

Turntable Operating Instructions

The turntable has three lead tracks, twelve service tracks, and one escape track. The power for the service and escape tracks are all individually controlled by their corresponding toggle switches on the Engine Terminal panel, as shown in the following photograph.

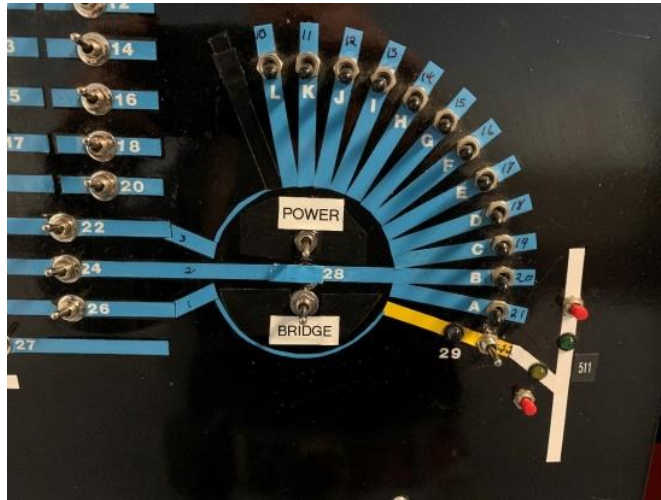


Figure 1, roundhouse section of the Engine Terminal panel.

Referencing Figure 1, the track numbers have been labeled on the diagram. The lead tracks are numbered 1 through 3, the service tracks 10 through 21, and the escape track 22. The power for each service track is switched with the toggle mounted on the diagram. The power for the bridge track is switched with the toggle labeled “BRIDGE”.

As can be seen in the following photograph, a turntable bridge has two ends; the end with the control shanty is called the head end (*), and the end without a control shanty is called the tail end (#).



To use the turntable, first switch on the turntable controller (photo below). The power switch for the controller (PTC Model 4) shown in Figure 1, labeled “POWER”. The controller will boot up, verify the bridge to its current location (you will see the bridge move a little bit), and then display the current track position in the window (showing 2 in Figure 2). **Please wait** until this boot process is complete before you use the indexer.



Figure 2, Turntable Indexing Controller

Typing the sequence # number * would position the head of the bridge to track number.

Typing the sequence # number # would position the tail end of the bridge to track number.

Example 1, Referencing Figure 1, suppose you want to position the head end of the bridge to track 3. Then, referencing Figure 2, you would gently type #3*.

Example 2, Referencing Figure 1, suppose you want to position the tail end of the bridge to track 17. Then, referencing Figure 2, you would gently type #17#.

When positioning the bridge, the indexer will overshoot a small amount and come back. This is an anti-backlash maneuver that compensates for any possible slop in the drive gearing.