

in a message dated 9/15/2022 11:30:24 AM Central Standard Time, [Stacey.Lyons@CN.ca](mailto:Stacey.Lyons@CN.ca) writes:

Hello President Broyls,

I would like to introduce myself to you as I am the Manager of Government and Public Affairs for the CN US network. My responsibilities include the State and Local Affairs related to CN, I also act as a strategic partner for other CN working groups including our Engineering and Bridge and Structures teams.

Your inquiry was brought to my attention, so I wanted to be sure to respond to your inquiry and answer your questions and address your concerns. Please know that CN is led by safety and consider it a core value of our organization. Not only the safety of our people, but also the communities in which we operate. In that spirit, I would like to provide you with the follow points specifically related to the viaduct in question.

- CN operates the 2 east tracks on the bridge while METRA owns and operates the 2 west tracks.
- CN does not operate trains on the most easterly spans, which is the side that has been hit in the past.
- These spans are concrete encased beams. This is the Railroad's preferred arrangement to resist impacts.
- The bottom flange of the fascia beam is exposed. This beam essentially carries only its own weight because no train loads are moving in this section due to lack of operation and is integral with the most easterly spans.
- When reported to CN every strike on the CN section of this bridge generates a post incident inspection, which is reviewed by a Designated Railway Bridge Engineer.

I hope these points provide you with a re-assurance that the CN owned portion of the Viaduct poses no risks to the public in your community and CN has plans in place to complete annual inspections in addition to inspections performed when we are notified of a strike.

Take care,

**Stacey Lyons**

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Manager, Government & Public Affairs

T: 708-571-5495