

Existing and Projected Maximum Authorized Speeds for State-Supported Passenger Service in New York State (Does not include AMTK Lake Shore Limited, Chicago to Boston/NYC)

Lines over which current P32AC-DM Dual Mode presently operate State-supported AMTK passenger service or MNR Commuter Service

The speeds listed are the Passenger Train MAS within the line segment noted and do not represent the maximum speed for that entire segment. Empire Service Lines are listed south to north & west, starting in New York City

AMTK Empire, Adirondack, Ethan Allen, & Maple Leaf Service

AMTK Empire Conn. Penn Station MP 0.0 to MNR Spuyten Duyvil CP-12 60 MPH

MNR Commuter Service

MNR Hudson Line Grand Central Terminal MP 0.0 to Spuyten Duyvil CP-12 60 MPH

AMTK Empire, Adirondack, Ethan Allen, & Maple Leaf Service & MNR Commuter Service

MNR Hudson Line Spuyten Duyvil CP-12 to Poughkeepsie MP 76.8 90 MPH

AMTK Empire Adirondack, Ethan Allen, & Maple Leaf Service

AMTK Hudson Line¹ Poughkeepsie MP 76.8 to CP-142 Albany/Rensselaer 110 MPH

AMTK Empire & Ethan Allen Service

AMTK Hudson Line¹ CP-142 Albany Rensselaer to CP-160 Schenectady 110 MPH

AMTK Empire & Ethan Allen Service

AMTK Hudson Line¹ CP-160 Schenectady to CP-169 Hoffmans 110 MPH

AMTK Empire Service

CSXT "Chicago Line"² CP-169 Hoffmans to CP-437 Buffalo 79 MPH

CSXT Niagara SD CP-437 Buffalo to CP-28 Niagara Falls 60 MPH

AMTK Ethan Allen Service to Rutland, Vermont

CLP Main Line CPR/CLP MP 77.3 Whitehall to CLP MP 101.2 Rutland VT 59 MPH

MNR Commuter Service

MNR Harlem Line CP-5 (Hudson Line) to CP-112 Woodlawn (NH Line) 75 MPH

MNR Harlem Line CP-112 (MP 11.8) Woodlawn to MP 82.1 Wassaic 70 MPH

MNR New Haven Line CP-112 (MP 11.8) to CP-216 (AMTK Hellgate Line) 60 MPH

MNR Commuter Service & AMTK NEC Service

MNR New Haven Line³ CP-216 (MP 16.3) to MP 72.9 New Haven 90 MPH

MNR Commuter Service

MNR New Canaan Br	CP-235 (MP 34.5) to MP 7.9 New Canaan	60 MPH
MNR Danbury Br	CP-241 (MP 41.3) to MP 23.3 Danbury	50 MPH
MNR Waterbury Br ³	CP-261 (MP 60.7) to MP 26.9 Danbury	59 MPH

Selected Lines over which current DM30AC Dual Mode locomotive presently operates LIRR Commuter Service

The speeds listed are the Passenger Train MAS within the line segment noted and do not represent the maximum speed for that entire segment. The Maximum Authorized Speed for passenger equipment, in either Diesel or 3rd Rail Electric mode, on the LIRR System is 80 MPH.

LIRR Main Line	80 MPH [Diesel or 3 rd Rail DC mode]
LIRR Montauk Branch	80 MPH [Diesel or 3 rd Rail DC mode]

Additional Lines over which PRIIA Dual Mode Locomotives are planned to be operated:

AMTK Vermonter Service & New MNR Connecticut Branch line service to Penn Station

AMTK NY Terminal District	Penn Station (MP 0.0) to Harold (MP 3.7)	60 MPH
AMTK Hellgate Line	Harold (MP 3.7) to MNR CP-216 (AMTK MP 18.9)	100 MPH

New MNR Hudson Line Service to Penn Station

AMTK Empire Conn.	Penn Station MP 0.0 to MNR Spuyten Duyvil CP-12	60 MPH
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AMTK Adirondack & Maple Leaf Service

AMTK Hudson Line ¹	CP-142 Albany Rensselaer to CP-160 Schenectady	110 MPH
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AMTK Adirondack Service to Montreal, Quebec

CPR Freight Main SD	AMTK CP-160 Schenectady to CPR CP-480 Ballston Spa	50 MPH
CPR Canadian SD	CP-480 Freight Sub MP 21.7 to MP 191.0 Rouses Point	60 MPH
CN Rouses Point SD	CN MP 0.0 Rouses Point to MP 1.12 US/Canadian Border	10 MPH

AMTK Maple Leaf Service to Toronto, Ontario

AMTK Hudson Line ¹	CP-160 Schenectady to CP-169 Hoffmans	110 MPH
CSXT "Chicago Line" ²	CP-169 Hoffmans to CP-437 Buffalo	79 MPH
CSXT Niagara SD	CP-437 Buffalo to CP-28 Niagara Falls	60 MPH
AMTK Whirlpool Bridge RT	CP-28 MP 28.2 to MP 28.57 US/Canadian Border	10 MPH

Note 1: The AMTK Hudson Line, Poughkeepsie to Hoffmans, is owned by CSXT (except for about 8 miles in the segment between Schenectady and Hoffmans, which is owned by AMTK); CSXT leases the Hudson Line to AMTK for operations and maintenance.

Note 2: For simplicity, this CSXT line segment is identified by the previous Conrail line name, "Chicago Line"; CSXT has divided this into Subdivisions, identified east to west as: Selkirk SD, Mohawk SD, Rochester SD and Buffalo Terminal SD.

Note 3: MNR Dual Mode locomotives generally only operate on the New Haven Line as far east as CP-261 (MP 60.7) to serve the Waterbury Branch and do not operate east to New Haven. When the AMTK Vermonter is extended north from St. Albans to Montreal, Quebec, the Vermont Agency of Transportation may operate the Vermonter with PRIIA Dual Mode (DC 3rd Rail) Locomotives to Penn Station so as to avoid the train delay for an engine change in New Haven.

PRIIA Locomotive Working Group

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