

## POLAND 1.1

Stand	Class	Move	Def.	Weapons	Ammo	ROF	C	M	L	E	IDF	Year
<b>Horse-drawn Vehicles</b>												
Cart	II-1/-	8/6W	Soft									
Wagon	III-2/-	8/4W	Soft									
Light limber	II-1/II	12/8W	Soft									
Limber	III-1/III	8/6W	Soft									
MG Cart <i>taczanka</i>	II-1/-	12/8WA	Soft									
<b>Soft-skinned Vehicles</b>												
Lazik light car	I-1/2/-	48/12W	Soft									
PF 320T motor- <i>taczanka</i>	II-1/-	48/12W	Soft									
Light truck	II-1/II	40/12W	Soft									
Medium truck	III-2/III	36/8W	Soft									
Heavy truck	III-3/IV	24/6W	Soft									
C2P tractor	II-1/II	24/10T	1/0W									
C4P half-track	III-2/III	26/12W	Soft									
C7P tractor	III-2/IV	18/12T	Soft									
<b>Armored Cars and Transporters</b>												
Wz.29 Ursus	III	20/10W	1/1W	T:37L17	HE	1	6(4)W	12(3)W	18(2)W	24(1)W		29
					AP	1	6(7) 2	12(5)1	18(3)1	24(1)0		
				TR:MG	SA	1	6(7)W	12(5)W	xx	xx		
				HR:MG	SA	1	6(7)W	12(5)W	xx	xx		
Wz.34/MG	II	35/10W	1/1W	T:MG	SA	1	6(7)W	12(5)W	xx	xx		34
Wz.34/37	II	35/10W	1/1W	T:37L17	HE	1	6(4)W	12(3)W	18(2)W	24(1)W		34
					AP	1	6(7) 2	12(5)1	18(3)1	24(1)0		
Tank Carriage	IV-Sp*	48 Rail	2/2S									30
<b>Self-propelled Artillery and Armored Trains</b>												
wz.14 self- propelled AA gun	III	36/8W	Soft	T:75L52 AA	HE	2	6(7)H	12(6)H	18(5)H	60(4)H		34
Light Armored Train	IV-1	48 Rail	2/2S	T:75L36	HE	1	6(7)H	12(6)H	18(5)H	60(4)H	216''(4)1''	
					AP	1	6(7) 5	12(5)4	18(3)3	36(1)2		
Medium Armored Train	IV-1	48 Rail	2/2S	T:75L36	HE	2	6(7)H	12(6)H	18(5)H	60(4)H	216''(4)1''	
					AP	2	6(7) 5	12(5)4	18(3)3	36(1)2		
Heavy Armored Train	IV-1	48 Rail	2/2S	T:75L36	HE	1	6(7)H	12(6)H	18(5)H	60(4)H	216''(4)1''	
					AP	1	6(7) 5	12(5)4	18(3)3	36(1)2		
				T:100L19	HE	1	6(7)H	12(6)H	18(5)H	60(5)H	180''(5)2''	
				T, HS:MG	SA	1	6(7)w	12(5)w	xx	xx		
<b>Tanks</b>												
7TPdw	IV	18/12T	2/1S	T:MG	SA	1	6(8)w	12(6)w	xx	xx		34
7TPjw	IV	24/12T	2/1S	T:37L45	HE	2	6(4)w	12(3)w	18(2)w	36(1)w		37
					AP	2	6(7)5	12(5)4	18(3) 2	36(1)0		
					T:MG	SA	1	6(7)w	12(5)w	xx		
FT 17 SA	III	6/4T	2/2S	T:37L22	HE	1	6(4)W	12(3)W	18(2)W	24(1)W		19
					AP	1	6(7) 2	12(5)1	18(3)1	24(1)0		
FT 17	III	6/4T	2/2S	T:MG	SA	1	6(7)W	12(5)W	18(3)W	24(1)W		19
R 35	III	16/10T	4/4S	T:37L22	HE	1	6(4)W	12(3)W	18(2)W	24(1)W		39
					AP	1	6(7) 2	12(5)1	18(3)1	24(1)0		
					T:MG	SA	1	6(7)W	12(5)W	xx		
Vickers E/A	III	18/12T	1/1S	T:MG	SA	1	6(8)w	12(6)w	xx	xx		31
Vickers E/B	III	18/12T	1/1S	T:47L18	HE	2	6(4)w	12(3)w	18(2)w	36(1)w		
					AP	2	6(7)3	12(5)2	18(3) 1	24(1)0		

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				T:MG	SA	1	6(7)w	12(5)w	xx	xx		
TK	II	24/10T	1/0S	C:MG	SA	1	6(7)W	12(5)W	xx	xx		30
TK/20	II	24/10T	1/0S	C:20L60	HE	2	6(5)W	12(4)W	18(3)W	36(2)W		39
					AP	2	6(7)3	12(5)2	18(3)1	36(1)0		
TKS	II	24/12T	1/0S	C:MG	SA	1	6(7)W	12(5)W	xx	xx		34
TKS/20	II	24/12T	1/0S	C:20L60	HE	2	6(5)W	12(4)W	18(3)W	36(2)W		39
					AP	2	6(7)3	12(5)2	18(3)1	36(1)0		
TKF	II	24/12T	1/0S	C:MG	SA	1	6(7)W	12(5)W	xx	xx		38
					P:MG	SA	1	6(7)W	12(5)W	xx	xx	
TKF/20	II	24/120T	1/0S	C:20L60	HE	2	6(5)W	12(4)W	18(3)W	36(2)W		39
					AP	2	6(7)3	12(5)2	18(3)1	36(1)0		
					P:MG	SA	1	6(7)W	12(5)W	xx	xx	
<b>Towed Artillery</b>												
220 wz.32 mortar	IV+	Towed		220L19	HE	0	6(9)H	12(9)H	18(8)H	60(8)H	288''(8)2''	32
155 wz.17	III	Towed		155L15	HE	1	6(9)H	12(8)H	18(7)H	60(7)H	216''(7)2''	19
120 wz.09/31	III	Towed		120L27	HE	1	6(8)H	12(7)H	18(6)H	60(6)H	216''(6)2''	31
105 wz.29	II	Towed, 2L		105L31	HE	1	6(8)H	12(7)H	18(6)H	60(5)H	288''(5)2''	29
100 wz.14/19	II	Towed, 2L		100L19	HE	1	6(7)H	12(6)H	18(5)H	60(5)H	180''(5)2''	19
75 wz.36 AA	III	Towed		75L50 AA	HE	2	6(7)H	12(6)H	18(5)H	60(4)H		36
75 wz.14 AA	III	Towed		75L36 AA	HE	2	6(7)H	12(6)H	18(5)H	60(4)H		19
75 wz.97	II	Towed, 2L		75L36	HE	2	6(7)H	12(6)H	18(5)H	60(4)H	216''(4)1''	19
					AP	2	6(7) 5	12(5)4	18(3)3	36(1)2		
75 wz.02/26	I	Towed, 4L		75L30	HE	2	6(7)H	12(6)H	18(5)H	60(4)H	180''(4)1''	26
					AP	2	6(7) 5	12(5)4	18(3)3	36(1)2		
65 M Mle 06	I	Towed, 4L		65L19	HE	2	6(5) H	12(4) H	18(3)H	60(3)H	180''(3)1''	19
					AP	2	6(7) 5	12(5)4	18(3)3	36(1)2		
40 wz.36 AA (Bofors)	I	Towed, 4L		40L56 AA	HE	3	6(5)W	12(4)W	18(3)W	36(2)W		36
					AP	3	6(7) 5	12(5)4	18(3)3	36(1)2		
37 wz.36 AT (Bofors)	I	Towed, 4L		37L45 AT	HE	2	6(4)w	12(3)w	18(2)w	36(1)w		37
					AP	2	6(7)5	12(5)4	18(3) 2	36(1)0		
<b>Personnel</b>												
81 Mortar wz.28/31	HIW	6L	Pers	81L16 Mtr	HE	2	xx	xx	xx	xx	54''(4)1''	30
Medium MG	HIW	6L	Pers	Small arms	SA	1/2	6(7)W	12(5)W	18(3)W	24(1)W		
Weapons	HIW	6L	Pers	Small arms	SA	1/2	6(8)W	12(6)W	18(4)W	24(2)W		
Mntd Motorcycle	I	48/24W	Pers	Small arms	SA	1	C(7)A	6(5)W	12(3)W	xx		
Infantry/Engineer	Inf.	6L	Pers	Small arms	SA	1	C(7)A	6(5)W	12(3)W	xx		39
				wz.35 ATR	AP	0	C(7)3	2(5)2	6(3)1	xx		
Mounted Cav	Cav.	12L	Pers	Small arms	SA	1	C(7)A	xx	xx	xx		
Dismounted Cav	Inf.	6L	Pers	Small arms	SA	1	C(7)A	6(5)W	12(3)W	xx		39
				wz.35 ATR	AP	0	C(7)3	2(5)2	6(3)1	xx		
Cmd, crew, other*	Inf.	6L	Pers	Small arms	SA	0	C(5)A	6(3)W	12(1)W	xx		

\* Command stands, gun crews, patrols

Sp\* See special rule for transportation of TK, TKS, and FT-17 by rail carriage.

### UPDATE NOTES

This version of the French Data Chart was last updated in June of 2010. Changes from the previous version are in red. The following entries have been modified:

#### June 2010 modifications

Weapons stand (ROF and hit numbers changed)

## GAME RULES

Some unique Polish equipment requires a few brief additional rules.

### 1. ARMORED TRAINS

Each armored train model is treated as an AFV which cannot leave the railroad tracks. The train may fire in direct or indirect fire with the same restrictions and abilities as any other AFV. It may never be close assaulted unless it is stationary. Most armored trains can carry one or more stands of infantry, and do so as any other transport vehicle.

Armored train units are treated as game companies. Each such unit consists of the train itself (which is the company's command element), any transported personnel stands, and any additional light rail or transported elements. In the case of the Polish armored trains, the company consists of the train, one stand of infantry, one tank carriage, and one recon TKS tankette or FT-17 light tank.

#### **Design Note**

Each armored train model on the table represents one actual armored train. We recommend that you use simply the armed and armored artillery car from the train as a model, as a single model of that car has about the same scale length as the entire actual train.

#### **1.1 Moving Armored Trains**

Armored trains may never leave the railroad tracks. If an armored train is forced back but is unable to move (either due to battle damage or a break in the tracks), the train ignores the movement requirement of the force back result, but still suffer morale effect.

#### **1.2 Broken Tracks**

A train may not move past a break in the tracks.

**1.21 Creating Breaks:** Engineers may break rail lines by spending a turn on the tracks. This is done following the basic game rules for engineer operations (Rule 31, Engineers and Obstacles), but in this case the engineer is creating an obstacle instead of clearing one.

**1.22 Repairing Breaks:** Engineers may repair a break in the tracks in two turns, using Rule 32, Engineers and Obstacles.

#### **1.3 Attacking Armored Trains**

**1.31 Damage:** The first Eliminated result against an armored train does not destroy it; it immobilizes it.

#### **Design Note**

*Armored trains are big, and as a result it is hard to destroy them all at once. Also, there are a lot of parts of the train which can be damaged without putting the train out of action. I considered a more complicated version of a damage system against them, but in the end decided on this.*

**1.32 Close Assault:** An armored train may never be close assaulted unless it is stationary, but there are two cases where armored trains are considered stationary (for close assault) even when moving: when they reverse direction and when they switch tracks.

**1.321 Reversing Direction:** An armored train may move one direction down the tracks one turn and reverse direction the next turn, moving its full movement allowance. However, for purposes of infantry close assault it is treated as if stationary at the point where it began its movement (the point at which it reversed direction).

**1.322 Switching Tracks:** An armored train treated as stationary, for purposes of infantry close assaults, whenever it passes a track junction or switch.

#### **Design Note**

*Civilian trains can usually count on switchmen to put them on the correct track without having to stop. In a combat environment, however, most civilian railroad employees are long gone, and so the train usually has to stop and dismount personnel to operate the track switch. While the train is halted, enemy troops have an opportunity to close assault it.*

### 2. TANK CARRIAGES

Tank carriages are modified rail flat cars which carry light tanks and which either have their own engines or can be driven using the engines of the tanks. Each tank carriage carries one model tank. It takes the base movement allowance of both the rail carriage and the tank to either load or unload the tank.

***Design Note***

*The Poles had several different versions of tank carriages, one which carried a single PTS tankette and another which carried one FT-17 and two TKS tankettes. For game purposes, we assume that an armored train has sufficient carriages to carry one model scout tank, either a TKS or an FT-17.*

**3. MOTOR-TACZANKAS**

Polish motor-*Taczankas* follow the same rules as horse-drawn machine guns carts (Rule 25.1).

***Design Note***

*Polish motorized cavalry units used specially converted light cars as machine gun carriers, identical in concept to the machine gun carts of the horsed cavalry.*