

• UNDER • THE • WIRE •

(Editorial - from centre column)

days off work expecting things to be in a real state, but they weren't too bad.

The house is a late seventies semi-detached villa (built by Barratts before they started being frugal with the bricks and mortar, and cramming as many houses to the acre as they could), with a large (25'x15') lounge/diningroom downstairs, a good sized (but not too well designed) modern fitted kitchen, downstairs loo (very useful), three upstairs bedrooms all of which could take a double bed (you can't say that about most modern three-bedroomed villas) one of which will be my playroom (for the computer and drawing board if it can be coaxed upstairs), upstairs bathroom, and a conservatory/porch/lean-to/shack† which has had some of its original glass replaced with weatherboarding and plasterboard for greater seclusion which Jill will be using as a breakfast/sewing room. With a garage for the bike, garden shed (not sure whether to keep that or replace it with a greenhouse), and a large area of shrubs, trees, and flowers on three sides suffering from years of neglect (but could only be described as a wild garden), that's what we have to work with.

I hired a steam wallpaper stripper, and we set to removing the wallpaper from the three upstairs rooms. Two of the rooms had peelable paper - the pink kites were soon lying in tatters on the floor, never to fly again. The Mutant Ninja Turtle border in the second bedroom put up a brief fight, but they too soon found themselves tied up in a black plastic sack. Only one room, the master bedroom resisted in shedding its skin, but the steam-stripper did the job, and by the end of the day, we were in a position to start putting something new back up.

However, before we did, we had the big move of all our stuff from both parental homes in Arbroath. We'd arranged for a

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† according to the surveyor



(Editorial - from left column)

friend (who drives buses for a hobby) to hire a three-ton truck from Mitchells, and with his family and other friends to assist, spent the Saturday emptying spare bedrooms, attics and garages into it, and transporting it all to Edinburgh.

Last time I moved (into three rooms), you couldn't see the floor when everything was still in boxes. With so many rooms and garage at the new house, we could have done another move of the same size, and still hardly noticed!

Since then we've decorated a couple of the upstairs rooms, and are now waiting for carpets to be fitted, and some new furniture for the lounge and bedroom. Most of the boxes are unpacked - that's a lie, since most of my boxes of books are waiting for my room to be carpeted before I move the bookcases in and fill them.

The "garden" is also starting to take shape. A half hour or so each evening (when it's not raining) seems to be starting to have some effect, though there's a lot of work to be done (we think we may rip out most of the shrubs and lay grass to make it look less like it's waste ground). There's three or four dwarf conifers (now reaching 12-15 foot) that will meet Mr Axe soon, but then there's the task of getting the roots out, or waiting for the root killing chemicals to do their work, before getting on to planning what WE want it to look like.

It's said you shouldn't do too much for the first year in a garden anyway, so you can see what's already there. I intend just trying to keep on top of the weeds, pruning as necessary, and ripping out where there's deadwood, just too many plants in the one place, or because the plant is just plain ugly.

Having achieved this much in the last three weeks, there's been less time for fun things like doing the zine, going to visit castles, or just being sociable with friends. The next few weeks don't look to be much better, and we've decided NOT to go to Orkney in July as previously planned -

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The waiting is now over. We HAVE moved, and with three weeks or so behind us, things are starting to take shape, and I feel I can take some time off to put together this issue of the zine. The new address and phone number, while also at the foot of the page, are here in big print

**3 Alnwickhill View,
Liberton,
Edinburgh
EH16 6XZ**



031 664 7893

just so no-one can say they missed it. There's postal redirection from Carfrae Park for the next year in case anyone forgets! If you are phoning, please try to make it before 10pm. Thanks.

It all went reasonably smoothly, much to our surprise. We got the keys on the 1st of June (a Tuesday) and spent the rest of the week cleaning the new house (and the old one as we moved things out) moving over a carload of boxes each time we came from Carfrae to here. We'd taken the three

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CITY & SUBURBAN MOTO-MORINI TURN 3

TRACK BUILDING

Player	Company	Colour	Builds	Town	Green Belt
David Watts	PEMBS	Orange	<u>(City)</u> -A04; (C06)-D31; (E14)-F42	C06	A06†
Bill Becker	BWR	Blue	(A03)-B13-C11-D26	A03	B01
Eoin Rutter	INT	Brown	(A03)-B13; (B04)- <u>C23</u> -D06	A03	B14†
Iain Smedley	LOTS	Green	(C23)-D06-D05-E42	A06†	A04
Clive Davenhall	METRO	Red	(D14)-E32; (C16)-D15; (D16)-D21	C16	A04
Ulf Jiretorn	JIR	Purple	(C25)-D04-D05-E42	B02	A04

† - see Game Notes below

DEVELOPMENTS

New Towns : A03, B02, C06, C16

New Green Belt : By popular demand, A04 is turned into parkland! As are B01 and B14.

COMPANY FINANCIAL STATEMENTS

Player	BF	- Build	± Pay	+ Rev	- Dev	= CF
Clive Davenhall	16	-6	+0	+6	-6	= 10
Ulf Jiretorn	13	-6	+0	+7	-6	= 8
David Watts	21	-6	-3+1	+4	-6	= 11
Bill Becker	18	-6	-1+1	+4	-6	= 10
Eoin Rutter	17	-6	-1+2	+3	-6	= 9
Iain Smedley	17	-6	+1	+4	-6	= 10

BUS BOSS NEVAL – BB108USA TURN 8

RACES

Races not possible: none

Races not entered : 11

No	Route	TECTIC	DIS	NAFF	BOSS	SLICK
10	Tampa - Dallas	-	16-5+4	5-5	9-2+8	-
12	Los Angeles - Albuquerque	-	-	7-2+4†	16	7-4+2†
13	Tulsa - Chicago	+3	-	-	10-3	20
14	Albany - Los Angeles	+3	10-3+1	+4	-	20-5
15	Mexico - Chicago	-	+2	-	20-2	10
16	New York - Houston	-	10-3	20-4+3	+1	+3
17	Pittsburgh - Spokane	-	-	-	-	30
18	San Francisco - Jacksonville	+7	12-7†	5+4	13-4†	-

NOTES: † means these companies tied, and the points were shared out between them, odd halves given to the company with the lower score at the time.

ROUTES PURCHASED

Frank Burns - The Engines Cannae Tak It Cap'n - TECTIC - Lurid Orange
No builds received

David Watts - Buses On States Sevices - BOSS - Yellow
Indianapolis - Cleveland - Detroit; Cleveland - Buffalo

John Breakwell - North American Folk Ferriers - NAFF - Green
Nashville - Cincinnati - Cleveland

Bill Becker - Dispatch Illusion Service - DIS - Blue
No builds received

Eoin Rutter - St Louis Indianapolis Cincinnati Knoxville - SLICK - Black
Salt Lake City - Reno; Tulsa - Dallas

FINANCES

	Start	Races	Builds	End
TECTIC	23	+13	-0	= 39
NAFF	66	+41	-11	= 96
BOSS	44	+66	-12	= 98
DIS	74	+37	-0	= 111
SLICK	112	+83	-12	= 183

GAME NOTES

• No planning permission was granted for A06, as the two "bids" cancelled each other out.

• B14 was turned into parkland last turn - once a hex

is parkland, or built-up, it stays so through the game.

• There has been a request for me to publish each turn the zones available for building - see below.

• Underlining in the build phase is indicative of payments to rivals for joining lines (single hex), or building in parallel (both hexes and the link).

• Note correction to Iain Smedley's address - 170 North Gower, not 70.

• Interim turns from now on if that's OK with you all. The first interim deadline will be noted at the end of *UTW*.

PLAY ORDER (4)

Bill, Eoin, Iain,
Clive, Ulf, David

Town planning available in rings A, B and C (during turns 3 and 4)

PLAYERS

Clive Davenhall, Flat 59, Stoneygate Court, 298 London Road, LEICESTER LE2 2AJ

Ulf Jiretorn, Västergatan 12B, 332 32 GISLAVED, Sweden

David Watts, 102 Priory Road, MILFORD HAVEN, Dyfed SA73 2ED (0646 692752)

Bill Becker, 1515 Ridgewood, JENISON, Michigan 49428, U.S.A.

Eoin Rutter, 233 High Street, EDINBURGH EH1 1PE (031 226 5214)

Iain Smedley, Top Flat, 170 North Gower Street, LONDON NW1 (071 387 8687)

GAME NOTES

Very close middle grouping, which had Bill built this time, would have seen a spread of just four points. No orders received from Frank this time - I guess his wedding and honeymoon plans just got in the way. Some interesting races this time, with the longer route winning on three occasions. In race 18, though NAFF had the shortest route (by 1 and 3), BOSS and DIS shared the spoils of the victory. In race 17, NAFF's route was more than twice the length of the only other route, and is thus ineligible.

As for race 11, David decides to leave it for now. Will he run it next time? However, David, could you clarify a point for me regarding a race on this route. If someone had entered this time doing a circular route starting in Indy via Chicago



and St Louis and back to Indy before using your single link to Cincinnati, would that have been a valid route, and hence upset your plans?

ROUND 9 RUNS

You may enter upto five races each turn - 8 new races this time, plus one carried over.

- 11 Indianapolis - Cincinnati
- 19 Detroit - Buffalo
- 20 Minneapolis - Western Canada
- 21 Milwaukee - Knoxville
- 22 San Francisco - St Louis
- 23 Portland - Boston
- 24 Charlottesville - Reno or Las Vegas
- 25 Miami - Cleveland
- 26 Salt Lake City - Washington

PLAYERS

Frank Burns, 51/26 Caledonian Crescent,
EDINBURGH EH11 2AT

Bill Becker, 1515 Ridgewood, JENISON, Michigan
49428, U.S.A.

John Breakwell, 62 Shackleton Way, Woodley,
READING RG5 4UT

David Watts, 102 Priory Road, MILFORD HAVEN, Dyfed SA73 2ED (0646 692752)
Eoin Rutter, 233 High Street, EDINBURGH EH1 1PE (031 226 5214)

RAILWAY RIVALS

OSSA

TURN 12+

GAME END COMMENTS

Ulf Jiretorn - JIR (1st)

"Then, the game's over and nobody reached me! I'm a bit surprised by Wallace's comments after the game. I didn't buy any of Scotty's rail, so I certainly didn't benefit from his departure from the game!"

WOL: My fault entirely - I was looking at the final game map, and the blue over orange looked a bit purple... honest, in poor light it is... actually, even in good light it does...

"My main aim in the game was to get to all the cities in the southern part of the map as quickly as possible. If I had been forced to choose between getting to Marseille/Toulon/Nice or to Bordeaux/Bayonne/Lourdes I would probably have gone for Marseille and its neighbour cities. Fortunately I never had to make that choice since no-one else made a real effort to go south.

WOL: A major oversight on this map.

"This meant that the east of France had to be given up completely, but I think that a regional monopoly in the south was well worth that. In the later stages of the game I tried to get some access to the north of France. I also connected Brest well into the racing rounds.

All in all, a game which ran according to plans. Thanks to Wallace for good GMing, and to the other players for the fight."

John Breakwell - GOBLIN (4th)

"Well, my eastern line bombed out and no mistake. I had faith in it and so didn't bid too highly [for Scotty's lines] which cut me off from the west coast. A couple of mistakes over ferries didn't help either. Good game, good map. Great final score by Ulf - congrats."

WOL: This is one of my favourite maps as it gives plenty of scope for everyone. Haven't played it from the ports though, which might make a big difference to the final outcome. Maybe I should do a comparison of the routes from both *PoW!*/ *UTW* France map RR games to see if there is a pattern. I contemplated running exactly the same set of races in this game, but in the end decided that would be too much advantage for anyone doing some background research into previous games on the same map!

GAME OPENINGS

UNDER STARTERS
ORDERS - Simon McInnes' horse racing game is distributed with *UTW* to players only. Contact Simon at 236 Sydenham Road, West Croydon, Surrey CR0 2EB ((081 689 6817)

CCTFL - TouchDown! American Football league run by me, separate from *UTW*. Sometimes deadlines clash - which delays one, or both. Now at the end of its third season I'm looking for anyone to act as standbys in case any of the current coaches opt to retire. Address etc on Page 1.

(Editorial- from Page 1)

there's just too much to do here, and it was going to be quite expensive - though we'll take a few days and head north to Inverness and maybe Ullapool. We're also booked to go to Guernsey (in the Channel Islands) later in the year once things have settled down a bit.

I had managed to schedule deadlines for both the zine, and my Touchdown! game, around the beginning of June. The zine has been the first to be done, and the Touchdown! is scheduled for completion before we go away in mid July. So for those of you waiting to find out the results of the first round of playoffs, please bear with me, and the report will be forthcoming.

A week or two before we moved, Jill and I went out to Culross, a small town on the north side of the Forth mid way between Edinburgh and Stirling. I'd planned to get out there for some time - being only twenty minutes from Edinburgh - but had never got around to it.

The "Palace" at Culross was the first major purchase by the NTS after it was formed in the early 1930s, and by the outbreak of the Second World War, the Trust owned 20 properties in the town, many in a very poor state of repair. Now, most have been restored to their former glory. Some are open to the public, some are in use as homes, and one houses the local electricity sub-station!

Culross lies on the shores of the River Forth and its little white houses, roofed with red pantiles, line narrow cobbled streets which converge at the Mercat (Market) Cross. Were it not for the occasional car you could easily think you'd taken a time warp back to the 17th or 18th Century. The town is often used for period dramas, and the sight of camera crews, and period actors, is a common one. Yet this is no museum - it is also a living community, and people must fit their 20th Century conveniences into the 17th Century buildings.

In the 6th Century Culross was a religious centre, and its monks feature in a tale which links it to the city of Glasgow. Across the Forth, a princess was expelled in disgrace by her father, the King of Lothian. She was cast adrift on the Forth in a boat which got washed ashore at Culross, where the monks took pity on her, and where her son, Mungo, was born and raised. Mungo later travelled west and founded his own religious community. St Mungo is the patron saint of Glasgow.

Early travellers commented on the rock that burned and the monks were the first miners of the coal. The river provided a highway for trade, and along with salt (from up to 50 salt pans, where the sea water was led into iron pans, and then the

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water evaporated off) and other Scottish produce, coal was exported down the Forth to Scandinavia and the Low Countries (Holland, Belgium). Often the ships returned with ballast of red pantiles, and along with building ideas from across the North Sea have given us many of the building styles and techniques still practised along the east coast of Scotland.

Culross' prosperity came in the late 16th Century when the running of the colliery was taken over by Sir George Bruce (a descendant of King Robert the Bruce). The monks had been able to get so much coal out from shallow workings, but as the coal seams extended under the river, they were thwarted by drainage problems and ventilation. But Sir George introduced the "Egyptian Wheel", a mechanism turned by horses, and operating 36 buckets on an endless chain which brought water out from depths up to 240 feet (where the monks could previously only work to 30 feet).

A great storm destroyed many of the mine workings in 1625, and over the following years, Culross' prosperity declined gradually as traditional

industries died out, or more ideal locations were found. In the more successful towns the old buildings were ripped down to make way for new. But in Culross, with little growth, things stood still. In its way, Culross has provided us with the greater legacy. Though the buildings were dilapidated when the Trust took them over, their intention was to restore them to what they would have been like in the heyday of the town.

The cobbled streets are as interesting as the buildings - the centre of each is slightly raised, and instead of cobbles, there is a row of large slabs. Along the "crown of the causie" (causeway) walked the local worthies, and well-heeled. The poor gave way in the gutters.

Well worth a visit if you're in the area, and the weather is nice. The internal exhibits, for the time being, are quite poor, though the fifteen minute video on the history of the town was a useful introduction. However, there is currently a major renovation scheme taking place on Sir George Bruce's "Palace", and a major exhibition will be housed here when it is completed.

NEW ELEMENT DISCOVERED AT VARIAN RESEARCH CENTRE

The heaviest element known to science was recently discovered by physicists at the Varian Research Centre. The element, tentatively named Administratium, has no protons or electrons and has an atomic number of 0. However, it does have 1 neutron, 125 assistant neutrons, 75 vice neutrons and 111 assistant vice neutrons. This gives an atomic mass of 312. These 312 particles are held together by a force that involves the continuous exchange of meson-like particles called morons.

Since it has no electrons, Administratium is inert. However, it can be detected chemically as it impedes every reaction it comes into contact with. According to the discoverers a minute amount of Administratium caused one reaction over four days to complete, when it would normally occur in less than one second.

Administratium has a normal half life expectancy of approximately three years, at which time it does not actually decay, but rather, undergoes a reorganisation in which assistant neutrons, vice neutrons and assistant vice neutrons exchange places. Some studies have shown that the atomic weight actually increases after each reorganisation.

Research at other laboratories indicates that Administratium occurs naturally in the atmosphere. It tends to concentrate at certain points such as government agencies, large corporations, educational establishments and Varian. It can even be found in the newest, best maintained buildings.

Scientists point out that Administratium is known to be toxic at any level of concentration, and can easily destroy any productive reactions where it is allowed to accumulate. Attempts are being made to determine how Administratium can be controlled to prevent irreversible damage, but results to date are not promising.

DEADLINE FOR UTW 11 ORDERS – 7th August 1993
(City & Suburban Interim Deadline 24th July 1993)
(USO Deadline 31st July 1993)