

White Pine Historical Railroad Foundation's  
*Nevada Northern Railway Museum*  
*A National Historic Landmark*

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## **General Notice 8**

Date: June 20, 2009

To: All Personal

Subject: Train Audio System

1. The PA Amplifier has been physically moved to the top of the cabinets in the concession area. This cleaned up the unsafe nest of wiring and provides air flow around the heat sink. Please note the cardboard cover over the input knobs for mic one and mic two. This means there is no need to readjust either inputs. Only Bruce, Mark or Skip is authorized to adjust these inputs. The only manipulation at the start of the excursion is to turn the power on!
2. To the right of the PA Amplifier is a receiver for RaeNell's wireless microphone. This has NO on/off switch. Either RaeNell or Gerry will turn the receiver on or off at the end of the run. The wireless microphone is RaeNell's personal mic, it goes home with her.
3. When the hand held mic was used, RaeNell or Gerry will set up the amplifier for the next narrator. The only test you will need to do is turn the amplifier and the cabled microphone on and speak.
4. A black cable with a 1/8 inch stereo jack is now hanging next to the DC Voltmeter under the cabinets. This is set for adding a boom box, an iPod or computer audio. Levels for this is set by the item being used. DO not try to set audio levels on the PA for these items. If the audio levels are set high on the iPod, as an example, will overdrive the PA Amplifier causing distortion.
5. Individual volume controls have been installed on each speaker in the two coaches and in the caboose. These are not to be touched by train crew for any reason. RaeNell and Bruce have spent hours equalizing audio levels throughout the train. This was accomplished with 75 to 80 passengers and normal ambience levels as the train moved. The Master volume control can be increased but is now at the maximum output. You will notice that the audio levels on the flat car can be lower than elsewhere. This is especially noticeable when the caboose is close to the locomotive and when the flat car is full of passengers.

6. The speaker in the caboose has been moved to the right side above the bench. A food container has a volume control with a knob. This should be kept low most of the time, but can be adjusted if we have paid passengers in the caboose.

7. Train crew should pay attention to the new wiring between the caboose and flat car, and the flat car to the coach. Take a few minutes to familiar yourself with the new connectors for the audio lines. This is a four pin microphone connector. The collar can be turned counterclockwise to unlock then slowly wiggle the connector out of the jack. Reverse this process to reconnect it. This keeps the connection clean and dry from the elements. Please when breaking the cars apart, as we do throughout the season, hang the coil cable up safely. Do not allow it to drag on the ground.

8. Should you have problems with the PA System notify your conductor, it is he or her responsibility not yours. Feel free to give me a call or have the dispatcher call me at home. If you have any questions about the new upgrades feel free to call me.

A lot of hours and money has been invested to eliminate problems with the PA System. Please follow the above guidelines. If you have any questions or concerns let us know. With your help this will be a trouble free season.

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Mark S. Bassett  
Executive Director

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Bruce Palmer  
NN Ry Radio Guy