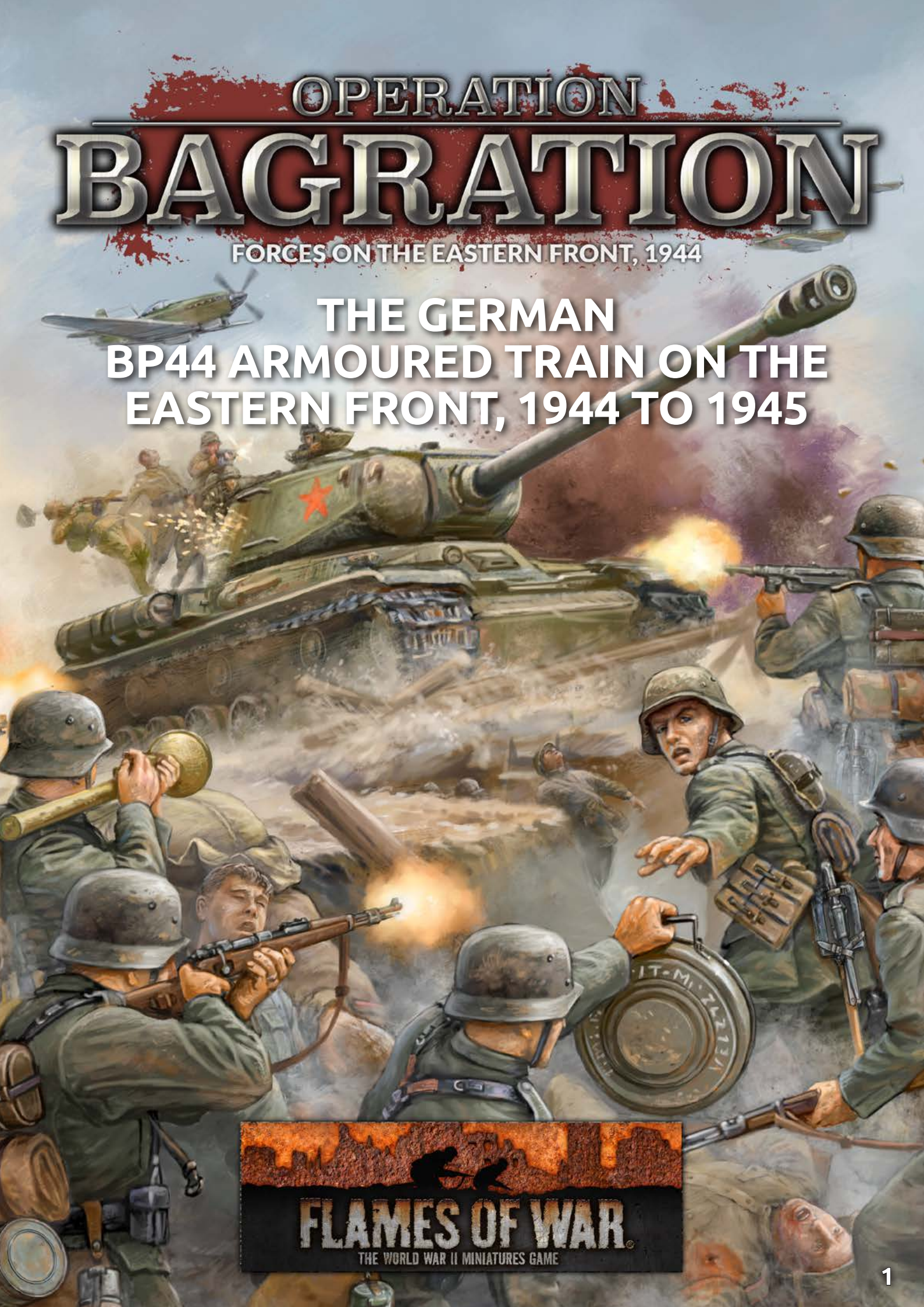
OPERATION BAGRATION

FORCES ON THE EASTERN FRONT, 1944

THE GERMAN BP44 ARMOURED TRAIN ON THE EASTERN FRONT, 1944 TO 1945



FLAMES OF WAR

THE WORLD WAR II MINIATURES GAME

ARMOURED TRAIN RULES

ARMOURED TRAINS

The main parts of any Armoured Train are the Locomotive, Artillery Cars, Anti-aircraft Cars, Infantry Cars (and the Infantry Units they carry), Tank-hunter Cars, and supporting Tank Attachments.

The Locomotive and each Car or Wagon in an Armoured Train are separate Tank Teams, with the whole Armoured Train operating as a single Unit.

An Armoured Train must always operate in the order shown on its main Unit Card or in its book entry. It cannot uncouple cars or change their order, but it may travel in either direction and may enter the table facing either direction.

ARTILLERY CARS AND ANTI-AIRCRAFT CARS

For the purposes of shooting as Artillery Bombarments the Artillery Cars and Anti-aircraft Cars of an Armoured Train are divided into Artillery Units, usually of one Artillery Car and one Anti-anti-aircraft Car per Unit, or for Polish or Soviet captured trains a single Artillery Car.

Anti-aircraft Cars have two main guns alongside their machine-guns. One of these is a 10.5cm howitzer, while the other is either a 2cm Quad AA gun or a 3.7cm AA gun. Each of these weapons as a dedicated crew, so each weapon can fire each shooting step.

INFANTRY CARS AND INFANTRY ATTACHMENTS

Armoured Train Infantry Units are Attachments (pages 27, 81, 101, 103-104 of the *Flames Of War* rulebook). An Armoured Train Infantry Unit is deployed or arrives from Reserve with the Armoured Train. An Armoured Train with an Assault or Infantry Car always Deploys with its Infantry Attachment as Passengers in the Assault or Infantry Cars.

TANK ATTACHMENTS

Armoured Train Tank Units are Attachments (pages 27, 81, 101, 103-104 of the *Flames Of War* rulebook). An Armoured Train Tank Unit is deployed or arrives from Reserve with the Armoured Train. The tanks of Tank Attachments deploy evenly at each end of the train.

PLACING RAILWAY LINES

At the start of the game before any Objectives or Minefields are placed on the table, but after players pick a table edge, the players place a Railway Line as follows:

1. The player with the Armoured Train chooses two opposite table edges.

2. The opposing player picks a point on one of the chosen table edges. The Armoured Train player picks a point on the opposite table edge.

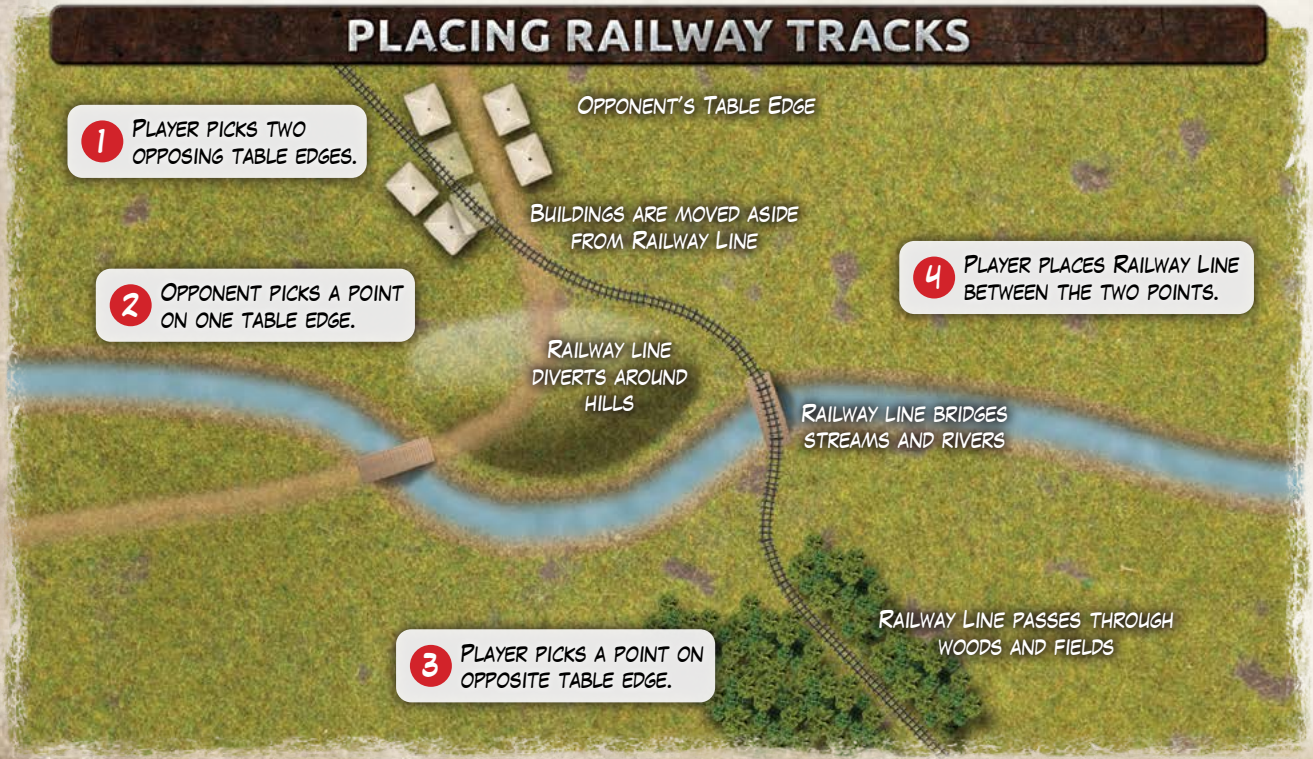
3. The Armoured Train player then places a Railway Line running in a straight line between these two points.

The railway line cuts through woods, fields, and other flat terrain. Rivers or streams are assumed to be crossed with culverts or bridges. Any buildings in the way should be moved aside by the minimum distance necessary. The Railway Line is diverted by the minimum distance necessary to go around hills (even gentle gradients are usually avoided by Railway Lines), the railway line then resumes its straight line towards the nominated point on the table edge.

If both players have Armoured Trains, both place Railway Lines, starting with the attacking player. Each player's Armoured Train must remain on its own track.

All the Railway Lines are without Embankments.

If the table has been set up previously with Railway Lines, move these to conform to the set-up above.



ARMOURED TRAIN DEPLOYMENT

Armoured trains can only move along railway lines, so their deployment options are usually very limited.

An Armoured Train always begins the game off table, even if not held in Reserves, and moves on to the table at the start of its first Movement Step. In the turn an Armoured Train moves onto the table, it always moves far enough to bring the entire train and its Tank Attachments onto the table.

The Armoured Train will move on from the point where the Railway Line crosses the player's Deployment Area, or if it does not do so, at the point the Railway Line crosses a table edge closest to the player's Deployment Area.

Armoured Trains cannot be held in Ambush (see page 103 of the rulebook), they are simply too big and obvious, but they may be held in Reserves (see page 104 of the rulebook).

ARMOURED TRAIN MOVEMENT

Armoured Trains can only move on Railway Lines. If the Locomotive is not Bailed Out, or Destroyed, an Armoured Train can move up to its Tactical or Dash Movement. All Dash Movement is Road Dash.

MOVING OFF THE TABLE

If any part of an Armoured Train leaves the table, the whole Armoured Train is considered to have left the table and cannot return.

MOVING THROUGH WRECKS

Move any wreck on the Railway Line by the smallest distance necessary for the Armoured Train to pass.

MOVING THROUGH OTHER TEAMS

Armoured Trains may not move through friendly Teams. Any friendly Team on the tracks must move off the tracks before the train can pass.

Armoured Trains are not hindered by enemy Teams. Any enemy Team is moved aside by the opposing player by the smallest distance necessary for the train to pass, retaining its current facing.

CANNOT MOVE THROUGH A TRAIN

Teams cannot move through an Armoured Train unless the Locomotive has been Destroyed. Once the Locomotive is Destroyed, it and other Destroyed cars in the train become Difficult Terrain. Armoured Trains cannot move through other Armoured Trains, even when the other Armoured Train is Destroyed.

ALWAYS IN COMMAND

An Armoured Train is a long line of Tank Teams lined up end to end, which would normally mean the end cars would be Out of Command. However, the Locomotive and Car Tank Teams of an Armoured Train are always In Command

SHOOTING WITH ARMOURED TRAINS

Each weapon on an Armoured Train can shoot at a different target from the other weapons. Cars with two or more main weapons (other than machine-guns) can all fire in the Shooting Step.

Almost all guns (aside from machine-guns) on an Armoured Train are mounted in Deck Turrets. As such, their Field of Fire is restricted by the superstructure and other turrets of the Artillery Car they are mounted on, and possibly by other cars in the train.

TRAIN MACHINE-GUNS

The cars of an Armoured Train can shoot all of their Train MGs, even when other weapons are shooting, including when other weapons are conducting an Artillery Bombardment.

The Field of Fire of a Train MGs are restricted by the superstructure of the Car they are mounted on, and by other cars in the train.

ARTILLERY BOMBARDMENTS FROM TRAINS

Armoured Trains can fire Artillery Bombardments while moving. When an Armoured Train fires an Artillery Bombardment, count each weapon firing as two weapons firing.

All of the Artillery Batteries in an Armoured Train can combine to fire a single bombardment instead of firing as separate Units. If you do this count all weapons firing as the worst Range, Anti-tank, and Firepower ratings.

SHOOTING AT ARMOURED TRAINS

Armoured Trains are shot at in the same way as any Unit of Tank Teams. If a car is Destroyed, it ceases to function along with all of its weapons, but does not otherwise hinder the train. The Armoured Train moves with the Destroyed car still in place.

CAN THE ARMOURED TRAIN MOVE?

If the Locomotive is Bailed Out or Destroyed the Armoured Train cannot move.

FAILED UNIT LAST STAND

If the Locomotive can still move when the Armoured Train fails a Unit Last Stand Test, the whole Armoured Train is removed from the table as it steams off, dragging its wrecked cars with it. If it cannot move, the whole Armoured Train is Destroyed in place if it fails a Unit Last Stand.

SHOOTING ACROSS TRAINS

In the same way that teams cannot shoot through any other type of Friendly Team, Friendly Teams cannot shoot through an Armoured Train.

Enemy Teams can shoot through an Armoured Train, but teams at least half obscured by the Armoured Train (including Destroyed cars) are Concealed.

ARMOURED TRAINS IN ASSAULTS

Armoured Trains cannot Charge into Contact and do not move when Counterattacking.

If any part of an Armoured Train is assaulted, any part of the train within 16”/40cm of an Assaulting Team can Defensive Fire at Teams up to 16”/40cm away.

If the Locomotive can still move when an Armoured Train Breaks Off from an assault, the train may move through or past any enemy Teams without hindrance, and the train does not need to be more than 4”/10cm from enemy Teams for the assault to end. If the Locomotive cannot move when the train Breaks Off, any part of the train within 4”/10cm of the Assaulting Unit is captured and Destroyed.

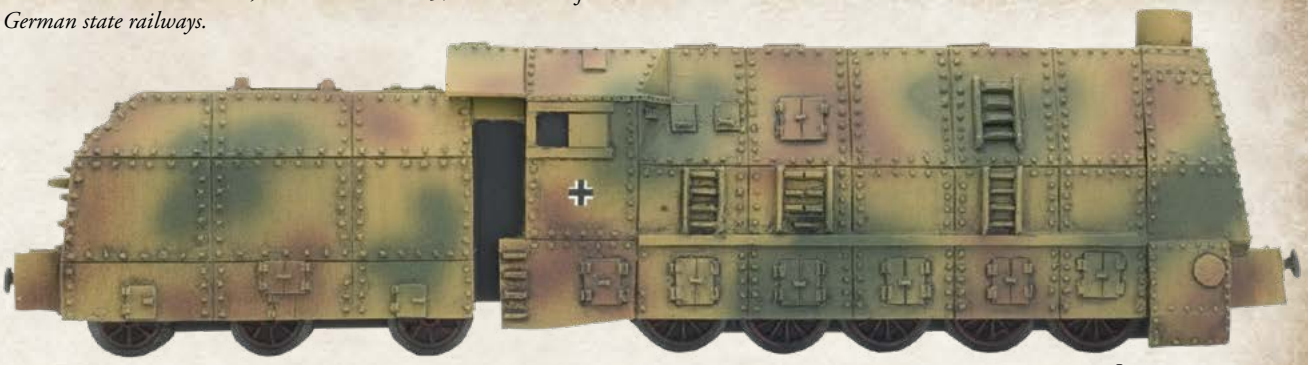
ATTACHMENTS IN ASSAULTS

Any Infantry Attachment or Tank Attachment is a separate Unit from the Armoured Train. If the Infantry Unit is still mounted in the Infantry Car when the Infantry Car is Destroyed in an Assault, the whole Infantry Unit will be Destroyed.

Infantry Attachments can Dismount to Counterattack if the the Assault or Infantry Car they are passengers in is Assaulted.

GBX60 - Tank-hunter car with Panzer IV turret armed with a 7.5cm KwK40 gun.

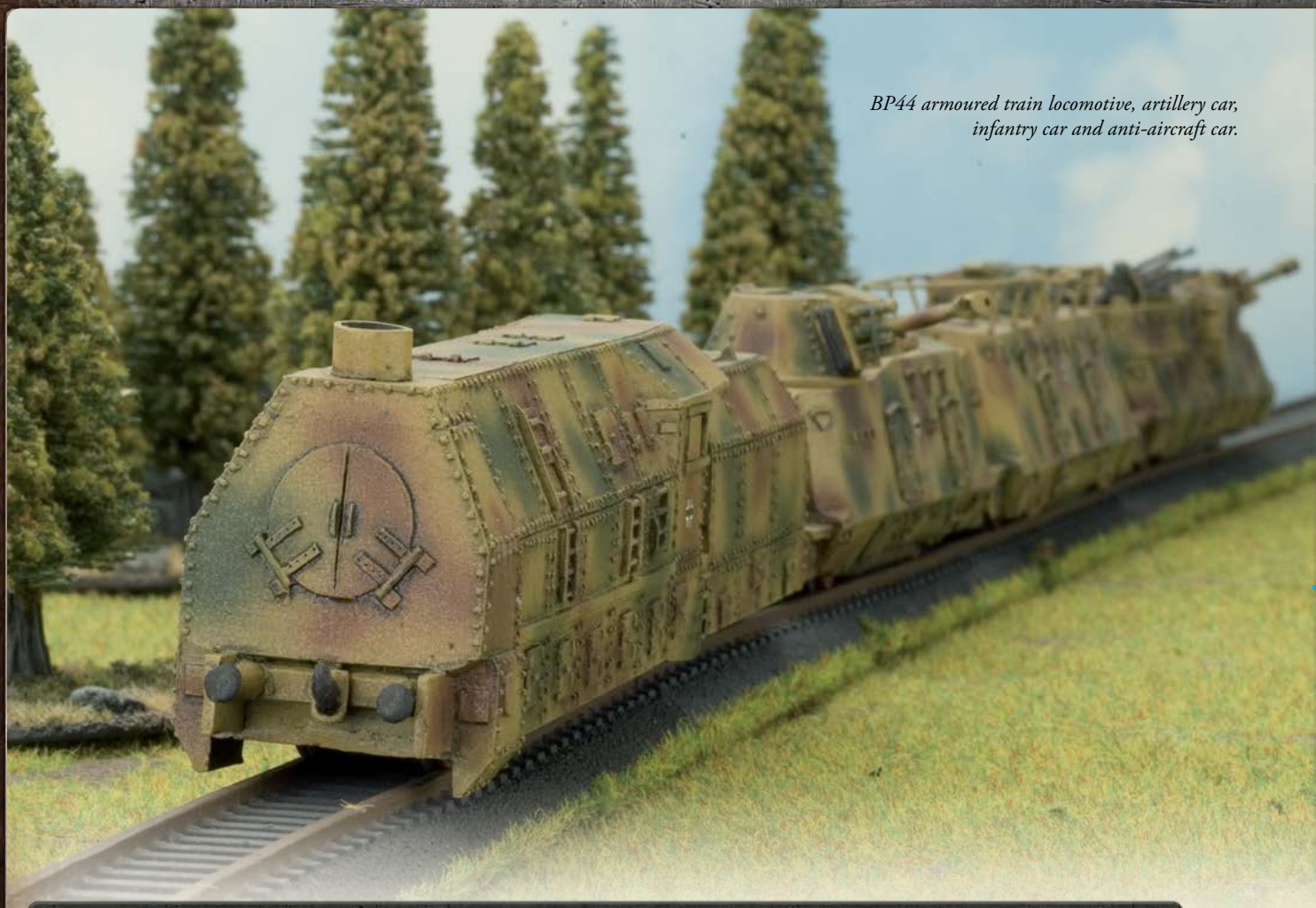
GBX62 - BP44 Locomotive, based on the Class 57 Locomotive of the German state railways.



GBX65 - BP44 Anti-aircraft Car with a 10.5cm leFH18/40 howitzer and a 2cm FlaK38 (V) gun.

GBX64 - BP44 Infantry or Staff Car.

GBX63 - BP44 Artillery Car armed with a 10.5cm leFH18/40 howitzer.



BP44 armoured train locomotive, artillery car, infantry car and anti-aircraft car.

BP44 ARMOURED TRAIN

Though the Germans were initially behind the Poles and Soviets in their use of Armoured Trains, they soon recognised their usefulness for rear area security. Armoured trains crossed with the invading forces into the Soviet Union at the very beginning of Operation Barbarossa. However, during the fighting of that early campaign Soviet armoured trains engaged the Germans all along the front, while the German trains remained mostly in the rear.

Initially the German armoured trains were improvised affairs with loop-holed open topped infantry cars and some side armour. Captured Polish or Czech artillery cars were used and captured French tanks carried on flat cars designed to allow them to dismount, completed these early trains. As the eastern campaign went on, German trains added captured cars from Soviet BP-35 armoured trains as well as increasing the firepower of old trains with more Czech artillery cars.

DEVELOPMENT OF THE BP SERIES

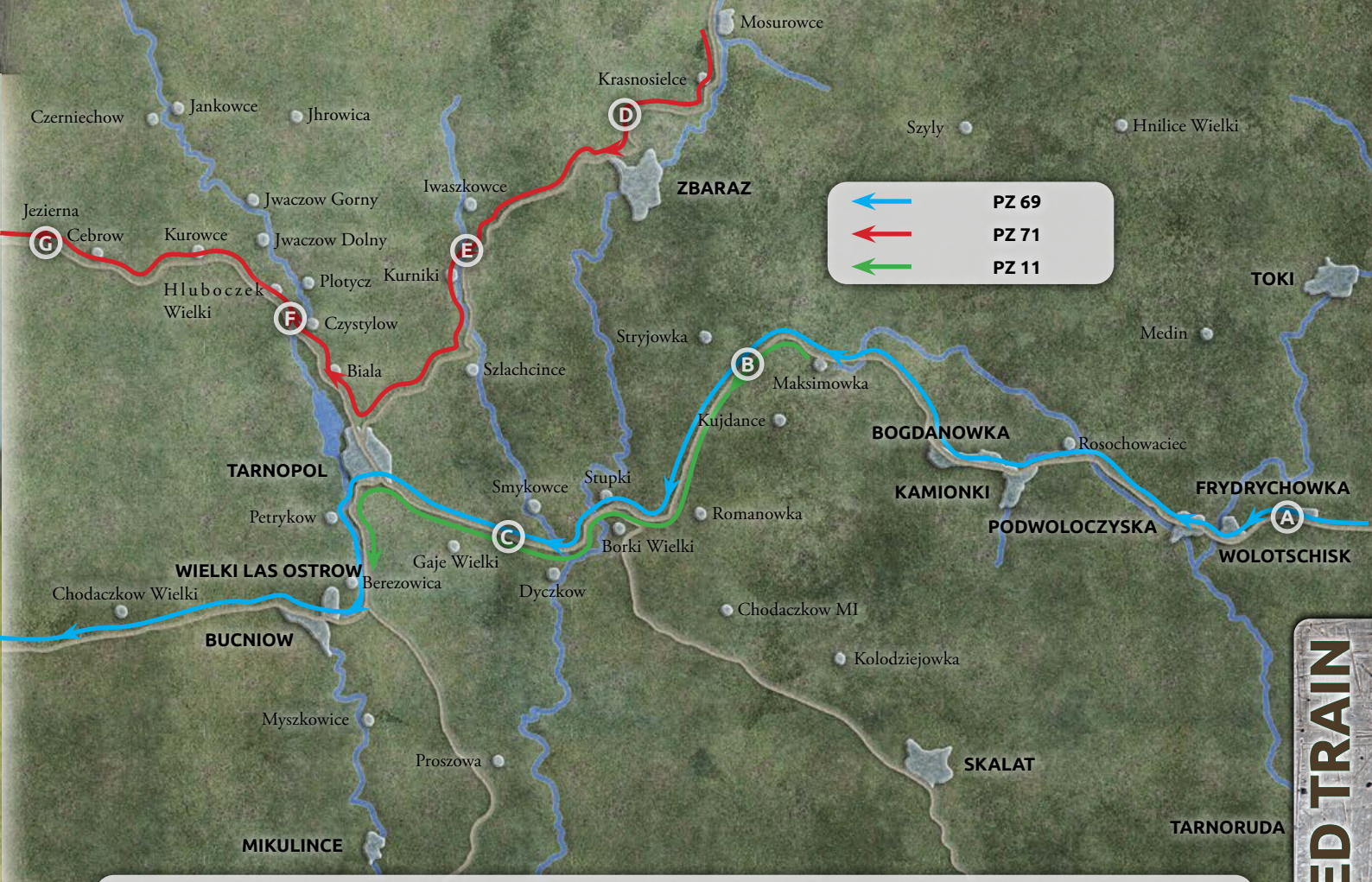
The armoured trains came under the General of Panzer troops in 1941 and they remained mostly tied to security duties. However, by 1943 the armoured trains were increasingly engaged in frontline combat. This led to the development of the BP42 armoured train.

This design borrowed many of the concepts from the Polish train, initially even having the same armament of two 7.62cm guns and two 10cm howitzers. It included infantry cars for the train command and supporting panzergrenadiers. Tanks and anti-aircraft were also included. One modification made from Polish and Soviet practice was to separate the artillery guns so that each car only had one weapon. With each gun in its own car, a hit on a car could only knock out one weapon and not two like on the Polish and Soviet designs.

The emphasis on artillery meant the role of the armoured train became more that of mobile artillery, rather than of an armoured machine-gun carrier. However, the addition of 2cm quadruple FlaK guns and various passenger-fired machine-gun gave it plenty of anti-infantry firepower. Two reliable Panzer 38(t) tanks were carried in their own cars at each end of the train to give the train a dismountable armoured element.

By 1944 new specifications had been issued for German armoured trains. The BP44 was an up-armed version of the BP42. It replaced the older Polish guns with 10.5cm leFH18/40 howitzers and added further anti-tank weapons in the form of a Tank-hunter car at each end of the train. These were armoured flat cars mounting Panzer IV turrets. The Tankhunter cars were also added to the captured trains in German service. The Tank-hunter cars first began entering service in mid-1944.

Due to the maximum weight that could be borne by the two-axle design of the German cars, armour of the BP42/44 could be no more than 30mm all round. While a mul-



A 6 March: Pz 11 and Pz 69 arrive from the west and advance through Wolotschisk to Podwoloczyska. Then breakthrough to Maksimowka under heavy enemy fire.

B 7 March: Pz 69 is damaged and withdraws towards Tarnopol, with Pz 11clearing the way by knocking out Soviet infantry and anti-tank guns blocking the way between Maksimowka and Romanowka.

C 8-21 March: Pz 11 withdraws to Berezowica. Pz 69 returns from repairs on 11 March. Pz11 and Pz 69 are heavily engaged with Pz 11 recapturing Borki Wielki on 17 March.

D 6 March: Pz 71 engaged by Soviet tanks at Zbaraz and is forced to withdraw toward Tarnopol.

E 7 March: Pz 71 is forced to withdraw for repairs after becoming damaged between Zbaraz and Kurniki.

F 8-13 March: Pz 69 and 71 advance on parallel lines to clear the enemy from the lines north of Tarnopol. Kurowce is taken on 13 March, but only after Pz 69 retires to take water and is replaced by Pz 'R', an improvised line-security train.

G 10-17 March: Pz 71 and Pz 'R' continue to push west, attacking Soviet positions until Pz 71 is forced to withdraw on 17 March. Pz 'R' withdraws on 22 March.

ti-wheeled boggied design could have borne more weight, the simple two-axle design was much easier to remount on the track after a derailing.

Most of the BP42 trains that entered service in 1943 were upgraded during 1944 as they returned to the workshops for repairs and maintenance. Even the older designs and captured trains were generally upgraded to the BP44 standard by the addition of Tank-hunter cars, infantry cars and flak cars, but usually captured artillery cars were retained, though often with BP type gun turrets.

IN ACTION

Armoured Trains 61 to 72 were built as BP42 type trains and Armoured Trains 73 to 84 were built as BP44 type trains. A number of the BP42 trains were later upgraded to the BP44 standard during 1944. Many of these saw action on the Eastern Front during 1944 and 1945.

ARMY GROUP NORTH

Armoured trains saw considerable action in Army Group North during 1944. In mid-January 1944 the Soviets launched an offensive towards Novgorod. Armoured Train 63 attacked from the Pskov, before conducting a fighting withdrawal along the Dno-Bateskaya rail line. It finally returned to Pskov where it was damaged by artillery on 31 March.

In February Armoured Train 61 fought south of this around Vitebsk, while Armoured Train 1 and 66 took part in battles to prevent the Soviets expanding the Dnepr bridgehead near Rogachev.

Between April and June 1944 the armoured trains of Army Group North were mostly involved in suppressing the ever-increasing partisan activity that foreshadowed the Soviet's Operation Bagration.

With the launch of the Red Army's assault the trains of Army Group North became involved immediately to the north of Army Group Centre, as well as the further north as pressure built in Estonia. Eventually the Soviets broke through to

the Baltic Sea near Tukkum, Latvia and the armoured trains were used in August to reopen contact between Army Group North and Centre.

As the Soviets pushed the Germans back in the north, armoured trains became involved in the fighting for the Courland Pocket and during the final approaches to Berlin. Armoured Trains 65, 68, 72, 76, and 77 took part in this fighting.

ARMY GROUP CENTRE

From December 1943 until April 1944 a number of German armoured trains, including 69 and 70, were engaged in the heavy fighting around Tarnopol. While much of the fighting for the Korsun and Podolsky Pockets was away from rail linea, armoured trains were able to secure supply and communications routes for the relief forces. A number of these trains were the new BP type.

Armoured Trains 62 and 70 were able to offer some support during the pocket fighting securing lines into the area. In March Armoured Train 62 was sent across the Dnestr River to aid a counterattack to cut off a Soviet pincer, but superior Soviet forces pushed them back towards Stanislau (Ivanov-Frankovsk) and back across the Dnestr, but they were able to secure the line for reinforcements coming from Lemberg.

During this period many of the armoured trains were ordered to help hold Hitler's Festerplatz cities. Armoured Train 11 had to hold Brody, Armoured Train 10 was ordered to hold Kovel, where it was joined by Armoured Train 71 on 21 March 1944 to help keep the lines open to the city.

Once the city of Kovel was relieved in April 1944, the armoured trains in the area were able to break off from the fighting and undergo repairs. In four months of fighting only two trains, 62 and 63, were still operational in the

Artillery Car *Infantry Car* *Anti-aircraft Car* *Tank-hunter Car*

North Ukraine. Most of the remaining trains returned to anti-partisan duties.

When the Soviets launched Operation Bagration on 22 June 1944 the armoured trains were once more drawn into the fighting. Armoured Trains 1 and 61 took part in the defence of Bobruisk, before being captured with the encirclement of the city. On the Baranovichi-Luninets line Armoured Train 68 attempted to keep it open. It was joined by Armoured Train 66, but they were unable to halt the Soviet advance and withdrew to Brest-Litovsk.

One of the shortest service records for a German armoured train belonged to number 74. Armoured Train 74 was being assembled at the Armoured Train Workshops at Rembertov, just east of Warsaw. When the workshop was threatened by the Soviet advance Armoured Trains 74 and 75 were quickly rushed into action. Armoured Train 74 supported 73. Infanteriedivision southeast of Warsaw. The train was pushed back at Otvok on 27 July and finally destroyed by Soviet T-34 tanks on 29 July. It had lasted just four days in action. However, Armoured Train 75 faired better, fighting both the Soviets and the Polish Uprising around Warsaw until it withdrew to the Vistula River before the Narev Bridgehead in October.

As the German defence re-established on the Vistula River, armoured trains became involved in the fighting as the Soviet launched their thrust towards Germany in December 1944.

ARMY GROUP SOUTH

In the south the Soviet had been steadily pushing back Army Group South sincelate 1943. Of the new armoured trains, numbers 62 and 70 were involved in a fighting withdrawal across the Bug River in March as the Soviets thrust through the German lines. Armoured Train 62 was able to escape the Soviet forces, but Armoured Train 70 fought its way southeast through Slobodka into the area or the German Sixth Army. While the train was in Razdelnaya the Soviets assaulted the town and trapped Armoured Train 70. Its crew were forced to destroy their train and retreat on foot.

Armoured Train 71 arrived at the front in January on the Rovno-Shepetovka line. However, by February it had been withdrawn and was moved to anti-partisan duties.

Fighting around Tarnopol flared up again in July, this time involving Armoured Trains 63, which was called from antipartisan duties. On 17 July it was caught by a Soviet armoured attack at Kutkorz and destroyed. This left only the older captured Soviet Armoured Train 11 to fight its way out of encirclement by itself.

In May Armoured Train 71, after refitting, returned to the front lines joining Army Group South Ukraine in Galați, Romania. After the Soviets smashed through the front lines on 20 August, Armoured Train 71 withdrew to the Ploesti oil fields. It was cut off when it was diverted to pick up Luftwaffe staff, and was unable to escape into Transylvania.

As the Germans began to withdraw into Slovakia and Hungary armoured trains also took part in actions against the Soviets as well as the Slovakian Uprising. Initially Armoured Train 62 was engaged against the Slovaks before it was replaced in November by Armoured Train 22, which had been transferred from France. Armoured Train 62 was then moved to Hungary where it took part in the fighting for Miskolc. It was damaged during the fighting and was sent to Poland for repairs.

By the beginning of 1945 Armoured Trains 64, 78 and 79 were operating in Hungary, fighting to hold back the Red Army in the west of the country. Their primary role was to defend the important Hungarian oil fields around Nagykanisza. All three trains were involved in fighting around the southwest corner of Late Balaton. The Soviets broke past the north flank of the lake in mid-march 1945 and out flanked Armoured Train 79 where it was destroyed on 27 March. The other two trains were able to withdraw into Austria, where they surrendered.

HOW TO FIELD THE BP44 ARMOURED TRAIN

Field a BP44 Armoured Train as a Support Unit instead of a 10.5cm Artillery Battery in an Artillery box in a ***Bagration: German*** Force.

The BP44 Armoured Train has options for a variety of weapons and cars to represent the trains in various stages of armament. You can field a half train of one Artillery Car and one Anti-aircraft Car or a full train with two of each.

Each Anti-aircraft car includes both an artillery turret and an anti-aircraft gun, while the Artillery Car has a single artillery turret. The artillery turrets of both cars are armed with 10.5cm leFH18/40 guns with an excellent artillery bombardment range. Due to on-hand supplies of ammunition, artillery weapons of armoured trains fire bombardments as two weapons, giving you an option for either a four or eight gun battery.

An Infantry Car with a Panzergrenadier Platoon is always part of the train, a second Infantry Car can be added to carry additional teams added to the Panzergrenadier Platoon, and you have options for two Panzer 38(t) tanks and up to two Tank-hunter cars armed with Panzer IV H turrets. Your Anti-aircraft Cars can be armed with either a 2cm FlaK(V) or 3.7 FlaK43 anti-aircraft gun.

A BP44 Armoured Train supplies a great deal of fire support for whatever force you choose to field it with, whether it is a Grenadier Company, Tank Company, Armoured Panzergrenadier Company, or Panzergrenadier Company.

BP44 ARMOURED TRAIN

2x BP44 Anti-aircraft Car (2cm Quad & 10.5cm) (LG803)
2x BP44 Artillery Car (10.5cm) (LG802)
1x BP44 Infantry Car (MG) (LG804)
1x BP44 Locomotive (MG) **22 POINTS**

1x BP44 Anti-aircraft Car (2cm Quad & 10.5cm) (LG803)
1x BP44 Artillery Car (10.5cm) (LG802)
1x BP44 Infantry Car (MG) (LG804)
1x BP44 Locomotive (MG) **13 POINTS**

OPTIONS

- Add a Panzer 38(t) Tank Platoon (LG806) for +3 points.
- Add up to two BP44 Tank-hunter Cars (LG807) for +5 points each.
- Add one BP44 Infantry Car for +3 points.
- Replace any or all 2cm Quad weapons on BP44 Anti-aircraft Car with 3.7cm weapons (LG803) for no cost.

Your BP44 Armoured Train must also contain a BP44 Panzergrenadier Platoon (LG805). The BP44 Panzergrenadier Platoon must not exceed the combined Passenger Capacity of the BP44 Infantry Cars.

With captured Polish and Russian trains as templates the Germans went about creating a standard model of armoured train in 1941. This was known as the BP42, and with later additions, the BP44. These new trains borrowed from the captured designs' increased artillery capability over the existing German trains. They also overcame some of the perceived design flaws in the captured trains by splitting the artillery car in two, leaving only one gun on each car reducing loss of firepower if an artillery car was knocked out. Modern anti-aircraft guns and tank-hunter cars were also added making a formidable self-contained fighting unit.

The main function of an armoured train is to provide heavy fire support for other troops using its Artillery Cars. Equipped with a 10.5cm howitzer and a significant amount of ammunition they are able to lay down a considerable bombardment, as well as providing the train with additional defences from tanks and other armoured vehicles that may stray into the firing line. Like the Artillery Car, the Anti-aircraft Car is equipped with a 10.5cm howitzer to bombard the enemy from a distance. An armoured train is susceptible to attack from the air it is also equipped with either a quad 2cm, or rapid firing 3.7cm anti-aircraft gun to deter enemy fighters. It also provides protection from infantry that get too close.

TACTICAL	TERRAIN DASH	CROSS COUNTRY DASH	ROAD DASH	CROSS
12"/30CM	-	-	36"/90CM	-

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
BP44 Locomotive (MG)	16"/40CM	3	3	2	6	

BP44 ARTILLERY CAR
BP44 ARMOURED TRAIN

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
BP44 Artillery Car (10.5cm howitzer)	72"/180CM	ARTILLERY		3	3+	*Smoke Bombardment*
or Direct Fire	24"/60CM	1	1	9	2+	*Brutal, Slow Firing, Smoke*
BP44 Artillery Car (MGs)	16"/40CM	6	6	2	6	*Train Machine-guns*

BP44 ANTI-AIRCRAFT CAR
BP44 ARMOURED TRAIN

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
BP44 Anti-aircraft Car (10.5cm)	72"/180CM	ARTILLERY		3	3+	*Smoke Bombardment*
or Direct Fire	24"/60CM	1	1	9	2+	*Brutal, Slow Firing, Smoke*
BP44 Anti-aircraft Car (2cm Quad)	20"/50CM	5	3	5	5+	*Dedicated AA*
BP44 Anti-aircraft Car (MG)	16"/40CM	3	3	2	6	*Train Machine-guns*
OPTIONAL 3.7cm AA gun	24"/60CM	3	2	7	4+	*Dedicated AA*

BP44 INFANTRY CAR
BP44 ARMOURED TRAIN

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
BP44 Assault Car (MGs)	16"/40CM	3	3	2	6	

BP44 ARMOURED TRAIN CONTINUED

The BP44 was the improved version of the BP42, introduced in 1944. The most visible change was the replacement of the pusher cars with *Panzerjäger* wagons ATG-9 (Tank-hunter Cars). Essentially these were flat cars with a low superstructure carrying the Panzer IV turret armed with the long 7.5cm KwK L/48 gun as seen on the late model Panzer IV tank. This gave a measure of protection against enemy armoured forces.

Two reliable Panzer 38(t) tanks were carried in their own cars at each end of the train to give the train a dismountable armoured element.

Like the marines of a battleship, many armoured trains carry an infantry platoon in a specially-equipped assault car for its own protection and to clear obstacles from the track. The infantry platoon travels safe under the thick armour of the infantry car, only dismounting when they are needed.

BP44 TANK-HUNTER CAR

BP44 ARMOURED TRAIN

• TANK • ARMOURED TRAIN •

MOTIVATION: CONFIDENT 4+ / Third Reich Last Stand 3+

SKILL: VETERAN 3+

IS HIT ON: CAREFUL 4+

ARMOUR: FRONT 6 / SIDE & REAR 3 / TOP 1

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
BP44 Tank-hunter Car (7.5cm)	32"/80CM	2	1	11	3+	
BP44 Tank-hunter Car (MG)	16"/40CM	3	3	2	6	

PANZER 38(t) TANK PLATOON

BP44 ARMOURED TRAIN

• TANK ATTACHMENT • STORMTROOPERS •

MOTIVATION: CONFIDENT 4+ / Third Reich Last Stand 3+ / Protected Ammo Remount 3+

SKILL: VETERAN 3+

IS HIT ON: CAREFUL 4+

ARMOUR: FRONT 4 / SIDE & REAR 2 / TOP 1

TACTICAL	TERRAIN DASH	CROSS COUNTRY DASH	ROAD DASH	CROSS
10"/25CM	12"/30CM	18"/45CM	20"/50CM	4+

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
Panzer 38(t)(3.7cm)	24"/60CM	2	1	6	4+	*Overworked*
Panzer 38(t)(MGs)	16"/40CM	4	4	2	6	

BP44 PANZERGRENADIER PLATOON

7x MG42 team with Panzerfaust — 11 POINTS

5x MG42 team with Panzerfaust — 8 POINTS

OPTIONS

- Add a Pioneer Section with 1x K98 rifle team with Panzerfaust and 1x Flame-thrower team for +3 points.

Your Force must contain a BP44 Armoured Train (LG801) *to take a BP44 Panzergrenadier Platoon.*

• INFANTRY ATTACHMENT • STORMTROOPERS •

MOTIVATION: CONFIDENT 4+ / Third Reich Last Stand 3+

SKILL: VETERAN 3+

IS HIT ON: CAREFUL 4+

SAVE: Infantry 3+

TACTICAL	TERRAIN DASH	CROSS COUNTRY DASH	ROAD DASH	CROSS
8"/20CM	8"/20CM	12"/30CM	12"/30CM	AUTO

WEAPON	RANGE	ROF HALTED	ROF MOVING	ANTI-TANK	FIRE-POWER	NOTES
MG42 team	16"/40CM	3	2	2	6	
or Panzerfaust anti-tank	4"/10CM	1	1	12	5+	*Limited 1, Slow Firing*
OPTIONAL K98 rifle team	16"/40CM	1	1	2	6	*Pioneer, Slow Firing*
or Panzerfaust anti-tank	4"/10CM	1	1	12	5+	*Limited 1, Slow Firing*
OPTIONAL Flame-thrower team	4"/10CM	2	2	2	AUTO	*Assault 5+, Flame-thrower, Heavy Weapon, Pinned ROF 1*