

NOTES ON UP GP-30'S

ARRIVAL of GP-30..849

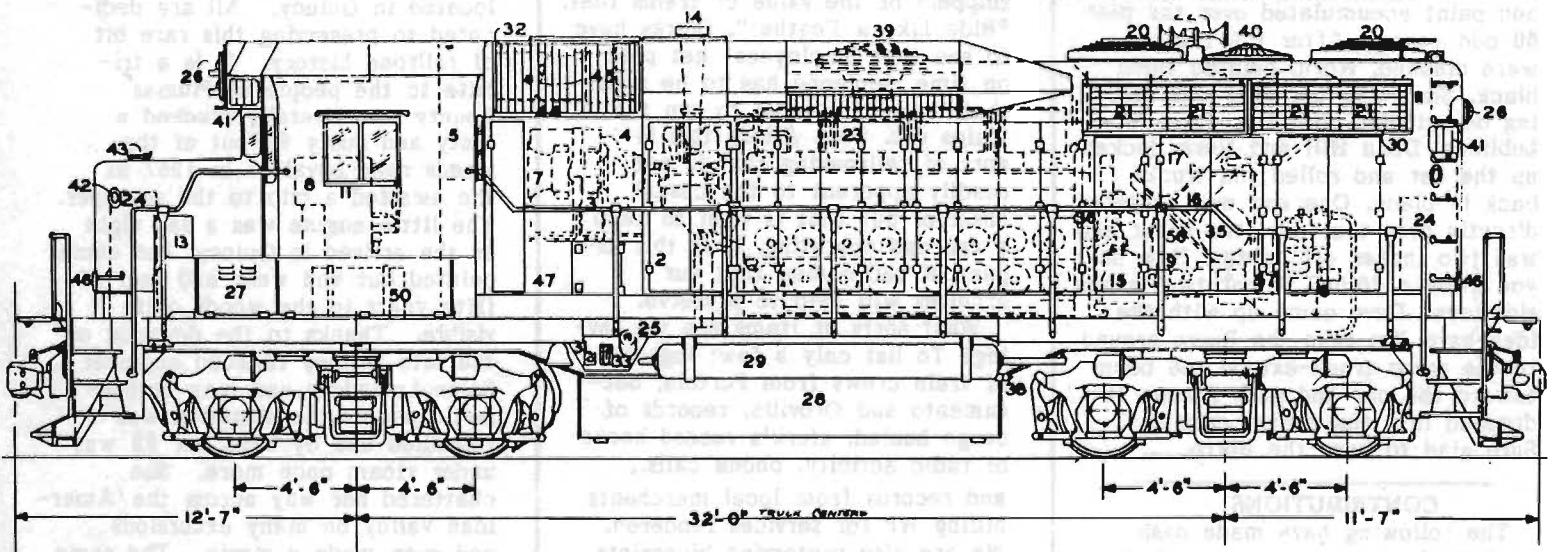
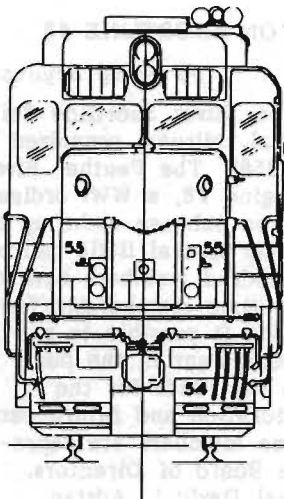
Union Pacific GP30 No. 849, arrived at our museum July 26th. This significant addition to our diesel collection arrived relatively intact with fairly good paint. Missing only are some minor engine parts, seats, a door window, batts, and a few miscellaneous items. The engine air box covers are off and it appears that there may be some major engine work necessary if the engine is to be made operable.

Immediately upon its arrival, Doug Jensen cleaned out the cab (pigeons had taken roost inside) and Ken Roller started cleaning the exterior with steel wool and cleanser. The GP-30 is popular with fans and if we can restore it to operation, it will be another prime attraction to visitors. As far as we know only two other GP-30's have been preserved. Our thanks to UP for their donation.

The pronounced top blister running from the cab to the dynamic brake resistors sets EMD's GP-30 apart from most other EMD styled power.

The 2250 horsepower engines are considered to be the first of the second generation diesels. Developed as an answer to General Electric's U25B, EMD built approximately 950 GP-30s from 1961 to 1963. Western Pacific almost got the GP-30 but opted for the higher horsepower GP-35s that came out in 1963 replacing the 30s in EMD's model line. Union Pacific put 74 units to work in 1962 numbers 800-875 (our 849 was built Sept. 1962 number 27558), followed by units 700 through 735 in 1963. UP was the only railroad that ordered GP-30B's with 38 units numbered 700B through 739B built in 1963.

Today any engine with a 567 power plant is an endangered species. The May CTC Board reports at that time only 23 active GP-30s system wide. By now that number has fallen even lower.



A letter from the group in Ely, Nevada that have moved to save the equipment and buildings of the Nevada Northern Short Line.

Also all owners of motor cars are invited to come over and wear a little rust off the yard tracks of the NN in Ely to Ruth, Nev.

Dear Railfans,
Photo opportunities abound at the 80th Anniversary of the Nevada Northern Railway at Ely during the weekend of Sept 27th and 28th.... Referred to as "The best preserved short line in the US today", the Nevada Northern Railway Museum boasts of buildings, equipment, and rolling stock dating from 1907! Depending on how restoration efforts are progressing, the steam loco-



motive, #40 may not be out on display but there will be a large variety of antique cars from the beginning of the mining-railroad history of White Pine County available to view and photograph. Along with the 1910 4-6-0 Baldwin steam engine, #40, a partial list of what we have includes a 1907 steam-powered crane, a slag

bucket car, a Pullman passenger car, a railroad post office car, steam rotary snow plow and a sandstone depot which was built in 1907. The entire complex is a museum waiting to happen!

Within a 70-mile radius of Ely, White Pine County also has scores of uncrowded picnic, camping, and fishing areas.

Out railroad museum, located at 11th st and Ave A in East Ely, Nevada is open daily, and for more information about our 80th Anniversary event, please write to:
The Friends of the Nevada Northern Railway
P.O. Box 608
Ely, Nevada 89301