towards England) by fifty metres; they remove the drive key from the console, and lock the locomotive up before disembarking. Meanwhile, four personnel from team two are placing M14A1 anti-tank and M18A1 anti-personnel (Claymore) mines forty and fifty meters to the front and rear of the train respectively, facing away from the train.
- 09:24** IFM T2 regroups, enters front of train via the locomotive, and begins to pacify the train. Passengers are herded into the gap between the rear locomotive and the rest of the train. Viscount Blake, his driver, and his Guard, have two terrorist guards placed either side of the car, to prevent escape. They will be dealt with later.
- 09:55** All passengers (bar the Viscount, his driver, and his bodyguard) and train crew now held under Claymore threat in the gap between the trains.
- 10:00** Viscount Blake, his driver, and the Royalty Protection Police Officer, are forced to abandon the refuge of their armoured vehicle by dint of being shown a 2Kg block of Plastic Explosive being fixed to the Viscount's passenger window, and the threat of it being detonated if they fail to surrender themselves. The Policeman is killed (murdered) immediately. Viscount Blake and his driver are bundled off to the gap between the trains where the rest of the passengers and crew remain.
- 10:15** The train crew (men and women) are summarily murdered, to remove any focus points for leadership that they might have shown to other passengers. Water, and a latrine line of Lime (segregated, for modesty) are provided to stop the passengers using the train's toilet facilities.
- 10:40** IFM contacts both control centres, and demands for the freeing of the 3 IFM members held at Octagon High Security Prison in Farnborough are made. Threats as to the disposal of the hostages and the tunnel are made - and then mention is made about Viscount Blake. From now on, all comms are cut, bar the emergency line in the service tunnel, checked once per hour by a terrorist. It is not answered at any other time.
- 10:55** The Kent Police seal off the tunnel at the UK end. The CRS riot Police in France seal off the French end. All traffic through the tunnel is ceased. Special military units are called in, "just in case".
- 11:25** The French turn over management of the situation to the British, in view of the fact that British Royalty is on board the train. The British Prime Minister informs the Queen of the situation personally. Royal Marines Contingency Plan 'Dyno-Rod 2' is activated as a reserve measure. The waiting game starts.

11:30 The train is now 'pacified'. Over the next three hours, the terrorists will rig the tunnel to implode on a command-wire method. The remaining terrorists will guard the hostages in shifts of four personnel. 12:00 From this point, the IFM will now run to a set routine; this is set out at the end of this schedule of events. 14:30 Tunnel now rigged to explode as above. The explosives team gets some rest. The next hostage watch team changeover will be at 18:00 hours, then every six hours thereafter.

DAY TWO...

21:00 First civilian hostage murdered. The murder is transmitted via CCTV to the control room from one of the cameras leading up from the rear of the train in the service tunnel. All murders will be televised on CCTV. 21:30 Second civilian hostage murdered. Another civilian will be murdered every half hour from now on, irrespective of race, colour, or creed, at least until the train is blown up...

22:00 Operation Dyno-Rod 2 ordered to be run using Royal Marines from the Special Boat Squadron. Operation to commence at 05:00 the next morning.

DAY THREE

05:00 Royal Marines from the SBS embark upon Operation Dyno-Rod 2. They enter from the English end of the Service tunnel.

16:00 The SBS get to within about 1000 meters of the train before setting off Claymore explosive mines hidden in the pipe work above them. All but the rear-guard are killed. All those on the train hear is a muffled double bang. The terrorists look pleased with themselves.

18:00 The operation is abandoned for more preparation. There won't be enough time left, although the SBS don't know this.

19:00 The off-duty terrorists add command wire booby-trap lines to the defensive Claymores, designed to trigger the emplaced plastic explosives if the Claymore(s) are fired. O'Donnaghue plays the video camera tape to one of the active CCTV cameras (masking his face as he does so), and informs the command centre not to undertake another anti-terrorist operation, and the next screw-up will result in the detonation "of all these nice li'l ol' blocks o' Semtex. This here's about 100 kilos of it. I've got another 900 kilos of it, OK? Don't be forgetting the Viscount, now."

19:30 The UK government consult with the Queen. The PM then consults with all leaders of Political Parties in Britain.

- 23:00** The PM informs O'Donnaghue that should the explosives in the tunnel be detonated, the three prisoners in Octagon will be convicted of complicity in high treason (accomplices in the act of the murder of a member of the Royal Family), and will be summarily executed (- the first to be executed in over 50 years in the UK).
- 23:59** The terrorists decision is now up to YOU, the referee. Based upon the players actions to date, you have three options.
- Set the hostages free, surrender (not, really, in the IFM's dictionary).
 - Blow up the train - end of scenario - not to mention the PCs!
 - Give the PCs a few hours to try their luck, and then blow up the train (unless they succeed in over-powering the terrorists).

Any way you do it, milk this adventure for all the tension you can. A few movies on the subject can always be found in good video libraries, but one, "The Taking of Pelham 123", is a good film to start with. It's even based on a New York Subway train in America, and has a few good ideas sewn into it for good measure. Happy hunting!!

The IFM set routine for the train-jacking...

Firstly, use the Cheap Thugs NPCs for the remainder of the terrorists (Page 156, **M.E. Rules**). Use a mixture of males and females. International terrorism knows no sexual divides!

- Four terrorists will man the gap between the trains, guns cocked and safeties applied. Two men cover off each of the anti-passenger Claymore mines, one covers the latrines, the other covering the service-tunnel- side passageway, for would be escapees. All are ordered to shoot to kill any would-be escapee. These are rotated every six hours.
- One terrorist will man the electronic surveillance sensors, rotated every six hours.
- Two terrorists will be on roving patrol, rotated every six hours.
- Remaining seven terrorists sleeping/resting up/eating, for six hours.
- The remaining terrorist, O'Donnaghue, will be doing as he pleases, either terrifying the hostages (your choice as to how he does this. There are certainly PLENTY of choices as to how he does this. Remember, the man has NO morals or ethics), playing with the sensors, or sleeping or eating, as he (or rather, you) sees fit.

NB: Remember that at all times, the terrorists are in short-range radio contact, via their headset VOX operated radios (VOX: Voice-Operated receive/transmit (RX/TX)).

Defensive sensors and weapons the IFM have deployed...

In the running tunnel of the stopped train, facing both France and England:

- 40 metres up-tunnel from train, M18A1 Claymore AP mine with Infra-red sensor/detonator, primed to detonate if a heat source (such as a body) approached nearer than 50 metres from up-tunnel to the mine.
- 50 meters up-tunnel from train, M14A1 Anti-tank mines, two, positioned to deny access to armoured vehicles from up-tunnel. Anti-handling devices ARE enabled.

In the service tunnel:

- Hidden in the cable trunking, two M18A1 Claymores, with IR sensor detonators, downwards facing, 25 metres up from the first cross passage nearest the train.
- Hidden behind each cross passage door, on the running tunnel side, one M18A1 Claymore, wire primed, to detonate if the door is opened (one, the central door, is command detonated, to allow access to the emergency telephone in the cross passage).

Bibliography...

You would be surprised at the amount of material that's available to the public on the Channel Tunnel...

Pretty much, most of the technical information for the weapons and equipment come from the Millennium's End game source books. Where they have not given the information we required, a certain amount of judicious guesswork was used.

Should you wish to research the tunnel yourself, a sourcebook we found, printed by the British Library, available in good libraries, give bibliographical information references to over three hundred different articles, books and media items; It's quite an invaluable work, and made our job a lot easier.

The technical information on the tunnel came from two sources; the Euro Tunnel consortium, by way of their published material, and the ICE/ISF technical papers on the tunnel from the convention in 1989.

The Material from Euro Tunnel was obtained from their exhibition centre in Folkestone, England. The engineering data from a public library in Bromley, Kent, England.

Weapons:

Glock 20 – Page 34, **UMF**.

H&K MP5/10 – Page 65 **UMF**.

Ares FMG – Page 59, **UMF**.

Semtex plastic explosives – Use C4 as a guide, pages 114/182, **M.E. Rules**

M18A1 and M14A1 AP and AT mines - Pages 114/182, **M.E. Rules**.

The Infra-Red detonators for the Claymore (M18A1) mines assumed data based on similar systems used to activate simple burglar alarms; a little electronics ability would be all that's needed to modify the firing requirements for a Claymore mine.

Research on the Euro Tunnel:

Euro Tunnel Information Papers (September 1993)

Channel Tunnel Group Limited, London, 1992.

Euro Tunnel Publication Number E448 28/09/93

A collection of press releases that Euro Tunnel have developed into a media pack. 13 papers overall in the pack when we obtained it, in September 1993; covers such things as methods for curbing Rabies crossing the channel; to the model train layout at the Euro Tunnel Exhibition Centre at Folkestone. Lots of useful information, although you might have to read carefully to find what you're looking for.

The Channel Tunnel - A 21

Century Transport system (1993 edition)

Channel Tunnel Group Limited, London, 1990.

Euro Tunnel Publication Number E254(1993)

The 'official line' on the tunnel from Euro Tunnel.

Again, obtained from the Euro Tunnel Exhibition Centre in Folkestone, England. This small booklet gives a lot of good and accurate information about the tunnel itself, and additional information on the trains, the mix of rolling stock used, the various facilities they offer, and a wealth of other useful information. Some of this information was used to provide a realistic backdrop to this scenario.

THE CHANNEL TUNNEL

Societe des Ingenieurs et Scientifiques de France Institute of Civil Engineers

ISBN 0 7277 1546 1

ICE, London, and ISF, Paris, 1989.

Obtained during a visit to a public Library, this book details several technical papers, reprinted from a conference organised by the ISF and ICE held between 20 and 22 September 1989, relating to the design, construction and planning that went into the channel tunnel. Much of the work in paper 7 (Chighton & Leblonde) is used in this scenario.