

**OBITUARY**

**Peggy Anderson Beer, 55**

Peggy Anderson Beer, 55, died on Thursday, July 3, 2008, while laughing and surrounded by loved ones.

Peggy was the beautiful and beloved wife of Gary Beer and mother of four children, Lindsey, Alexandra, Matthew and Kyle, and two shih tzus, Bentley and Isabelle.

She is survived by her immediate family, mother-in-law, brothers and sisters by blood and marriage, and an immense extended family of friends old and new.

Peggy touched the hearts and lives of countless people across the

coasts. Born and raised in Grosse Point, Mich., she moved to Boston at the age of 18 to steward during the heyday of Eastern Airlines, a job which allowed her to travel the world and even rescue orphaned children in India.

She later married husband Gary and took residence in Washington, D.C. for several years before moving to Utah, their home of 18 years, and then back to D.C. for nearly the last decade of her life.

During that period, she was primarily a devoted mother but also parlayed her love of real estate and unique talent for remodeling into a side career in commercial real estate. However, she will be best remembered not for what she did, but for who she was: the life of the party; our fearless leader; an indomitable

optimist with a contagious smile; a woman of great heart, warmth and generosity who went to extraordinary lengths to better the lives of those around her.

Peggy had planned to retire in Jamestown, where she and Gary were married. Accordingly, services will be held in St. Paul's Church, 12 Marlborough St., Newport on Sunday, July 13, at 2 p.m. Burial will follow in Island Cemetery, Newport.

Services are open to the public. In lieu of flowers, the family asks that friends make donations to the Utah SIDS Alliance c/o Ms. Lisa Hughes, 1760 American Park Circle, West Valley City, UT 84119.

Online information and tributes at [www.memorialfuneralhome.com](http://www.memorialfuneralhome.com)

**FIRE AND EMS RUNS**

**Fire runs**

11:33 a.m., June 30, Cars 1 and 3 were dispatched to Narragansett Avenue for an electrical wiring problem call.

12:37 p.m., June 30, Tanker 15, Car 1 and Engine 3 went to Beavertail Road for a smoke scare call.

4:24 p.m., June 30, Ladder 1, Marine 1, Car 3, and Engines 2 and 3 were sent to Fort Wetherill Road for a search for person in water call.

8:15 a.m., July 1, Car 1, Ladder 1, and EMS 1 responded to a search for person in water call at Fort Wetherill Road.

12 p.m., July 1, Car 1, Ladder 1, and EMS 1 responded to a search for person in water call at Fort Wetherill Road.

4:30 p.m., July 1, Car 1 and Marine 1 responded to a search for person in water call at Fort Wetherill Road.

7:21 a.m., July 2, Engines 1, 2 and 3 were sent to Seaside Drive for a fuel burner malfunction call.

8:08 a.m., July 2, Car 2 and Engine 3 went to Seaside Drive for a smoke scare call.

1:22 p.m., July 2, Car 3 was sent to Mast Street for an electrical wiring problem.

1:42 p.m., July 2, Cars 1 and 3 went to Valley Street for a false alarm.

2:13 p.m., July 3, Car 3 and Engine 1 were sent to Mizzen Avenue for a car accident.

7:30 pm., July 3, All units responded to a drill at the fire station on Narragansett Avenue

7:50 p.m., July 3, Car 1, Ladder 1, Tanker 15, and Engines 1, 2 and 3 went to Lawn Avenue for a false alarm.

10:30 a.m., July 5, Car 1, Marine 1, and Engine 3 responded to a medical emergency on Narragansett Bay.

11:40 p.m., July 5, Cars 1, 2, and 3, Engines 1, 2, and 3 were dispatched to Fort Wetherill Road for a rubbish fire.

**EMS runs**

1:50 a.m., June 29, EMS 1 was dispatched to Whittier Road for a medical emergency and drove a patient to Newport Hospital.

4:15 p.m., June 29, EMS 1 went to Friendship Street for a medical emergency and drove a patient to Newport Hospital.

9:46 a.m., June 30, EMS 1 was sent to Pemberton Avenue for a medical emergency and drove a patient to Newport Hospital.

11:35 a.m., June 30, EMS 1 went to Narragansett Avenue for a fire standby.

12:55 p.m., June 30, EMS 1 went to Battery Lane for a fire standby.

4:27 p.m., June 30, EMS 1 was sent to Ft. Wetherill for a trauma call and transported a patient to

See "Fire & EMS" on page 13

**Letters**

Continued from page 6

and No.3, bring some extra clothing just in case you are in the afternoon check-in queue and find it necessary to spend the night in order to complete your task the following morning.

There were three customer service windows in the registration section of the reception area. Only two were staffed, and intermittently at that. Coffee breaks, powder room and other inexplicable disappearances seemed to be to standard operating procedures for those two employees.

I pondered why the huge revenues that flow through the DMV were not sufficient enough to permit three employees to be on duty at the same time. Tight budget maybe, but not that tight. I pondered the employee coffee breaks which varied in length from 12 minutes to 24 minutes each and which seemed to occur often. Union Rules no doubt... The coup-de-gras was that at least three people waltzed through the front door, whisked right by the electronic ticket issuing machine and proceeded straight to a window and hovered until the person at the counter departed; each seemed to be known by the employee and was allowed to 'jump the line' sans ticket and take care of their business. Had they heard the comments that I overheard in the waiting gallery, they'd have been well advised to retain armed bodyguards for their respective exits from the lobby.

I thought that number A032 was going to use one of her spiked heels to stab each and every one of them as they departed. Fortunately, no blood was spilled. It averaged anywhere from 7 to 24 minutes to process each customer. Sharply at noon lengthy lunch hours ensued. Finally, at 12:59 p.m., my A034 was called. Nineteen minutes later with boat trailer registration and plate in hand I concluded my mystical trip through the DMV Magic Kingdom of inefficiency.

David E. Cain  
Court Street

**Nightmare at the DMV**

In 2006 we purchased a sailboat on a one-axle trailer from the original owner in Connecticut. He had purchased the boat, trailer and motor

from a marina dealer in Wisconsin and then moved to Connecticut. In Wisconsin, trailers less than 3,000 pounds are not registered with the DMV and are not licensed. He had not yet registered the boat and trailer in Connecticut.

The owner provided us with the manufacturer's statement of origin for the trailer, a bill of sale from the marina for the boat, motor and trailer, and a separate notarized bill of sale for the boat and one for the trailer. Armed with all this paperwork, we were sure that it would even pass the scrutiny of St. Peter into the gates of heaven.

Dialog between the Middletown DMV and me:

DMV: "Yes you have all of the required documents but how do we know that the seller has paid the Wisconsin sales tax on the trailer?"

Me: "Small trailers in Wisconsin are not registered or licensed, and besides, it is not my responsibility to oversee another's tax responsibilities."

DMV: "We cannot issue you a registration and plates until we know that the seller has paid the Wisconsin sales tax."

Me: "Why do you care?"

Me: "And what if he didn't pay the tax, how do I force a person to pay the sales tax on a trailer he no longer owns to a state in which he no longer resides where the state DMV does not issue a license for small trailers which means that the Wisconsin DMV cannot issue a 'taxes paid' for a trailer it does not license?"

DMV: "We cannot issue you a registration."

Me: "What am I supposed to do?"

Final outcome: Since you can't fix stupid and now knowing the single-mindedness of a bureaucrat, I appealed to the heavens and an angel from Microsoft appeared through my computer with a document that was accepted at a different RI DMV office.

What really hurts is the fact that we are paying for their health insurance and retirement. They have forgotten their station in life, becoming masters of the public instead of public servants. How euphoric it must be to wield such power over us peons.

Frank Meyer  
Jamestown



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