



A Compendious Guide to Old World
Coachmen

— COACHMAN —

DESCRIPTION

While the Empire is a mighty nation, its lands are far from safe. Large stretches of it have never been pacified or cultivated. A precarious system of roads connects the villages, towns, and cities, and it is here that the Coachmen earn their pay, working for one of the many Imperially chartered coaching companies. The roads are frequently in ill repair or plagued by Goblins, Beastmen, and brigands. Nonetheless, the Coachmen risk life and limb to bring passengers and cargo safely through the hazards of the Imperial roadways. Each day is a race to reach the next settlement or coaching inn before sunset. No one wants to be on the road in the dark of the night, especially when the Chaos moon is in the sky.



— Coachman Advance Scheme —

Main Profile

WS	BS	S	T	Ag	Int	WP	Fel
+5%	+10%	—	—	+10%	—	+5%	+5%

Secondary Profile

A	W	SB	TB	M	Mag	IP	FP
—	+2	—	—	—	—	—	—

Skills: Animal Care, Drive, Gossip or Haggle, Heal or Ride, Navigation, Perception, Secret Signs (Ranger), Speak Language (Breton, Kislevian, or Tilcan)

Talents: Quick Draw or Seasoned Traveller, Specialist Weapon Group (Gunpowder)

Trappings: Blunderbuss with powder/ammunition enough for 10 shots, Medium Armour (Mail Shirt and Leather Jack), Instrument (Coach Horn)

Career Entries: Outrider, Messenger

Career Exits: Ferryman, Highwayman, Outlaw, Roadwarden, Scout, Smuggler, Toll Keeper

Credits and Further Reading

Article compiled by Dave Allen.

Sources include the WFRP Core Rulebooks for both editions, The Old World Armoury, The Enemy Within, Middenheim: City of Chaos, Ashes of Middenheim, The Game Master's Pack.

An article on Tunnelway Coaches of Talabheim can be found in issue 17 of Warpstone the independent magazine for WFRP. Further information on Hochland Crossing Coaches can be found in issue 20 of Warpstone. Hochland Crossing Coaches are an invention of Luke Twigger and appear in this pamphlet with his permission. Thanks to him and John Foody. Find out more at <http://www.warpstone.org/>

Garett Leper has written an article for Coachmen that can be found on the Strike to Stun website at <http://www.strike-to-stun.com/WFRP/AtoZ/Coachman1.htm> including some advice on what may motivate a character to take up the career, and why a Coachman might consider moving on to one of his Career Exits, as well as plenty of other ideas and Coachman-driven adventure seeds. The article was written for the career as it was presented in the first edition of WFRP, but is still highly relevant and useful.

Rufus Finkelstein - Coachman

Rufus was born to one of the Middenheim families who have a notable stake in Castle Rock Coaches, and is a distant relation of one of the co-owners. He was a bright and outgoing boy who showed a lot of promise as a potential Coachman, having an almost intuitive way with horses, a marksman's eye and a smattering of Tilean picked up from Marco Tavelli, a childhood friend whose family regularly called on Castle Rock to transport parcels to Delberz.

Once he was old enough Rufus was employed as a Coachman on the line's Middenheim - Delberz - Altdorf run. He was a conscientious worker and was singled out for particular commendation after a well placed blunderbuss shot ended the career of an outlaw chief, whose now scattered band of brigands had foolishly ordered the coach to stand and deliver.

His growing confidence with the Tilean language saw him tasked with some important jobs, ferrying mercenary captains who were on their way to Marienburg between Altdorf and Middenheim, and giving exemplary service to a number of tough-looking but softly spoken men who always tipped him generously.

Only a month ago Rufus was called into Castle Rock's offices in the Burgenbahn and was introduced to Direktor Liebrecht Schleicher, the head of the Delberz Guild of Safety and Sanitation. Herr Schleicher explained that he wanted to hire Rufus to accompany a group of travellers to Miragliano and Tobar. He would pay handsomely for Rufus to drive this party down to Pfeildorf and from there take a wagon over The Vaults and into Tilea. Having always wanted to visit the country he had learned so much about, and reassured that he would be well remunerated, Rufus gave his enthusiastic assent.

To his surprise his old friend Marco also got in touch at this time. After treating Rufus to a few farewell drinks and extended nostalgic reminiscences Marco presented his friend with a letter to deliver to his family in Miragliano. It wouldn't be out of Rufus' way at all and if he returned with a reply Marco would pay him over and above the normal price for delivering such a letter.

Main Profile							
WS	BS	S	T	Ag	Int	WP	Fel
32	41*	35	31	32	34	33	38
Secondary Profile							
A	W	SB	TB	M	Mag	IP	FP
1	11	3	3	4	0	0	3

* An advance has been taken in this characteristic.

Skills: Animal Care, Common Knowledge (The Empire), Drive, Gossip +10, Ride, Navigation, Perception, Secret Signs (Ranger), Speak language (Reikspiel), Speak Language (Tilean).

Talents: Excellent Vision, Savvy, Seasoned Traveller, Specialist Weapons Group (Gunpowder).

Travelling the highways of the Old World is a dangerous business, and those who do it regularly develop important skills.

The Coachman - who bravely runs the gauntlet daily - faces many hazards; the roads are dangerous and difficult in places, with surfaces seldom adequately maintained, and travellers can expect trouble from bandits, Highwaymen, irate Toll-keepers and inquisitive Roadwardens, to say nothing of the occasional monster or marauding band of Goblins. It is the Coachman's unenviable task to convey passengers and cargo safely through all these hazards, and to carry official messengers when called upon. Few Coachmen stay in the job long enough to benefit from the Teamsters' Guild pension scheme, and some take their skills into a life of adventuring.

Whilst there are many terms for a Coachman across the Old World some terms are more common than others. In the Empire, most are simply called *Coachmen*, although some provinces, such as Middenland or Averland, prefer older Reikspiel names such as *Kutscher*. Other Old World nations also have their own variant names as well, including *Cochero* in Estalia, *Cocher* in Bretonnia, *Woznika* in Kislevian, and *Cocchiere* in Tilea.

Day to Day Coaching

To be a Coachman is to take on the duties that would be expected of both a driver and a guard. Their duties are to make sure the coach makes good time to its destination, and particularly for it to reach the next coaching inn along the route before nightfall. They are also expected to drive off, or escape from, anyone attempting to assail the coach. Usually this can be accomplished by levelling a blunderbuss at a Highwayman or group of Outlaws, but sometimes more desperate measures must be taken, such as when a band of greenskins, mutants or beastmen attempt to raid the coach.

The Coachmen are expected to look after the comfort of their passengers and the health of their horses inasmuch as this doesn't interfere with efficiently completing their journey. Most coaching inns employ Hostlers to look after the horses, so Coachmen don't worry overly as to the well-being of their animals unless something is an obvious risk to them, or if they are showing clear signs of strain or ill-health.

Coachmen know that it is in their best interests to keep their passengers happy, but this doesn't get in the way of practicalities. Even important passengers have been spoken to quite firmly by a Coachman who needs everyone to get out and walk whilst he climbs a steep incline, or get out and help push the coach free of sucking mud.

Many Coachmen work in teams of two, with one taking care of driving the horses onwards whilst the other keeps his blunderbuss at the ready, scanning the terrain ahead for any possible problems and attending to reasonable passenger requests.

Most Coachmen in the Empire work for a coaching house, a company that owns a number of coaches and sometimes coaching inns along popular routes. To be a Coachman is a reasonably good living in the Empire, it's a reasonably steady and generous wage and the job is relatively secure. Those Coachmen employed to make the local runs about a city, or to ferry a noble about his estate, can live very well indeed, but travelling between the cities of the Empire can be dangerous work in the extreme.

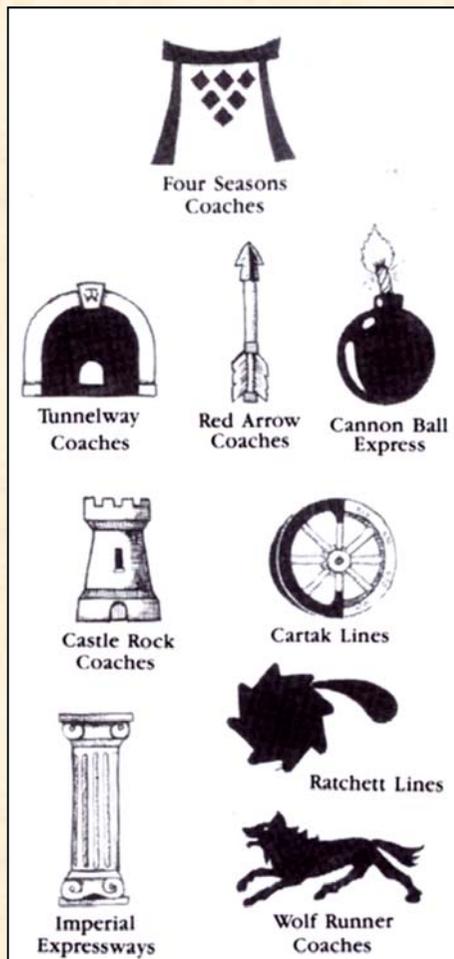
The Coaching Houses of the Empire

The roads of the Empire are well served by numerous coaching houses (sometimes also referred to as coaching lines). There are many small coach houses that run between the towns and villages of the Empire, and some of these, such as the Bergsburg-based Hochland Crossing Coaches, seem set to approach the degree of professionalism and remit of major coaching houses. Other smaller lines don't even provide coach services, technically, so much as journeys by wagon or cart at reasonably short notice.

There are nine major coaching houses which are based in the largest of the Empire's cities and dominate the business in the country (and beyond, to some extent). These nine coaching houses are all quite powerful companies in their own right (though Ratchett Lines' star is certainly on the wane), and employ many more people than just coachmen. Some of them not only own their own fleets of coaches but also own, or have shares in, coaching inns that can be found along their most travelled routes. Coaching houses therefore employ Innkeepers, Servants, Farriers, Hostlers, Blacksmiths, Guards, Cooks and Scribes responsible for accounts and logistics.

In all but name these coaching houses operate as guilds (bearing in mind that guilds can operate in a bewildering variety of ways). This does mean that in order to become a Coachman a person would need to approach one of these lines and convince them that they would make a worthy member of the profession who could be trusted. Such an applicant would probably be asked to prove that they have the ability to drive a vehicle led by a team of horses and that they can use a firearm with some confidence. A letter of recommendation from an impressive patron (a Priest or a Noble, for example, or from a high ranking member of another coaching house that does not directly compete with the one the applicant is approaching) is a good way to start, and bribery helps; nothing greases the wheels of getting paid work in the Old World like nepotism though, and many employees of a given coaching house tend to be related in some way.

Four Seasons The most famous coaching house is Four Seasons Coaches. Four Seasons is rapidly expanding its operation from its base in Altdorf. All of the main roads leading from the capital are now served by Four Seasons and they are establishing a chain of coaching inns along the main routes.



Stranded It's a dangerous run between Salzenmund and Wolfenburg. Rumours abound of a vast Chaotic monolith that lies in the Forest of Shadows somewhere in the area, and the villages along the route often complain of assaults by beastmen bearing the panoply of the dreaded Blood God. To drive a coach on this route is to be among the bravest and most able of all the Empire's Coachmen, or to be really out of favour with the bosses of Wolf Runner Coaches.

Werner Wurtbader has been a Coachman on this line for nearly five years, and has seen off many a mutant with his coach gun in that time. He and his fellow Coachman, Ernst Gaffwig who has only been working with him for a month, have been given a very important letter from the Midden Marshals. It purports to be in reference to a gathering of dark forces in the northern wastes, and the Coachmen are to see it delivered to Wolfenburg as soon as possible and pressed into the hands of a senior member of Ostland's military forces.

The travellers in the coach are an odd bunch, all off to Ostland for their own unspoken reasons. A Halfling Herbalist with a slightly cleft lip, an academic with a red beard and a missing eyebrow who pores over a book of lore written in classical, a young nobleman with a hook nose and piercing blue eyes and a girl with a thick black bob and a pierced nose who has recently been inducted into the Myrmidian priesthood.

They had left Salzenmund and were on their fourth day of travel when the horses trotted over some wickedly barbed caltrops, and pandemonium ensued. The passengers salvaged what they could from the wrecked coach, and the Halfling tended to the wounds that Werner and the odd academic man received in the crash. Werner sent Ernst off on the back of the one horse that hadn't been lamed and now he and his strange companions wander along the road, hoping to make for the next settlement or coaching inn before night falls and listening to feral cries that emanate from the forest.

This could make for a decent party-forming episode for a campaign, an alternative to the usual "all meet up in an inn/at a post advertising work" type of episode.

A Pile of Fliers For the past 6 months Dietmar Denkmann has been carrying a very odd passenger between Wurtbad and Flensburg, one of the stages on the Imperial Expressways route to Nuln. The chap is clearly able to afford regular coach trips, but he doesn't look the type - if Dietmar wasn't such an open minded Wissenlander he would assume the man was a jobless oik. The man usually seems somewhat sullen, but he can be brought out of his shell by talking politics, and has some unusual opinions on the subject, full of admiration for how the Tileans of Remas run things for some mad reason. Dietmar, a devout follower of Sigmar, has had to bite his lip on more than one occasion, and now rarely bothers to be more than curtly civil to the man.

On return journeys from Flensburg Dietmar has noticed that the man often carries a rather odd package, a pile of pieces of paper all bound together by string. One time when Dietmar was brushing the floor of his coach clean he found a couple of these pieces of paper under one of the seats. Dietmar isn't able to read, but he can tell the writing was produced by one of those new-fangled presses they have in big cities nowadays, and he also recognises the term "Vintner's Guild", which is familiar to all who spend any amount of time in Wurtbad. If he sees the man again Dietmar will have to ask him what the letters C O R R U P T I O and N spell.

Adventure Seeds for Coachmen

A Downward Spiral Markus Hagridsson has been working Four Seasons' Altdorf - Kemperbad - Nuln run for three years now, and in all that time he has never had to fire his blunderbuss. In the wake of the recent incursions of Chaos the prices of firearms in certain parts of the Old World has risen considerably and those with a decent gun to sell can rake in a small fortune in gold, if they find the right buyer that is.

The guns Four Seasons equips its Coachmen with are very decent indeed, beautiful works of art with a reputation for accuracy and reliability.

Markus had a bit of a problem. He enjoyed betting, and had run up something of a gambling debt with one Luigi Belladonna, a Tilean racketeer based in Kemperbad. Luigi was willing to find a fence for Markus' blunderbuss in return for a small pouch of gold and a clean slate as far as the Coachman's debts were concerned. Markus was soon a much richer man, though he soon lost a fair bit over bare-knuckle boxing bets.

Later that month a group of altered bandits emerged from the Great Forest and ordered the coach to a stop. Markus' fellow Coachman, Rudi, let fly with his blunderbuss and shouted at Markus to do the same, which of course Markus couldn't. A short but vicious battle was fought between the Coachmen, their passengers, and the mutants. When the coach finally limped its way into Altdorf a heavily wounded Rudi made sure that, before he even set foot in a physician's, he complained to Four Seasons' armourer about the missing blunderbuss.

Markus told his superiors that he was really very sorry and that he thought he left the blunderbuss with a friend the last time he was carousing in Kemperbad. They have suspended him from work for a fortnight and if he doesn't return with the weapon at the end of that time they will set about having him tried for theft of company property.

The Cannon Ball Run Cannon Ball Express Coachmen have come up with a way of adding a little spice to their regular Nuln to Kemperbad run. When the coaches leave Nuln they pick up a stamped card with the time of departure on it, and this is handed in to a man at a coaching inn on the outskirts of Kemperbad. Every four months the Coachman who made the run in the shortest time is awarded a crate of Bugman's Special Brew at a secret Teamster's Guild party in one of Nuln's many fine hostelrys.

It's just a bit of fun really, though Cannon Ball Express accountants and administrators certainly wouldn't approve if they caught wind of it, so it's all very hush hush. Everyone in the Teamster's Guild is in on it, really, and contributes a few shillings every time there's a party in order to help organise the next one.

It's not something that the Coachmen take too seriously, or too much to heart, but if, say, a couple of Coachmen on their way to Kemperbad weren't transporting anyone or anything too important, and the weather was good, one of them might wink to the other and the other wink back. That is the unspoken signal that they are up for the race, and they'll then do everything within reason to reach Kemperbad in prize-winning time.

Bruno Poppe is the chief Cartwright of Cannon Ball Express. He is bewildered as to why he and his men have to perform so many repairs these days, and is determined to find out what's causing so many damaged wheels and axles.

Along minor routes, Four Seasons still call at the independent coaching inns, but it only a matter of time before they open their own coaching inns and threaten the livelihoods of the independents. This can lead to a frosty reception and minimal standards of service for Four Seasons coaches who still call at independent coaching inns (on the other hand this is precisely the sort of reception Coachmen from other coaching houses can expect if they have to stop at a Four Seasons inn).

The very name "Four Seasons" is something of a manifesto. Most other coaching houses run a very limited service between the months of Kaldzeit and Nachexen, and some of the more northerly services cease entirely during the winter months.

Four Seasons take a very professional attitude to who they employ, and proof of considerable prior experience in some kind of relevant role is usually needed in order to become a Coachman with the company. In return good wages and job security is pretty much assured.

Cartak Lines Another coaching house that is based in Altdorf.

Ratchett Lines This coaching house is also based in Altdorf. They are an old company who are struggling to survive in the face of competition from Four Seasons Coaches. The condition of their coaches is becoming very poor, though they do try to hide the rot and woodworm under bright paint and polish.

Ratchett Lines Coachmen tend to be badly paid and can suffer from low morale, and as a result they have been known to act less than professionally at times, getting drunk whilst on a journey or arbitrarily picking up extra passengers en route should the opportunity present itself.

Ratchett Lines don't hire much in the way of new staff, but if an opening does appear they aren't too fussy about who fills it. Wages and prospects are poor though.

Red Arrow Coaches A coaching house based in Averheim. Red Arrow Coachmen are the only ones to make the notorious runs to towns and cities in Sylvania, and have a reputation for stoicism, or foolhardiness, as a result.

Castle Rock Coaches A coaching house based in Middenheim. Castle Rock coaches are co-owned by Gunnar Guildenstern and Rudolf Finkelstein. The former is also owner of the Showboat, a restaurant and cabaret bar in the city, and he sometimes uses the Coach company's haulage division to smuggle in wines for that establishment.

Castle Rock coaches run to Altdorf and the south. The company's offices, repair depot and terminus are situated on the Burgenbahn; there is a large coaching inn, The Castle Rock, and a courtyard with stabling and a small smithy. The yard can accommodate up to four coaches at a time, and there is sufficient stabling for a dozen or so horses.

In times of unrest or increased activity by bandits, greenskins or beastmen along their routes the company hire guards to protect their coaches until order is restored. Anyone with coaching or military experience and the ability to handle a gun or crossbow may apply; pay is comparatively low (a schilling a day and room and board at Coaching Inns along the route) but can be supplemented with tips from appreciative passengers. The guard normally rides atop the coach, besides the driver, but in areas where recent attacks have been reported, Outriders may also be hired.

Wolf Runner Coaches Also based in Middenheim. In theory Wolf Runner Coaches competes with Castle Rock Coaches on the routes serving Middenheim, but although a great rivalry exists between the two companies, they have effectively shared the city's business between them. Wolf Runner Coaches controls the lucrative Marienburg run and routes in the northern part of the Empire. The company's offices are situated on the Sudentenweg, and the yard behind them contains a small smithy, stabling for a dozen horses, and enough space to hold three or four coaches at a time.

Cannon Ball Express Based in Nuln, named in reference to the city's artillery school.

Imperial Expressways Another coaching house based in Nuln. The coaching house plays up to the city's glorious history and offers an opulent but expensive service.

Tunnelway Coaches A coaching house that is based in Talabheim. Tunnelway are a bit of an anomaly in that they largely make their business from very local runs between the city and the neighbouring town of Talagraad. Tunnelway Coaches take advantage of a charter that makes entry to the city through the Wizard's Way difficult for wheeled vehicles carrying paying passengers, as the edict makes an exception for them.

Tunnelway have effectively exploited the resulting monopoly until recently. A minor coaching house, Hochland Crossing Coaches, have come up with an ingenious scheme to bypass the law. Rather than take a fare from their passengers they make them pay a "training fee" and hire them as guards. Whilst this fee isn't cheap it undercuts Tunnelway's prices considerably, and they are suffering as a result.

Coaches of the Old World

The coaches the travel between the cities of the Old World (sometimes known as stagecoaches as they reach their destination in stages) tend to have space inside for between six to fourteen people to travel in some comfort. They are pulled by teams of two to six horses. Smaller coaches pulled by a single horse are sometimes employed to make more local runs, between city districts for example.

Coaches that ply the routes between cities, particularly along routes that travel through the depths of one of the Empire's great forests, are sturdily built with some defensive measures taken in the design to ensure the safety of passengers. Whilst raids on coaches are not common they are not unknown either, and most passengers are willing to sacrifice a window with a pleasant view for a narrow shuttered slit that will better deflect a flurry of goblin arrows.

Coaches built for use within a city, or for the private use of a noble or other powerful individual, tend to be designed with less of an eye to security but with more attention paid to the comfort of the passenger and giving off an impression of opulence.

Travel Rates

Based on eight hours travel with rest breaks for the horses a coach can travel about thirty miles a day. Inclement weather and road conditions would slow the coach down, as would hilly terrain. A driver can whip up his horses into a trot or canter if need be, but doing so increases passenger discomfort, risk of accidents and may damage the coach.

Coachmen Trappings

A coach horn is typically some sort of bugle, often constructed to sound at a pitch and timbre that distinguish the call from that made by rival coaching houses. Each house develops its own set of signals that can be recognised by all its employees. In poor light conditions the horn can be used to signal to other road users to clear the road (coaches have right of way over most other types of traffic). On runs with strict timetables (such as those that Four Seasons seek to introduce along popular routes) the coach horn is used to alert Hostlers waiting with a fresh team of horses to the approach of the coach. It is also useful for the purpose of waking up the toll-keeper, or warning a barmaid to prepare refreshments for the passengers. Coachmen who become adept at playing the coach horn may even use it to entertain passengers in hope of larger tips.

A blunderbuss is a type of musket named after *donderbus*, a Wastelander term meaning "thunder gun". They have an iron or bronze barrel which expands into a wide funnel at the muzzle. Despite requiring a huge amount of ammunition (the weapon takes a charge of half an ounce of powder and a half pint of shot) the blunderbuss is seldom lethal. However, the sight of somebody aiming such a pain dispenser is pretty discouraging. A blunderbuss is such a ubiquitous piece of kit for a Coachman that they are sometimes known as "Coach Guns" in the Old World. They make great weapons with which to see off greenskin or beastman raiders, as such creatures have only a limited understanding of firearms and can panic at the loud bang and bright flash they make when fired. The psychological effects of a levelled blunderbuss can also make them a good deterrent against Highwaymen, outlaw brigands or Bretonnians. The other reason that the blunderbuss is used a lot by Coachmen is that, thanks to its flared muzzle, the weapon is relatively easy to reload, even whilst perched on top of a moving stagecoach. The compact dimensions of a blunderbuss also facilitate use in small spaces and make storage easier. A blunderbuss could be loaded with ammunition such as nails, glass or gravel, though this makes for a less effective blast and can impair the quality of the barrel.

Who Owns Your Trappings?

A Coachman's trappings – the Leather Jack, Coach Horn and Blunderbuss with its Ammunition – rarely belong to the Coachman himself. Instead they tend to be bought for the Coachman by the coaching house for which he works. Such items may even have the livery of the coaching house inscribed or embroidered onto them (indeed, you may like to consider that the items carried by a Coachman employed by one of the major houses might be of Good or even Best quality).

As such these trappings are coaching house property, and the character's superiors will look dimly upon them being damaged, lost, or stolen.

Lost, broken, or worn-out gear can be replaced at the coaching house's headquarters, but some explanation as to what happened will normally be required, and repeated losses will be looked upon with some suspicion. Once a Coachman has aroused suspicion in this way, he will normally be asked to pay for further replacements in part or in full. If he can not cover the costs at once, they will be taken in instalments from his wages.

Should a Coachman leave his job and take his trappings with him (to take up the adventuring lifestyle, for example), unless it is somehow in the interests of the coaching house to let him keep his equipment he will be regarded as a thief, and his employers may get in touch with Watchmen or even Bounty Hunters in order to see that their estranged employee is brought to justice.

Privately Employed Coachmen

A rich person's coach and horses are amongst his most treasured possessions, and so nobles, high-ranking priests and other powerful individuals will tend to treat their personal Coachmen with a deal of respect, and listen carefully to their advice about the state of the roads and the condition of their horses.

To be a privately employed Coachman is to lead a life of relative luxury. The pay is usually better than that the coaching houses offer, and the journeys the Coachman is called on to perform are usually less frequent, less dangerous and shorter than the runs regular coaches make between cities. Many Coachmen therefore aspire to become employed by a noble family or powerful member of the clergy.

Mail Delivery

Coachmen are often hired to carry messages and parcels from one city to another. Some coaches are even set aside for this purpose alone, and tend to make better time than regular coaches as the comfort of passengers is not a concern.

In some cases the mail a coach carries may even be deemed to be more important than its passengers, particularly if they purport to military or aristocratic matters. This can mean that, if the coach runs into trouble, the Coachman may be under orders to take a horse and carry on with the message, leaving his passengers stranded.

The cost of delivering a letter by coach varies by distance travelled. 30 miles - 5 pence; 50 miles - 6 pence; 100 miles - 8 pence; 200 miles - 10 pence; 300 miles - 12 pence; 400 miles - 13 pence. This price increases if the letter is written on more than one page, which has led to some correspondents folding huge pieces of paper into a letter.

Nefarious Goings On

In comparison to many other jobs in the Old World Coachmen are treated well by their employers and paid generously - after all, they tend to be skilled and courageous individuals. As a result of this they are not famed for being inclined to corruption. Still, less than conscientious individuals do exist, as they do in all walks of Old World life.

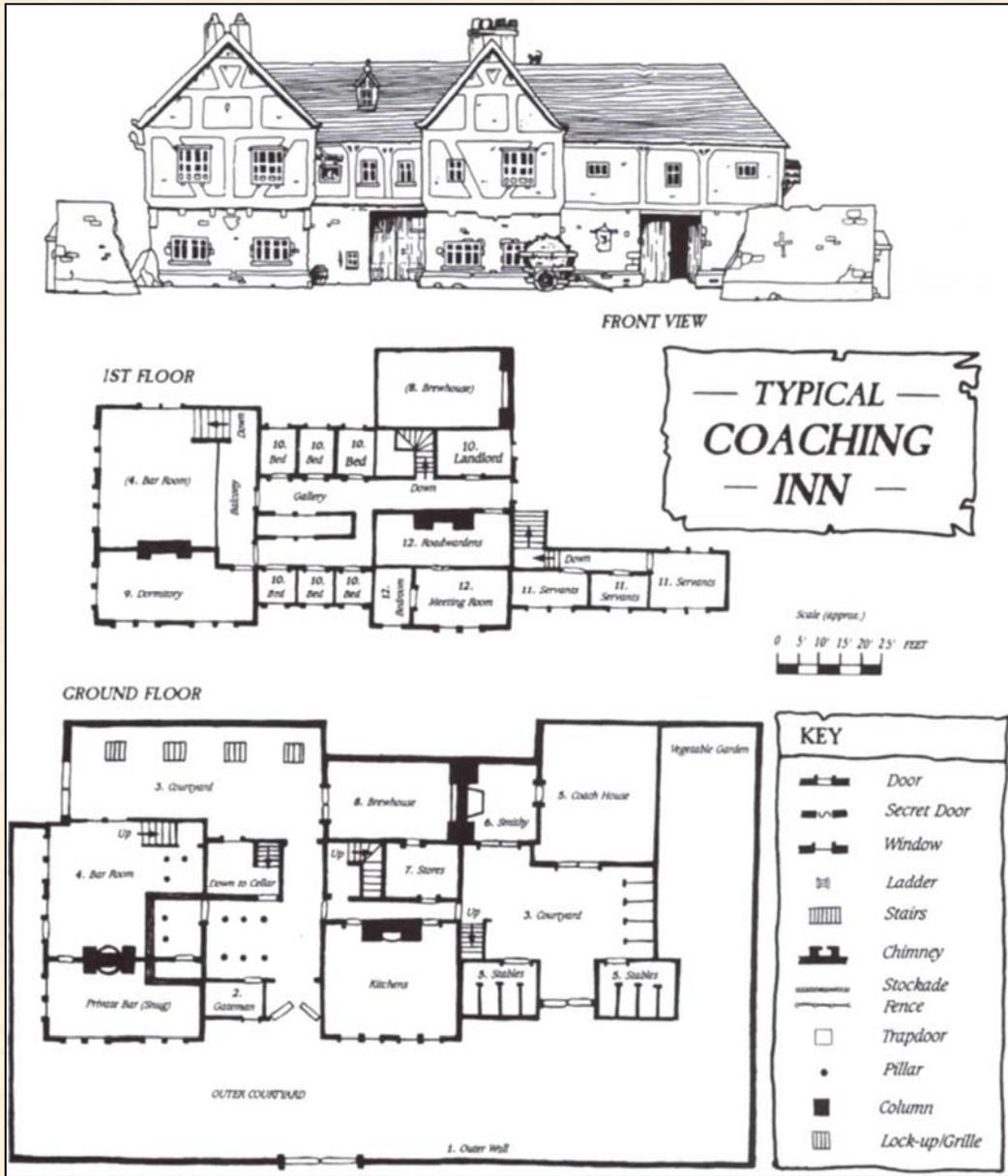
Disgruntled Coachmen are known to drink whilst on duty, and may pick up extra passengers during a journey for a fraction of the normal fare, pocketing the money themselves. Coachmen can also be tempted to complete a run in as short a time as possible, then try and make a bit of money on the side performing local runs before they are due to make their return journey. This is dangerous as it means passing scheduled coaching inns in the hope of being able to reach one further down the road before dusk. A good coaching house would fire anyone engaging in these activities.

Even less scrupulous Coachmen can come to arrangements with Highwaymen or Outlaws who work along their routes, letting them know in advance when a particular coach is carrying something worth stealing. If the robbed coach belongs to a rival coaching house then so much the better. In extreme cases a rich passenger, one with tempting luggage, may find his coach assailed by bandits and call on his Coachman for aid, only to find the threat of a levelled blunderbuss added to that of the robbers.

Good quality coaches, such as those who ply Four Season's more popular routes, can move a little faster without causing any discomfort to their passengers, whilst some of the more rickety and worm-ridden Ratchett Lines coaches have to move at a rather stately pace in order not to risk shaking themselves apart.

Note that in the following table the stages value is based on a coach making good time across the route. There will usually be many more coaching inns along a route than the stage number may suggest, and competition between inns becomes fierce near cities in particular. Some stage values seem high compared to the distance travelled, this is usually due to difficult terrain, such as the hills along the Hochland Crossing route or the marshy ground between Averheim and Waldenhof.

Travel Times Along Some Common Routes (this is by no means an exhaustive list)			
Route (coaches will of course make return journeys)	Coaching House	Stages (approx)	Imperial Miles (very approx)
Middenheim to Marienburg	Wolf Runner	12 or 13	375
Middenheim to Salzenmund	Wolf Runner	5	150
Middenheim - Delberz - Altdorf	Castle Rock	14	400
Altdorf - Delberz - Middenheim	Four Seasons	12	400
Altdorf - Delberz - Middenheim	Ratchett Lines	At least 16	400
Altdorf - Kemperbad - Wurtbad	Four Seasons	12	420
Altdorf - Kemperbad - Wurtbad	Cartak Lines	14	420
Altdorf - Kemperbad - Nuln	Four Seasons	12	400
Altdorf - Kemperbad - Nuln	Cartak Lines	13 or 14	400
Altdorf - Kemperbad - Nuln	Ratchett Lines	At least 16	400
Nuln - Kemperbad - Altdorf	Imperial Expressways	A stately 16	400
Nuln - Kemperbad - Altdorf	Cannon Ball Express	13 or 14	400
Altdorf - Hergig - Wolfenburg	Four Seasons	16	500
Altdorf to Hergig	Cartak Lines	11 or 12	345
Middenheim to Hergig	Castle Rock	10	300
Altdorf to Talagraad	Four Seasons	9	300
Middenheim to Talagraad	Castle Rock	17	510
Talagraad to Talabheim	Tunnelway	-	10
Middenheim - Bergsburg - Talabheim	Hochland Crossing	12	300
Nuln to Wurtbad	Cannon Ball Express	10 or 11	300
Averheim to Wurtbad	Red Arrow	6	180
Averheim to Eiches Schatten	Red Arrow	6 or 7	190
Averheim to Waldenhof	Red Arrow	At least 23	600



A Typical Coaching Inn

Coaching inns are found throughout the Old World. They serve a number of important functions, acting as stopping places for weary travellers and allowing coaching companies to change horses during journeys and repair damaged coaches. The owners of the inns make a living from fees paid by guests and Roadwardens, as well as rent from various coaching companies that use their facilities.

The map shows a medium sized inn owned by the Castle Rock coaches. Some inns are much larger, while others consist of nothing more than a bar, a few bedrooms and a stable. Sometimes the owner's family staff the inn, and other times the owner employs hired hands from a local village. This inn is run by a landlord who oversees one or two bar staff, a cook assisted by a scullion, two servants to clean rooms, two hostlers and a gateman who doubles as the blacksmith. All doors can be locked and often are. Only doors passengers are likely to use are left unlocked.

1 - Outer Walls The majority of inns have a defensive wall of some type. Entry is via one or more gates that lead to the road. The gates are normally open unless the landlord has reason to suspect trouble. In wilderness areas the gates are always closed and barred. Coachmen who wish to enter blow their coach horn to alert the occupants.

2 - Gateman A gateman is on call at all times to see to arriving or departing coaches. The gateman meets a coach as it arrives and directs the driver to an available stable.

3 - Courtyard Paved courtyards serve as areas for horse grooming and coach repairs.

4 - Bar Room This is the area that travellers often frequent. In the bar room, they are able to relax and sample the inn's food and beverages. The bar room is also where the landlord is most likely to be found, overseeing the service of the staff or waiting tables.

5 - Stables and Coach House Hostlers stable and look after the horses. In winter or bad weather coaches are placed under cover in the coach house; at other times of the year they are left out in the yard.

6 - Smithy A blacksmith/cartwright, who may double as a hostler & barman, works here.

7 - Stores Goods transported by the coaching companies can be left here for the night. It is common practice for passengers' luggage to be stored here as well; although, many landlords refuse to take responsibility for thefts that occur during the night. It is at least safer to store luggage here than to leave it with the coach. Travellers are advised to keep their valuables with them at all times.

8 - Brewhouse It is common practice for coaching inns to brew beer on the premises, a custom favoured by travellers as a new inn brings a new type of beer to enjoy.

9 - Common Room This is a large bedroom capable of sleeping 20 guests in beds and more on the floor. Dormitories are usually serviceable and clean, but often noisy, especially when full of snoring, drunken travellers. Dormitories are frequently used by poorer travellers as their cost per night is 5p per traveller (or 2p if sleeping on the floor).

10 - Bedrooms These rooms offer privacy and comfort, being better furnished than the dormitories. Each room sleeps two comfortably, but sharing beds will accommodate four. The average cost of a bedroom is 10s per night.

11 - Servants' Quarters The inn's servants sleep here. Often, visiting coachmen are put up here for the night; although, some inns make bedrooms or the dormitory available to coachmen - provided the inn is not too crowded.

12 - Roadwardens Many inns have a couple of rooms used by Roadwardens. This is often a mutual arrangement; the Roadwardens gain beds for the night and a place to perform administrative functions, the landlord gains the protection of their presence.