

CURRICULUM VITAE
OF
EDWIN T. SCALLON

IN ACCIDENT RECONSTRUCTION AND THE
RELATED TOXICOLOGICAL DYNAMICS OF
ALCOHOL ON VEHICULAR OPERATION

2/20/2011

By Edwin T. Scallon

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TABLE OF CONTENTS

<u>SUBJECT</u>	<u>PAGE</u>
Table of Contents.....	ii - iv
Ability to comprehend while under the influence	2
Accident Reporting	1, 2, 3, 4
Accepted by the Society of Accident Reconstructionist	9
ACTAR national standards	9
Administration of Justice	5
Admitted as an expert	5, 6, 10
Advanced accident reporting.....	4, 5
Alcohol absorption	10
Alcohol and narcotic addiction	2
Alcohol and narcotic related motor vehicle collisions	1, 2, 3, 4, 6, 9, 10
Appointment Police Officer for the City of Providence	1
Arrests	1
Associate in Science	5
Authored text on accident investigations	7, 9, 10
Bachelor of Science degrees	5
BASIC TRAFFIC ACCIDENT INVESTIGATION	1, 4
Breath tests for the determination	4, 9, 10
Bulb Filaments	3

Bureau of Criminal Identification [BCI]	2, 3, 6
Catabolism	10
Causal connection between alcohol consumption and motor vehicle collisions	6, 8
Causes of collision	3, 4, 9
Certified as a training officer in accident investigation	6, 7
Certified by the Rhode Island Department of Transportation as a VIN expert	7
CIF packages	6
City involved accidents	4
Collisions involving theft	3
Computer program based on the Widmark Formula	10
Conservation of Linear Momentum	7, 8, 9
Consulted with a number of police departments	8
Copyrighted	7
Crime scenes	2, 3
Crime scene investigation	2, 3
Crime scene investigative experience	4, 5, 6, 8, 9
Crime scene photography	2, 5, 6
Criminal and civil cases	5, 6, 9
Criminallistics I and II, required for promotion to the Police Lab, [BCI]	2, 3, 6
Cytogenetic laboratory in White Plains, NY.	7
Decision	4
Department of Criminal laboratories	10

Detective promotional school	2
Determination of effects of alcohol and narcotics	2, 3, 6, 8
Diagrams	1
Directional lamp illuminated	3
Evidence collection procedures	2
Expert in accident investigation (reconstruction)	6
Expert in fingerprints	6
Excretion of ethanol from the human body	10
FAA licensed pilot	7
Fatal motor vehicle collisions	2, 3, 5, 7
Federal Bureau of Investigation	3, 7
Fingerprinting	2, 3, 6
Fingerprint identification	2, 3, 6
Forensic crime scene techniques	2
Fundamentals of Radiological Monitors	15
Head lights	3
Hall-Carpenter, Inc	8
History and current methods of identification of subjects	8
Hit & Run accidents	2, 3, 5, 6, 7
Homicides	2, 3
Identification of relevant evidence	2, 3, 7, 9
Indictment	9

Individual's BAC by means of approved breath testing instruments	4, 10
Individuals reaction times	2
Insurance industry	3
Investigative Division of the Traffic Bureau	4, 5, 6
Juris Doctor	8
Law School	8
Leaving the scene of fatal accidents	2, 3, 7
Measurements	1
Memory	2, 3, 6
Motor skill coordination	2, 3, 6, 8
Murders; B & E's; Robberies	3
Narcotics and alcohol	2, 3, 6, 8, 9, 10
Night time collisions	3
Operating a motor vehicle while under the influence of intoxicating liquor	3, 6, 9, 10
Paint from the victim's body	6
Preliminary traffic investigations	1, 2, 3
Process all Hit & Run investigations	4, 6, 9
Professional photographer	5
Quantitative concentration of alcohol	2, 4, 6, 10
Reaction times	6
Related motor vehicle theft	3
Reports Prepared	1

Requested to assist other Departments	6
Rhode Island Attorney General's Office	9
Rhode Island Department of Health Breathalyzer School	4, 9, 10
Rhode Island Medical Examiner's office	6
Rhode Island State Wide Grand Jury	9
Search warrant	6
Senior investigator	5
Specialization in forensic photography	6
Speed determination from tire marks.	5, 7, 8, 9
State of Rhode Island certification alcohol breath testing and equipment.	4, 10
Testified	5, 6, 9
Testified as expert in photography and fingerprints	6
Traffic report specialist	4, 5
University of Rhode Island school of pharmacology	9
Vaults and falls	5
Vehicle collision scenes	3, 9
Vehicular homicides	3, 5, 7, 10

Between December 2, 1974 to February 7, 1975 (11 weeks) I received classroom lectures on law and law enforcement, at the Providence Police Academy. Of the 11 weeks, f o u r weeks were devoted to accident reporting. The course trained and prepared the student in initial accident reporting, from the time of the collision, the call to the scene, report writing and application of the traffic laws and ordinances then in effect.

During this time, examinations were administered and were passed. In conjunction with the written examinations, we conducted mock accident scene investigation.

On February 2, 1975, I was sworn in as a Police Officer for the City of Providence.

From February 7, 1975 to February 24, 1975, I received two weeks of training in the community on active duty, and spent 4 days assigned to the Traffic Bureau, conducting at scene traffic investigations, under the supervision of a training officer. This training consisted of applying the classroom knowledge to actual accident scenes. The scenes were investigated, wherein, measurements were taken, diagrams made, cause determined and arrests perfected. During this period I received instructions on Doppler radar and was certified as a radar operator.

The first motor vehicle collision which I investigated was on February 10, 1975, at the intersection of Roger Williams Avenue and Elmwood Ave, [CITY]; it was performed under the guidance of and with the assistance of a traffic training officer. The Providence Police report number is CCR# 29485. The collision involved three vehicles. One operator was suspected of operating a motor vehicle while under the influence of intoxicating liquor. The suspected operator was subsequently transported to the Traffic Bureau and was administered a breathalyzer test. (The breathalyzer used then is now an Antique = it was a Smith & Wesson Model 900). During this period I investigated over 40 motor vehicle

accidents.

On February 24, 1975 to February 28, 1975, I returned to the Providence Police Academy and received my final classroom instruction.

On February 28, 1975 after having completed the required classroom courses and examinations and passed the two week practical training "in the street", I graduated from the Providence Police Academy and began my active duty.

From that time and on March 13, 1975 I completed my first accident report as a Police Officer. From March 13, 1975 to December 1979 I personally prepared reports for over 875 motor vehicle collisions.

During this period of time, I studied forensic crime scene techniques at Bryant College, (Criminalistics I and II, required for promotion to the Police Lab, [BCI]). I also passed the written promotional examination for Detectives, attended and passed the Detective promotional school, which was held at the Providence Police Academy. I received a "detail" promotion to Detectives and transferred to the Bureau of Criminal Identification, (the crime lab) in 1979. This bureau is responsible for all crime scenes, including murders, B & E's, Robberies, and Fatal motor vehicle collisions. This division is responsible for all evidence collecting and processing for the entire City of Providence. In this position I had occasion to work in tandem with the Traffic Bureau on vehicular homicides and leaving the scene accidents (Hit & Runs). Upon transfer to BCI, I was sent to the specialized school held by the Federal Bureau of Investigation and trained in fingerprint identification. Upon passing the final examination, I graduated and was certified as an expert in fingerprint identification.

In 1980 I was reassigned to the Uniform Division. From 1979 u n t i l 1981, I investigated both for the Providence Police Department and for the insurance industry several hundred crime scenes, including

vehicle collision scenes and related motor vehicle theft. During that period of time I investigated and reported over 656 collisions.

During this time, I held training classes for insurance adjusters at their company, and instructed them on motor vehicle theft, accident reporting and crime scene investigation.

In December of 1985 I was transferred to the Traffic Bureau as a traffic report specialist.

During the first 4 weeks in the Traffic Bureau, I was trained by a senior report specialist, and superiors of the Traffic Bureau.

From December 1985 to March 1986, I conducted preliminary traffic investigations and advanced accident reporting for over 650 accidents, averaging about 10 to 12 accident reports per 8 hour tour of duty. Those duties included all types of collisions, such as City involved accidents where, I would determine if the police officer or fire fighter was at fault. As a result of my decision, I was required to recommend further actions which could result in that person being disciplined for improperly operating an emergency vehicle.

In March, my request to be promoted to the Investigative Division of the traffic bureau was approved and I assumed my duties as a traffic investigator under the supervision of a senior traffic investigator. This is the highest classification available to the law enforcement officer in the area of responsibility of the operation of vehicles within his jurisdiction.

During this time, the Providence Police Department sent me to three specialized schools in accident investigation. First was the Rhode Island Department of Health Breathalyzer School which is held at the University of Rhode Island for a period of two weeks. During this schooling, I studied and passed the required examinations and was licensed to perform breath tests for the determination of the

quantitative concentration of alcohol in an individual's blood by means of approved breath testing instruments. Second, I attended a state-wide sponsored school of selected officers from several departments including the RI State Police. We studied Basic Traffic Accident Investigation., which was instructed by the two MDC Certified traffic accident investigation managers, held at the Providence Police Academy. After passing the required examinations, I received certification as a Traffic Investigator. This school instructed the student in the first of two phases of investigation (reconstruction). The first phase involves all accident reconstruction for collisions that remain on the ground, including speed determination from marks left on the earth's surface by a moving vehicle (skid marks). The next and final school, (in accident reconstruction), is the advanced school which deals with vaults and falls, where vehicles leave the road surface. The third specialized school I attended was the Rhode Island Department of Emergency Management and I was certified in fundamentals of Radiological Monitors. This school focused on accident scene investigation when suspected contamination occurs with radiological materials.

I hold both an Associate in Science and Bachelor of Science degrees from Roger Williams College in Administration of Justice.

During the period from December 1985 to September 9, 1990, I had occasion to personally investigate or be in charge of the investigation of over 4,000 motor vehicle collisions requiring some form of reconstruction.

Of these 4,000 motor vehicle collisions, during a period between 1987 and 1989, I conducted over 300 felonies hit & run investigations, where I personally reconstructed each of these accidents.

Also during this time I became senior investigator of the Hit & Run Sq., of the Providence Police

Department.

Of the 300 felony hit & run investigations, I investigated 10 vehicular homicides. I personally was responsible for, I investigating, reconstructing, in most cases I had to locate the operators thereafter arrest them and finally testified in each of the above 10 cases. During these investigations, I brought to bear over 20 years' experience as a professional photographer, with 10 years of specialization in forensic photography, 10 years of crime scene investigative experience as an expert in fingerprints and was granted permission to process all Hit & Run investigations without utilizing a BCI officer. That permission was granted based on my certification and prior experience, SUPPORTING DOCUMENTS ATTACHED. This grant further allowed me to travel out of state in pursuit of vehicles which had fled the state. Once the vehicle was located, I would obtain a search warrant within that jurisdiction and execute the warrant, thus obtaining evidence of the crime which occurred in Rhode Island.

I have also been requested by other police departments within the State to assist them in reconstructing accidents since their department did not have a Reconstructionist.

I am recognized and sworn in as an expert in accident investigation (reconstruction) in Rhode Island, Massachusetts and Wisconsin.

I have testified as an expert in accident reconstruction in Superior Court (both MA and R.I.), Massachusetts and Rhode Island District Court, and R.I. AAD, (now the R.I. Traffic Tribunal). I have testified as an expert in reconstruction in over 500 cases in the several courts.

I have testified in Grand Juries regarding accident reconstruction and have presented over 80 CIF packages for informational charging.

I have also testified as a photographic and/or fingerprint expert in court on both criminal and civil

cases.

During my tenure with the Providence Police Department I was certified as a training officer in accident investigation.

During the investigation of one particular vehicular homicide, I provided the Rhode Island Medical Examiner's office with a new technique, of removing paint from the victim's body. This procedure was performed at my request by Associate State Medical Examiner, Dr. Christine Sweeney, for the first time in Rhode Island. This protocol was successfully used in a vehicular homicide case (State v. Sullivan, 1996) and this protocol was incorporated into the ME's procedure manual for Hit & Run Homicide Victim's autopsies, due to its success.

In this particular case the technique referred to above resulted in trace evidence obtained from the body of a 3-1/2 year old child, a victim of a hit & run homicide. With this evidence the FBI was able to match paint I obtained from a suspect vehicle. This was the first time trace evidence of this type had been successfully removed and used spectrographically in matching paint with the suspect car by the FBI, regarding a Rhode Island case.

In 1997, a woman was stuck in the crosswalk on a dark early morning in January by a vehicle which fled the scene. The scene provided only a portion of a broken parking light lens. I retrieved the victims clothing from the hospital where she was taken in critical (life threatening condition). After processing the lens I learned the vehicle's make. Paint transfer left on the victim's ¾ length coat lining, (which was a corduroy material, gave me the color of the vehicle. After searching the records of the R.I.RMV with that information I eliminated all but four vehicles. One vehicle was customarily used by a Johnston, RI "chop shop". After interrogating a suspect in an unrelated vehicle theft, I learned a satellite

body shop for the chop shop was operating in Providence. I raided the shop and found a vehicle matching the description and color of the striking vehicle. I impounded this vehicle and processed it. I employed a technique I developed using fingerprint dusting powder and inferred light to bring forward an imprint of the lining of the victim's ¾ length coat. I was able to match the coat to the vehicle, similar to matching a fingerprint. The operator was convicted primarily on the evidence introduced matching the vehicle to the victim.

In 1989, I was trained and was certified by the Rhode Island Department of Transportation as a VIN expert, and was so authorized by the registry of motor vehicles.

RELATED MATERIAL

I am a licensed FAA pilot and used this mode of transportation to remove the time constraints involving investigations of hit & run accidents which were out of state as well as transporting evidence to the FBI laboratory in Washington, DC and the Cytogenetic laboratory in White Plains, NY.

I have written computerized accident reconstruction programs based on measurement of tire marks, which are copyrighted. These computer programs provide the user with speeds of vehicles based on skid or yaw marks.

These computer programs are currently being used in two Rhode Island jurisdictions by law enforcement departments, and by several law firms. In conjunction to these programs I authored the documentation and text manual which accompanies these programs on accident reconstruction. These reference and text manuals are also copyrighted.

I have authored a text on accident investigations, which was used by the training academy of the Providence Police Department. I retired from the Providence Police Department in September of

1990. During my Career I have been decorated for heroism and received numerous commendations for outstanding police work including being named Police Officer of the year in 1985.

From 1990 to May of 1991, I had conducted over 40 accident reconstructions for attorneys or Insurance companies for the use in civil litigation. During that period of time I conducted 2 accident reconstructions for use in a Criminal Defense. During this period of time, while City and Town Police Departments were organizing their own "accident reconstruction" team, I was called on and consulted with a number of police departments regarding accidents that occurred in their jurisdiction.

In May 1993, the Hall-Carpenter proprietorship was incorporated and moved its offices from North Providence to 424 Broadway Providence, Rhode Island. Hall-Carpenter, Inc... Had three members, all of whom were Reconstructionist. Our firm made blue printed "as built" plans from surveyed measurements conducted by the stall'. We conducted sight reduction on accidents where sun was believed to be a factor in the collision. Sight reduction is based on the exact place the sun is located at a given time to prove or disprove the theory that sun blinded the operator or pedestrian prior to the collision.

In 1994, the Rhode Island State Wide Grand Jury re-opened the "Brindamour" fatal accident which occurred in City Park, Warwick, RI, and based upon evidence our office uncovered, under my direction, 4000 during the reconstruction on behalf for the estate of Colleen Brindamour, a criminal case was reopened. This evidence was not presented to the first Grand Jury. Based on this new evidence the Grand Jury returned an indictment on the driver of the vehicle in which the victim died. I was hired by the Rhode Island Attorney General's Office in 1996 to testify as an expert in accident reconstruction in Superior Court.

8From 1991 to 1994, I attended Law School full time and graduated with an earned Juris Doctor

degree in June 1994. In July of 1993 I passed the Multi-State Professional Responsibility Examination and in July 1995 passed the Massachusetts Bar Exam. In September 1995 I passed the Mashantucket Pequot Bar Exam. In October 1995 I was sworn into the Mashantucket Pequot Bar and in December 1995 I was sworn into the Massachusetts Bar. In the following years I practiced Law in 8 states and one Territory.

In August 1994, I wrote and published the first of its kind computer program that calculated the Conservation of Linear Momentum of motor vehicles involved in collision. This program was beta tested against 100 known accidents and was found to fall within a .5 of 1% standard deviation which is acceptable within the accident reconstruction community for accuracy. In May 1993, the Hall-Carpenter proprietorship was incorporated and moved its offices from North Providence capable of determining all dynamics in collision reconstruction including sight reduction calculations, produce; blue printed "as built" plans from surveyed measurements conducted hay the stall¹. Sight reduction is based on the exact place the sun is located at a given time to prove or disprove the theory that sun blinded the operator or pedestrian prior to the collision.

In 1993 I was accepted by the Society of Accident Reconstructionist which only admits as Reconstructionist those members who have demonstrated ability to reconstruct accidents and whose Credentials meet ACTAR national standards. Although the Society had several hundred members from Around the country and overseas, in 1993, there were only 15 recognized members in Massachusetts and I was the only recognized member in Rhode Island.

After passing the bar examinations I decided to open a law office and consult if time permitted from my practice. Hall-Carpenter, Inc. was closed in August 1995.

Since 1995 to 1998, I has been involved in reconstructing 12 accidents all but one of which was involving multiple fatalities. I have consulted on approximately 3 other cases which I did not reconstruct but was asked to review the findings of other Reconstructionist. In 2008 I began consulting on a more

regular basis. To those ends I am completing a number of computer programs which I began writing in the 90's.

I have written but not published a text on accident reconstruction and have been asked to prepare and propose a curriculum for colleges interested in this discipline. Also, I authored several computer programs which; calculate momentum, Blood Alcohol concentration in humans based on consumption and weight. I have been admitted as an accident reconstruction specialist in the Commonwealth of Massachusetts. I have consulted on OUI cases in the Commonwealth of Massachusetts. I have testified in Massachusetts as well as lecturing insurance companies, attorneys in Massachusetts and have written extensively on the effects of alcohol and narcotics on perception of hazards in motor vehicle collisions.

I attended the University of Rhode Island School of pharmacology as a Providence Police Officer and was instructed in all phases of physiologic effects of ethanol on the human body.

I was instructed by Dr. Defante, chief of Rhode Island Department of Criminal laboratories and was required to demonstrate my technical skills along with passing the required medical and mathematical examinations administered. This training took place for two weeks.

I held certification from the State of Rhode Island in all phases of alcohol breath testing and equipment certification.

I was admitted as an expert in both the District and Superior Courts to give testimony regarding testing equipment, alcohol absorption, catabolism, and excretion of ethanol from the human body.

I wrote and published a computer program based on the Widmark Formula demonstrating the concentration of blood alcohol based on the consumption of alcohol utilizing known data as the subject's weight, gender and time of consumption of the particular alcohol.

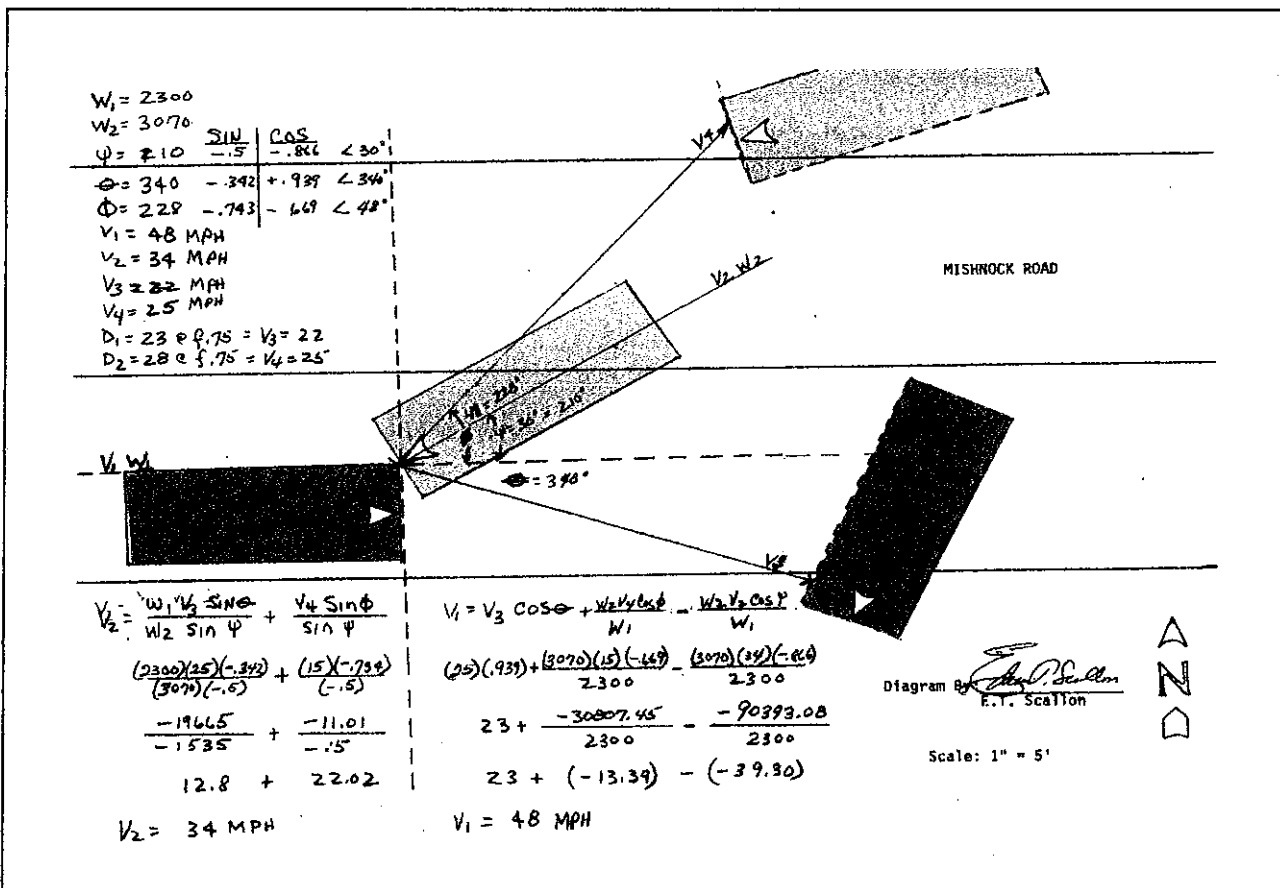
Further, I developed a computer program to "back calculate" the amount of alcohol ingested

given two breath samples taken 30 minutes apart.

Currently in 2008, I am writing an Internet friendly computer program I have testified without objection as an expert in the Superior Court within the Commonwealth of Massachusetts without being examined or challenged as to my expertise as an expert in alcohol.

More currently, I have authored three computer programs including text on Blood Alcohol Concentration which calculates a person's blood alcohol from the amount and type of ETOH ingested the subject's weight and gender based on time. I also wrote a computer program which will automate the calculations needed to determine the speed of a striking vehicle by entering data as to deformation of both vehicles.

The current programs are written in two disciplines, most recent in Hyper Text Markup Language (HTML) which will be/is available on the Internet (WWW). The other DOS based computer programs based on Widmark determining human BAC have been placed into the Public Domain and are available for downloading. Below a typical Conservation of Linear Momentum Reconstruction.



The above formula will provide the reconstructor the speeds of both vehicles at the time of impact.

The following is a web site for the text portion of a dissertation of Blood Alcohol concentration if that is necessary for reconstruction:

http://www.hallcarpenter.com/halls_alcohol

Finally all collisions on the ground need to calculate a drag factor. A drag factor can be determined in two ways, actually driving and skidding a motor vehicle or by the use of a calibrated drag sled. I prefer to use a calibrated drag sled, one which I constructed. Formula is $f = F/W$



Drag the sled note the force in lbs. from the scale needed to pull the sled along the road where the vehicle.

Collision occurred and then weighs the sled. Using the above formula the frictional coefficient of drag or the drag factor (how rough the road surface is) now is determined.

Providence Police Academy

of

Criminal Justice

CERTIFICATE OF MERIT

Who has satisfactorily completed the required basic
Police Training Course

FEBRUARY 28, 1975

Lucinda A. Amara
Commissioner of Public Safety

[Signature]
Chief of Police

[Signature]
Director of Training

Providence Police Academy
of Criminal Justice

CERTIFICATE OF MERIT

IS AWARDED TO

EDWIN T. SCALLON

Who has satisfactorily completed the required basic
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BASIC TRAFFIC ACCIDENT INVESTIGATION - JANUARY 9-13, 1989

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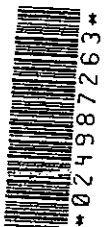
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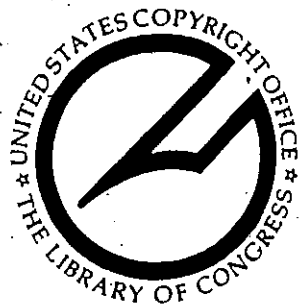
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DO NOT WRITE ABOVE THIS LINE. IF YOU NEED MORE SPACE, USE A SEPARATE CONTINUATION SHEET.

1

TITLE OF THIS WORK ▼

SPEED

(INCLUDES: SKIDS, EXE SPEED, DOC READ, ME)

PREVIOUS OR ALTERNATIVE TITLES ▼

SPEED

PUBLICATION AS A CONTRIBUTION If this work was published as a contribution to a periodical, serial, or collection, give information about the collective work in which the contribution appeared. Title of Collective Work ▼

If published in a periodical or serial give: Volume ▼ Number ▼ Issue Date ▼ On Pages ▼

2

NAME OF AUTHOR ▼

Edwin T. Scallon

DATES OF BIRTH AND DEATH

Year Born 1950 Year Died ALIVE

Was this contribution to the work a "work made for hire"?

Yes
 No

AUTHOR'S NATIONALITY OR DOMICILE

Name of Country UNITED STATES
OR Citizen of UNITED STATES
Domiciled in Rhode Island

WAS THIS AUTHOR'S CONTRIBUTION TO THE WORK

Anonymous? Yes No
Pseudonymous? Yes No

If the answer to either of these questions is "Yes," see detailed instructions.

NATURE OF AUTHORSHIP Briefly describe nature of the material created by this author in which copyright is claimed. ▼

COMPUTER PROGRAM

NAME OF AUTHOR ▼

DATES OF BIRTH AND DEATH

Year Born Year Died

Was this contribution to the work a "work made for hire"?

Yes
 No

AUTHOR'S NATIONALITY OR DOMICILE

Name of country
OR Citizen of
Domiciled in

WAS THIS AUTHOR'S CONTRIBUTION TO THE WORK

Anonymous? Yes No
Pseudonymous? Yes No

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NAME OF AUTHOR ▼

DATES OF BIRTH AND DEATH

Year Born Year Died

Was this contribution to the work a "work made for hire"?

Yes
 No

AUTHOR'S NATIONALITY OR DOMICILE

Name of Country
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Accident Reconstruction Program

YEAR IN WHICH CREATION OF THIS WORK WAS COMPLETED

1989

DATE AND NATION OF FIRST PUBLICATION OF THIS PARTICULAR WORK

Complete this information ONLY if this work has been published. Month 2 Day 2 Year 89

COPYRIGHT CLAIMANT(S) Name and address must be given even if the claimant is the same as the author given in space 2. ▼

Edwin T. Scallon
7 MEADOW VIEW BLVD
NO. PROVIDENCE RI 02904

MAR 03 1989

MAR 03 1989

TWO DEPOSITS RECEIVED

REMITTANCE NUMBER AND DATE

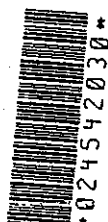
TRANSFER If the claimant(s) named here in space 4 are different from the author(s) named in space 2, give a brief statement of how the claimant(s) obtained ownership of the copyright. ▼

MORE ON BACK ▶ • Complete all applicable spaces (numbers 5-11) on the reverse side of this page.
• See detailed instructions. • Sign the form at line 10.

DO NOT WRITE HERE
Page 1 of 2 pages

NOTE
Under the law,

02024542030



3
4

See instructions before completing this space.

DO NOT WRITE HERE
OFFICE USE ONLY

PROVIDENCE POLICE DEPARTMENT

-19-

Hit and Run Squad

Patrolman Edwin T. Scallon

Date of Appointment: 2/28/75

Patrolman Robert E. Trafford

Date of Appointment: 2/26/67

This unit acts as the Investigation Unit of the Traffic Bureau. The members of this unit are responsible for all accidents and other incidents that require further investigation. This unit investigated three thousand one hundred fifty two (3,152) hit & run accidents in 1987. This averages 8.6 investigations per day. This unit has an arrest rate of 98.7%. This figure reflects arrests made when registration information is supplied by the victim or a witness. The Hit & Run Squad prepares and presents felony cases to the Grand Jury and to Information Charging. The unit prepares and executes Search Warrants, interview witnesses and do other investigative related duties. This squad processes its own evidence, including but not limited to photography, developing and lifting fingerprints, removing paint samples and measuring damaged areas for points of impact. Patrolman Scallon is qualified in accident reconstruction. Patrolman Robert Trafford is an experienced investigator having served in the Detective Bureau for a number of years. Patrolman Edwin Scallon holds a certificate as a fingerprint expert issued by the Federal Bureau of Investigation. He also holds a certificate as a member of the Professional Photographers Association of America and has been accepted in the Superior Court of the State of

PROVIDENCE POLICE DEPARTMENT

-20-

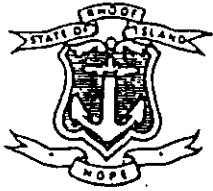
Rhode Island as an expert in photography. He is a certified Breathalyzer Operator and motorcycle operator. Both Patrolmen assigned to this squad are available to perform other traffic related duties and are assigned to Funeral, Parade and Escort Details. This squad operates under the command of Sergeant Raymond Hastings and is a necessary and effective unit of the Traffic Bureau.

Office Duties

Patrolman John P. Griffin

Date of Appointment: 10/17/54

Patrolman Griffin is responsible for the efficient operation of the Traffic Business Office. He acts as office manager and his duties include the ordering and requisition of material, forms and equipment necessary for the everyday operation of this Bureau. He is directly responsible for the operation of the Crossing Guards. He over sees and is responsible for their attire, their assignments and the replacement of sick, injured and absent members of this unit. Patrolman Griffin also trains new members of this unit. In his capacity as office manager he is responsible for the proper disbursement of pay checks for both Police Officers and civilian members assigned to the Traffic Bureau. This duty totals the release of one hundred and thirty seven (137) checks. He compiles traffic related reports from citizens who respond to the Traffic Office and insures that complaint numbers are assigned



State of Rhode Island and Providence Plantations

Department of Health
CANNON BUILDING
Davis Street
Providence, R.I. 02908

C E R T I F I C A T E

This is to certify that EDWIN T. SCALLON
of the PROVIDENCE POLICE DEPARTMENT
is qualified to perform breath tests for the determination of the
quantitative concentration of alcohol in an individual's blood by
means of

APPROVED BREATH TESTING INSTRUMENTS

This permit is issued under the authority of Title 31, Chapter 27,
General Laws of Rhode Island, 1956, as amended, and may be terminated
or revoked at the discretion of the Department of Health.

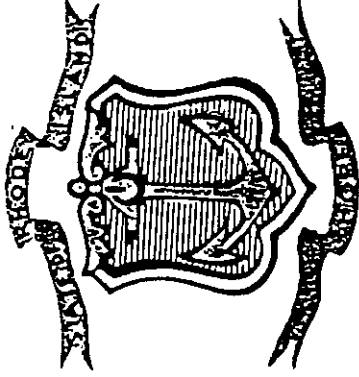
Issued on 13 June 1986


Charles Henderson II
Drug Control Administrator

Certificate No. 1015

State of Rhode Island and Providence Plantations

Emergency Management Agency



Awards this certificate to

EDWIN T. SCALLON

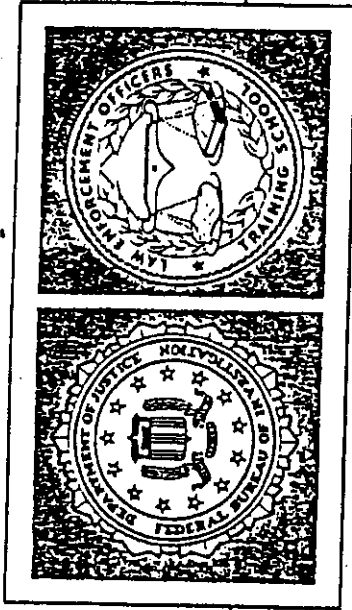
in recognition of the satisfactory completion of
FUNDAMENTALS COURSE FOR RADIOLOGICAL MONITORS

Theresa Spitzer
PROGRAM COORDINATOR

MARCH 30, 1989

DATE

Richard J. Maso
EXECUTIVE STATE DIRECTOR



LAW ENFORCEMENT OFFICERS TRAINING SCHOOL

CERTIFICATE OF ATTENDANCE

THIS IS TO CERTIFY THAT
DETECTIVE EDWIN T. SCALLON

ATTENDED A SPECIALIZED SCHOOL IN
FINGERPRINT CLASSIFICATION

HELD AT
PROVIDENCE POLICE ACADEMY

FROM FEBRUARY 4, 1980 TO FEBRUARY 8, 1980

UNDER SPONSORSHIP OF
PROVIDENCE POLICE DEPARTMENT

IN COOPERATION WITH THE FEDERAL BUREAU OF INVESTIGATION

Major William R. Luccia
Acting Chief of Police

Providence Police Academy
of Criminal Justice

CERTIFICATE OF MERIT

IS AWARDED TO

EDWIN T. SCALLON

Who has satisfactorily completed the required basic
Police Training Course

BASIC TRAFFIC ACCIDENT INVESTIGATION - JANUARY 9-13, 1989

Charles A. Treasures
Commissioner of Public Safety

Walter J. Clark
Chief of Police

Sgt. Thomas Blumington
Director of Training

Michael W. Ryan - Metro Police

Roger Williams College

Bristol



Providence

Rhode Island

*Be it known by these presents
that the Board of Trustees, upon the nomination of the Faculty
has conferred upon*

Edwin Thomas Scallon

the degree of
Associate in Science

*with all rights, privileges and honors pertaining to that degree
In Testimony whereof, we have affixed our signatures and the seal
of the College this twenty-first day of May, 1989*

Carph. P. Lapin
Chairman, Board of Trustees

William H. Biggin
President

Roger Williams College

Bristol



Providence

Rhode Island

*Be it known by these presents
that the Board of Trustees, upon the nomination of the Faculty,
has conferred upon*

Edwin Thomas Scallon

the degree of

Bachelor of Science

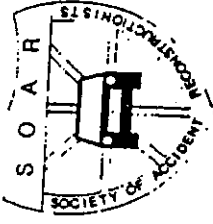
*with all rights, privileges and honors pertaining to that degree
In Testimony whereof, we have affixed our signatures and the seal
of the College this 18th day of May, 1991*

Dafale A. Owens

President

Raymond P. Lewis

Chairman, Board of Trustees



Edwin T. Scallon

is a member of

THE SOCIETY OF ACCIDENT RECONSTRUCTIONISTS

whose objectives are to promote professionalism and integrity in the field of traffic accident reconstruction, and to advance the level of knowledge of its members in the science of collision analysis and traffic accident reconstruction.

affiliation date:

March 24, 1993

affiliation:

Reconstructionist

Andrews Clifton
CHAIRMAN

Joseph L. Bender
SECRETARY

PROVIDENCE POLICE DEPARTMENT

PROVIDENCE POLICE
HEADQUARTERS

209 FOUNTAIN AVENUE, PROVIDENCE, R.I. 02903



March 31, 1986

GENERAL ORDER #9
Series of 1986

To: Commanding Officers

On Monday, February 24, 1986, a Commendation Board consisting of Captain Philip W. Bathgate, Chairman, Captain John J. Power, Captain Pasquale R. Rocchio and Lieutenant Donald W. Lawton, met and reviewed all letters of outstanding arrests that were received from October 1, 1985 to December 31, 1985. The following named officers will receive Certificates of Awards:

- Patrolman Edwin T. Scallon (plus one extra day off)
- Patrolman Richard F. Bennett - (plus one extra day off)
- Patrolman Joseph R. Balkun
- Patrolman Thomas C. Carroll
- Patrolman Robert S. Clements
- Patrolman John J. Coughlin, Jr.
- Patrolman Nicholas J. Fuvich
- Patrolman Clarence W. Gough
- Patrolman John Gouveia
- Patrolman David A. Lapatin
- Patrolman Edward A. McConnell
- Patrolman Gary J. Nevins
- Patrolman John J. Reis
- Patrolman Robert F. Schavone
- Patrolman Richard G. Snead, Jr.
- Patrolman Albert E. Tombs
- Patrolman Joseph Turchetta
- Patrolman David M. Ventura
- Patrolman Frank L. Zammarelli
- Lieutenant Paul J. Chalko


ANTHONY J. MANCUSO
Colonel
Chief of Police

PROVIDENCE POLICE DEPARTMENT

To: Captain B. Cannon, Commanding Traffic Bureau
December 9, 1987

From: Ptlm. E. Sallion, Hit & Run Sq., Traffic Bureau

Subject: Time in the books

Sir: The following are times and dates where I worked overtime which I would request be added to my existing time on the books, which I was not paid:

November 14 & 15, 1987	87-80816	Patrol-Florence St.	10 Hours
November 20, 1987	87-155484	Patrol-Allens Ave	8 Hours
XXXXXXXXXXXX 11-25-87	87-155484	Patrol-Allens Ave	4 Hours
Total:			22 Hours

Respectfully submitted,


Ptlm. E. Sallion

PROVIDENCE POLICE DEPARTMENT

July 22, 1987

To: Captain Bernard E. Gannon
From: Sergeant Edward F. Pike
Subject: CTU Time Acquired From March 1, 1987 to July 22, 1987

Sir: The following hours are hours acquired by members of the Hit & Run Sod. between the aforementioned dates. This time is in addition to the regular CTU time recorded in the Traffic Bureau in regards to working a five day wk.

Sergeant Edward F. Pike....3-3-87....6 Hrs..87-21191, 87-23136, 87-17907, 87-13325
3-6-87....6 Hrs..87-22537, 8726982, 87-19416
3-13-87...3 Hrs..87-30153
3-16-87...4 Hrs..87-30368
3-31-87...4 Hrs..87-83496
4-7-87....4 Hrs..87-40467
7-1-87....7 Hrs..87-80816
Total 34 Hrs

Patrolman Edwin Scallon

3-3-87....6 Hrs..87-21191, 87-23136, 87-17907, 87-13325
3-13-87...3 Hrs..87-30153
3-16-87...4 Hrs..87-30368
3-26-87...5 Hrs..87-27831
3-31-87...4 Hrs..87-83496
4-7-87....4 Hrs..87-41423
6-21-87...6 Hrs..87-67005
7-1-87....7 Hrs..87-80816
7-7-87....4 Hrs..87-80816
7-8-87....4 Hrs..87-80816
7-9-87....4 Hrs..87-80816
7-21-87...2 Hrs..87-80816

Patrolman Robert Trafford

Total 53 Hrs
7-16-87...4 Hrs..87-93013
Total..4 Hrs.

Respectfully submitted,


Sgt. Edward F. Pike

PROVIDENCE POLICE DEPARTMENT

To: CAPTAIN HERNARD E. CANNON

JUNE 15, 1987

From: SERGEANT EDWARD P. PIKE

Subject: CTR PACKAGES BEING WORKED ON BY PTM. E. SCALION

Sir:	STATUS	DATE	LOCATION
SQUEO	87-84020	ACTIVE	Arrested 6-18-87
DEFEQ	87-30368	ACTIVE	Arrested Prior to June 15-87
PEREZ	87-26093	ACTIVE	
AKID	87-57582	ACTIVE	
LEM	87-56596	ACTIVE	
HARRELL	87-39845	ACTIVE	
WHITE	87-65498	ACTIVE	
GAUDINIA	87-97577	ACTIVE	
GLAYTON	88-72202	ACTIVE	
VASQUEZ	86-77961	ACTIVE	
RODRIGUEZ	87-267	ACTIVE	
CHIANESE	87-74384	ACTIVE	
COLLINS		COMPLETED	Wait for trial.
COSTA		"	"
CAMPO		"	"
OMEZ		"	"
WALTON		"	"
SANTOS		"	"
VASQUEZ		"	"
REGA		"	"

Cleared - no Complaint

RESPECTFULLY SUBMITTED
Edward P. Pike
 SERGEANT EDWARD P. PIKE

PROVIDENCE POLICE DEPARTMENT

January 14, 1988

To: Sgt. R. Hastings, Hit & Run Sq.

From: Ptlm. E. Scallon/Ptlm. R. Trafford

Subject: CTU Days due

Sir:

The following times and dates were performed by the undersigned on the following investigations and we would respectfully request they be added to time due.

E. Scallon

87-80816	December 17, 1987	6 Hours
87-172138		
87-152209		
87-167068	January 10, 1988	5 Hours
87-172386		
87-170416		
	Total	11 Hours

R. Trafford

87-80816	December 17, 1987	6 Hours
----------	-------------------	---------

Total 6 Hours

Respectfully submitted,

Ptlm. E. Scallon
Ptlm. E. Scallon

PROVIDENCE POLICE DEPARTMENT

September 8, 1988

To: Capt. B. Gannon, Commanding Traffic Bureau

From: Ptlm. E. Scallon/R. Trafford, Traffic Bureau, Hit & Run Sq.

Subject: CTU Days due

Sir:

The following days and times were worked by the undersigned and request they be logged for future use:

R. Trafford

8-12-87	87-99282	8 Hrs
8-13-87	Screening	2 Hrs
8-18-87	87-84020	2 Hrs
8-20-87	87-65498	3 Hrs
Total		<u>15 Hours</u>

E. Scallon

8-17-87	87-80816	8 Hrs
8-13-87	Screening	2 Hrs
8-23-87	87-80816	6 Hrs
8-20-87	87-65498	3 Hrs
Total		<u>19 Hrs</u>

Respectfully submitted,

Ptlm. E. Scallon

Ptlm. E. Scallon

McCullagh

Mass. — Robert J. '31 Winthrop St., a general manager for Inc., Cranston, for retiring in November, died yesterday at the husband of Karen McCullagh.

ence, a son of Marjorie) McCullagh of the late William H. moved from War-19 years ago.

was a member of St. Michael and All Providence, where he was a layman for three years. Also a youth adviser, scout leader in Seekonk hockey coach in the Hockey Association. 1958 graduate of St. Junior College, attended the Uni-

wife and mother he Michael R. McCullagh; sister A. McCullagh, and a sister, Marjorie Poirier.

will be held Saturday at William W. Tripp 1008 Newport Ave., with a service at 10 at St. Michael and All Providence Avenue. Burial at Heaven Cemetery, Providence, R.I.

J. Poirier

David J. Poirier, 57, E. Shore Rd., a physical teacher at the Narragansett Elementary School, and coach of the Narragansett boys' golf team at Narragansett High School, died Tuesday at Rhode Island Hospital, Providence, the husband of Jean Poirier.

Providence, he was a son of Poirier of Narragansett and Marguerite (Clays)

er graduated from the Rhode Island in 1976. He was a self-taught business owner of Narragansett High School for 18 years, and served as a basketball coach. He was a member of the Rhode Island Special Olympics.

His wife and father he had a stepmother, Dorothy Poirier of Narragansett; two daughters, Allison and Jennifer, at home; five brothers, Daniel, Robert, and Christopher Poirier of Narragansett, Kevin Poirier of South Kingstown, and Peggy Minogue, Jeanne Poirier, all of Narragansett; and Michelle Gardiner of North Kingstown.

A funeral will be held Saturday at the Lawrence E. Fernald Home, 825 Boston North Kingstown, with a



—Journal-Bulletin Photo by STEPHANIE GAY

HIT AND RUN: Rescue workers attend to Detective Robert Byron after he was struck by a car on Fountain Street in Providence.

Car hits Pawtucket officer; driver arrested after chase

PROVIDENCE — A Pawtucket police officer was injured yesterday when he was struck by a car while crossing Fountain Street. The driver sped off but was arrested minutes later in Smith Hill.

Detective Robert Byron, 43, who is on loan to the FBI's Organized Crime Drug Task Force, was treated at Rhode Island Hospital, according to Patrolman Edwin Scallon. He was later released.

The accident occurred around 12:15 p.m. when Byron and FBI Special Agent James D. Burkett were crossing Fountain Street in front of the Journal building, Scallon said.

Several witnesses told police that a charcoal Chevrolet Camaro "operating at a high rate of speed" hit Byron. He flipped onto the hood and

The car narrowly missed Burkett as it sped down Fountain Street to Gaspee Street, toward the State House, Scallon said.

A third police officer also on loan to the task force — Cranston Detective Thomas F. Gavlin — jumped into an unmarked car to chase the Camaro, Scallon said. He flipped a flashing light onto the roof and radioed for help.

Gavlin chased the car — at speeds up to 50 miles an hour, according to the police report — before it was stopped on Smith Street, near Calverley Street, by Gavlin and several city police officers.

The driver, Rafael G. Lorenzana, 19, of 148 Hudson St., was charged with speeding, recklessly eluding police, failure to submit to a chemical test for drugs or alcohol, and leaving the scene of a personal inju-

Fines help to rid Central Falls of abandoned cars

CENTRAL FALLS — The word is out, says City Clerk Tom Lazieh — don't abandon your car here.

Since adopting an ordinance aimed at reducing the number of cars abandoned on Central Falls streets, the city has fined 20 people \$250 each and collected from about a dozen of those, Lazieh said.

"The word is getting out. We do not stand idle while cars are being abandoned," he said.

"There has been somewhat of a drop (in abandoned cars) since the ordinance took effect."

Under the ordinance, passed in December, a police officer puts a special sticker on a vehicle that appears abandoned. The owner has 48 hours to remove the car. Owners who don't, and are tracked down, are fined \$250.

The ordinance, which took effect last month, is intended to tackle the growing problem of cars piling up on city streets. Police tow dozens of vehicles every month, and the city auctions them off about once every six weeks.

Lazieh this week was appointed to a General Assembly commission studying state laws regulating the disposal of abandoned cars. Lazieh said communities are bogged down in red tape and are required to wait 45 days before auctioning abandoned vehicles.

He recommends decreasing the waiting period to two or three weeks and giving cities authority to junk cars that are more than 10 years old rather than tracing their owners, a costly and time-consuming process.

Lazieh made his comments yesterday during one of the city's periodic car auctions at Lemyre's Garage, 915 Broad St. About 80 cars were advertised, Lazieh said, and about half were claimed or junked before the auction.

Nine vehicles were sold for a total of \$1,300, including a 1978 Chevrolet that went for \$50, a 1980 Pontiac that sold for \$125 and a 1985 Kawasaki motorcycle, sold for \$650.

Lazieh said the city uses the proceeds from the auctions — and just about breaks even — to pay for advertising, towing charges and the registered letters that must go out to owners of abandoned vehicles.

Student

Continued from Page C-1
concert band and wind ensemble. And the slender, 5-foot-2-inch teenager is a key runner on the school's

PROVIDENCE

ACCENT	2
CLASSIFIED	4
COMICS	6
	15

bats and rats, auditorium 1 for decades



Bob Chiappinelli

"I beg, I plead," he said, with a

...about that, and at the ... building of swamps, I ... the 1970s to begin another

... had an empty can of Minute ... and soda indicated more modern

... can be periodically ... hours for legislators, ar- ... and others interested in

... for decades, people have puzzled ... this unfinished part, across ... Street from the State ... The state bought the build- ... for \$754,000 in 1944 and uses ... its one finished auditorium. But ... even that acoustically superior hall ... is falling into disrepair.

... At least eight studies have been ... made of the building. But the state ... has always lacked the money to ci- ... ther complete or raze the structure. ... Now, with the burgeoning Capi- ... tal Center Project lapping at its ... doorstep, the building once again ... draws attention.

... The Veterans Memorial Audito- ... rium Preservation Association has ... hired Governor Nathaniel

Tracking down the fugitive driver



FENDER BENDER: Sgt. Richard Sullivan, a member of the Traffic Division's Hit and Run Squad, points to damages sus-

... tained by a police cruiser. He says of the suspects he tracks, "When you go get them, they voluntarily admit to it."

—Journal-Bulletin Photo by STEVE HARRIS

Hit and Run Squad collars its share

rum Preservation Association has urged Governor DiPrele to save the building, and Nancy Martin, the governor's press secretary, has reaffirmed the governor's commitment to it.

But as yet no money is committed, and the unlimited promise her-aided by drummers in red silk and green velvet at the beginning of construction, in 1926, has long since faded.

"The shell remains just Tony Scuncio's private tour. "Right now, all it is," he says, "is a roof that leaks."

'Still talking about it'
We descend the stairs and head toward the door we originally came through. Scuncio moves several light down another stairwell to which he has never ventured.

Then we emerge into the more familiar auditorium and head back to Francisco's office. And I wonder whether in another decade she will repeat the following words verbatim, except for an updating of the last word.

"It's amazing," she said. "They stopped working in there in the '20s, and here we are still talking about it in the '80s."

City's sewers ready in March

1985, is concentrating on sections of combined sewers that have "over-

In heavy storms, the sewer system might become overwhelmed by the great volume of water. Over-

Unfortunately, raw sewage also escapes. Pike said the study is attempting to ascertain how much pollution is caused by the overflow. And, she said, the condition of the pipes is being

Hit and Run Squad collars its share

By ROBERT CORRIGA
Journal-Advertiser Staff Writer
PROVIDENCE — The Honda station wagon was barreling along Carpenter Street early one evening when it ran the intersection of Battery Street and struck a police cruiser broadside, spun off and hit two parked cars and then flipped over.

The driver managed to crawl from the wreckage and run away before police could arrive to help their fellow officer, whose vehicle had been slammed into a stone wall.

The preliminary investigation turned up very little. The vehicle had been reported stolen in New Hampshire a month earlier, and there were no fingerprints and no apparent witnesses.

The case was turned over to the Hit and Run Squad of the Traffic Division, assigned to Officer Edwin Scalon. Canvassing the area the next day, Scalon learned of an artist from the Rhode Island School of Design who had been sketching nearby when the accident occurred.

The artist had made a quick sketch of the man as he ran away.

With the sketch, Scalon started knocking on doors. Finally he got a name. The trail took him to Bristol. Through police there, Scalon learned more about the man. The information led him to Maine, and then Vermont, and then back to Rhode Island.

Two weeks after the accident occurred, a man was arrested during his first day of work at a new job in Warwick.

"The guy couldn't believe how much work we put into it," Scalon said. "We showed him all the information we had on him, and he signed a four-page statement."

We're 'scroungers'
The squad doesn't catch every suspect involved in a hit-and-run accident. But from paint chips, broken glass, descriptions — even vague —

and license plates — even partial — it manages to collar its share. "You get four guys working here that are scroungers — they'll scrounge up anything," said Patrolman Paul McCormick, Scalon's partner. "We'll take anything (for evidence), from the size of a dime, or less, to the spoken word."

In 1986, there were 2,550 hit-and-run accidents reported in Providence; they ranged from those in which someone was seriously injured or killed to those that caused only minor property damage, be it to a car, road sign or private property. That's an average of 7 a day. An average of 32 were reported each weekend.

The squad filed charges against a suspect in 1,095 — or 43 percent — of its cases, said Lt. William Devine, head of the Traffic Division. Squad members said that they did it by

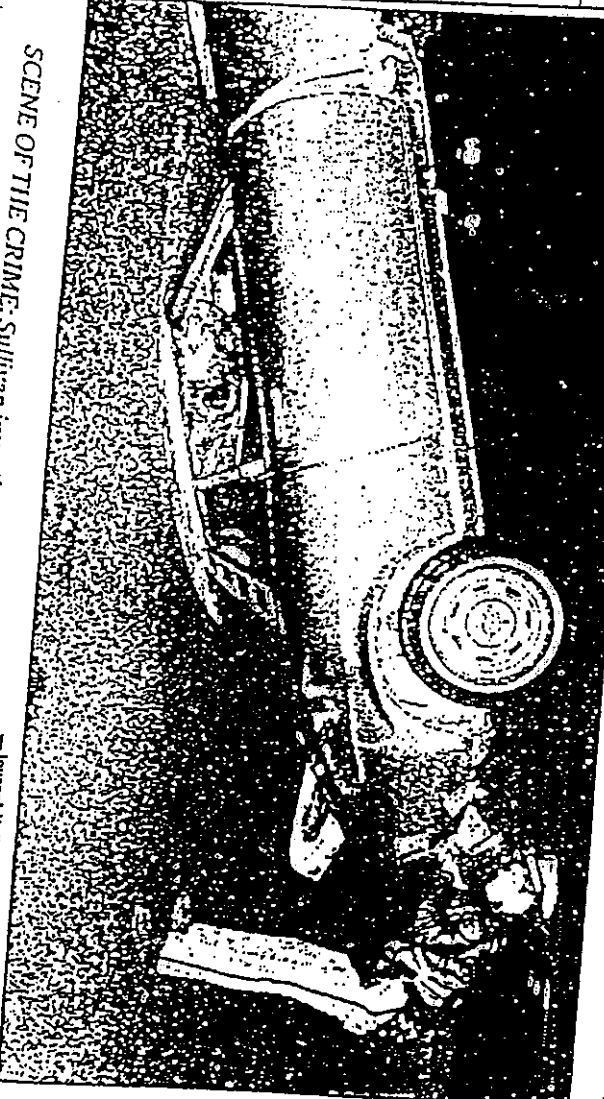
piecing together evidence, studying motor-vehicle records and knocking on doors.

"We track them down," Scalon said. "We physically go in the field and get these people. We don't let these people get away with it."

Another 708 cases were "cleared" by the squad. In half to two-thirds of those cases, the squad found the suspect, but insufficient evidence existed to prove that the motorist knowingly left the scene, Devine said. In the remaining cases in the "cleared" category, the squad concluded that the evidence supplied by witnesses was inaccurate.

"We'll have a result on every hit-and-run (for which) you give us a plate or a partial plate," said McCormick. "You may not like the result. We may tell you it was a misread plate and we ran 50 possible combinations (through Registry of Motor Vehicle records) with no results."

"The chase was on" — One person who liked the results of her case was Pearl Panaretos, a



SCENE OF THE CRIME: Sullivan Investigative Services
—Journal-Advertiser Photo by MARY KILPATRICK

Great work by police cases pain of one victim

By ROBERT CORRIGA
Journal-Advertiser Staff Writer

The first sign that something was wrong was coming the night of my car from a distant

I was puzzled but I never gave up. Then a helplessness, feeling, came over me. The car was vandalized. I had left the car unattended for several hours on a downtown side street while at work. I figured it had been trashed by

Accidents

Continued from Page C-1

forth as fingers delicately stroked. And Henry, a box turtle, sticks its arms and legs outside its spotted shell and watched Bull.

They were greeted with "r" and "ahs" — and a couple of "u" — from the 50 or so elderly dents gathered in the nu-home's activities center. As the dents touched and patted the mals, many of them remin about their childhood days on f: or how they used to raise animal

The visit, the first of three, is of the Roger Williams Park Zoo' mal program to understand why lot therapy works.

The program, called the Anin Human Connection, focuses on elderly, handicapped and ment

VI

Continu

who hit me was probably home sleeping. I was the one left to give a statement to police, get a tow truck, find a ride home and, first thing in the morning, begin haggling with my insurance company.

Fortunately, I would be luckier than most victims. The person who assaulted my car and fled left his vehicular fingerprint at the scene — his front license plate came off in the crash. It was a solid lead but as I found out, not enough to pin a hit-and-run accident on the person to whom it was registered.

But great police work did the rest. It started with the investigating officer, Robert Clements, who gathered evidence at the scene.

The next morning, Officer Paul McCormick of the Hit and Run Squad took over the investigation. He had the license plate, and a police report from an apparent unrelated incident — the person to whom the plate was registered had been stopped for questioning while walking a short distance from where an abandoned vehicle was on fire. The vehicle, though, was not the one to which the plate was assigned.

McCormick also had reports on two other hit-and-run accidents that occurred downtown shortly after my accident.

He checked a street map. The second and third accidents followed a route the suspect, 20, might have taken to go home after the first accident. And the abandoned vehicle was found on fire — and the suspect stopped for questioning — shortly after that.

If the suspect had an old plate on an unregistered car, McCormick

their vehicle is registered. Other times they move after the accident and turn in their license plates, with the idea of waiting a few weeks before trying to get a fresh registration or registering the vehicle in another state.

Still other times, the trail leads to the former owner of the plate, who failed to turn it in or to report it stolen. And sometimes the vehicle itself turns up as reported stolen.

Still, people who leave the scene of an accident usually get caught. So why do they run? Sometimes the motorist has a suspended license, or is without insurance. Sometimes it's an unregistered vehicle. Sometimes the motorist is fleeing the scene of a crime.

But the number-one reason, said squad members, is the fear of getting caught driving after drinking.

"When the tough drunk-driving laws came into effect, in 1983, hit-and-runs went through the roof," Devine said.

"Most are at night, after the bars are closed. It's usually drunk-driving-related," said Sgt. Richard Sullivan, who works with Patrolman Kenneth Cohen on the night shift. "When you go get them, they voluntarily admit to it. They say they panicked. They say they'll do anything to cooperate. But by that time, the drinking question is moot."

Still, the squad charged 424 people with drunk driving last year. Of that number, 302 were charged after they refused to submit to a chemical breath test, and 122 took and failed the test.

High number of cases

In 1982, there were 990 hit-and-run accidents reported in Providence. In 1983, the number jumped to 1,650, and it has climbed ever since: in 1984, 1,910; in 1985, 2,145; and last year, 2,550.

By comparison, the number of hit-and-run accidents is substantially lower in two cities of comparable size to Providence (population 157,000): Worcester, Mass., and Hartford, Conn.

In Worcester (population 162,000), 381 hit-and-run accidents were reported for the fiscal year that ended June 30, said Patrolman Robert DeMaio, the department's only officer assigned to hit-and-run cases. DeMaio said that he had filed charges in 57 cases (he has an 83 percent conviction rate in court), and the Registry of Motor Vehicles took action in 54 cases. Another 71 cases were cleared, meaning that the suspect was found but could not be charged with knowingly leaving the scene, DeMaio said.

In Hartford (population 136,000), there were 1,045 hit-and-runs reported in 1985, and 823 reported in 1986, according to Sgt. Dean Weech of the Records Division of the Hartford Police Department. Of the hit-and-runs reported last year, charges were filed against a motorist in 245 cases, Weech said. The remaining 578 cases remain open.

In Providence, the number of cases promises to be higher this year. Since Jan. 1, hit-and-runs have occurred at a rate of nearly eight a day, compared with the average of seven last year.

longtime Providence resident who recently moved to Cumberland. On Oct. 8, her 1980 Cadillac (a real cream puff, she says) was struck in the side on Hope Street while she was turning into a store parking lot.

The young woman in the other vehicle stayed at the scene for a few minutes — long enough to demand Panaretos's license and registration — and then drove away. Panaretos got the woman's license-plate number.

"The chase was on," said Panaretos, recalling the exhausting search by Scallon and McCormick to find the woman, who had registered the vehicle under an alias at a friend's address.

The search took two months. At one point it dead-ended with a sometime boyfriend of the woman in Pawtucket, who refused to cooperate with the police. Then Scallon traced the car from the original owner, in Providence, to a South Attleboro automobile dealer, to a used-car lot on Westminster Street, in Providence.

Providence police 'fantastic'

From the Providence car dealer, Scallon learned that the woman was working for one of the construction companies on Atwood Avenue in Johnston. The police started knocking on doors. Finally, they found her and brought her in. After consulting her lawyer, "she sang like a canary," Panaretos said.

"I couldn't believe it," Panaretos continued. "I had crossed it off. I told him, 'Ed Scallon, I had given this up for lost.'"

"I think they're fantastic," she said of the Hit and Run Squad. "I couldn't ask for anything more super. I never want to hear it again that the Providence police don't do a good job."

In all, the squad resolved 1,803 of the 2,550 cases last year, a 71 percent success rate. The remaining 747 cases were classified as unknown and put into an inactive file until further evidence is uncovered.

"Months later, people will see the car who hit them," said McCormick, who cited several examples of victims helping solve their cases long after the accidents. "They'll watch the car until someone returns to it and they'll say, 'That's the guy!' Some people will even follow the guy home."

It is the victim or a witness who usually supplies the information that leads to the solution of a case. In 1,732 cases last year, Devine said, either a plate number or a partial plate and description of the vehicle was supplied to police.

With the information gathered by the patrolman at the scene, the squad conducts its investigation. It first identifies the owner of the vehicle, through registry records. When a partial plate and description turn up several possibilities, the squad narrows the field, first by eliminating unlikely suspects, and then by checking each vehicle for damage or recent repairs.

Related to drunk driving

But often the vehicles are difficult to find. Sometimes people are no longer living at the address where

1951 She served on the San Francisco County and California State Democratic Committees, including the state party steering committee, and was legislative chairman of the Women's National Democratic Club.

Sala Burton had one daughter from a previous marriage, Joy Tenes.

Giuseppe Paesano

PROVIDENCE — Giuseppe Paesano, 65, of 25 Hampton St., a tailor for Sears Roebuck & Co. for 17 years, died yesterday at St. Joseph Hospital. He was the husband of Emilia (Villa) Paesano.



Mr. Paesano was a former member of the Tailor's Union, the Circolo Fratelli D'Italia, the R.I. Boccia League, and St. Anthony's Society.

He was born in Italy, a son of the late Domenico and Santa (Gabriele) Paesano. He was a Providence resident since coming to this country in 1956.

Besides his wife, he leaves a daughter, Bianca DeCesare of Burrillville; a son, George J. Paesano of Johnston; a brother, Luigi Paesano of Providence; two sisters, Pierina Sacucci and Tilde Villa, both of Italy, and five grandchildren.

The funeral will be Wednesday at 9 a.m. from Mariani Funeral Home, 200 Hawkins St., with a Mass of Christian Burial at 10 at St. Ann's Church, Hawkins Street. Burial will be in St. Francis Cemetery, Pawtucket.

Sarah A. Bass

PROVIDENCE — Sarah A. Bass, 49, of 278 Veazie St., a bagger for R.N. Koch Co. in North Providence, for five years until illness in October, died yesterday at Roger Williams General Hospital. She was the wife of Walter Bass.



Born in Foster, she was a daughter of the late William and Giacomina (Bottegg) Lamphere. She lived in Providence for 23 years.

Besides her husband, she leaves a daughter, Valerie J. Shelko of North Providence; six brothers, William and Victor Lamphere, both of Cranston, Prescott and Frank Lamphere, both of Foster, John Lamphere of Providence and Richard Lamphere of East Providence, and four sisters, Grace Bates of Attleboro, Mass., Irene Armentl and Jennie Doby, both of Providence, and Barbara Milar of Agawam, Mass.

The funeral service will be Wednesday at 2 p.m. at the Remington Hume, 1604 Broad St., Cranston. Burial will be in Pawtucket Memorial Park, West Warwick.

Gordon E. Smith

HOPKINTON — Gordon E. Smith, 53, of Edwards Drive, an employee of New England Telephone

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Kathleen M. Curtis Arms St., died Fri- at the Jane on unit of de Island pital. She was widow of ter Kimball. rn in Green- . Mass., she a daughter of izabeth (Har- ved in Provi-

er Constance r. Pres- . nce sis- in California- Mildred Lewis, ur grandchild- son.

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Dr. T. Everett Smithfield; a nson of Lyn- o grandchild-

What's

TODAY

- 7 to 8 — Blood drive, Warwick Community Police Station, Veterans Memorial Boulevard, Attleboro.

TONIGHT

- 7:30 to 11 — Brown University Fan Dance Club, Hotel Monte, Brown and Anger Streets, Providence. Instructions 8 to 9.
- 8 — Rehearsal, Lorenz Ladies Chorus, German Dramatic Society, Schubert House, 187 Harris Ave., Providence.
- 8 — Meeting, Gamblers Anonymous and Gamblers Anonymous, Warwick Central Baptist Church, Attleboro.

TOMORROW

- 8:30 to 1:30 — Identification cards for motorist and handicapped citizens processed, R.I. Public Transit Authority, 225 Elmwood Ave., Providence, 10 to 11 at Rhode Island Mall, Warwick.
- Blood drives: 10 to 11 Providence College, Student Center, Canon Street; 6 to 9, St. Bernard's Church Hall, 410 Tower Hill Rd., North Kingstown.

ENTERTAINMENT

- 8 — Our Town, Trinity Square Repertory Company, 201 Washington St., Providence. MOVIE TITLES

Warwick man charged in child's hit-run death

By LAURA MEADE
Journal-Bulletin Staff Writer

PROVIDENCE — A Warwick man has been charged in the hit-and-run accident that killed 3½-year-old Kenneth Verry III six months ago.

John L. Sullivan, 26, of 83 Gristmill Rd., Warwick, was arrested Thursday on a Superior Court warrant charging him with leaving the scene of a fatal accident and driving to endanger, death resulting.

He was being held at the Adult Correctional Institutions last night for lack of bail.

Sullivan was arraigned yesterday before Superior Court Judge Corinne P. Grande, who set bail at \$175,000 for the accident-related charges, according to Thomas Connell, spokesman for Atty. Gen. James E. O'Neil. She also granted requests by the attorney general's office to set \$50,000 bail each on one count of violation of bail stemming from a 1986 second-degree sexual assault charge and violation of a deferred sentence stemming from a 1981 criminal conviction, Connell said.

Capt. Bernard Gannon, head of the traffic unit, said Sullivan allegedly drove the speeding car that struck Kenneth about 9:40 p.m. on June 24 in front of his home at 90 Florence St.

The car dragged the boy "quite a ways" as the driver shut off the headlights and sped away, Gannon said.

Kenneth died eight hours later.

The boy's mother, Laurie Murphy, who now lives at 1423 Plainfield St., learned yesterday morning that a suspect had been arrested.

"I can't believe it," she said. "I didn't really expect for them to ever find him."

Murphy said her son "just ran out" into the street that night. She watched the car drag her son up the street as it sped off.

"The guy just shut off his headlights — he never stopped," she said.

Neighbors told police they saw a dark blue car careen around the corner of Manton Avenue and strike the boy, but they didn't catch the license plate.

Gannon said police had several suspects from the start, including Sullivan — who has a lengthy record of traffic violations and arrests dating back to 1977.

Police recovered clothing, hair and blood samples from Sullivan's car which were sent to the FBI laboratory in Washington, where they were later matched with evidence recovered at the accident scene, Gannon said.

Information from the police investigation was recently presented to a Providence County grand jury, which indicted Sullivan on the felony charges last Friday, Gannon said.

Journal-Bulletin Staff Writer Scott MacKay contributed to this report.

Providence man is indicted for '87 hit-and-run

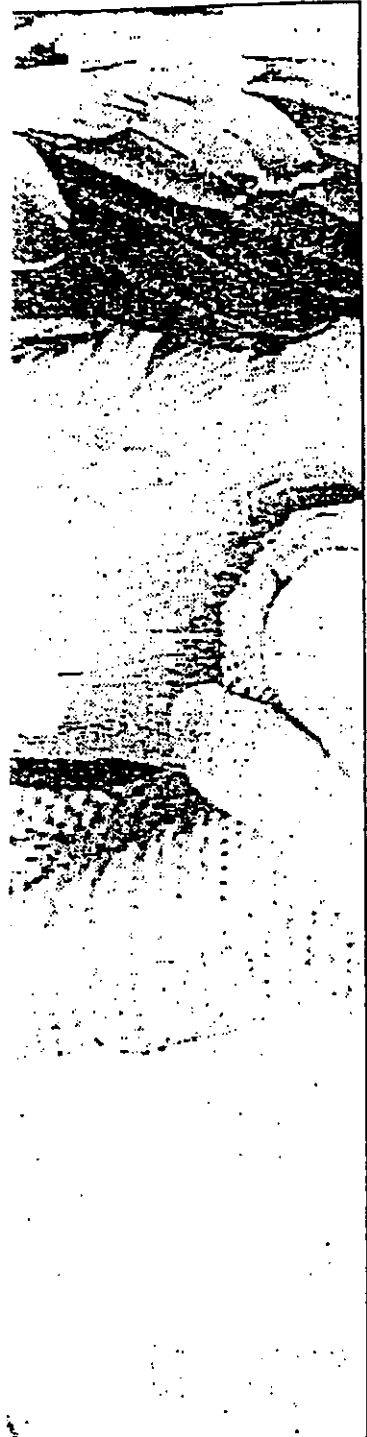
PROVIDENCE — A year after his arrest, a city man has been indicted in connection with a May 1987 hit-and-run accident involving a moped rider on the East Side, according to Providence police.

Luis Leone, 21, of 45 Oak St., was indicted Friday by a Providence County grand jury on a charge of leaving the scene of an accident that resulted in personal injury, according to Patrolman Edwin Scallon of the department's Hit-and-Run Squad.

Kevin A. Pittman, 29, of 45 Cypress St., suffered serious injuries in the accident, which happened on May 8, 1987, at the intersection of College and Benefit Streets, Scallon said.

Pittman later died because of unrelated complications during his hospitalization, Scallon said.

Witnesses identified the car as a dark sedan, and an informant led police to the car, Scallon said. The car's owner, Garry R. Chamblee of 210 Gallatin St., gave police a statement that led to Leone's arrest last May, the patrolman said.



—Journal-Bulletin Photo by WILLIAM L. ROONEY

A peck on the beak

Lisa Stapleton of Charlestown trades kisses with a macaw worth \$4,000, one of six parrots she owns. Despite her relative wealth of feathered friends, Stapleton says she is looking for more.

Police seek witnesses to Nov. hit-run accident that was fatal to pedestrian on Allens Avenue

PROVIDENCE — Police are asking for help in finding the vehicle that struck and killed a man on Allens Avenue Nov. 14.

Terrence J. O'Reilly, 34, of Indiana Avenue died after he was struck while crossing the street in front of the Ocean Express restaurant around 2:30 a.m., according to Ptlm. Edwin Scallion.

Police have some suspects, but they are looking for witnesses to help identify the vehicle and driver, Scallion said. He said all information "will be kept strictly confidential."

Need help

Even an anonymous call could help provide the probable cause they need to make an arrest, Scallion said. "We need help."

He urged anyone with information to contact him or his partner, Patrolman Robert Trafford of the hit-and-run squad, at 272-3121.

O'Reilly apparently was struck after

said, noting that O'Reilly left a wife and three young children.

Scallion said there must have been witnesses. "We know that there were several people in the area," because the road is heavily traveled.

After bars closed

The accident occurred shortly after bars would have closed for the night, so potential witnesses may have been headed home, Scallion said.

He noted that the Johnson & Wales Hospitality Center is just up the road, after Allens Avenue turns into Narragansett Avenue, near the Cranston city line.

"Somebody had to see this thing go down," Scallion said. That's why police are appealing to the public for help, he said.

"Any little piece of this puzzle is going to help us understand the big picture," he said, and hopefully will lead to an arrest.

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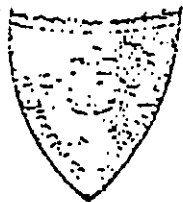
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OTHER PROV

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DIVISION OF STATE POLICE

HEADQUARTERS: P. O. BOX 146, NORTH SCITUATE, RHODE ISLAND

OFFICE OF THE SUPERINTENDENT
WALTER E. STONE
COLONEL

December 28, 1987

Captain Bernard H. Gannon
Commanding Officer
Traffic Bureau
Providence Police Department
209 Fountain St.
Providence, R.I., 02903

Dear Captain Gannon:

I'm sure you'll agree that every so often in our profession some meritorious action on the part of a police officer(s) takes place that cries out for special recognition, if not by the general public, than certainly by other law enforcement officials.

I offer you and two investigators of your "Hit & Run Squad" that kind of salute now in behalf of all members of this department for the work you did in the tragedy that was the death of Kenneth Very III, the 3½ year old boy who was struck and killed by a hit and run driver in Providence last June 24th.

Without positive evidence from any eyewitness which could lead you to the identity of the driver, you undertook the collection of certain physical and trace evidence which, after forensic examination by the FBI Laboratory, ultimately led you to a particular individual and his vehicle. I have no doubt that this evidence and more of your investigative findings will result in a conviction of the suspect.

In my opinion, the assiduity of your efforts and that of Patrolmen Edwin Scallon and Robert Trafford in gathering, processing, reviewing and then pursuing every investigative avenue logically and intelligently all constituted a model for investigating such highway accidents. I am sure that your department is proud of your accomplishments, just as every police officer, regardless of his organization membership, ought to be because your work has reflected credit upon all of us.

Again, my congratulations, and best wishes for a Happy New Year for you and all members of your command.

Sincerely,


WALTER E. STONE, Colonel
Superintendent

LAW OFFICES OF BRIAN R. COREY

BRIAN R. COREY

251 BANK STREET
FALL RIVER, MASSACHUSETTS 02720-3142
Telephone (508) 675-0301
Facsimile (508) 675-0302

December 23, 1992

Mr. Edwin T. Scallon
Accident Reconstruction Analyst
P. O. Box 3913
No. Providence, RI 02911

Re: Thomas M. McGovern
vs. Brad J. Piccerelli

Dear Ed:

On behalf of Mr. McGovern and myself, I want to thank you for your valuable service as an accident reconstruction specialist in the above captioned matter.

I'm certain without your assistance and knowledge, we would not have been successful in obtaining the plaintiff's verdict.

The challenge facing the plaintiff was daunting, in view of Mr. McGovern's amnesia and the number of witnesses that the defendant drilled at us, including his own testimony, the testimony of the passenger, the testimony of an eye witness and the expert testimony of the head of the accident reconstruction unit of the Massachusetts State Police. With your help we were equal to the task.

Best wishes for a happy and prosperous new year.

Very truly yours,

LAW OFFICES OF BRIAN R. COREY

By:


Brian R. Corey, Esquire

BRC/dh

LOVETT, SCHEFRIN & GALLOGLY, LTD.
Attorneys and Counsellors at Law
Practicing in Admiralty

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Warren R. Wolf
Paul V. Gallogly
Aram R. Scheffrin
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Joyce A. Faraone
John M. Harnett
Mark A. Sjoberg
Marc B. Gursky
Brian J. Farrell
Karen Davidson
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Christopher J. Burke
William J. Balkun
Dianne B. Craven
Lawrence L. Goldberg

401 863-88
401 274-07
Toll Free in Rhod
1-800-311-CKE

Leo Patrick McC
1905-1984

October 9, 1987

Patrolman Edward Scanlon
Providence Police Department
209 Fountain Street
Providence, Rhode Island 02903

Dear Patrolman Scanlon:

Thank you for the courtesy you showed me this morning
during the line-up identification involving my client
Bruce Sumner.

Very truly yours,


H. Reed Cospers

HRC/kk

PROVIDENCE POLICE DEPARTMENT

March 16th, 1987

To: Colonel Anthony J. Mancuso, Chief of Police
From: Captain Bernard E. Cannon, Commanding Officer Traffic Bureau
Subject: Outstanding Investigation and Arrest

Sir:

At 1940 Hrs., March 13th, 1987, a vehicle struck and critically injured a pedestrian identified as Alice Evangelista, a 53 year old resident of 12 Sycamore Street. The vehicle fled the scene and there were no known witnesses to this incident. There was no evidence at the scene of this accident.

Patrolmen Edwin T. Scanlon and Anthony C. Marsella, of my command, initiated an investigation and on March 16th, 1987, this investigation led them to a garage located at 19 Academy Ave. They were admitted to the garage by a John J. DeFoe of James Street, East Providence, R.I. DeFoe was in the process of repairing a vehicle which proved to be the vehicle that struck and critically injured Ms. Evangelista. Subsequent investigation revealed that John J. DeFoe was the operator of this vehicle at the time of the accident and was in the process of negating the incriminating evidence on this vehicle when he was apprehended. He was unable to extemporize a feasible alibi and admitted being responsible for this offense.

Sir, this investigation is indicative of the professionalism of these and other members of this department's Traffic Bureau and is being brought to your attention for whatever action you deem appropriate.

Respectfully Submitted

Capt. Bernard E. Cannon

JOHN T. PERRY

*Private Investigator
Bonded*

FALL RIVER 674-2292
TAUNTON 822-2797

*84 Granite Street
Fall River, Massachusetts 02720*

LICENSED BY THE COMMONWEALTH OF MASSACHUSETTS

14 November 1986

Patrolman Edward Scanlon
Providence Police Department
Providence, RI 02901

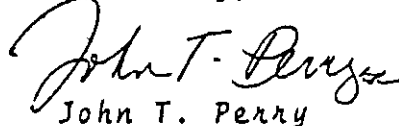
Dear Officer Scanlon:

I would like to thank you once again for your assistance in the case involving Robert Collins.

You were extremely helpful in uncovering the Subject's police records under his various aliases and I appreciate all you have done for us with this case.

If I, at any time, can be of assistance to you, please do not hesitate to contact me.

Sincerely,


John T. Perry

JTP/sr

Raymond J McVeigh
37 Hunter Avenue
Johnston, RI 02919
Sep. 15, 1986

Colonel Anthony J Marcuso
Providence Police Department
209 Fountain Street
Providence, RI 02903

Dear Colonel:

I would like to express my appreciation to the Providence Police, and in particular, to the Hit and Run Section, Traffic Division.

On the 17th of last month, my Son, James McVeigh was the victim of a hit and run accident. Thankfully, he was not injured, but damage in the amount of \$3600 was incurred as a result of a person running a red light.

An officer by the name of David Buehne, (I hope the name is spelled correctly), responded, inquired if he was injured, gathered information from a witness, etc. According to Jim, the officer was truly concerned, not just doing his job, but performing it with that little extra one looks for in an officer of the law.

My son and I went to the Providence Police Dept. the following day, and we met Officers Scallon and McCormick in the Hit and Run Section. They had arrested the person who had run the red light, and he had readily admitted to leaving the scene.

Being retired from the US Army after twenty-two years, I could not help notice their appearance, precision, expertise, and pride that was evidenced by their attention to detail and cordial manner. Lieutenant Devine was there, and I expressed to him, and Officers Scallon and McCormick, my thanks. Their reply was, "we are only doing our job".

Their cheerful attitude working in the demanding atmosphere of today's police duty, reflects great credit upon themselves, their division leader, and upon yourself for providing the guidance necessary in commanding such a fine group of men.

Sincerely;


Raymond J McVeigh MSGT USA (Ret)

ANATOMY OF AN ACCIDENT

--- START EVASIVE ACTION (BRAKING)

--- POINT OF PERCEPTION

--- POINT OF NO ESCAPE

FINAL POSITIONS

POSSIBLE PERCEPTION

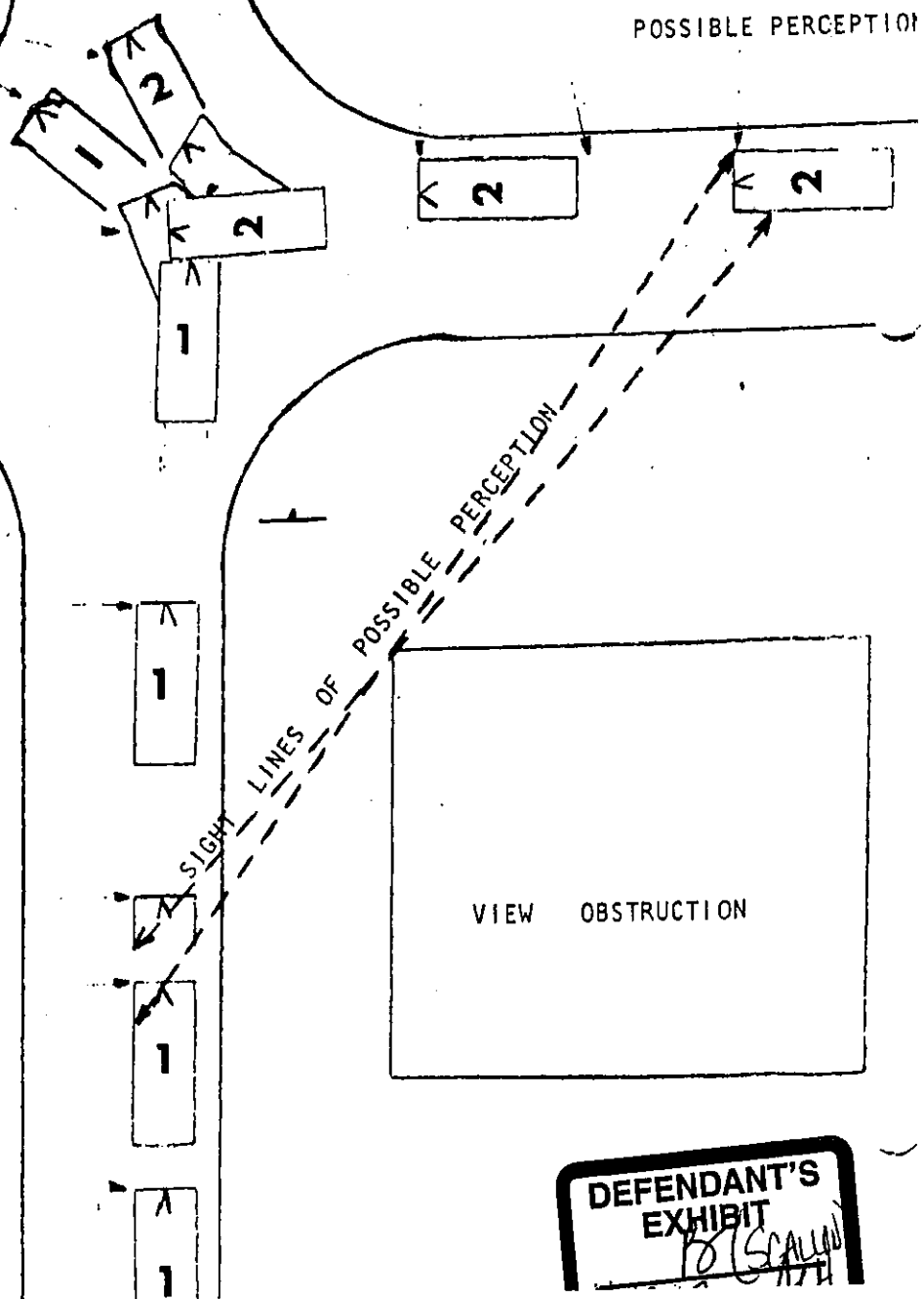
MAXIMUM ENGAGEMENT

START EVASIVE ACTION (BRAKING)

POINT OF PERCEPTION

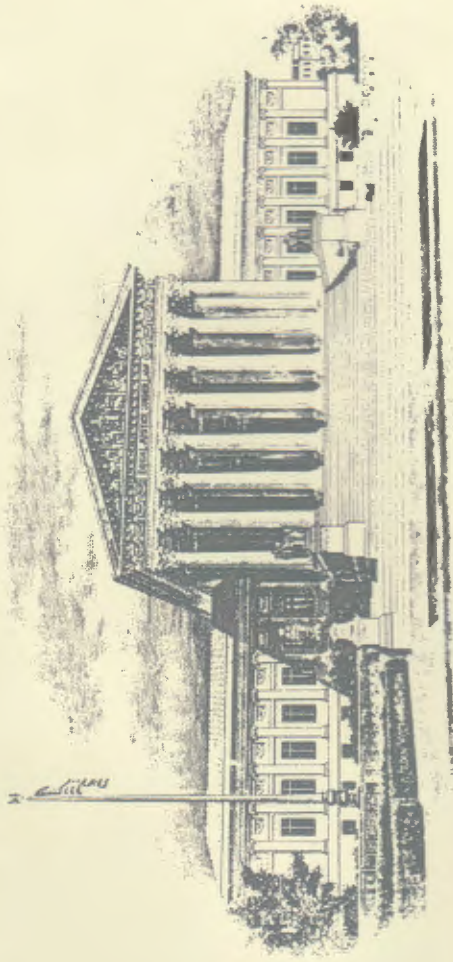
POSSIBLE PERCEPTION

POINT OF NO ESCAPE



DEFENDANT'S EXHIBIT
D. SCALLOTT
1/24

Supreme Court of the United States of America



Edwin Thomas Scallon

of Taunton, Massachusetts

was on motion first made to the Court in this behalf by

Carl F. Pasbach

admitted and qualified as an Attorney and Counsellor of the Supreme Court of the United States
on the 10th day of May, in the year of our Lord one thousand nine hundred ninety-nine and of the
Republic of the United States of America the two hundred and twenty-third.

In Testimony whereof as Clerk of said Court, I hereunto set my hand and affix



HALL - CARPENTER, CO.

By Edwin T. Scallon, Copyright © 1990, 1995, 2008 All Rights Reserved

ACCIDENT RECONSTRUCTION AND BAC CALCULATION PROGRAMS

TRACE EVIDENCE LOCATED AT SCENE AND AT AUTOPSY

Trace evidence is created when objects make contact. The material is often transferred by heat or induced by contact friction. The importance of trace evidence in criminal investigations was shown by Dr. Edmond Locard in the early 20th Century. Since then, forensic scientists use trace evidence to reconstruct crimes and to describe the people, places, and things involved in them. Studies of homicides published in the forensic science literature show how trace evidence is used to solve crimes. Trace evidence is important in accident investigation, where the movement of one part against another will often leave a tell-tale mark. Such analysis is of great use in forensic engineering.

Examples

Vehicular accident reconstruction relies on some marks to estimate vehicle speed before and during an accident, as well as braking and impact forces. Fabric prints of clothing worn by pedestrians in the paint and/or road grime of the striking vehicle can match a specific vehicle involved in a hit-and-run collision. Such traces are also known as "witness marks", especially in engineering and may be critical in understanding how a product failed. A typical witness mark could be an impact depression which broke a product, especially if that mark can be matched to the product which made the impact such as a hammer or nail. Such marks are also commonly encountered in criminal cases and include bite marks, puncture marks, bullet holes, etc.

Protection

The first preservation is to photograph *in situ*, and then remove the objects showing key traces, protect them, and analyze under controlled laboratory conditions. Many techniques are used in the protection of trace evidence from criminal investigations, although all must be photographed as soon as possible, and while still in place. Samples may be collected by shaking, brushing, tapping, vacuuming, swabbing and handpicking. Great care may be needed to prevent contamination with other substances (such as natural oil and sweat on the hand of the collector). In some cases, such as with oil or grease, solvent extraction can be used to collect the evidence for analysis. The method used for collection is generally dependent on both the type of evidence and from where or what sort of object it is being collected. Trace Evidence is also found in much smaller amounts at crime scenes.

Analysis

Close-up of broken fuel pipe using optical microscopy.

Droplets of human blood. The droplets are round and show no splattering, indicating they impacted relatively slowly, in this case from a height of two feet.

Analysis of trace materials most often begins with a visual examination of the evidence usually involving macrophotography. This is then usually followed by microscopic analysis, of which a number of different types are available depending on the type of material to be analyzed, such as a stereomicroscope, scanning electron microscope (SEM) or comparison microscope. SEM is especially useful because X-ray analysis can be conducted on selected areas of the sample, so is a form of microanalysis. It is useful where chemical residues can show unusual elements present which may indicate a chemical attack of the product. A car accident caused by a diesel fuel leak, for example, showed traces of sulfur on the cracked tube indicative of an attack by sulfuric acid from the battery.

Gunshot residue may be identified by elemental analysis using atomic absorption or with a scanning electron microscope equipped with an energy dispersive spectroscopy. Small amounts of explosives, volatile hydrocarbons, and other chemicals are identified with the use of analytical instruments, such as gas chromatography, mass spectrometry, and infrared spectroscopy, all of which separate out the components of the chemicals.

Similar comments apply to damaged items from an accident scene, but care is needed in ensuring that the sample is not damaged by the testing or sampling for testing. Such nondestructive testing must always be used first before considering destructive methods which involve taking small samples from the item for more detailed tests, such as spectroscopic analysis. Use of all such methods must be done in consultation with other experts and the relevant authorities, such as lawyers on both sides of a case.

Case in point. A 6-1/2 year old boy was struck and killed in front of his home by a motor vehicle. The operator fled the scene. No credible witnesses saw the actual collision between the car and the child. No license plate or even a make or model of the vehicle. Collectively, the witnesses agreed it was an older blue sedan. There were no vehicular parts dislodged from vehicle at the accident scene. There were not skid marks. Attending the autopsy, I noted contact striations on the child's back. The distance between these striations were measured. Also, there appeared to be some bluish type specks near these striations.

I suggested to the pathologist to collect those flakes in a sterile glass tube. The pathologist using a tongue depressor and some sterile mineral oil scraped the child's back and collected several bluish flakes. It was clear from the damages found on the child's body, that the vehicle had suffered some front end damage, probably to the grill.

The FBI material analysis laboratory in Washington, DC, using a spectrometer was able to identify the flakes as paint from a motor vehicle. In

fact, there were three layers of paint. The original primer, the original paint when the car was manufactured and a layer of paint when the car was repainted that last layer layer was blue. The lab was also able to identify the original paint for this vehicle and gave me a range of dates of manufacture and the manufacturer using that specific paint.

I was looking for a 1968-1974 Oldsmobile. Knowing from the witness statements that this was not a new vehicle I concentrated on the older versions. I contracted Oldsmobile and obtained the grill specification for these vehicles which had a very wide range of models. It turns out however, only one had a grill that had the exact dimensions of the striations measured from the child's back during autopsy. Now I was looking for a 1969 Oldsmobile Cutlass.

I broadcast to all the local departments asking information if they had towed a blue 1969 Cutlass. As it turns out one of the departments towed an abandoned 1969 Oldsmobile Cutlass registered to John Doe (I changed the name for this its not relevant).

I learned that this individual was a friend of a female working in a bar. I went to the bar and located the girl. As it turns out she was this guy's girlfriend. Not identifying myself, I asked if she saw him or knew where he was. The barmaid girlfriend was hesitant to say anything since she did not know me. So, I suggested that I go to John's girlfriend's house, since that was probably where he was. Well I guess that didn't sit well with his barmaid girlfriend so she asked about his other girlfriend. I made up a story and at the end, she said, ". . . after the break-in where he and his partner stole the computers, they took off and hit a kid so he's been hanging low at his sister's house."

I got the sister's name and located her house. After staking this house out for some time, myself and my partner finally approached the sister. I told her I was looking for her brother John regarding a hit and run homicide. I knew

she would probably warn him that we were looking for him. When we left, I called the Police Department which towed the 1969 Oldsmobile Cutlass and learned it was impounded in their city at a tow firm who towed for the police. We drove to that lot and we saw a guy smashing the front grill out of a blue Oldsmobile that had prior front end damage. I presented the case to the state wide grand jury and obtained a true bill of indictment. We executed the arrest warrant at his mother's house at 3AM. At court, he plead to the crime(s) and received a ten year sentence.

This is just an example of where and how trace evidence is important. Another story about clothing should be of interest.

When a pedestrian is struck by a vehicle and the operator flees the scene the scene is processed for skid marks and any debris associated with the collision. Rescue responds and transports the victim to the hospital. At the hospital all of the victims clothes are removed so the physician and other medical personnel can begin treating their patient. The clothing is VERY IMPORTANT to the investigation. It is the first item that came in contact with the motor vehicle.

In a subsequent case a old homeless street woman was crossing at an intersection, oddly enough in a cross walk, and a vehicle struck her. She was in critical condition. I processed the scene and responded to the hospital. At the hospital, I prepared a chain of custody form for the clothing. I then noticed that the inside of the long overcoat the woman was wearing had a very unique corduroy ribbing on the lining. A closer look at the lining, I observe yellow paint transfer.

Through some information I developed from "chop shops" I learned that a guy had purchased parts to rebuild a front fender of a yellow Honda. I further learned that this guy is friends with a body shop. Myself along with my partner went to the body shop and right in the bay was a yellow Honda with left front fender damage. I asked the guy working on the car if he knew why

were were there and he said, "Yea, the accident with the lady". Naturally, after arresting him and towing the vehicle to the police garage, I dusted the crumpled fender with special fingerprint powder, which under ultraviolet light would show up any contact with the lining of the coat. I turned off all the lights in the garage, turned on the black light and photographed the distinct rib patterns. After photographing the fender, using a very large amount of clear fingerprint tape, I removed the latent imprint which was developed with the powder. I was able to match over 85 distinct patterns between the ribs on the coat material with the imprint left on the fender of the hit and tun vehicle.

These are just two examples of where trace evidence can be found and how important it is for an investigation.

[RETURN TO ACCIDENT RECON MENU](#)

[RETURN TO HOME PAGE](#)