

Seaboard Air Line Florida Division

Northbound Activity Creation Template (Template A)

for SwitchList Generator™ version 2 and later

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Activity Creation Guidelines

Carey Stevens' Seaboard Air Line Florida Division is a very rich and complex route, with over 270 spurs that can be worked, unique signaling, and many manually operable but some dispatcher controlled switches. For support, updates and discussion of this route, this SwitchList Generator template, new/additional templates, etc., please visit the Seaboard Air Line Florida Division Route support site at http://www.skylinecomputing.com/seaboard_air_line.htm

Because of this route's complexity, it's a good idea to be equipped with a map of the route (provided by Craig Kawahara with the route under \DOCUMENTATION as "SAL_Florida Division.pdf") and read these guidelines, when creating activities for this route using SwitchList Generator; and later, when running those activities. We also suggest you print out another .pdf file included with this template, "***SAL Florida Division Regions and Spurs A***", to aid you in creating and running activities using this template.

Depending on the activities you create, at times you may need to use SwitchList Generator's new "Convert all switches to manual" and "[Convert all signals to permissive](#)" functions.

Note on using the new "Convert all Signals to Permissive" function in SwitchList Generator 2 and later --

If you need to use this, we recommend you first save your activity in progress, exit MSTs, start SwitchList Generator, convert the signals using the SwitchList Generator button, then restart MSTs, load the saved activity and proceed. Afterwards, if your activity has AI traffic in it or just for more realism, we recommend you save and exit MSTs again, and use SwitchList Generator to restore the signals to their default state. ***The good news is you CAN reload activities that have been saved even AFTER changing the signals to permissive, or the switches to manual.***

The same applies to converting switches to manual! You can save, exit, convert the switches to manual, and then reload the activity.

Use of switches: In this guide you will be instructed to throw switches at various locations. It is generally assumed that the switches you are being asked to throw can be operated manually. However we may have made an error on occasion and you may not be able to manually operate a switch. If so, simply use SwitchList Generator's "convert all switches to manual" function to enable you to throw that switch, and any others. When you use this conversion process, you will NOT see the "switch throw handle" you

typically see with manual throw switches. But they WILL throw using the “G” and “Shift-G” keys just like a manual switch.

Caboose use: We have placed some cabooses in yards for your use. They won’t have any “pickup events” so you’ll never be REQUIRED to pick one up or set one out. Given the era modeled we recommend you tack one on the end of your train if you’ll be running outside yard limits. Even if you’re creating activities for the modern-day CSX, if your switching will entail long reverse moves, a caboose is appropriate and is still used today in such cases (though they’re often called “shoving platforms” and are sometimes boarded up so the crew sits on the outside).

This “Activity Creation Guide” is also included as a .pdf so it can be printed out and referred to when creating and running your activities. It has hyperlinks also which, if viewed electronically, will help you to jump from one spot in the document to another being referenced just by clicking on the hyperlink (the SwitchList Generator User’s Manual works this way also).

Order in which the regions are reached (heading northbound, from Tampa to Jacksonville)

Note: “Optional” below means that you won’t always pass that region as part of a normal northbound through run. You’ll need to switch into a spur or take an alternate main. See the notes on each region for specifics.

- [Tampa](#)
 - Tampa ACL (west of Tampa, optional)
 - [Tampa West](#) (optional, run wrong (left) main to switch)
 - [Tampa Industrial Region](#) (optional, use crossover to access)
 - [Gary Wye region](#) (optional, run up west leg of wye).
- [Gary Region](#) (optional, take Tampa Industrial Region then switch to Gary Branch, OR back up Gary Branch after passing the Gary Telegraph Office)
- [Tampa East](#)
- [Yeoman](#)
- [Turkey Creek](#)
- [Plant City South](#) (optional branch)
- [Plant City](#)
- [Phosphate](#) (Optional, branch into Phosphate Plant)
- [Zephyrhills](#)
- [Dade](#)
- [Lacoochee](#)
- [Devil’s Creek](#) (optional, branch with runaround tracks)
- [Coleman](#)
- [Wildwood](#)

AI Traffic and a note on Signals.

Because of the way the “AI dispatcher” works, when you make a reverse move, the “dispatcher” sees you going in that (reverse) direction, and may send an opposing AI train into your block on a restricting signal to “follow” you (since when you’re reversing, you’re now going the same direction as that opposing train). Then when you reverse (to continue your run in the original direction), you can find yourself face to face with an oncoming train.

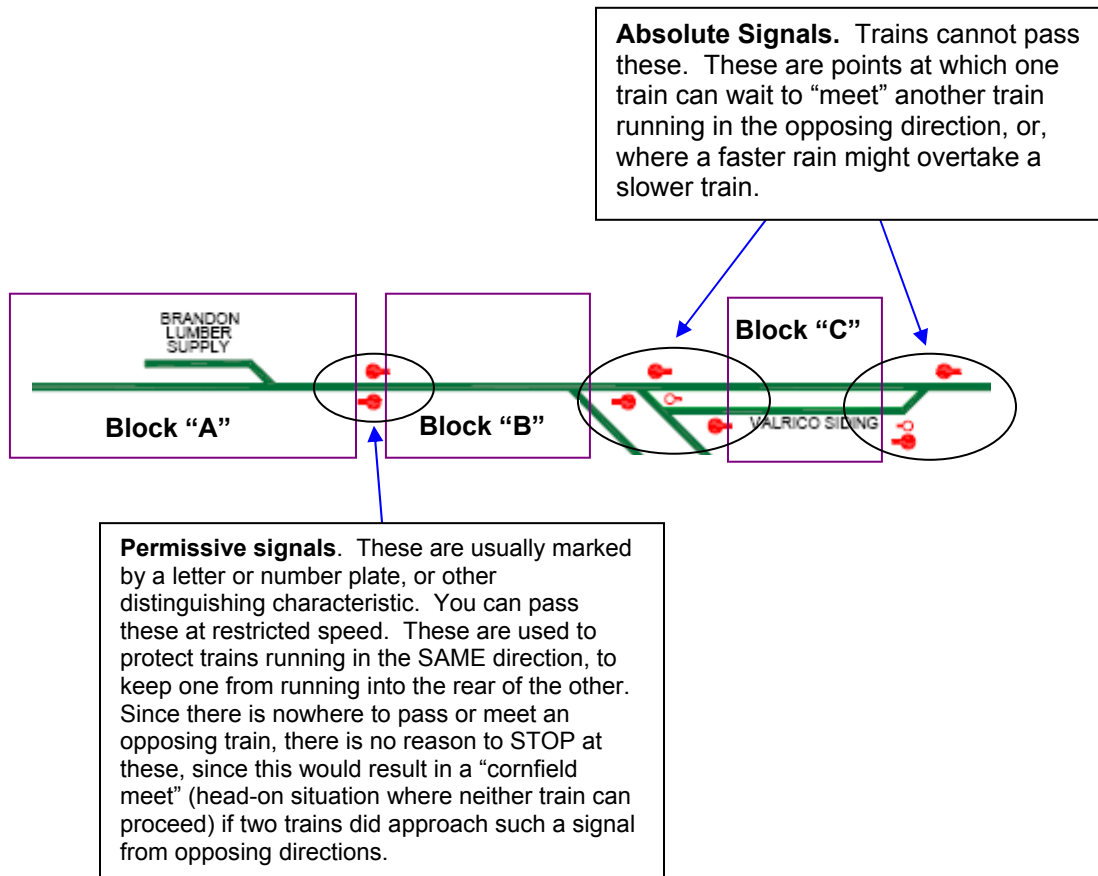
The AI traffic in this template is fairly light and shouldn’t pose many difficulties. However since we can’t guarantee what sort of activity you might generate or the order in which you may be doing your work (or where!), there’s always the possibility that on single track sections where you have work, you could come face to face with an opposing train. If this happens our advice is to check the “***Check here to generate an activity with NO AI Traffic***” box and generate the activity again. This is generally only a consideration if you’ll be doing a lot of work on the single track sections of this route. This is an issue with ANY MSTs route.

Standoffs and Collisions: Why these can occur in Switching Activities

In the prototype, these would never occur, because if you had work (switching) to do in a block, the dispatcher would grant you an “Absolute Block” and all opposing traffic would be held at the next Absolute signal regardless of which direction you were actually moving. The COMPUTER AI “guesses” which direction your train is traveling based on the direction it is moving at any given moment, hence the problem.

This generally won’t happen if the signal protecting your block is an “Absolute” signal (such as one controlling a junction or a diverging path) – see the note on [Absolute versus Permissive signals](#) below if you’re interested in all the details surrounding this. But if the next signal in front of your train (protecting your train from opposing traffic) is a PERMISSIVE signal (the kind used *between* junction points, which you are allowed to pass at restricted speed instead of stopping at), an AI train may enter the next block and then pass that restricting signal at restricted speed and head towards you.

Absolute versus Permissive Signals



Absolute/Permissive Switching Problem Example

In the example above, let’s say your train is in “Block A” (a “Block” is a section of track between signals, control points, or junctions) moving to the right (northbound in this example). As long as you’re moving to the right (north), any left-moving (southbound) trains will NOT be allowed into “Block B”. They will be held on the main, or in the siding, at Valrico (in “Block C”), depending on the “AI Traffic Path” set up by the activity or template designer. If there is a train to pass at block C and he isn’t there yet, the “right-bound” permissive signal between blocks A and B will be flashing yellow or the equivalent “Advance Approach” indication, since the signal at the entry (left) end of Valrico would be yellow, meaning the signal at the right-hand exit is red, since you’ll be held on either the main or the siding to wait for the opposing train. Otherwise (if there is no train to pass or he’s already there waiting for you) the signal between A and B will be green. Again because your train is in block A, the “left-bound” permissive signal between block B and block A will be RED (since you are occupying the block, another train won’t be allowed into the same block). As long as you continue to move right, NO left-bound train will be allowed past the absolute signal to the left of block B. In other words if you’re in block A no left-bound train coming from block C can enter block B.

But let's say you have work at "Brandon Lumber Supply". As soon as you cut off your train, pass the switch, and then BACK into Brandon, any trains held at, or approaching, block C (Valrico Main or Siding) will now see you going the same direction as they are ("left-bound" or southbound). Because you are still IN block A, the permissive signal between blocks A and B facing right (for left-bound trains) will be RED. But the "left-bound" signal between blocks B and C will now be YELLOW, allowing an AI train to enter block B "behind" your (supposedly) "left-bound" train. You will know this has happened, because when you reverse and begin to head "right-bound" again (your normal direction), the right-bound signal between A and B will no longer be yellow or green, it will drop to red. Now you're in trouble, thanks to the AI dispatcher.

You can pass the red signal because it's a "permissive" signal. This is prototypical, because, again, these permissive signals are usually automatic and are designed solely to protect trains running in the same direction from running into one another (a rear-end collision). No trains on a real railroad would ever run in opposing directions up to a permissive signal because there is nowhere to meet or pass.

But you don't want to pass the signal, because you will run right into an opposing train. Usually there's not much you can do in a situation like this. If you stop at the red and wait, you'll simply be facing an AI train coming the other way. And the AI train will pass the red signal and proceed at restricted speed, because there is no real dispatcher telling him not to.

The only way to avoid a collision would be if you could back your entire train into Brandon Lumber Supply. While this could work in the "real world", unfortunately you'll have to throw a manual switch to get into that spur, and while the AI train will proceed, AI trains and the AI dispatcher can't throw manual switches that the player already threw, and there is no way for you to throw the switch to the "normal" position when you're in the spur, so the opposing train will simply sit at the entry to Brandon Lumber Supply (where the switch you threw is), forever. Standoff.

This issue here is presented by way of explanation: how and why these standoffs happen. It has nothing to do with the Seaboard Air Line Florida Division Route – it is an issue with ANY route. This is just to help those curious to understand how/why this happens.

Why is this a particularly troublesome problem for SwitchList Generator?

With custom written activities, collisions and standoffs can still happen, but usually the activity designer has run the activity many times to test it, and has timed and set all the AI traffic so these things won't happen. Provided you do your work in the order the designer expected in about the timeframe the designer expected, you will be "in the clear" at various passing points, sidings, junctions, etc. when you are scheduled to meet an opposing train. When you are running in the expected direction and facing an absolute signal, the AI dispatcher works correctly, and will hold you on the main or in sidings, or will do so for the opposing traffic, so you can "meet" the other trains without standoffs or collisions.

But because SwitchList Generator allows you to create your own “freeform” activities, the AI dispatcher can never “know” which spurs you’ll be working or when you’ll be making meets (it isn’t “smart” enough to check your work order, as a real human dispatcher would do). So the bottom line is, you may be able to generate activities that have these collisions or standoffs. If this happens the best solution is either to use the MSTs Activity Editor to adjust the AI Traffic timing, or check the “***Check here to generate an activity with NO AI Traffic***” box and generate the activity again.

Player Route/Path Walkthroughs.

Here are some details and pointers on each of the available Player Paths (routes) included with this template, along with specifics on how to reach various spurs, and challenges you may have getting to some. We start with the longest and most difficult path: **Tampa Yard North**. Please read the section on this path if you’re going to do ANY work in the Tampa area! To follow these descriptions it helps to have Craig Kawahara’s map at hand.

Tampa Yard North

This path begins on the “Tampa Yard RIP Track” in the small 4-track Tampa Yard with your engine(s) facing east, and eventually runs east (towards Jacksonville) all the way to the end of the route. All switches there are manual. If you use this path you should check the “Yard Tracks” in Tampa Yard to get cars to set out at the industry spurs you’ll come to. You probably shouldn’t check any other yard tracks to work.

To switch the yard you’ll need to pull forward and manually throw the first switch ahead of your engine(s), to cross over to the track on the left. Then you can back into the yard tracks and do your switching. Although the “Tampa Yard North” path leaves via the right hand main track (your right as you travel eastbound towards Jacksonville), since you manually crossed over to get to the yard, once you have finished all of your switching and assembled your train, if you plan to stay “on path” and run eastbound, you should use the crossover switch near the SCL Yard Office to cross over to the right-hand main. However if you have called for work in the “Tampa West” region you should stay on the left-hand main to work those spurs (see the section on working the [Tampa West ‘Left-Main’ Industries](#)).

If you call for work on the REA Storage Track or REA Unloading Track 9, you should stay on the left track coming out of Tampa Yard, then as you pass the SCL Yard Office, throw the switch behind you and back into the terminal area. These tracks are in the Tampa Union Station, closest to Tampa Yard.

Provided you are running on the right-hand main, 844.3 Chemical Company will be the first industry (trailing point) on your right. It’s also in the “Tampa Yard” region.

Tampa Industrial Access Track (Tampa Industrial region):

This track is a third track on the far right just as you cross the diamond to Garrison Channel Industries and the ACL (between MP 844.4 and MP 843.3). It is not on any of the included paths, but you can get there running the Tampa Yard North path by using a crossover with manual switches near MP 844.2 Concrete Supplier. The Gary North job can also work this region. The industrial access track itself is not signaled and all switches on it are manual. You can service either the trailing point or facing point spurs since there is a runaround track near 843.7 Building Material Supplier. Still trailing point is more convenient and avoids use of the front coupler so below we'll give guidance on which path/route gives trailing point access to each spur.

The **Tampa Industrial Access Track** serves the following industries:

- Tampa Shipyard 1 – 4 (trailing point if serviced from Tampa Yard)
- 844.5 Phosphate Loading (trailing point if serviced from Gary Yard)
- 844.4 Auto Parts (trailing point if serviced from Tampa Yard)
- 843.7 Building Material Supplier (trailing point if serviced from Gary Yard)
- 843.4 Continental Can #1 (trailing point if serviced from Tampa Yard)
- 844.5 Continental Can #2 (trailing point if serviced from Tampa Yard)
- Industry 843.3 Oil Distributor (trailing point if serviced from Gary Yard)
- 844.6 Dock Team Track (trailing point if serviced from Gary Yard)
- 844.7 Produce Distributor (trailing point if serviced from Gary Yard)
- 844.11 Appliance Mfg (trailing point if serviced from Gary Yard)
- 844.11 SAL Loading Platform (trailing point if serviced from Gary Yard)

To get to this industrial lead using the “Tampa Yard North” route, just use the crossover (manual switches and no signals) just east of the ACL crossing. If you end up running all the way to the end of the industrial track and need to continue Eastbound via either the Tampa Yard North or [Gary North](#) paths, you should be able to get dispatcher permission to pass the red dwarf signal where the industrial lead rejoins the right-hand main line track, so you'll be back on the path. If you can't, you can of course use the “[Convert all signals to permissive](#)” function in SwitchList Generator. If you don't run that far down, you can also back up the crossover to get back onto the right-hand main and rejoin the path (and continue eastbound).

As you get to the east end of the industrial lead (near the Gary Telegraph office at the base of the Gary Wye), you can also opt to take the branch to the right to get to the [Gary Branch Industries](#) and Gary Yard (all part of the Gary Region). You can use the Gary yard Lead to back into the area (do this by dragging past the Gary Yard Lead, then back up the lead): that will help because then all the switches will be “trailing point” and you can switch them using your rear coupler. If you're to continue East after that you'll again need dispatcher permission to pass the dwarf signal or will need to convert signals to manual.

Tampa West 'Left-Main' Industries (Tampa West region):

The industries on the **left-hand main** in Tampa between the Tampa Yard and Gary Wye are:

- 844.2 Concrete Supplier (trailing point if serviced from Tampa Yard)
- 844.1 Furniture Distributor (trailing point if serviced from Tampa Yard)
- 843.8 Food Distributor (trailing point if serviced from Tampa Yard)
- 843.6 Produce Distributor (trailing point if serviced from Gary Yard)

To work those tracks using the Tampa Yard North path, either don't take the crossover switch coming out of Tampa yard if it's thrown to the right, or if it isn't, just continue straight. The industry spur switches are manual for those industries. **WATCH OUT FOR AI TRAFFIC:** it is right-hand running and will be coming against you Westbound on that left-hand main. It shouldn't be a problem, the traffic **SHOULD** be held back by signals. You can also check the box in SwitchList Generator to generate an activity without AI traffic. This is recommended anyway if you'll be doing a lot of crossing over the mains, especially if you [convert all signals to permissive](#).

Since you won't be on path running the left main, signals near the base of the Gary Wye may be red. You can probably get dispatcher permission to pass that red signal (near the Gary Telegraph Office) going east. If you can't get DS permission by pressing tab of course you can then convert all signals to manual.

Gary Wye (Gary Wye region)

If you've opted to run on the left main, you can also take the Gary Wye to the left by manually throwing the switch. The Gary Wye serves the following industries:

- 843.19 Iron & Steel Supply (trailing point from Tampa Yard)
 - 843.10 Fertilizer Distributor (Trailing point from Tampa Yard)
 - 843.11 Oil Distributor (Trailing point from Tampa Yard)
-
- 843.12 Asphalt Supplier (Trailing point from Tampa Yard)
 - 843.14 Electrical Supply (Trailing point from Tampa Yard)
 - 843.15 Tractor mfg (Trailing point from Tampa Yard)
 - 843.18 Storage Track (bi-directional)
 - 843.17 Storage Track (bi-directional)
 - 843.16 Fruit and Vegetables (Trailing point from Tampa Yard)
 - 843.13 Scrap Yard (E leg of wye, will likely require you to [convert the signals to permissive](#) to access. Could be trailing point if backing up E. leg of Gary Wye. Switching this one could be challenging.)

There is no signal blocking your access to the first three spurs (above the line). To access the spurs below the line, you will need to get dispatcher permission to pass a red dwarf signal where the East and West legs of the Wye come together (the 'throat' of the wye) or if you can't get permission, you'll need to [convert all signals to permissive](#).

Also the switch at the throat is dispatcher controlled (since it's protected by a signal) and will default to the "normal" (straight) position, routing you to the East leg of the wye. You most likely will want to back up the West leg instead. If you need to throw this switch you will need to use SwitchList Generator to convert all switches to manual.

Tampa East Industries (Tampa East region):

The "Tampa East Industries" are those located East of the Gary Wye and West of Yeoman Yard, between MP 843.2 and 841.2. To service the Tampa East Industries: if you are already on the left-hand main, simply stay on the left main. If you're running on the right-hand main, you can stay "on path" and cross over using the unsignaled manual crossovers near the 842.5 Produce Company.

The **Tampa East Industries** include:

- 843.1 Lumber Supply (facing point)
- 842.6 Refrigerating Co 1 & 2 (facing point)
- 842.6 Feed Mill (facing point)
- 842.5 Produce Company (facing point)
- 843.2 Oil Distributor (facing point)
- 842.4 Petroleum Products (trailing point)
- 842.2 Paint Mfg (trailing point)
- 842.3 Corrugated Box Mfg 1 & 2 (trailing point)
- 842.1 Lumber Supply (facing point)
- 841.1 Singles & Roofing Supplies (facing point)
- 841.2 Cabinet & Shelving Supply (facing point)

***Note:** The notations "trailing point" and "facing point" above assume an eastbound run out of Tampa Yard or Gary Yard. If you turn at the Gary Wye and then back to these industries, then the access will be reversed: all "trailing point" switches will now be "facing point", and all "facing point" switches will likewise become "trailing point".*

Turning on the Gary Wye can be very helpful (but you'll likely need to make switches manual and [signals permissive](#) to do it) if you're working these industries, since most of them are otherwise facing point. However there are several runaround opportunities as well right there if you don't mind using the front coupler.

After servicing or running past the industries between MP 843.2 and 841.2, if you aren't already on the right-hand (Eastbound) main line, you should use the manual switches at the east end of the triple-track section (the left-most track is really for

industrial/switching access, the other two are the Westbound Main, and Eastbound Main, respectively) to cross over to the right-hand main track to get “on path” and get clear (green) signals to enter Yeoman Yard. See “[Entering Yeoman Yard](#)” below.

Entering Yeoman Yard: To stay “on path” entering Yeoman Yard you should enter on the right main (don’t take the left-most track, the AI traffic uses that). If you are on path (running eastbound on the right-hand main track) then the dispatcher will automatically line you into Yeoman Yard correctly. Once in the yard, all the switches are manual, and the yard is unsignaled (after all you’re in Yard Limits!) so you can run and work on any track in that yard you’d like, or just run through.

For further guidance on the Tampa North or Gary North paths continuing Eastbound, please go to the section describing the [Yeoman North](#) path, just after the Gary North path description below.

Gary North

This path begins in the small “Gary Yard” (Gary Region) with your engine facing North (East). Working this path, you should generally check all the “Yard” tracks in Gary Yard so you’ll have cars to set out at the industries you’ll work. Since all the switches in the “Gary Branch” are manual and there are no signals on the branch, you can easily work all of the “Gary Branch Industries” listed below:

Gary Branch Industries (Gary Region):

- 843.9 Chemical Co. 1 & 2
- 844.14 Continental Can #3
- Industry 844.13 Food Dist.
- 844.12 Steel Fabrication
- 844.9 Machinery Mfg
- 844.8 Oil Supplier.
- Gary Yard Tracks 1 - 6

***Note:** If you work these industries coming out of Tampa Yard, the switches will all be facing point. But, there is a runaround track with manual switches and no signals so it can be done fairly easily. It will require use of the front coupler though.*

Out of the Gary Yard, you can back into the “Gary Branch” and then drag up the branch on the track to the left (west) of the “Gary Yard Lead” to service all the industries along the [Tampa Industrial Access Track](#) (see the section on working this region in the [Tampa Industrial Access Track](#) section within the “Tampa Yard North” path detail.

Even though this is a Gary job, there is really no easy or direct access to the industries along the “Gary Wye”. That’s why we’ve assigned industries served by the Gary Wye to

their own region: the “Gary Wye” region which is serviced by the Tampa North job (path/route).

After Gary Wye the Gary North path continues Eastbound on the right-hand main line all the way to Jacksonville. First you’ll come to a set of industries around MP 843.2, along with some crossovers and a runaround track. See “[Tampa East Industries](#)” for a list of those industries and how to service them.

After passing the Tampa East Industries, you continue east and enter Yeoman Yard – see “[Entering Yeoman Yard](#)” for specifics on this (if you stay on path on the right-hand main, the dispatcher will automatically route you into the yard correctly).

To continue with the full description of the Gary North route, see the [Yeoman North](#) path/route description (next).

Yeoman North

This path begins in Yeoman Yard with the engine(s) facing north. The Tampa North and Gary North paths continue north out of Yeoman and follow this same path. When running this path, you should check “Yard Tracks” in Yeoman Yard to work, and probably no other Yard tracks.

All switches in Yeoman Yard are manual so you should be able to reach/work any track in the yard. You can work the various spurs in the yard, some of which are facing point. All three paths through this yard (Tampa North, Gary North and Yeoman North) exit on the right hand track, the “Yeoman Yard Lead”. After completing any switching within Yeoman yard you should exit via that track. If you exit via the left-most track (the through main line, referred to here as the “Main Track”) you may not be granted permission to pass the exit signal where the railroad goes back to signal track at the end of the Yeoman Yard Lead (across from 839.5 Beverage Distributor).

If you have to work spurs off the Main Track (the left-most track), watch out for AI traffic. Provided you occupy the Main Track before any AI train does, the AI train SHOULD hold at the signal for you. If you see an AI train approaching allow it to pass before occupying the main track, as would be prototypical within Yard Limits.

You should be able to work trailing point AND facing point spurs in and around Yeoman because there are lots of runaround tracks in the area with manual switches.

Yeoman Yard Industries (Yeoman Region):

- Yeoman Track 1 – 7 (bidirectional)
- 840.2 RR Tie Loading (trailing point, access from Main Track)
- 840.1 Oil Distribution (facing point, access from Main Track)

- 839.6 SAL Loading Ramp (trailing point, access from Main Track)
- 839.5 Beverage Distributor (trailing point, access from main track. Reverse moves to switch in and out may require you to get dispatcher permission. You may not get that permission because the path is eastbound, in which case you'll need to [convert the signals to permissive](#).

East Yeoman Industries (Yeoman Region):

There is a convenient runaround track at MP 839.0, the "SAL Runaround Track" to aid in facing-point switch moves for the industries listed below.

- 839.4 Concrete Supplier (single track, facing point, may have issues with signal protecting WB yard entrance, if so [convert the signals to permissive](#).)
- 839.3 Machinery Mfg (single track, facing point, may have issues with signal protecting WB yard entrance, if so [convert the signals to permissive](#).)
- 839.2 Tool Mfg. (single track, facing point)
- 839.1 Fork Lift Mfg (trailing point)
- 838.1 Casket Mfg. (trailing point)
- 837.2 Petroleum Products Trk 1 (facing point)
- 837.2 Petroleum Products Trk 2 (facing point)
- 837.1 Window & door Mfg. (trailing point)
- Brandon Lumber Supply (trailing point)
- 832.9 SAL Loading Ramp (facing point – sd note: is it labeled 832.1?)

We didn't allow an option to work the Bone Valley storage track for a number of reasons. Mainly this track is on a different subdivision that runs to Alcoma, Florida, and the scenery runs out at the end of the siding. That and some grade crossing issues prompted us to exclude this spur from the spurs available to work.

All northbound paths continue on into the Turkey Creek region, where the following spurs can be worked:

Turkey Creek Industries (Turkey Creek Region):

- Turkey Creek Heating & Air Mfg (trailing point)
- Turkey Creek Poultry Processor (trailing point)
- Polk Pallet Mfg (back up branch to Plant City Municipal Airport, then it's a facing point switch)

There is an SAL runaround track at MP 825 to help with any Turkey Creek facing point work. All of the Turkey Creek industry spurs branch off the runaround rack, except for Marion Farm Supply which branches off the main line.

- 824.10 Merchandise Warehouse (facing point)
- 824.9 Aluminum Supply (facing point)
- 824.8 Window & Door Mfg. (facing point)
- 824.4 Refrigerator & Freezer Mfg. (facing point)
- 824.7 Paint Mfg. (facing point)
- 824.3 Feed Supply (facing point)
- 824.5 Chlorine Gas Supply (facing point)
- 824.2 Petroleum Products (facing point)
- 824.1 Oil Distributor (facing point)
- Marion Farm Supply (off main line, trailing point).
- Shore Storage Track (facing point)
- Shore Fertilizer (facing point)
- South Central Produce (facing point)

Plant City South Region

None of the available paths actually run through Plant City South – they all run up the North leg of the wye towards Jacksonville and into Plant City proper (and the Plant City yard). However there is a wye which forms a junction between the Jacksonville sub, and the Sarasota Sub, as you approach Plant City from the west (from the Turkey Creek direction).

Coming from anywhere south/west of Plant City (such as from Tampa, Gary or Yeoman), you can switch Plant City South by taking the right-hand (south) leg of the wye. *You will need to convert all switches to manual get onto the Sarasota Sub towards Venice, FL, as the switch on the west end of the wye is dispatcher controlled. Remember you can save, exit, convert the switches, and then reload the activity.* You should be able to get dispatcher permission to pass the red signal to go to the right towards Venice – we did in our tests. If not you can always [convert signals to permissive](#) to be able to pass the signal. Once you get into Plant City South on the Sarasota Sub all the industry spurs there are trailing point. If you need to continue further east, it is recommended that you back up the south leg of the wye (going back the way you came, towards Turkey Creek), then proceed eastbound into Plant City proper along the North leg of the wye (left branch). As you reverse back onto the main line towards Tampa, you may need to [convert signals to permissive](#) if you haven't already done so, because now you'll be running opposite to the path.

Plant City South Industries (Plant City South Region):

All spurs are trailing point for eastbound trains taking the South leg of the Plant city wye to get to Plant City South. For a train originating in Plant City (using the Plant City North path, say, a “Plant City Switcher” job,) the train will need to back down to Plant City South, and these will then be facing point spurs. We suggest using a caboose as a

“shoving platform”. You can run around your train at the Plant citrus Packing House, which is a double-ended spur, then all the switches will be trailing point (but the work will all be front-coupler).

Another option for trains originating from Plant City: the train could back up the north leg of the wye (southbound/westbound towards Turkey Creek), then proceed forward to the right/south leg of the wye (onto the Sarasota Sub towards Venice). Doing this will definitely require converting switches to manual. Again in our tests we DIDN'T need to convert the signals to permissive, but this is always an option. To continue eastbound, the switcher would need to back up the wye again, as was the case for trains originating from the west.

- Palmetto Tubular Supply
- 824.0 SAL Storage Track 1
- 824.0 SAL Storage Track 2
- Gulf Coast Lumber Supply
- Plant Citrus Packing House (double-ended)

To continue eastbound, go on to the next section describing the [Plant City North](#) path.

Plant City North

Plant City is an excellent place to start an activity. It's a great town with a small yard and plenty of industries. You begin near a grade crossing (possibly, ON the grade crossing depending on how many locomotives are in your consist) on the north (east) end of Plant City facing north (east) ready to head towards Jacksonville.

You should check the two “Yard” tracks in Plant City to work, and probably no other Yard tracks, when running this route. You have a couple of options from here: you can assemble a larger train and head eastbound with it, or you can create a “Plant City Switcher” and just switch Plant City and/or [Plant City South](#). *Because of the need to turn on the wye or use the front coupler, it might be easier to switch Plant City South using the Southbound version of this template.*

Most of the spurs in Plant City Proper are trailing point spurs and can be worked using the rear coupler.

Regardless of whether you actually work the town of Plant City or just pick up cars in the yard to begin a longer run, you should always exit Plant City (when beginning your main-line run) via the right-hand track, so you will get green signals and AI switches thrown for you.

Plant City Industries (Plant City Region)

In Plant City proper at or west/south of the yard tracks you have:

- ACL Oil Distributor (have to go onto ACL main and it's facing point)
- ACL Interchange Track (trailing point)
- ACL Warehouse (facing point, on connector between SAL and ACL, work via ACL Interchange Track)
- Railway Express Agency (trailing point)
- SAL Freight Station (trailing point)
- Stevens Building Supply (trailing point)
- Plant Farm Supply (trailing point)
- Coast Pump Mfg (trailing point, switch via Plant Farm Supply)
- 823.5 SAL Loading Platform (trailing point)
- Hillsborough Oil Distributor (trailing point)
- Dixie Paper Products (trailing point)
- Publix Grocery Distributor (trailing point, access via Dixie Paper Products)
- 823.0 SAL storage track (double ended)
- Paramount Poultry (facing point)

Heading north/east out of Plant City, in order:

- 821.1 Citrus Packing House (trailing point, just beyond first signal out of yard)
- Allied Container Co. (trailing point, just beyond first signal out of yard)
- 820.0 Paper Mill (trailing point)
- 820.1 Paper Mill (trailing point)
- P.H. Varn Citrus Packing (trailing point, off Knights Siding)

The next region heading north/east is [Phosphate](#), after that (in case you don't work the Phosphate region, which you may not since it's on it's own branch) the next region is [Zephyrhills](#).

Plant city-Central Phosphates Turn

This path begins in the Plant City Yard, the same as the Plant City North path. The difference is, the player path (route you take) is set up so that you can go to the Central Phosphates plant, work it, turn on the wye there, and then head back towards Plant City. Since you will be returning facing southbound/westbound, this path can work well as a Plant City Switcher also. You could work Plant City's trailing point spurs on the outbound run, then run to Central Phosphates, work the plant, and return southbound to Plant City, now working the Plant City spurs that WERE facing point (will now be rear coupler/trailing point) including the Plant City South spurs. Or just run to the Phosphate Plant and switch that.

Central Phosphates North

This job starts in Central Phosphates. There is a "Yard" track in Central Phosphates, so be sure and check that track to work so you'll have cars to set out. You can use this as

simply a “Plant Switcher”, picking up cars on the yard track and setting them out on the various spurs, plus picking up cars on the spurs. Or you can start a run at Central Phosphates, do some work, and then continue on northbound.

The exit from the Central Phosphates Plant is actually south/west facing. So after your work at Central Phosphates, if you plan to work north of that plant, you should turn on the wye if necessary and BACK onto the SAL main line. Then after hitting the reverse point (to ensure you get green signals), head forward, northbound towards Jacksonville, to continue your run.

Central Phosphates Spurs (Phosphate Region)

Central Phosphates Plant:

Central Phosphates Outbound Track, and Central Phosphates trk 6, are the “Yard” tracks, so be sure to check at least one of those to work.

- Central Phosphates Trk 1
- Central Phosphates Loading Trk 2
- Central Phosphates Loading Trk 3
- Central Phosphates Trk 4
- Central Phosphates trk 5
- Central Phosphate Engine Facility (diesel for the engines)
- Note that all but the Engine Facility are double-ended (can be worked from either end).

Heading north out of Central Phosphates, the Pine Products Branch is included in the Phosphate Region. This branch includes:

- Pine Products trk 2 (facing point)
- Pine Products trk 1 (facing point)

The next region you come to is Zephyrhills.

Zephyrhills Region Spurs

- Gulf Plastics (facing point)
- Abbot Citrus Packing (trailing point)
- 807.4 SAL Loading Platform (trailing point, access via Abbot Citrus)
- Polk Oil (facing point but adjoins an unsignalled runaround track).
- Greer Citrus Packing House (trailing point)
- Mueller Feed & Seed (trailing point)

The next region you come to is Dade City.

Dade North

This path begins at MP 797, 1 mile north/east of the Dade City station, adjacent to the “Runaround Track” on the main line, facing north. This Runaround Track is the “Yard” track from which you’ll get cars to set out. You should check this track to work if you are using this path. The Butler Spur branches off this Runaround Track.

There is a lot of switching you can do in Dade City. If you started here and have work at Crewson Citrus Grower & Shipper, the Dade City House Track, and/or Dade Produce (we’ll call those “Dade City proper” here) you will need to gather up any cars to be set out at those spurs first, then make a reverse move for about a mile into Dade City proper. You will need to get dispatcher permission to pass a red signal just west/south of the Magnolia Oil Co. spur. In our tests we were able to get permission to pass by pressing the “tab” key without having to convert signals to permissive. All other work along this path is north/east of the Runaround Track at MP 797, so you can wait and pick up any additional cars from the Runaround Track to be set out at industries at or north/east of MP 797 after doing any work in “Dade City Proper”.

Dade City Spurs (Dade Region)

Dade City Proper (to work these spurs if starting at Dade using the [“Dade North”](#) path, working these spurs will require a reverse move):

- Dade City House Track (double-ended)
- Crewson Citrus Grower & Shipper (double-ended, trailing point via Dade City House Track)
- Dade Produce (trailing point. Switch is near a signal, may need to convert signals to permissive if you can’t get dispatcher permission to pass the red to switch by pressing the “tab” key.
- Magnolia Oil Co. (trailing point)

Dade City East:

- Runaround Track (Dade). Yard track, source for setouts when using the Dade City North path. (double-ended)
- Butler Cement (trailing point, spur off Runaround Track)
- Osceola Steel Fabrication Trk 1 & 2 (trailing point, reach via Osceola Steel lead off main)
- Calhoun Oil Supply (facing point, runaround track nearby to the south/west)
- Desoto Machinery & Supply (trailing point, but cars at Calhoun Oil Supply, which is facing point, could be in the way blocking access).
- Sunshine Feed & Seed (trailing point)
- Pasco Packing Co. Trk 1, 2, 3, 4 (trailing point, reach via Pasco Packing Co. branch lead track, pass switch near MP 796, then back up branch.)

- Atlantic Coast Line Interchange (Dade). (trailing point, reach via Pasco Packing Co. Branch lead track).

Lacoochie North

This path starts in Lacoochie, on the siding, with your engine(s) facing north. The only “Yard” track is the 790.5 ACL Interchange Track. If you are working north of MP 790 only, this won’t be a problem.

You may opt to work the [Devil’s Creek Branch](#). If you choose to work this branch using this northbound template, you will be backing up the branch. To have any setouts there, they’ll have to come from the SAL Interchange Track. After picking up your setouts at the Interchange track, you will need to back across the ACL main line, which is protected by a signal. This presents a small problem: the dispatcher will NOT give you permission to pass this signal. So if you plan to work this branch, you should use SwitchList Generator’s “[Convert all Signals to Permissive](#)” feature. Also, although the branch is off Lacoochie siding, once you’ve crossed the ACL main, the automatic (dispatcher-controlled) switch will throw for the main. So you’ll need to throw this switch back to the siding. To do this you’ll need to use SwitchList Generator’s “Convert all Switches to Manual” feature. You will also need to make use of both of these features if you have cars to pick up at the 790.5 ACL Interchange Track which need to be set out at the McLeod Planing Mill. See the notes on the [Lacoochie Region Spurs](#).

There is a caboose at Cummer’s Runaround Track which you can use to protect your reverse move. To be totally prototypical you’d want to get this first before backing up the main.

If you opt to simply proceed north and not work the Devil’s Creek Branch or the McLeod Planing Mill you will not need to convert signals to permissive or convert switches to manual.

Devil’s Creek Branch Spurs (Devil’s Creek Region) Near Lacoochie

Notes on working the Devil’s Creek Branch:

To work the Devil’s Creek Branch using this northbound template, you will need to back up the branch. This is actually helpful: when backing, all the spurs up this branch will be trailing point and can be worked using your rear coupler. There is a caboose at Cummer’s Runaround Track which you can use to protect your reverse move if you don’t already have a caboose at the end of your train.

- Cummer’s Paper Mill trk 1 & 2 (trailing point)
- Devil’s Creek Pulpwood Trk 1 & 2 (trailing point, runaround track nearby)

Lacoochie Region Spurs

- McLeod Planing Mill (trailing point, off Lacoochee siding. All northbound freight paths in this template run through Lacoochee siding).
- 790.5 ACL Interchange Track (“Yard track”, trailing point)
- 780.0 ACL Interchange Track (trailing point)
- Indian River Fruit Company (double ended)
- 780.0 SAL Loading Platform (double ended, trailing point if reached through Indian River Fruit spur).
- L.B. Dew Building Supply (facing point)
- State Farmer’s market (trailing point)
- Hernando Oil Company (trailing point)
- Bushnell House Track (trailing point, reached via Hernando Oil)

Coleman North

This path starts across from the runaround track just off the Miami Sub, heading north into Wildwood Yard and beyond.

768X SAL Storage Track is the yard track, be sure to check that track to work. Flagler Sand and Gravel Tracks 1 and 2 are trailing point spurs just behind you.

After completing any work you have at Flagler, you can work the industries at Coleman and/or head into Wildwood or Oxford.

Coleman Spurs (Coleman Region)

Flagler Branch

- 768 SAL Storage Track: Yard Track (double-ended)
- Flagler Sand & Gravel Trk 1 (trailing point)
- Flagler Sand & Gravel Trk 2 (trailing point)

Coleman

- Seminole Citrus Packing (trailing point, off NB track)
- Orange Crate Mfg. (trailing point, off NB track)

(Note: 766.0 SAL Loading Platform and Sumter Welding Supply, in Coleman, are serviced via the Southbound Template only.)

Wildwood North

While Wildwood Yard is a huge yard from which many trains originate, it doesn’t play that big a part in this northbound template, since on the modeled portion of the route, there isn’t much north of Wildwood Yard.

This path starts at the north end of Wildwood Yard, on Wildwood Yard Track 7. There are many yard tracks to use to get setouts from. Also if you want to simulate a yard switching job, some of the tracks in Wildwood Yard have been designated as “Industry” tracks, so you’ll have setouts to make on those tracks (coming from rolling stock in the “Yard” tracks). If you’re going to simulate a yard job, to make the work more challenging we recommend UN-CHECKING the “Simple Mode” check box. This will simulate a “classification switcher” job sorting cuts of cars and setting them out to various tracks individually. Or use simple mode if you want to pull and assemble long contiguous cuts, as a “trimmer” job at the departure end of a yard would do.

This path runs north on the left-hand main (“wrong main”). The path again takes the left-hand (siding) route at Oxford, the only town north of Wildwood modeled in the route.

While there are a number of facing point switches, there are also numerous places to run around a train should you need to. You could also turn at Wildwood Wye but you will most likely need to set the signals to permissive to do this.

Spurs in the Wildwood Region

Wildwood

- SAL Diesel fuel (facing point) On the far south end of the yard. You may have to pass a red signal to service this spur.
- Wildwood Sanding Facility (facing point)
- Wildwood Cross-Tie Loading (double ended)
- Sun Chemical (trailing point if accessed via reverse move on north leg of Wildwood Wye, up the Orlando Subdivision). Can also be serviced from the south leg and a forward drag, but front coupler work will be required in that case. There is a runaround track right before Sun Chemical. Be sure to take the Sun Chemical Lead as you run East on the Orlando Sub.
- Wildwood Car Repair Track (trailing point, off roundhouse lead)
- SAL Diesel Fuel 2 (trailing point, near roundhouse)
- Wildwood Team Track (facing point)
- Wildwood Citrus Processing Plant 1 & 2 (facing point)
- Wildwood Icing Platform 1 & 2 (trailing point, north end of yard tracks 5 and 6)
- Wildwood Textile Mfg (facing point) Off northbound main, far right track.
- Wildwood Yard Tracks 2, 3, 6, 8: Yard tracks (double-ended)
- Wildwood Yard Tracks 1, 4, 5, 7: Industry tracks (double-ended)

Oxford

- 759.0 SAL Storage Track (double-ended)
- Oxford Feed & Seed (double-ended) Off Oxford Siding.

Credits

This template, and the SwitchList Generator™ Program, were created by Steve Davis. The template, and activities created using it, are freeware and can be freely distributed. The SwitchList Generator Activity Creation Program is a copyrighted work and may not be distributed by any means without the express written permission of Steve Davis or Skyline Computing.

You can obtain other templates, help, participate in discussions about the Seaboard Air Line Florida Division Route, and learn more about SwitchList Generator, at the Skyline Computing Web Site, www.skylinecomputing.com

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Please report bugs or issues with this Activity Creation Template to SteveDavis@skylinecomputing.com