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Description of document:	Closing reports for twenty one Amtrak Office of the Inspector General (OIG) investigations, 2008-2009
Requested date:	03-March-2010
Released date:	10-August-2010
Posted date:	23-August-2010
Date/date range of documents:	28-July-2008 - 20-November-2009
Source of document:	Office of the Inspector General National Railroad Passenger Corporation 10 G Street, N.E., Suite 3E-400 Washington, D.C. 20002 Attn: FOIA Request Fax: 202-906-4695, ATTN: FOIA Request

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<u>CASE NUMBER</u>	<u>DATE</u>	<u>SUBJECT</u>
09-056	27-Oct-2009	Abuse of position
08-113	07-Apr-2009	Mismanagement
07-095	06-Jul-2009	Fraud
09-53	10-Jul-2009	Environmental
09-55	17-Jun-2009	Train failed to stop at station
09-074	29-Jun-2009	Assist other agency
09-068	08-Jul-2009	Assist DHS OIG
09-034	19-May-2009	Abuse of position
09-035	29-Sep-2009	Assist other agency
09-85	11-Sep-2009	Unclaimed AMTRAK property
09-018	20-Nov-2009	Accenture
09-155	18-Nov-2009	Misuse of Segway
08-126	11-Feb-2009	Eavesdropping
08-127	06-Jan-2009	Assist other agency
08-087	03-Jul-2009	Theft
08-005	28-Jul-2008	weapons/sexual harassment
08-113	05-Nov-2009	Fraud
08-138	13-Jul-2009	Assist other agency
08-140	18-Nov-2009	Assist other agency
08-152	08-Jun-2009	Abuse of position
07-078	08-Oct-2008	Compensation levels and reporting

August 10, 2010



Re: Freedom of Information Act Request

Enclosed are reasonably segregable portions of documents from Amtrak's Office of Inspector General (OIG) that are responsive to your March 3, 2010 Freedom of Information Act (FOIA) Request for copies of closing reports for a specified list of investigations, which was received by Amtrak's Office of the Inspector General (OIG) on March 8, 2010.

With regard to all enclosed OIG reports, the redacted portions were determined to be exempt from disclosure for the following reasons:

The names, titles, locations and other personal identifying information relating to suspects, targets, sources, witnesses and other individuals have been redacted and are being withheld pursuant to Exemptions 6 and 7(C). Exemption 7(C) provides protection for personal information contained in law enforcement records, recognizing that law enforcement records, such as these reports, are inherently more invasive of privacy than other types of records. An individual whose name or other personal identifying information is disclosed in connection with an investigation may become the subject of rumor and innuendo. Release of names and other personal identifying information could subject those individuals "to unanticipated and unwanted injury to their reputations, and to derogatory publicity or interferences arising from their connection to law enforcement." *See, e.g., Ruston v. DOJ*, No. 06-0224, 2007 WL 809698, at *5 (D.D.C. Mar. 15, 2007). Names of individuals who are not Amtrak employees are likewise subject to redaction under Exemption 7(C), which permits categorical withholding of information that identifies third parties in law enforcement records, for the same reasons noted above.

In addition, Exemption 6 protects the privacy interest of individuals identified in connection with an OIG investigation, whose substantial interest in personal identity protection outweighs any public interest in disclosure of information that could be used to identify them. In cases such as these, the public's interest in the identity of such individuals is minimal because the information reveals nothing about the activities or programs of Amtrak.

Similarly, OIG agent names are being withheld pursuant to Exemptions 6 and 7(C). Courts have consistently held that OIG law enforcement agents have "substantial interest[s] in nondisclosure of their identities and their connection[s] to particular investigations." See, e.g., Neely v. FBI, 208 F.3d 461, 464-66 (4th Cir. 2000).

If you wish to appeal OIG's claim of exemption for any of the documents described above, you may file an appeal with Ted Alves, Inspector General, at the address above, within thirty days of the date of this letter. We apologize for the unavoidable delay in responding to your request. We have not assessed any charges to you for processing this request.

If you have any questions concerning this response to your request, please contact me.

Sincerely,

A handwritten signature in cursive script, reading "Kathleen Ranowsky".

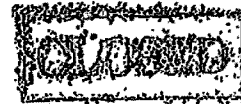
Kathleen L. Ranowsky
Deputy Counsel to the Inspector General
National Railroad Passenger Corporation
10 G Street, N.E., Suite 3E-576
Washington, D.C. 20002

cc: Sharron Hawkins, Amtrak FOIA Officer

**National Railroad Passenger Corporation
Office of the Inspector General
Office of Investigations**

CLOSING REPORT

DATE: October 27, 2009
TO: [REDACTED]
Deputy Inspector General/Counsel
FROM: [REDACTED]
Chief Inspector
Subject: Closing Report Case # 09-056



BACKGROUND

October 27, 2009, the Office of the Inspector General ("OIG"), Office of Investigations ("OI") issued a Management Report to William Crosbie, Chief Operating Officer which substantiated several allegations made against [REDACTED]. The basis for those allegations was that [REDACTED] was abusing his position by claiming "business travel" to commute from his residence in [REDACTED] to [REDACTED]. Specifically, [REDACTED] had been advised by several subordinates that such action was not only a violation of Amtrak Policy, but that it was an abuse of his position to do so. [REDACTED] continued to do so without regard to policy. [REDACTED] continued abusing his position by driving his company assigned, GSA leased, vehicle to and from [REDACTED], without authorization and used Amtrak leased vehicles to move personal furniture from his residence in [REDACTED] to a temporary apartment in [REDACTED]. Additionally, [REDACTED] reported that [REDACTED] used the GSA leased vehicles as his personal vehicle while off-duty.

OI substantiated several of the above listed allegations of abuse by Mr. [REDACTED]. OI also substantiated several other instances of dishonesty by [REDACTED] which were included in the Management Report.

RECOMMENDATIONS TO MANAGEMENT:

OI issued a Management report on October 27, 2009 to William Crosbie with the following recommendations:

Amtrak Management should require [REDACTED] to undergo a thorough back ground check if he is to be retained by the company.

Amtrak Management should consider appropriately disciplining [REDACTED] for the following reasons:

- 1) He abused his position as a member of Amtrak Management by instructing his subordinates to book his commute to his place of residence and back to work as bona fide (valid) "business travel" depriving the company of an average revenue of \$2,180.00 had he complied with Amtrak policy. [REDACTED]'s actions were in direct violation of Rail Pass Policy. His excuse that he was not informed lacks credibility because he has worked for

(the railroad ([REDACTED] 30 years and Amtrak 3 years) both companies issue rail passes with the same applicable rules and policies.

- 2) Since OI's second interview with [REDACTED], OI has been informed that [REDACTED] has booked his commute to and from [REDACTED] in the coach car but upon boarding the train he indicates to OBS and T&B personnel aboard the train that he is a member of the Executive Staff and asks to be accommodated with a roomette.
- 3) [REDACTED] continues to utilize subordinate personnel as his personal social secretaries by demanding that they book travel for his wife, as recently as September 2-3, 2009. [REDACTED] has also indicated to employees that he has instructed his wife to identify his position as a member of Executive Staff to ensure that she is upgraded to a roomette.
- 4) [REDACTED]'s responses to OI was deceptive and false when he admitted driving a GSA company vehicle to [REDACTED] only once and that he had conducted Amtrak business while driving the vehicle. OI verified through witness statements and the production of gas receipts, and phone records that [REDACTED] drove both GSA vehicles assigned to the Mechanical Department to his home in [REDACTED]. OI substantiated that he did so at least twice without authorization and without regard to the liability he was potentially incurring for Amtrak, by the vehicles improper use. Additionally, the cost of fuel was absorbed by Amtrak at a cost of at least \$221.91 which was charged against the GSA Credit Card as supported by receipts.
- 5) OI identified an instance, where on April 8, 2009, [REDACTED] improperly had his assistant [REDACTED] use the company FedEx account to send tax papers to his accountant [REDACTED]. Rather than take responsibility, he placed blame on his newly hired assistant. OI had to walk [REDACTED] step by step through the process before he would consider that he had failed to give the proper instructions to his assistant and was responsible for the misuse of the company account. Unfortunately, [REDACTED] attempted to negate OI's finding, when on July 31, 2009, [REDACTED] handed his assistant a check for \$148.92 and instructed her to "make something up and tell them that it was you who made the error (for the FedEx and Hotel) and send them this check."
- 6) [REDACTED] falsely reported to his supervisors that he had just received notification of a "Family Emergency" which necessitated that he depart a conference a day early to travel home to handle the family emergency. [REDACTED] failed to advise his supervisor [REDACTED] that the family emergency had occurred in [REDACTED] two weeks earlier. When OI initially broached the subject, [REDACTED] stuck to the story until OI advised him that they intended to check with the police department where the incident occurred. It was only then, that [REDACTED] admitted that the incident with his niece occurred two weeks earlier in [REDACTED]. OI contacted the [REDACTED] Police Department and the [REDACTED] Sheriff's Office both law enforcement agencies were located in [REDACTED] and have jurisdiction in and around [REDACTED]. OI was unable to identify any crime report listing [REDACTED] alleged victim of [REDACTED]. The change to his flight itinerary cost Amtrak an additional \$150.00 which was included in [REDACTED]'s expense report.

- 7) [REDACTED] falsely claimed that his flight on April 1, 2009, (during this false "Family Emergency") had arrived late and due to the late arrival he missed his connection which required him to take a hotel room for the night at a cost of \$144.99. OI had verified that his flight (Flight # [REDACTED]) on that day was not delayed and had arrived on time. OI advised [REDACTED] that they had verified that fact with [REDACTED] Police Department, Airport Detail. It was only then that [REDACTED] admitted that his flight was not delayed but that [REDACTED]'s flight had been delayed and that he misrepresented those facts on his expense report.

- 8) OI identified an incident where [REDACTED] had made a verbal request to purchase a digital camera and been denied by his supervisor [REDACTED] who instructed him to utilize the camera on his cell phone. [REDACTED] directed his subordinate [REDACTED] to purchase the digital camera anyway with his [REDACTED] P-card. [REDACTED] followed [REDACTED]'s direction and purchased the digital camera and presented it to [REDACTED]. [REDACTED] submitted a purchase order which was then officially denied by [REDACTED] on May 11, 2009, however it took [REDACTED] an additional 18 days to return the camera.

- 9) [REDACTED]'s attendance record, as indicated above, allows him to take off anytime he chooses without regard to Amtrak's policy. Further, [REDACTED] had tasked [REDACTED] to look into and verify that [REDACTED] was actually in attendance. [REDACTED] stated to OI that the method he utilized in making that determination was calling [REDACTED] on his cell phone. [REDACTED] reasoned that if [REDACTED] answered the call, [REDACTED] was working. That method was flawed because the cell phone would ring at any location a tower could receive the transmission. A more reasonable method to confirm his presence at a particular work site should have been utilized (I.E. a land line call might have been more reasonable in establishing that [REDACTED] was at a particular location).

- 10) OI determined that [REDACTED] failed to document his sick time and personal time in SAP as required by Amtrak Policy. [REDACTED] took no responsibility for any of his failures but very quickly shifted the blame to his assistant.

- 11) Amtrak Management should ensure that [REDACTED] repay Amtrak for the costs associated with his misuse of his rail pass privileges and any other falsifications submitted by him and used to justify reimbursements paid to him, along with those that have been identified in this report.

- 12) Finally, [REDACTED]'s abuse of his Rail Pass privilege should be considered and Amtrak Policy be applied regarding his personal use of the pass. Such abuses in the past have required that the employee lose the use of the rail pass.

MANAGEMENT'S RESPONSE:

On November 25, 2009, OI received a response from Mr. Crosbie which stated:

"This is in response to your October 27, 2009, Management Report addressed to me regarding certain activities involving [REDACTED], [REDACTED]. I was very disturbed by the

(facts uncovered in this report and quickly determined that we would adopt the OIG recommendation.

Based on the information contained in the report and the attached exhibits, and after conferring with legal counsel, we terminated Mr. [REDACTED]'s employment effective close of business October 29, 2009. Given that we took these immediate steps, and again after discussion with legal counsel, I determined that we would forego any attempt to seek reimbursement from Mr. [REDACTED] for any amounts which might be owed to Amtrak due to his unauthorized activities.

I appreciate the thorough investigation and development of facts contained in this report. Please do not hesitate to contact me if you have any questions."

RECOMMENDATIONS:

Close this case. Management has taken the necessary steps to correct this abuse by terminating this manager from his position.

all 12/1/2009
BT

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Mismanagement

CASE NUMBER: 08-113

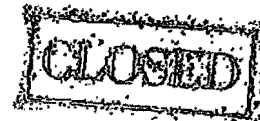
DATE OF REPORT: April 7, 2009

REPORT PREPARED BY: SSA [REDACTED]

Report of Interview: _____

Report of Documents: _____

Other Activity (Describe): _____ X – Closing Report



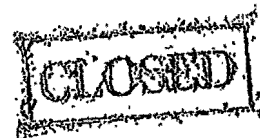
Management responded in a timely fashion to OI's referral of March 3, 2009, and acted affirmatively on all the recommendations referenced in said referral. According to said response, a total of \$4900 will be collected from the owners of Private Cars [REDACTED] and [REDACTED]. Additionally, management audited all Private Car accounts, and as a result of said audit corrected billing worksheets were completed and sent to the Amtrak Finance Department in Chicago for collection.

Additionally, management also provided OI with copies of Amtrak VP [REDACTED]'s fee waiver correspondence dated March 19, 2009, for private car activities at WAS Union Station's Anniversary Celebration. [REDACTED]'s waiver was required to comply with Amtrak private car regulations.

Having affirmatively acted on all of OI recommendations outlined in said referral it is recommended that this case be closed.

Deputy Inspector General/Counsel's Signature _____

Cell 4/8/2009



08-113



Jul. 6. 2009 9:25AM

No. 2220 P. 1

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist U.S. Railroad Retirement Board OIG

CASE NUMBER: 07-095

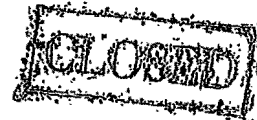
DATE OF REPORT: July 6, 2009

REPORT PREPARED BY: SSA [REDACTED]

Report of Interview:

Report of Documents:

Other Activity (Describe): Closing Report



Allegation

Senior Special Agent [REDACTED] U.S. Railroad Retirement Board (RRB), Office of Inspector General (OIG), Office of Investigations (OI), requested OI's assistance in his case involving former Amtrak [REDACTED].

Findings

[REDACTED] was involuntarily separated from her employment¹ with Amtrak on October 28, 2006 after she failed to return from unpaid Family and Medical Leave Act leave. [REDACTED] applied for, and was paid, \$7912.00 in RRB sick benefits between October 17, 2005, and July 15, 2006.

[REDACTED] admitted to [REDACTED] that she had had been employed by CSX Corporation during this time frame. [REDACTED] agreed to making complete restitution and paying \$337.00 in civil RRB fraud penalties.

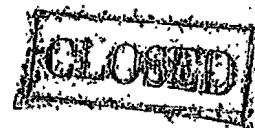
Recommendations

Close case pending development of further information.

Regional Supervisor's Signature: _____

Deputy Inspector General/Counsel's Signature: _____

¹ Crawley is ineligible for Amtrak re-hire.



Jul 10. 2009 10:14AM

212-630-6104

p.2

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE CLOSING REPORT**

TITLE: Other-Environmental

CASE NUMBER: 09-53

DATE OF REPORT: July 10, 2009

REPORT PREPARED BY: [REDACTED] SSA

I. FINDINGS OF FACT AND RECOMMENDATIONS

A. FINDINGS OF FACT

1. The Office of Inspector General ("OIG"), Office of Investigations ("OI"), received information via the OIG Hotline alleging that the drinking water on the 1:45 PM train from BOS to WAS (train no. 135) on April 25, 2009, tasted of sulfur and smelled of sewage.
2. OI referred this matter to [REDACTED], Field Environmental Specialist, for investigation. [REDACTED] provided a response to OI detailing the result of his investigation.
3. [REDACTED] indicated to OI that he had reviewed all of the MAP 21A reports for train no. 135 for April 25, 2009, and there were no indications of drinking water problems. [REDACTED] indicated that none of the coach cars on train no. 135 that day had recent random sampling performed on the drinking water supply. However, [REDACTED] stated that all of those coach cars had been recently serviced as part of the Preventive Maintenance ("PM") program between February 13, 2009 and April 21, 2009.
4. [REDACTED] also indicated that the potable drinking water used on board is strictly regulated by the Food and Drug Administration ("FDA"). [REDACTED] stated that each water hose used to deliver water to the trains in the Southampton Mechanical Service and Inspection Facility is FDA approved and each nozzle adaptor is sanitized on a weekly basis.
5. [REDACTED] concluded that since the allegation was not received by Amtrak until three days after the trip in question, no on site analysis could be performed thus the maintenance records were the only source of information available. Since these records did not contain any indications of problems with the drinking water on train no. 135 on April 25, 2009, [REDACTED]'s investigation did not sustain the allegation.

CLOSED

B. RECOMMENDATIONS

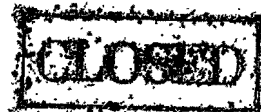
1. Close case pending further information.

Chief Inspector: _____

Deputy Inspector General/Counsel: _____

CLOSED

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE CLOSING REPORT**

TITLE: Other-Train Failed to Stop at Station**CASE NUMBER:** 09-55**DATE OF REPORT:** June 17, 2009**REPORT PREPARED BY:** [REDACTED] SSA**I. FINDINGS OF FACT AND RECOMMENDATIONS****A. FINDINGS OF FACT**

1. The Office of Inspector General ("OIG"), Office of Investigations ("OI"), received information from [REDACTED] alleging that his daughter [REDACTED] was humiliated and placed in an unsafe situation by Amtrak Conductors [REDACTED] and [REDACTED] when train no. [REDACTED] failed to make the scheduled station stop in [REDACTED] on April 18, 2009. [REDACTED] indicated that he had spoken with both Conductors prior to the train's departure from [REDACTED] when his daughter boarded. [REDACTED] alleged that the train failed to stop in [REDACTED] to allow his daughter to detrain, and then made an unscheduled stop at a crossing in [REDACTED] where his daughter got off the train to wait for transportation at a restaurant near the crossing, which he claimed was an unsafe area.
2. On May 13, 2009, OI referred the matter to [REDACTED] Passenger Services, for investigation.
3. OI received [REDACTED]'s response on June 3, 2009. [REDACTED] provided the Amtrak Delay Report and the Train Status History for train [REDACTED] for April 18, 2009, as well as the passenger record for [REDACTED] for that trip (See Exhibit 1). [REDACTED] stated that the records indicated that train 500 did stop at SLM on that date, and that twenty three (23) passengers boarded and three (3) passengers detrained at that stop. [REDACTED] further indicated that [REDACTED] was not booked as an underage traveler or as a passenger needing special assistance.
4. [REDACTED] stated that Amtrak Assistant Conductor [REDACTED] had announced the [REDACTED] stop in each car but had not made an announcement on the PA, nor had she placed a seat check above [REDACTED]'s seat. However, [REDACTED] noted that [REDACTED] had been wearing earphones and she had to ask for [REDACTED]'s ticket several times before being heard. When [REDACTED] approached [REDACTED] after the train left [REDACTED] and asked for her destination, he noted that she was wearing headphones and speculated that she had not heard the announcement of arrival in [REDACTED]. According to [REDACTED] and [REDACTED] both [REDACTED] and [REDACTED] requested that [REDACTED] be allowed to detrain at [REDACTED] and they had

refused the Conductors' offers of return transportation from [REDACTED]. [REDACTED] also told [REDACTED] that he had walked [REDACTED] into the restaurant in [REDACTED] and spoken to her mother on the telephone and that [REDACTED]'s mother indicated to him that everything was fine.

5. [REDACTED] indicated that both [REDACTED] and [REDACTED] were counseled in writing regarding their handling of this situation, and [REDACTED] was also counseled for failing to follow proper seat check procedures. In addition, spot checks have been set up on [REDACTED] on her seat check and detraining processes.

R. RECOMMENDATIONS

1. Close case. [REDACTED]

Chief Inspector: _____

Deputy Inspector General/Counsel: all 6/18/2009

EXHIBITS

1. Copies of the Amtrak Delay Report and the Train Status History for train [REDACTED] for April 18, 2009.

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist Other Agency
CASE NUMBER: 09-074
DATE OF REPORT: June 29, 2009
REPORT PREPARED BY: SA [REDACTED]

Report of Interview:
Report of Documents:
Other Activity (Describe): Closing Report

CLOSED

Allegation:

On June 8, 2009, I received an allegation from [REDACTED], Detective [REDACTED] Police Department, that Amtrak employee [REDACTED] was arrested last Thursday for drug possession. [REDACTED] requested all personnel records for [REDACTED] to assist with his investigation (see Attached).

Findings:

On June 25, 2009, I was notified that [REDACTED] must send a subpoena to Human Resources to retrieve the requested information. I provided the contact information for Human Resources to [REDACTED].

Recommendation:

It is recommended that this case be closed pending the development of further information.

CLOSED

Supervisor's Signature: [REDACTED]

Regional Supervisor's Signature: [REDACTED]

Deputy Inspector General/Counsel's Signature: [REDACTED] 7/2/09

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist U.S. Department of Homeland Security OIG

CASE NUMBER: 09-068

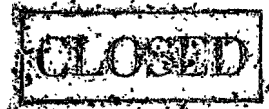
DATE OF REPORT: July 8, 2009

REPORT PREPARED BY: SSA [REDACTED]

Report of Interview:

Report of Documents:

Other Activity (Describe): Closing Report



Allegation

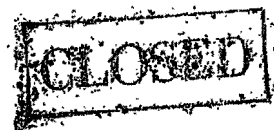
[REDACTED], [REDACTED] United States Department of Homeland Security Office of Inspector General (DHS-OIG) requested assistance in conducting an audit of the Transportation Security Administration's effectiveness with Amtrak's interests in New York Penn Station (NYP). [REDACTED] wanted a contact with an Amtrak official involved with emergency management at NYP. [REDACTED] had already made contact with the Amtrak Police Department at NYP and they referred him to the Office of Investigation.

Findings

Supervisory Special Agent [REDACTED] coordinated a meeting between DHS-OIG and the Amtrak Office of Security Strategy and Special Operations station action team coordinator at NYP on June 10, 2009.

Recommendations

Close case pending development of further information.

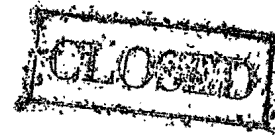


Regional Supervisor's Signature: [REDACTED]

Deputy Inspector General/Counsel's Signature: all/jt 7/30/2009

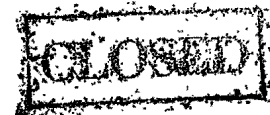
**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE CLOSING REPORT**

TITLE: Abuse of Position- [REDACTED]
DATE OF REPORT: May 19, 2009
REPORT PREPARED BY: [REDACTED] SSA [REDACTED] SA

CASE NUMBER: 09-034**1. FINDINGS OF FACT AND RECOMMENDATIONS****A. FINDINGS OF FACT**

1. The Office of Inspector General ("OIG"), Office of Investigations ("OI") received information alleging that [REDACTED], Train Master, boarded train number [REDACTED] with two friends on February 20, 2009. Allegedly, [REDACTED] directed a Conductor to place his friends in business class even though the friends had tickets for coach travel. According to [REDACTED] the Conductor felt intimidated and complied, and [REDACTED] asked the Conductor for his name in case any issues arose. It was also alleged that [REDACTED] has taken similar actions in the past.
2. On March 11, OI issued a Referral to Management to [REDACTED] for handling or investigation of the allegation (See Exhibit 1).
3. On May 11, 2009, OI received a response from [REDACTED] (See Exhibit 2) indicating that [REDACTED]'s version of events differed from the allegation, and that [REDACTED] had admitted he seated two friends in the head car of the train because the friends were unfamiliar with Amtrak. [REDACTED] claimed that he realized he had seated his friends in a business class/cafe car, but that the Conductor had told him that moving the friends was not necessary. The response further stated that [REDACTED] has been counseled on the proper procedures for allowing passengers to be seated in business class. Additionally, [REDACTED] has been directed to make a \$32 restitution payment to Amtrak to account for the lost revenue Amtrak suffered because the two passengers did not pay the business class ticket price.
4. [REDACTED] provided written documentation to OI verifying that [REDACTED] has paid \$32 to Amtrak.

1. Close case pending further information.

Chief Inspector: [REDACTED]**Date:** 8/10/09**Deputy Inspector General/Counsel:** [REDACTED]**Date:** 8/10/2009

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist Other Agency
CASE NUMBER: 09-035
DATE OF REPORT: September 29, 2009
REPORT PREPARED BY: SA [REDACTED] *gk*

CLOSED

Report of Interview:
Report of Documents:
Other Activity (Describe): Closing Report

Allegation:

On March 4, 2009, I received a request from an outside law enforcement agency for travel history information for one (1) individual: [REDACTED]. The request was from [REDACTED] with the [REDACTED] District of [REDACTED], who stated that he was investigating [REDACTED] in reference to a federal sex offender registration violation. [REDACTED] is requesting travel information on [REDACTED] for late December 2008.

Findings:

On March 5, 2009, I provided [REDACTED] with the requested information involving the travel history for [REDACTED]. I indicated that the information was for law enforcement purposes only.

On March 23, 2009, I received a copy of the lifted ticket for [REDACTED] from on board train # [REDACTED]. The copy was provided by [REDACTED]. I provided the copy to [REDACTED] for his investigation.

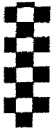
On April, 30, 2009, I received an update from [REDACTED] in reference to their investigation against [REDACTED]. [REDACTED] stated that [REDACTED] was indicted for failure to register as sex offender in the [REDACTED] District of [REDACTED] on April 16, 2009 and was arrested on April 21, 2009.

Comments:

On September 28, 2009, I received information from [REDACTED] that [REDACTED] pleaded guilty to the charge of failure to register as a sex offender.

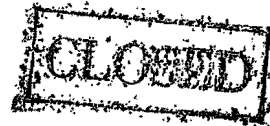
Recommendation:

It is recommended that this case be closed pending the development of further information.



**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Unclaimed Amtrak Property
CASE NUMBER: 09-85
DATE OF REPORT: September 11, 2009
REPORT PREPARED BY: SA [REDACTED]



Other Activity (Describe): Closing Report

Allegation:

The Office of Inspector General (OIG), Office of Investigations (OI) received an allegation from a confidential informant (C.I.) reporting that Amtrak has several listings for unclaimed property on multiple state treasury websites. For instance, on the Pennsylvania Treasury website, Amtrak was listed five (5) times for unclaimed property. The C.I. believes that Amtrak may have unclaimed money that should be claimed by our Treasury department.

Comments:

On July 30, 2009, OI sent the Management referral to Amtrak Treasurer, Dale Stein (Stein).

On September 9, 2009, I received management's response to the referral. Stein indicated that over the last two (2) years, they have identified 250 potential claims, recovered 174 of the claims in the amount of \$158,770.69, and have 45 claims in process. They were unable to file claims in 26 states because of lack of documentation, and our claims have been turned down by states in five (5) cases.

Recommendation:

It is recommended that this case be closed pending the development of further information.

Supervisor's Signature: [REDACTED]

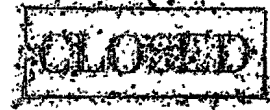
Regional Supervisor's Signature: [REDACTED]

Deputy Inspector General/Counsel's Signature: [REDACTED]

[Handwritten signature]
[Handwritten signature] 9/10/09

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Accenture
CASE NUMBER: 09-018
DATE OF REPORT: November 20, 2009
REPORT PREPARED BY: SSA [REDACTED]
Other Activity (Describe): Closing Report



Allegation

A confidential source alleges that Accenture, a major Amtrak contractor, is being reimbursed by Amtrak for excessive travel related expenses incurred by Accenture's employees.

Findings

Amtrak Senior Director [REDACTED] supplied OI with information that Accenture is providing a complete re-vamping of Amtrak's information system as it relates to all departments. This is a five (5) year project which is about one (1) year old, and has already cost Amtrak \$7,000,000. The next phase of the project is expected to cost \$30,000,000 and take twenty-eight (28) months to complete. [REDACTED] stated that this project was placed out for competitive bid and that all bidders included travel expenses for their employees/sub-contractors as part of their bids. [REDACTED] explained that this project is based in office space leased by Amtrak in Wilmington, Delaware, and the Accenture people are all experts in their fields who live across the country. They travel to, and are lodged at Wilmington for the work week, and are compensated for their travel expenses. [REDACTED] further stated that Accenture employees/sub-contractors are expected to comply with Amtrak's reimbursable business travel expenses and these expenses are reviewed by the Amtrak people in charge of the project.

Amtrak Senior [REDACTED] Director [REDACTED] supplied OI with information that Accenture is one of several contractors involved in Amtrak's Strategic Asset Management (SAM) program. [REDACTED] said that Senior Program Manager [REDACTED] is in charge of administering/supervising Accenture. [REDACTED] further stated that [REDACTED] is in charge of reviewing Accenture's billing of its employees' expenses to make sure that Accenture complies with Amtrak's reimbursable business travel expense limits are complied with.

[REDACTED] supplied information that Accenture is one of several contractors involved in Amtrak's SAM program which he [REDACTED] is directing. [REDACTED] explained that Accenture employees are compensated for their travel expenses by Accenture, who in turn bill Amtrak and that this is part of Amtrak's contract with Accenture. [REDACTED] stated that this contract sets aside a [REDACTED] ([REDACTED]) of total contract for reimbursement of Accenture employees' travel expenses. [REDACTED] stated that he monitors this and to date Accenture has kept the reimbursement to less than the contracted 12%. [REDACTED] further stated that the first phase of the SAM project is near completion and the second phase is being negotiated. [REDACTED] stated that he's attempting to negotiate a fixed amount allowable to Accenture for future reimbursements – which will decrease the cost to Amtrak.

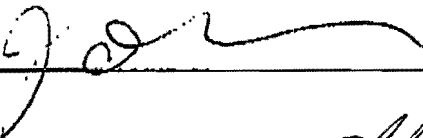
Comments

OI could not substantiate this allegation.

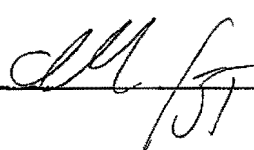
Recommendations

Close case pending development of further information.

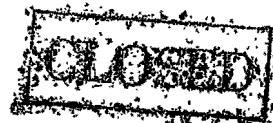
Supervisor's Signature: _____



Deputy Inspector General/Counsel's Signature: _____



11/23/2009



**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE CLOSING REPORT**

TITLE: Other-Segway Misuse
DATE OF REPORT: November 18, 2009
REPORT PREPARED BY: [REDACTED], SSA [Signature]

CASE NUMBER: 09-155

I. FINDINGS OF FACT AND RECOMMENDATIONS

A. FINDINGS OF FACT

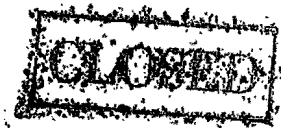
1. The Office of Inspector General ("OIG"), Office of Investigations ("OI") received information alleging that on October 1, 2009, between 4:00 PM and 4:30 PM, a female employee was chasing another employee while riding on a segway personal transporter at the 8th Street Amtrak Station in Los Angeles, California. Allegedly, the employee on the segway was chasing the other employee with a broom and honking the segway's horn.
2. On October 27, 2009, OI issued a Referral to Management to [REDACTED], for handling or investigation of the allegation (See Exhibit 1).
3. On October 30, 2009, OI received a response from [REDACTED] and [REDACTED] (See Exhibit 2) indicating that the segway personal transporters are only used by the Amtrak Police Department at Los Angeles Union Station, and that there are no segways at the 8th Street Mechanical facility. [REDACTED] indicated that on October 1, 2009, an incident occurred in which [REDACTED] believed that [REDACTED], had tried to run her over with a golf cart. A discussion was held with both employees and [REDACTED] and [REDACTED] were verbally instructed by [REDACTED], to avoid such future safety issues. [REDACTED] further indicated that the discussion was documented in the Mechanical Employee Review System (M.E.R.S.), and that there have been no further incidents between [REDACTED] and [REDACTED].

B. RECOMMENDATIONS

1. Close case.

Chief Inspector: [REDACTED] **Date:** 11/25/09

Deputy Inspector General/Counsel: [Signature] **Date:** 12/16/2009



**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Eavesdropping

CASE NUMBER: 08-126

DATE OF REPORT: February 11, 2009

REPORT PREPARED BY: SA [REDACTED]

Report of Interview: _____

Report of Documents: _____

Other Activity (Describe): Closing Report

On September 22, 2008, the OIG-OI, received an allegation which indicated that there were hidden cameras in the women's locker room located in New York Pennsylvania Station, New York, NY. The confidential source reported that they were concerned about their privacy being violated.

On February 5, 2009, SA [REDACTED] and SA [REDACTED] conducted a field visit at the station in regards to the allegation. Agents visited both locker room areas and conducted an extensive search for hidden cameras, but found no evidence to support the allegation. While in the locker vicinity, agents briefly spoke with Amtrak employees that regularly utilize the locker areas; were advised that they were unaware of any hidden cameras and that they were unaware of any rumors pertaining to the allegation.

Because the allegation's source requested to remain confidential and the field visit found no evidence of hidden cameras, the allegation appears unsubstantiated. This agent is respectfully requesting that this case be closed.

Supervisor Signature: _____

Deputy Inspector/Counsel Signature: _____

CLOSED

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist Other Agency
CASE NUMBER: 08-127
DATE OF REPORT: January 6, 2009
REPORT PREPARED BY: SA [REDACTED] *gk*

CLOSED

Report of Interview:
Report of Documents:
Other Activity (Describe): Closing Report

Allegation:

On October 7, 2008, I received a request from an outside law enforcement agency for travel history information for three (3) individuals: [REDACTED], and [REDACTED]. The request was from [REDACTED] with [REDACTED] who stated that he was investigating three (3) people in reference to a heroin smuggling case. [REDACTED] has information that one (1) of the targets called Amtrak on [REDACTED]. [REDACTED] is requesting all travel history for these individuals in 2008.

Findings:

On October 8, 2008, I received the official request (see Attached) from [REDACTED] requesting any/all records pertaining to rail travel for the three (3) individuals listed above.

On October 8, 2008, I provided [REDACTED] with all of the travel information that I was able to locate within the Amtrak reservation systems. I also provided [REDACTED] with a cover letter indicating that the information was for law enforcement purposes only.

Recommendation:

It is recommended that this case be closed pending the development of further information.

Supervisor's Signature: [REDACTED]

Regional Supervisor's Signature: *[Signature]*

Deputy Inspector General/Counsel's Signature: *[Signature]* 1/15/2009

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Theft- [REDACTED] **CASE NUMBER:** 08-087

DATE OF REPORT: July 3, 2009

REPORT PREPARED BY: SSA [REDACTED]

OTHER ACTIVITY: Closing Report

ALLEGATION: [REDACTED] a passenger on train [REDACTED] Philadelphia to Boston, purchased a meal in the dining car. The register indicated the meal cost \$10.25. [REDACTED] paid with a twenty-dollar bill and received back \$7.75 in change. [REDACTED] felt this could be a mistake or a scam by the LSA. [REDACTED] received the correct change after saying something to the LSA.

FINDINGS OF FACT: OI Agent [REDACTED] obtained information from [REDACTED] indicating the LSA was [REDACTED] also had SIR information that showed discrepancy for [REDACTED] on that date.

On January 13, 2009, [REDACTED] forwarded a request to the OIG/RPU for research and observation on [REDACTED]'s remittances and activities.

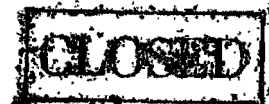
On July 1, 2009 OI Agent [REDACTED] spoke with [REDACTED] from OIG/RPU on the results of the request for observation of [REDACTED] provided a report stating RPU had randomly observed [REDACTED] several times, some prior to and after the date of this allegation. Observations of [REDACTED] and review of her paperwork showed no significant findings between February 2005 and February 2009.

RECOMMENDATIONS: Based on the above facts, and [REDACTED]'s own statement that this may have been a mistake, it is recommended this case be closed.

Supervisor's Signature: [REDACTED]

Regional Supervisor's Signature: [REDACTED]

Deputy Inspector General/Counsel's Signature: [REDACTED] 7/7/2009

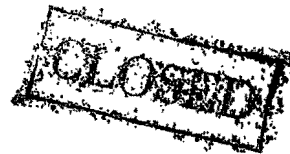


**National Railroad Passenger Corporation
Office of the Inspector General
Office of Investigations**

CLOSING REPORT

Case #: 08-005

Date: July 28, 2008

TO: [REDACTED]
Deputy Inspector General/CounselFROM: [REDACTED]
Chief Inspector**BACKGROUND:**

On January 9, 2008, OI received the letter from [REDACTED] which was dated December 21, 2007. [REDACTED]'s letter was accepted as the basis of an allegation in the case. OI had case # 08-005 assigned to this case. However, the letter cited instances which occurred three months prior (October 4, 2007). On February 5, 2008, OI was instructed to refer the weapons portion of the case to Amtrak Police and the Sexual Harassment to the Dispute Resolution Office.

FINDING OF FACT:

On February 27, 2008, OI agents met with [REDACTED] (the source in this case) to determine what had occurred regarding his allegation of mismanagement and fraud. [REDACTED] reported that on November 9, 2007, he had met with [REDACTED] and [REDACTED] wherein he reported to [REDACTED] that [REDACTED] and [REDACTED] were engaged in a sexual relationship and that [REDACTED] used the excuse of supervising [REDACTED] in order that he and [REDACTED] can promote their sexual relationship. [REDACTED] stated that he believed that [REDACTED] had misappropriated Amtrak funds by awarding (supervisory and managing) positions to individuals he wanted, even though they were not available to fill the position for several months.

OI interviewed [REDACTED] on the matter brought to his attention regarding the alleged relationship between [REDACTED] and [REDACTED]. [REDACTED] indicated that he did in fact contacted the Dispute Resolution Office ("DRO") and had been informed by [REDACTED] that Amtrak had no policy regarding [REDACTED] and [REDACTED]'s relationship. OI asked if [REDACTED] had possibly considered a conflict of interest with [REDACTED] directly supervising [REDACTED]. [REDACTED]'s response was that he did not see the relationship as a conflict because [REDACTED] only temporarily supervised [REDACTED].

OI was unable to substantiate that there was any misappropriation of Amtrak funds on [REDACTED]'s part by holding positions open until certain individuals were available to transfer to the vacant position. However, [REDACTED] may have violated the BLE contract when he held open the [REDACTED] position recently vacated by [REDACTED] to allow [REDACTED] to meet the requirement of being in his current managerial position, as [REDACTED] for one year before being allowed to apply for another managerial position in [REDACTED].

OI followed up with DRO Office and were advised that because [REDACTED] had refused to talk to them and the fact that [REDACTED] was terminated they would not be following up any further on the allegation made by [REDACTED].

OI worked with Amtrak Police Detective [REDACTED] who substantiated that [REDACTED] and [REDACTED] had brought firearms onto the property and that [REDACTED] and [REDACTED] had also transported those firearms to [REDACTED] aboard an Amtrak train. All three individuals were removed from service and charged with violating company policy regarding firearms. [REDACTED] was removed from his [REDACTED] position and required to surrender his company issued computers (lap top and desktop). Detective [REDACTED] received information from engineer [REDACTED] that [REDACTED] had taken several pictures of her [REDACTED] holding [REDACTED]'s firearm. Detective [REDACTED] searched the desktop computer for photographic evidence of those employee pictures. However, evidence was found that [REDACTED] had utilized company equipment to access pornographic internet sites. This fact was further substantiated when [REDACTED]'s lap-top computer was surrendered.

OI and Detective [REDACTED] substantiated that [REDACTED] had brought a shotgun onto the property and stored it in the [REDACTED]'s office at [REDACTED]. OI and Detective [REDACTED] also substantiated that [REDACTED] had allowed [REDACTED] to do so.

[REDACTED] was charged with violating Amtrak Policy regarding firearms being brought onto the property and transporting that weapon in the locomotive to [REDACTED]. [REDACTED] was also charged for inappropriately utilizing a company issued and company owned computer to download pornographic internet sites. [REDACTED] was terminated from Amtrak employment.

[REDACTED] was administratively charged for violating company policy regarding firearms being brought onto the property and transporting that firearm in her grip. [REDACTED] was terminated from Amtrak employment. However, Labor Relations reviewed the transcript of the company hearing and reversed that decision and imposed a 60 day suspension and allowed [REDACTED] to return to work with a final warning regarding firearms and or dangerous weapons being brought onto company property or equipment. OI has been informed that the reason for the reversal in discipline was that the Hearing Officer [REDACTED] had made a fatal flaw during the company hearing by not calling [REDACTED] prior [REDACTED] to rebut the union's contention and [REDACTED]'s testimony that [REDACTED] had been informed of the weapons on November 8, 2007, 9 days after the incident.

OI reviewed the transcripts of the company hearings and asked [REDACTED] why [REDACTED] had been terminated while [REDACTED] only received a 49 day suspension. OI was directed to [REDACTED] by [REDACTED] who advised OI that the decision had been directed by [REDACTED]. The result of that inquiry to [REDACTED] was that [REDACTED] was placed on 30 days probation, by way of a letter dated June 9, 2008, which stated:

- "You were negligent in your responsibilities as Charging Officer when you failed to call [REDACTED] as a witness in a formal investigation after testimony from the employees under charge revealed that he was aware of the alleged infractions.
- As a result, the discipline process was compromised
- Effective June 9, 2008, you are being placed on probation for 30 days, through and including July 8, 2008. During this probationary period, I will review your progress periodically.

Improvement in your performance must begin immediately and must continue until you reach the required standards. Failure to demonstrate improvement may result in further disciplinary action, up to and including termination of your Amtrak employment before the end of your probation. Additionally, deterioration in your performance after successfully completing probation may result in your dismissal from Amtrak without issuance of another warning or improvement plan." The letter was signed by [REDACTED].

OI was also made aware by Human Resources Department ("HRD") that [REDACTED] had applied for and interviewed for the position that he was holding [REDACTED] on an interim basis. HRD declined to endorse [REDACTED] for that position and will re-advertise due to [REDACTED]'s recent probationary status.

[REDACTED] (current [REDACTED] and prior [REDACTED]) was charged administratively for violating company policy by allowing [REDACTED] to store a weapon (shotgun) on company property and failing to report this violation as a breach of both security and safety. [REDACTED] had resigned his position as a [REDACTED] and it was determined that the entire incident occurred while he was a manager. The charges were sustained and [REDACTED] received 19 days suspension.

[REDACTED] was charged administratively for violating company policy by storing a weapon (shotgun) on company property which was a violation of Amtrak's safety policy and as a breach of security. The charges against [REDACTED] were substantiated and [REDACTED] was suspended for 49 days. [REDACTED] indicated that the light discipline was due to the fact that management both [REDACTED] and [REDACTED] had allowed [REDACTED] to store the weapon on Amtrak Property despite being in violation of company policy.

[REDACTED] was also administratively charged for violating company policy for having knowledge that an employee was being allowed to store a weapon on company property and failing to report it to members of management. Those charges were sustained and a 30 day suspension was deferred for a period of 6 months.

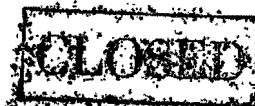
RECOMMENDATIONS:

Close this case. This case cannot be prosecuted as a criminal case. DRO has terminated their investigation for failure of the complaining party to cooperate with DRO personnel. OI and Amtrak Police successfully substantiated violations of company policy and all parties have been charged for those violations. In addition, to the violating parties facing discipline, OI has established that the [REDACTED] had failed to properly prosecute the case and by his omission and negligence he was instrumental in allowing a defense to the charges to stand, in the record, unrebutted. Due to [REDACTED]'s negligence the termination of [REDACTED] was reversed by Labor Relations Department and she was reinstated without back pay. [REDACTED] was placed on probation for 30 days which expired on July 9, 2008, however due to that probationary status he was not awarded the position of [REDACTED].

The Civil case filed by [REDACTED] has been settled as of September 30, 2009.

Deputy Inspector General/Counsel _____

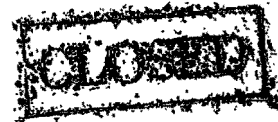
Date _____



**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: [REDACTED]
CASE NUMBER: 08-133
DATE OF REPORT: November 5, 2009
REPORT PREPARED BY: SSA [REDACTED]

Report of Interview:
Report of Documents:
Other Activity (Describe): Closing Report



Allegation

An anonymous source alleged that [REDACTED] Machinist [REDACTED] earns overtime at Amtrak while he is actually working at his second job with CSX.

Findings

OI conducted a review of [REDACTED]'s time and attendance records for Amtrak's [REDACTED] Department at [REDACTED]. [REDACTED] works the 0600 to 1400 tour of duty at [REDACTED] with Saturday and Sunday as rest days. OI subpoenaed [REDACTED]'s work schedule at CSX where he is employed as a lead machinist at CSX's [REDACTED] mechanical facility in [REDACTED].

[REDACTED]'s CSX supervisor, [REDACTED], supplied information to OI that [REDACTED] worked a 1500 to 1100 shift at CSX, with Friday and Saturday as rest days. [REDACTED] also stated that at the time of the interview (July 2009) [REDACTED] hadn't worked at CSX for several months.¹ [REDACTED] also stated that [REDACTED] had a seven (7) minute "grace period," so that he could clock in up to seven (7) minutes late without being docked.

OI comparatively analyzed both [REDACTED]'s Amtrak and CSX time and attendance records² and concluded that on ten (10) occasions between October 18, 2007 and January 8, 2009, [REDACTED] was paid for thirteen (13) hours of Amtrak overtime that might have conflicted with [REDACTED]'s CSX 1500 report time.

Agents interviewed [REDACTED] and he verified his working times at both CSX and Amtrak. [REDACTED] stated that his work times at both CSX and Amtrak never overlapped. [REDACTED] was specifically questioned about each of the ten (10) occurrences outlined above. [REDACTED] stated that, on each overtime occurrence at Amtrak, he was working overtime prior to his shift at Amtrak on an escalator installation project detail.

¹ [REDACTED] did not work between February 2009 through August 2009, at either Amtrak or CSX - claiming a work related injury at Amtrak.

² The Amtrak records do not capture the times on and off, only the number of hours (both straight and overtime) worked.

Page 2

██████████ for ██████████ supplied OI with information that, during the above described time-frame, ██████████ was working at ██████████ on the escalator replacement project and that they did utilize Amtrak machinists for protection details. ██████████ stated that ██████████ as a day-work machinist, would have worked those details, which began before ██████████'s regular tour of duty.

Comments

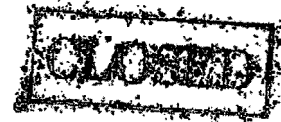
OI is unable to substantiate this allegation.

Recommendations

Close case pending development of further information.

Regional Supervisor's Signature: _____

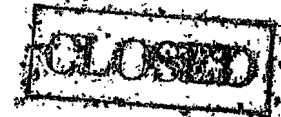
Deputy Inspector General/Counsel's Signature: _____



**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist Other Agency
CASE NUMBER: 08-138
DATE OF REPORT: July 13, 2009
REPORT PREPARED BY: SA [REDACTED] *JK*

Report of Interview:
Report of Documents:
Other Activity (Describe): Closing Report



Allegation:

On October 29, 2008, I received a request from an outside law enforcement agency for travel history information for two (2) individuals: [REDACTED] and [REDACTED]. The request was from [REDACTED], Detective [REDACTED] Police Department, who stated that he was investigating two (2) people in reference to a confidential narcotics investigation. [REDACTED] is requesting all travel history for these individuals in 2008.

Findings:

On October 29, 2008, I received the official request (see Attached) from [REDACTED] requesting any/all records pertaining to rail travel for the two (2) individuals listed above.

On October 30, 2008, I provided [REDACTED] with all of the travel information that I was able to locate within the Amtrak reservation systems. I also provided [REDACTED] with a cover letter indicating that the information was for law enforcement purposes only.

On July 7, 2009, I reviewed [REDACTED] in search of new information on [REDACTED]. This review was negative for additional [REDACTED] information. I provided this information to Detective [REDACTED] with law enforcement restrictions.

Recommendation:

It is recommended that this case be closed pending the development of further information.

Supervisor's Signature: [REDACTED]

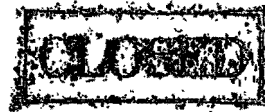
Regional Supervisor's Signature: [REDACTED]

Deputy Inspector General/Counsel's Signature: [REDACTED] *7/14/2009*

**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Assist Other Agency
CASE NUMBER: 08-140
DATE OF REPORT: November 18, 2009
REPORT PREPARED BY: SA [REDACTED]

Report of Interview:
Report of Documents:
Other Activity (Describe): Closing Report



Allegation:

On November 17, 2008, I received a request from an outside law enforcement agency for travel history information for two (2) individuals: [REDACTED] and [REDACTED]. The request was from [REDACTED] State Trooper [REDACTED], who stated that he was investigating these two (2) people in reference to a narcotics investigation. [REDACTED] is requesting all travel history for these individuals.

Findings:

On November 18, 2008, I provided Trooper [REDACTED] with the requested information involving the travel history for [REDACTED] and [REDACTED]. I indicated that the information was for law enforcement purposes only.

I provided additional information relevant to Trooper [REDACTED]'s investigation on the following dates: January 14, 2009, January 15, 2009, April 30, 2009, and May 28, 2009. I indicated that the information was for law enforcement purposes only.

Comments:

On November 18, 2009, I received information from Trooper [REDACTED] that his agency is no longer pursuing [REDACTED] and [REDACTED] and does not need any further assistance at this time.

Recommendation:

It is recommended that this case be closed pending the development of further information.



**NATIONAL RAILROAD PASSENGER CORPORATION
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF INVESTIGATIONS
INVESTIGATIVE REPORT**

TITLE: Abuse of Position (██████████)

CASE NUMBER: 08-152

DATE OF REPORT: June 8, 2009

REPORT PREPARED BY: SSA ██████████ *JS*

OTHER ACTIVITY: Closing Report

ALLEGATION:

Amtrak Police Officer ██████████ has allegedly disclosed APD police reports to an attorney, ██████████ reportedly utilizes the information in lawsuits against Amtrak. This allegation was received anonymously through the Ethics and Compliance Hotline.

FINDINGS OF FACT:

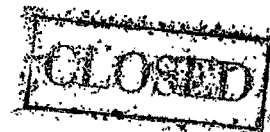
Agents from OIG/OI interviewed ██████████.

██████████ said she deals with several plaintiff attorneys on a regular basis. These claim attorneys specialize in FELA claims or railroad claims. ██████████ said she is familiar with an attorney ██████████, and that he handles many claims against Amtrak.

██████████ stated outside attorney firms handle lawsuits, and those firms handle request for information through discovery motions. ██████████ said the police reports are also available to the public through the Freedom of Information Act.

Agents from OIG/OI interviewed ██████████,

██████████ stated he has never heard of any attorney involved in claims against Amtrak having APD reports prior to discovery.



Agents from OIG/OI interviewed [REDACTED] APD, who is in charge of APD records.

[REDACTED] stated that under the current system [REDACTED]

[REDACTED] stated [REDACTED]

[REDACTED] stated APD is switching to an automated report system that will reduce the amount of handwritten reports and exercise more control over who sees or obtains copies of reports.

Agents from OIG/OI interviewed APD Officer [REDACTED]

[REDACTED] stated he hired [REDACTED] to represent him in a claim against Amtrak. [REDACTED] said several Amtrak employees have asked him who he used to represent him against Amtrak and [REDACTED] gave them [REDACTED]'s name. [REDACTED] stated he has the ability to obtain APD reports, but has never given copies of APD reports to [REDACTED] or any other unauthorized persons.

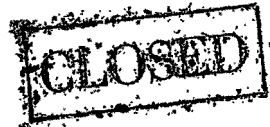
RECOMMENDATIONS:

Based on the above information, and APD's policy and procedures for use of report information and the transition to a more controlled automated system, recommendation is to close this case pending new or additional information.

Supervisor's Signature: [REDACTED]

Regional Supervisor's Signature: [REDACTED]

Deputy Inspector General/Counsel's Signature: [REDACTED] 6/12/09



NATIONAL RAILROAD PASSENGER CORPORATION

OFFICE OF THE INSPECTOR GENERAL

INVESTIGATIVE CLOSING REPORT

TITLE: Committee Recommendation

CASE NUMBER: 07-078

DATE OF REPORT: October 8, 2008

SUMMARY REPORT NUMBER: 1

REPORT PREPARED BY: [REDACTED] *NS*

BACKGROUND:

A Committee Report requested that Amtrak's Board of Directors send them a letter detailing the circumstances that justified compensation to David Hughes, interim Amtrak CEO, in the amount of \$478,432, to determine if it was appropriate. The committee also suggested that the Amtrak Inspector General investigate whether and why this level of compensation was or was not appropriately reported to the House of Representatives and the Senate, as required by law.

SUMMARY OF INVESTIGATION:

A copy of Amtrak policies regarding Executive Compensation was obtained as well as severance packages for several of Amtrak's former Executives.

RECOMMENDATIONS:

In view of the fact that no formal request from the Committee has been made, and the Committee Report was over a year ago, it is recommended that this case be closed. Should a request be made by the Committee in the future, this case can be reopened.

Deputy Counsel/Director Special Investigations _____

Deputy Inspector General/Counsel: _____

CLOSED