

# **EXHIBIT 2-T**

**Docket No. DCA-08-MR009**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594**

**Post-accident Testing of Radio  
Communications System**

Ground Test

September 17<sup>th</sup>, 2008

East of CP Topanga

West of CP Topanga to Tunnel

200ft. east of signal at CP Topanga-ok

650ft.-ok

150ft.-ok

East Signal-ok

100ft.-ok

550ft.-ok

50ft.-ok

500ft.-ok

West Signal-ok

450ft.-ok

50ft. west of signal at CP Topanga-ok

400ft.-ok

100ft.-ok

350ft.-ok

150ft.-ok

300ft.-ok

200ft.-ok

250ft.-ok

CP Topanga-ok

200ft.-ok

150ft.-ok

100ft.-no (Hear office only, not handheld)

50ft.-no (Hear office only, not handheld)

Tunnel-no (Hear office only, not handheld)

On Wednesday, September 17, 2008 Willie Carter and Jerone Hurst conducted radio tests with Motorola HT-1250 handheld radios. There were three tests made, the first was on eastbound train # 114 from the engine of the train to the last cab car. It was a time based test conducted roughly every 2 minutes as the train travelled from Simi Valley Station to the Northridge Station. The second test was from westbound train # 109, again from the engine to the last cab car and time based between the same stations. The office confirmed the radio tests but they could only hear the handheld east of tunnel #26 although the office could be heard by both handhelds. The final test was done on the ground east and west of CP Topanga until we reached the tunnel. The ground test was distance based and it was between the handheld radio and the office using the Oat Mountain VHF radio.

**Radio Test**

**September 17<sup>th</sup>, 2008**

<u>Train #114 Simi Valley to Northridge Valley</u>	<u>Train #109 Northridge to Simi Valley</u>
11:22am-ok	1:49pm-ok
11:24am-ok	1:51pm-ok
11:26am-ok	1:53pm-ok
11:28am-no (tunnel)	1:55pm-ok
11:30am-ok	1:57pm-ok
11:31am-ok (short tunnel)	1:59pm-no (tunnel)
11:32am-ok	2:00pm-ok
11:33am-ok	2:01pm-ok
11:34am-ok	2:03pm-no (tunnel)
11:36am-ok	2:03pm-ok (out of tunnel)
11:38am-ok	2:04pm-ok
11:39am-ok	2:06pm-ok
11:40am-ok	

(note the failed tunnel tests were between the two handheld radios although the engine radio did receive the radio transmission from the handheld in the last cab car )