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 Line Poughkeepsie MP 76.8 to CP-142 Albany/Rensselaer 110 MPH

AMTK Empire & Ethan Allen Service
AMTK Hudson Line CP-142 Albany Rensselaer to CP-160 Schenectady 110 MPH

AMTK Empire & Ethan Allen Service
AMTK Hudson Line CP-160 Schenectady to CP-169 Hoffmans 110 MPH

AMTK Empire Service
CSXT “Chicago Line” 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 Line 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 Br³  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 3rd Rail DC mode]
LIRR Montauk Branch 80 MPH [Diesel or 3rd Rail DC mode]

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

AMTK Vermont 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

AMTK Adirondack & Maple Leaf Service
AMTK Hudson Line¹  CP-142 Albany Rensselaer to CP-160 Schenectady  110 MPH

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 Line¹  CP-160 Schenectady to CP-169 Hoffmans  110 MPH
CSXT “Chicago Line²”  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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