



### Data Sheet for INRD 100

Name	Identification	Manufacturer	Type	Status
none	INRD 100	EMD/1961	E9A-Passenger	Operational

E-9 unit 100 was ex-Milwaukee Road 36A, one of only six E-type locomotives built by General Motors-EMD with a HEP (head-end power) generator from their plant in La Grange, IL. It was one of the last models, built in late 1961.

Running gear, engines, traction equipment, electrical systems and body are in excellent condition.

The locomotive comes with a "Zero-Time", newly-rebuilt Cummins 500 KW (peak), separately cooled, diesel-generator set, (needs to be re-installed).

In addition, it is equipped with a third air compressor, located in the nose of the locomotive and powered by the head-end power generator, so that the main engines do not need to be running to supply air to the train.

The locomotive is equipped with the original MARS light, which is fully-functional and operates in a classical, horizontal figure-eight pattern.

A melodious Nathan five-chime air horn, which trumpets the most beautiful sound known in American railroading, has been installed.

This locomotive was originally in Chicago commuter service, but also operated in pool service on Milwaukee Road's famed "Hiawatha" train, up to Aberdeen, SD and on numerous charters to the Wisconsin Dells and other assignments, as required.

### Specifications:

Unit Number: INRD 100

Locomotive type: E-9 Former Road: ex-MILW 36A

Engines: 567 C, 2 per locomotive

Generators: D15B with D16 alternator

Aux Generator: 10 KW, two on each locomotive

Traction Motors: D47 to D77 Gearing: 55:22 (98 MPH)

Glazing: FRA Type I and II

Brake Schedule: 26L

This unit is one of only six that were built by EMD with a head-end-power diesel generator set installed originally by EMD at LaGrange. It is equipped with a 400 KW, 480 VAC Cummins VT1710 engine generator with HEP receptacles in the rear of the unit. It also is equipped with 26L brake and an AAR style control stand with enclosure for Motorola 99 channel radio. There is also a third air compressor located in the nose of the unit, which is powered by 480 VAC and can be used for supplying air to the consist when the prime movers are shut down. The HEP engine has been rebuilt and will be reinstalled, pending demand for service.

**Photos:**











**Contact us about this Locomotive:**

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