



*Digital Train Model*  
**EMD GP 30**

**EMD GP30  
for  
Train Simulator 2014  
Owner's Manual**



# Digital Train Model

## EMD GP-30

### A little bit of history

The GP30 was conceived out of the necessity of matching new competitor GE's U25B. The U25B offered 2,500 hp (1,860 kW) while EMD's GP20 and its 567D2 prime mover was only rated at 2,000 hp (1,490 kW). The U25B also featured a sealed, airtight long hood with a single inertial air intake for electrical cooling, with a pressurized cooling system which kept dust out of the engine and equipment area. Finally, the entire GE design was optimized for ease of access and maintenance. The U25B demonstrators were receiving much praise—and orders—from the railroads that tested them. Meanwhile, ALCO had been producing the 2,400 hp (1,800 kW) RS-27 since 1959, though it had not sold well.

EMD's engineering department pushed their DC traction system for an extra 250 hp (186 kW). The 2,250 hp (1,680 kW) wasn't quite equivalent to the GE and ALCO offerings, but EMD hoped the railroads' familiarity with EMD equipment would improve their chances. The locomotive in which it would be fitted was improved along the lines of the U25B; sealed long hood, central air intake, and engineered for easier maintenance access. The frame and trucks of the GP20 were carried across; the extra equipment for the centralized air system required more space behind the cab, and since the locomotive was not going to be lengthened, extra space was achieved vertically by raising the height of the locomotive, giving room for the central air system, turbocharger and electrical cabinet all behind the cab. This extra height behind the cab meant that the body style used for previous GP units was not suitable.

Since EMD needed the new locomotive to be visibly modern and updated, they turned to the GM Automotive Styling Center at Troy, Michigan for help. The automobile stylists created the GP30's trademark "hump" and cab roof profile. The hump-like bulge started at the front of the cab and enveloped the air intakes for the central air system and the dynamic brake blister. Units ordered without dynamic brakes were the same shape, but lacked the intakes to cool the dynamic brake resistor grids.

A high short hood could be ordered, but only holdouts Norfolk and Western Railway and Southern Railway received such units. EMD originally planned to name the locomotive the GP22, but EMD's marketing department decided to leapfrog GE's numbering to make the new locomotive seem more advanced. Marketing literature claimed 30 distinct improvements from the GP20 and that this was the reason for the number.

Source: [http://http://en.wikipedia.org/wiki/EMD\\_GP30](http://http://en.wikipedia.org/wiki/EMD_GP30)



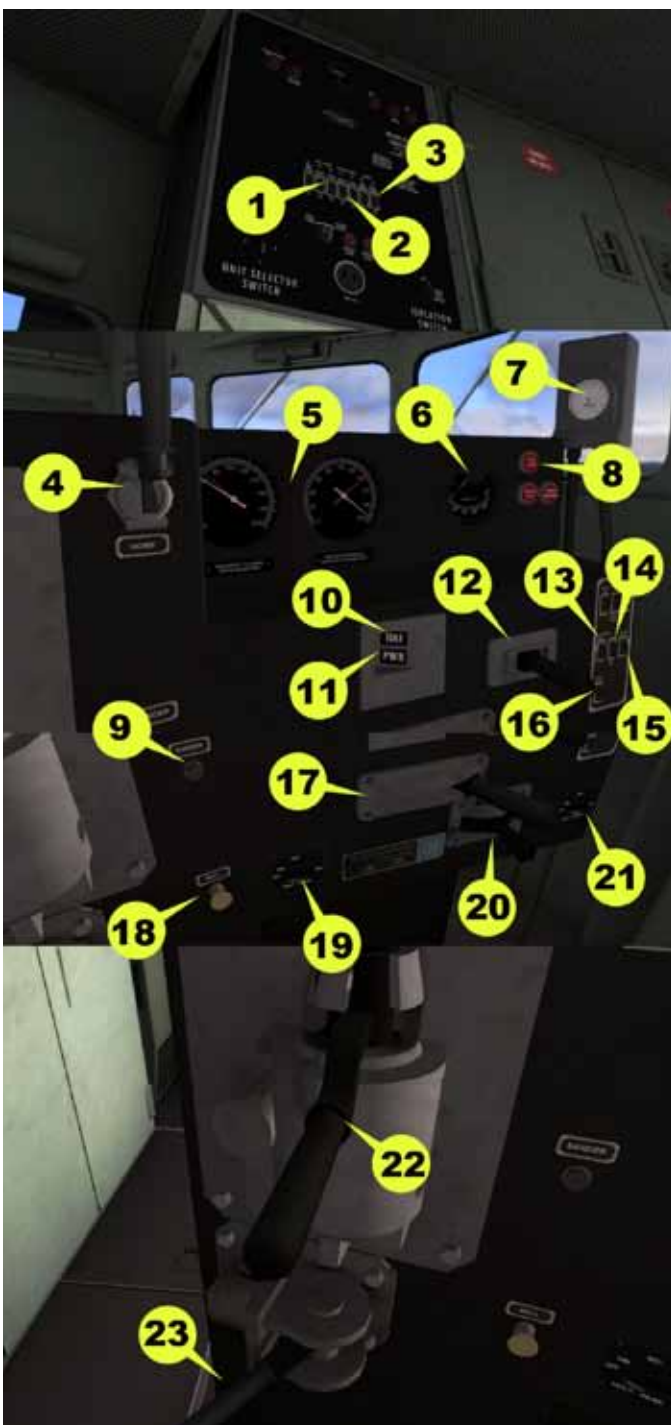
### Cab Controls

L: Cab Lights

M: Toggle front mirrors

N: Strobe

Cab doors and windows can be opened with the mouse.



- 1) Front/Rear numberboard lights
- 2) Front/Rear class lights
- 3) Platform lights
- 4) Horn
- 5) Air gauges
- 6) Ammeter
- 7) Speed recorder
- 8) Warning lights
- 9) Sander
- 10) Throttle indicator
- 11) Selector Indicator
- 12) Selector
- 13) Gauge lights
- 14) Cab light
- 15) Wipers
- 16) Beacon
- 17) Throttle
- 18) Bell
- 19) Rear headlights
- 20) Reverser
- 21) Front headlights
- 22) Train brake
- 23) Independent brake

## Included Career Scenarios

### 1) BREAK IN SHERMAN

Traffic Control has ordered you to stop at Sherman's top. A train is coming in the opposite direction and you have to wait for it to clear the way. You must reach Laramie at 06:00am.

Tasks:

- Leave Dale.
- Stop at Granite Pass West.

### 2) CEMENT AND COAL TO DENVER

It's early in the morning and you are at Laramie. You are in charge now after a brief stop to crew change and you must continue the trip to Denver. It was snowing so the driving will be hard.

Tasks:

- Leave Laramie.
- Stop at Lynch Siding East.

### 3) EMPTY STOCK TO GRANITE

Your task is to take a train of empty wagons from Speer to Granite. There is a lot of traffic, so be careful.

Tasks:

- Leave Speer.
- Stop at Granite Pass West.

### 4) OUTSIDE CHEYENNE

While you were delivering some empty wagons Control has called you to ask for your help for other train which has problems with the engine. You must go to the rescue and bring it back to Cheyenne. Then the yard crew will be in charge.

Tasks:

- Couple train at Wycon - Nitrate 1.
- Stop at Cheyenne - Receiving South.

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### How to use this in your own scenario



- 1) Open your desired route.
- 2) Press Esc key.
- 3) Click on World editor from the pop up menu.



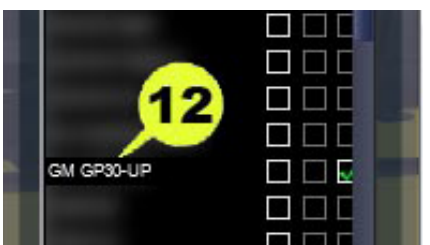
- 4) Go to the Tool Box panel.
- 5) Click on the Scenario icon.
- 6) Click yes from the warning pop up.



- 7) Go to the Browser panel.
- 8) Click on the Object Set Filter icon.



- 9) Go to the Browser Panel at the right of the screen.
- 10) Click the roll out menu.
- 11) From the roll out menu click on DTM.



- 12) Click the GM GP30-UP checkbox.



- 13) Return to the Browser panel.
- 14) Click on Engines & Tenders icon.
- 15) Click the EMD GP30 UP.
- 16) Click on the track to place it.



- 17) Return to the Tool Box panel.
- 18) Click the Driver icon.
- 19) Click on the engine.



- 20) Click the Play icon.
- 21) Save the changes in your scenario.
- 22) Drive your GP 30.



## Included rolling stock



GP30-UP Airslide Hopper 40ft



GP30-UP Boxcar 50ft DbIDoor1





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## EMD GP-30



GP30-UP Boxcar 50ft DbIDoor2



GP30-UP Flatcar TOFC (with four different loads).



GP30-UP Hopper Grain



GP30-UP Caboose CA-4



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GP30-UP Hopper 70tn Coal



EMD GP30B UP



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Thanks to:

Ricardo Rivera  
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Dovetail Team

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