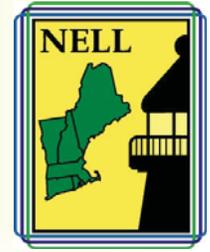


New England Lighthouse Lovers

A Chapter of the American Lighthouse Foundation

NELL BEACON



September 2010

Project H.O.P.E – New London Ledge Lighthouse – April 17, 2010

By Anthony Savino

“Believe” as performed by the Trans Siberian Orchestra.

You may be asking why I would be starting the article this way but it will show its significance. On April 17, 2010, I jumped into my car to leave several members of NELL to perform some work at the New London Ledge Lighthouse. I turned on the CD player and this song started playing. The significance of the song is to remind me that I need to believe that the group will be able to make it out to the lighthouse. This is coming from the night before with telephone calls and emails to keep everyone informed on the progress of the weather. While the song played, I believed that the winds would remain calm and the mouth of the Thames River would be calm.

As everyone arrived, I anxiously looked at the wind and the waves in the Thames River. The wind and waves were calm. This appeared to be a nice day to be out on the water to scrape the inside walls of the New London Ledge Lighthouse. Shortly after everyone arrived, Todd and Marcia Gipstein from the New London Ledge Lighthouse Foundation greeted everyone. Todd discussed some of the history and legends of the lighthouse along with the various plans for the rooms the NELL group was to work on. NELL members who attended were Pam and Frank DePasquale, Greg

Fitzgerald, Wayne Grabner and Mike Senk.

Upon arrival at the lighthouse, without the coffee but with the danishes, Todd gave everyone a tour of the current conditions of the lighthouse. Gone was the blue porta-potty from the outside. Added was a wall within the



Ledge Light workers, including foundation members Todd & Marcia Gipstein; NELL members Anthony Savino, Pam and Frank DePasquale, Greg Fitzgerald, Wayne Grabner and Mike Senk; and other friends of the lighthouse.

basement. The rooms within the lighthouse were in various conditions. Some needed complete scraping and paint, some needed bead-board hung, some needed the window molding re-hung and some were in good shape with very little work to be performed. One of the walls within a room on the ground floor contains a mural painted in 1998 by the last serving Coast Guard crew. It amazed me. It was still in excellent shape, and looked like it was recently repainted but according to Todd, no one had re-touched it.

After the tour, it was off to work. Pam, Frank and I headed off to the photo gallery room, Wayne and Greg headed off to the Ernie room. Mike headed to one of the other bedrooms on the second floor. The years of neglect showed by the amount of paint chips collected. As the walls

were scraped, the paint peeled off in big chips. After about an hour, the coffee made it to the lighthouse along with the lunch and some other drinks. After the short break, it was back to scraping. The more we scraped, the more paint

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came flying off the wall. To help with the clean-up process, I began to sweep up the paint chips.

As I bagged the chips, the bag got progressively heavier and heavier.

As the day continued almost everyone continued to scrape. Frank began the process of spackling the walls and ceiling of the photo gallery. While Frank spackled, I kept up with the sweeping. Pam moved over to the Ernie room to help Wayne and Greg. It was a long but very productive day.

I would like to thank everyone from NELL who attended for all the hard work they put in and assisting the New London Ledge Lighthouse Foundation in the preservation and restoration of the lighthouse. I would like to say I expect that there will be more requests to assist in the preservation and restoration of the lighthouse. There are tons of work to be completed, not only this year but in the years to come. I hope that if any other group of NELL members work as hard as the group that recently worked, the lighthouse's preservation will come easier and we can ensure that the lighthouse will survive another 100 years at least.

In a final note, "NO GREG, I did not break the incinolet."

The Lighthouse Hunters Duel 2009 Great Lake Vacations

By Christine & Tom Cardaci

Our main focus for 2009 was the Great Lakes. For months prior, we planned and booked boat cruises and private boat charters. We left NJ for our tightly scheduled 21-day trip hours after I got home from my 25th High School reunion that I helped to plan.

Our first stop was in Port Colborne, ON and the captain we hired took us closer to the two lights. Next, we rented a skiff out to Mohawk Island where there were hundreds of birds and cormorants hovering over the lighthouse.

The next day was spent seeing the lights on or around Pelee Island. After returning to Ontario's mainland we drove west through MI toward Wisconsin viewing certain repeat and new lights on the way. We had several boat trips in Door County, WI booked. A whole day is needed to see the Pottawatamie lighthouse because one has to take a total of four ferries. Then, to photograph the Chambers Island and Eagle Bluff lighthouses, we used Captain Schwaller of Classic Boat Tours out of Fish Creek, WI.

After the fun private charter, we bee-lined it north to Houghton, MI. In the morning, we boarded the 110-foot Keweenaw Star for our full-day cruise around the peninsula. What a great time we all

had with the crew and passengers during this terrific lighthouse cruise.

The next two busy days were spent shooting the lights in Minnesota again. The short, inexpensive harbor tour in Duluth enabled us to see the three lights from the water. The following day, on our way out of MN, we trekked to the ruins of the Minnesota Point Light. We were surrounded by poison ivy for the three mile round trip. The following morning my legs were covered, just what you want on vacation. The next two boats were with the Apostle Island Cruise out of Bayfield, WI, and the Pictured Rocks Tour out of Munising, MI.

On August 1st, we had a scheduled visit of the DeTour Reef light. First was the De-Tour Village-Drummond Island Ferry to the island. Then, as the wind picked up, Captain Ivan Gable of Sturgeon Bay Charters took us through choppy four-foot seas to the light. Each person was put into a full



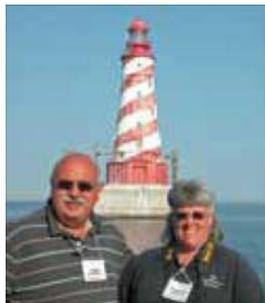
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Lighthouse Hunters, cont.

body harness with a cable and we had to time our leap from the boat to the caisson's ladder just perfectly. Climbing up the 20 vertical rungs to the platform was scary in the drizzle. We had a great adventure at the light and even had a storm pass over us while we were in the tower. After we all re-boarded the bouncing boat, we took our shots before I got to feeling seasick.

Part of the next day was with Captain Mike Theut out of Rockport, MI. He took us to see the Middle Island light and its preservation progress. While here we saw three different types of snakes.

The next day was spent on the other side of the glove of Michigan. We used the Manitou Island Transit passenger ferry to get to South Manitou Island for the lighthouse that also had poison ivy all around it. The six-foot seas made many people sick on the boat and we were all trapped inside due to the massive spray flowing over the bow. During the trip out to the island Tommy and I had to suck it up and get to the upper deck to photograph the North Manitou Light. The captain passed close by it just for us. It was crazy up there trying to stay upright while shooting the light. By the end of the day's trip we saw two new lights and had another nautical adventure.



The Lighthouse Hunters at White Shoal Lighthouse

The following day's boat was with the Beaver Island Boat Company out of Charlevoix, MI. We spent the day on Beaver Island visiting the two lights there with our rental jeep. Then back up to Mackinaw City, MI, for the Shepler's Ferry expanded east and westbound cruises with host Terry Pepper from the Great Lakes Lighthouse Keepers Association (GLLKA). We had another fantastic time with great weather!

On our way home through Ontario, Canada we took a tour of the Point Abino Light with the Lighthouse Preservation Society guides. We were on a total of five boats, six cruises and 14

ferries and had six border crossings. We ended up seeing 21 new lights and 104 repeats during our 5,858 miles of driving.

A month later, on Labor Day weekend, we were back on the Great Lakes and on the 110-foot Keweenaw Star again. This four-day lighthouse cruise took us into Lake Superior, Lake Huron, and Lake Michigan traveling 353 miles. What a blast with the crew and the other lighthouse hunters. GLLKA's Terry Pepper was the narrator and NELL member, Gary Martin, was also on board. On this fantastic cruise in Michigan, we saw 34 lighthouses, many of them far from the mainland, and several enormous freighters.

The next morning we shared a boat charter out of Marquette, MI, with a nice couple we met on the cruise. Captain Tom Gudwer of Fishing Fever Charters took us to see the Stannard Rock Light 50 miles out in Lake Superior. That's five days in a row of flat water on the lakes.

The next two daytrips were with the Apostle Islands Lighthouse Celebration out of Bayfield, WI. We have finally seen all of the Apostle Island lights! On our way to Escanaba, MI for our next charter we reshot several lights. Captain Gudwer took us out to see the Poverty Island, St. Martin Island and Minneapolis Shoal Lights.



The next boat charter was with Capt. Paul LaBrecque of UpNorth Charters out of Alpena, MI. We hiked out to the Thunder Bay Light to take our shots then motored back to the

mainland. Our last boat ride for the trip was with Charity Island Excursions out of Au Grise, MI. We had a choppy ride out to the island. Luckily, the return trip was a little better while we shot the Gravely Shoal Light.

Our 14-day trip in MI, WI, and ON had us on boats for 10 days. We saw another 16 new lights and 47 repeats while driving only 3,950 miles this time. What an outstanding year for us on the Great Lakes!

American Lighthouse Foundation Projects

NELL's congratulations go out to the American Lighthouse Foundation (ALF) for its preservation and restoration efforts. According to a July ALF news release, the foundation and its member chapters are expected to reach \$600,000 in 2010, an all-time single year high, in lighthouse restoration donations and stewardship responsibilities.



ALF spring projects:

- New London Ledge Light underwater study: \$6,000
- Owl's Head Lighthouse restoration: \$80,000
- Pemaquid Point Lighthouse restoration: \$84,000
- Portsmouth Harbor Lighthouse repainting: \$30,000
- Rockland Breakwater Boathouse restoration: \$4,000
- Sandy Neck Lighthouse Beacon upgrade: \$6,000
- Whaleback Lighthouse Historic Structures Report: \$11,000
- Wood Island Lighthouse restoration: \$105,000

ALF summer & fall projects:

- Pomham Rocks Lighthouse repainting & repairs: \$37,000
- Race Point, Long Point & Wood End maintenance: \$5,000
- Rockland Breakwater lighthouse exterior repairs: \$15,000
- Wood Island Keeper's House exterior restoration: \$200,000

The preservation and restoration efforts are made possible through donations, grants and, most of all, volunteerism and hard work.

Whidbey Island, Washington

By Ellen Scott

My first love is not lighthouses; it's glass. I've been working with glass for almost 40 years. I started with a stained glass class that launched a whole new world for me. Of course everyone in my family has sun catchers that I made in the beginning. I worked with stained glass on and off until I moved from New York to Cape Cod. I worked in Boston but lived on the Cape. I knew no one and unfortunately moved here in mid-October so there was really no life. So I went back to working with glass. I was living with my parents until I could find my own place and turned their basement into my "studio."

Glass work has evolved greatly in 40 years and I have begun working with "warm" glass. This is the process of firing the glass in a kiln. It is sometimes referred to as kiln-formed glass. Needless to say, there is always something new to learn.

In June, I had the opportunity to travel to Whidbey Island, WA for a class. I flew into Seattle/Tacoma Airport, rented a car and headed north. Being "directionally challenged," I brought my GPS with me to assist. Glad I did or I'd probably still be driving around on the west coast. To get to Whidbey, you have to take a ferry.

I knew there was a lighthouse close to the ferry terminal as Doug and I checked out what lights I might be able to see. As I approached the ferry terminal, I could see Mukilteo Light to my left. I paid my fee and lined up to get on the ferry. Not sure how long a wait I'd have, I didn't want to get out to go photograph the light. Lucky for me, I had a small car and was parked on midlevel with the light to my left. As we pulled out of the terminal, the sun started to come out and I was able to get some photos of the light from the water side. As you can see, there was some work being done to the light, but it was still great to see.



Welcome Home, Barry

By Tom Kenworthy

Barry Natale has been a member of NELL since 2005. But in 1989, Barry joined the U.S. Coast Guard Reserve and served in the U.S. Navy for four years (mostly in the Submarine Service) prior to joining the Coast Guard. Since 2001, Chief Boatswain Mate (BMC) Natale has been activated for Coast Guard duty several times. His fourth and most recent activation was June 30, 2009.

When BMC Natale and his shipmates reported for duty, they were deployed to the desert in Iraq. Barry says their team, RAID Team X, was based in Balad, Iraq, but traveled around assisting the Army units with shipping HAZMAT back to the United States. Since this is part of the Army redeployment process, it was helping soldiers to get home.

Barry says he met many soldiers that have been deployed more than a few times and at least one that is serving on his 5th deployment. For his team, it's pretty much a volunteer situation, but for these soldiers, extended deployments are a way of life. He and his team were released from active duty on June 30, 2010 and are back home.

When Barry was activated, he had to suspend his business, Sound Navigation LLC, which



provided lighthouse tours of western Long Island Sound. The tours were aboard the Seaport Express, a 37-foot twin diesel powered vessel which is USCG certified to carry 27 passengers. The boat cruises 13 lighthouses, up close and personal, from Faulkner's Island to Great Captains Island.

When I spoke with Barry shortly after his return home he told me he does not have enough time to get his boat out of storage and ready for cruises this year but plans on resuming the tours in the spring of 2011.

He can be reached at 203-219-3688 or emailed at barry@soundnavigation.com. The web address is <http://www.soundnavigation.com/aboutus/>.

I think I can speak for all of us when I say thank you to BMC Natale and all the other service personnel that are deployed, and have been deployed, in the defense of our country. I'd also like to extend our condolences to all that have lost a loved one in that defense.

Thank you all and God speed!!



About NELL Event Payments

By Tom Kenworthy

Once a NELL event is announced and you know you are going to attend, please send in your deposit immediately. When we plan a trip, NELL is required to remit a deposit to hold the boat that can be a substantial amount. Sometimes we get a chance to get our deposit back if we don't have enough people by a certain date. We cannot let that date go by and lose our deposit. If we do not have enough members signed up by then, we will have to cancel the trip in order to get our deposit refunded. Should you need to make special

payment arrangements, be sure to contact Kathy Santucci.

Please folks, if you know you are going to go on a trip, **DO NOT** wait until the last minute to send in your reservation, there may not be a trip by then. For our newer members and our non-member friends reading this, all profits from our events go into our lighthouse preservation fund.

Thank you all for your understanding and cooperation in this matter.



Use the Bus to Visit Martha's Vineyard Lights

By Mike and Judy Boucher

In July, Judy & I went to Martha's Vineyard to shoot photos of the five lighthouses on the island. Knowing it would be expensive to take our car on the ferry during the tourist season, I was going to rent a four-wheel drive car and a one-day beach pass. The cost of a four-wheel Jeep (\$169) and beach pass (\$180 for a year) was outrageous. We just had to figure out another way to get around.

Once at the Woods Hole ferry dock, we found that Martha's Vineyard had an extensive public bus network on the island. We each bought a \$7.00 bus pass for the day and boarded the 9:30 AM ferry to Oak Bluffs. From the ferry, we got a chance to take photos of Nobska, West Chop and East Chop Lighthouses and the numerous lights and beacons that mark the different channels. The trip to the island was only 45 minutes long. During this time we studied the bus route map of the island.



West Chop Light

The island bus network has different routes and can take the tourist to just about any destination on the island. The bus network is broken down to thirteen routes; 1 thru 10, 10A, 11, and 13. Bus #13 is the main line, which connects the three main towns of Vineyard Haven, Oak Bluffs and Edgartown. This route has a bus every 15 minutes.

Once we arrived at Oak Bluffs, we had to walk to our first lighthouse, East Chop, which is the only lighthouse that is not located on a bus route. The one-mile walk to East Chop was around the



harbor, and up the bluff, along East Chop Drive. We were rewarded with a nice breeze and beautiful beach homes overlooking the harbor. Built in 1877, this cast iron tower is still active

with a green flashing light. On the drive up to Cape Cod, I had called the Trustees of Reservations' Cape Pogue Wildlife Refuge and caretakers of the Cape Pogue Lighthouse for one of their tours. The only tour that had room for the day we were going was the 2:30 tour. The tour of the nature preserve and entrance into the lighthouse cost \$25 each. We booked the tour.

Our next lighthouse was going to be West Chop in Vineyard Haven, but we looked at the schedule for the required 10A bus and realized that it only traveled every two hours and we could not get there and still make the 2:30 tour to Cape Pogue. Plus we had shot it from the water. So we continued walking to the closest bus route going to Edgartown, the #13. Since there are no "traditional bus stops" along the way, we had to flag down the bus. This was a blessing in disguise, the bus only had a few people on it, so we had seats.

The next transfer point was Oak Bluffs, where there were a lot of people going to the beach. It was standing room only on the bus with people waiting for the next bus. After stopping at the State Beach, the bus was empty again and we continued to Edgartown. Once in Edgartown we had lunch at the Main Street Diner, a nice throw back to the 50's and nostalgia. We then walked a couple of blocks to the walkway going out to the Edgartown Lighthouse.



This lighthouse was open for climbing. Built in 1828 it was destroyed by the 1938 hurricane. The present tower was the old Ipswich, MA tower. After seeing the inside and climbing to the top of it, we took the Chappy Ferry over to Chappaquiddick Island and our tour of Cape Pogue. The ferry has no timetable to keep and is known as the "On Time Ferry." The crossing takes only a couple of minutes. The tour guide met us at the ferry landing.

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- *Martha's Vineyard, cont.*

At the Reserve we changed to a pickup truck with sand tires and went on the hour and half tour to Cape Pogue.

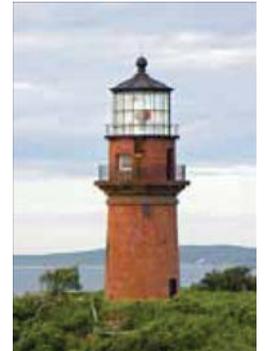
This wooden lighthouse has been moved and rebuilt many times since the first one was built in 1801. The current structure was built in 1897 and moved in 1985 and 1997.



We returned back to the Edgartown transfer point to take the #6 bus to the West Tisbury transfer station for the #5 bus to Gay Head, now renamed Aquinnah, a Wampanoag Indian name. It was getting late in the day and there was only one bus to get out to Gay Head. The only problem was the time between buses: two minutes. I asked the bus driver if he could call the #5 bus driver to let him know that we would be there. The driver informed me that he was the number #5 bus. During certain runs some buses continue on as another bus. The return trip to Vineyard

Haven was the same thing the #5 bus became the #3 bus in West Tisbury and continued to the ferry.

At Gay Head we had an hour to shoot our pictures and have supper before catching the bus to Vineyard Haven. The Gay Head Lighthouse was built in 1856 to replace the 1799 lighthouse. Sitting on the stunning multi-colored sand cliffs, it's the only non-white lighthouse on the Island. The red bricks were a nice change from the other four white towers.



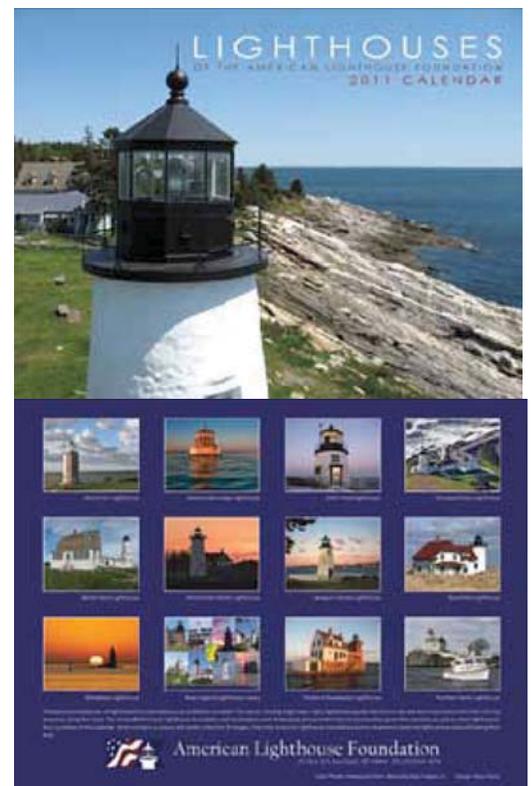
All in all we had a very pleasant day with beautiful weather, blue sky and a nice breeze blowing. After it was all done I would have done a few things differently. First, we would have taken the 8 AM ferry to Vineyard Haven and then taken the bus to West Chop. We would then take the #3 & #5 bus to Gay Head next. This trip by bus is an hour ride, an hour at Gay Head and an hour to Edgartown.

American Lighthouse Foundation 2011 Calendars

The calendars have arrived! Each 11" x 8.5" calendar comes shrink wrapped and features the following: ALF lighthouses: Avery Point, New London Ledge, Owl's Head, Pemaquid Point, Wood Island, Portsmouth Harbor, Newport Harbor, Race Point, Whaleback, Rockland Breakwater & Pomham Rocks, a collage of lighthouses New England Lighthouse Lovers donated to. Photographed and designed by Ron Foster.

These 2011 Lighthouse calendars can only be purchased from the American Lighthouse Foundation (web site or home office in Rockland) or through an ALF Chapter. This is a great way to get your 2011 calendars in time for birthdays, the new school year, Christmas and the holidays. Or just treat yourself and STILL support something near and dear to your heart, Lighthouse Preservation!

The price is \$15 plus shipping and all profits from these calendars will go into our Preservation Fund. There is a limited quantity, so be sure to order yours now from our Merchandise Co Chairs Doug & Ellen Scott or from our web site www.nell.cc.



Maine Trip Yields Unexpected Lighthouses

By Joan & Bill Simpson

We set off for a few days on the coast of Maine searching for new lobster shacks and the perfect lobster roll. As it turns out, we found more lighthouses than lobster rolls. We went down the two peninsulas near Bath - Route 209 and Route 127. At the end of Route 127 is the Five Islands Lobster Co. (very good). But along the way, we found the Doubling Point Light and the two Kennebec River Range lights all on the same dirt road.



Doubling Point & Kennebec River Rear Range

The range lights were particularly interesting with one of them sitting in the woods! You could walk right up to all of them. Then, while kayaking off Georgetown/Five Islands from our B&B, we saw Hendricks Head Light across the bay.



The second day we took a boat (Fish 'N Trips) out of Fort Popham to visit Seguin Light. There we spent a couple of hours climbing the light, perusing the museum, talking with the caretakers and taking a hike. It was a beautiful day. On the way out to (and back from) Seguin, we passed by Pond Island Light and a large number of seals sunning on the rocks.

There are more lights to see - Squirrel Point and Perkins Island – but we ran out of time. There are trips from Bath down the Kennebec River that take you to see all the lights, including Seguin. Some of the trips are run from the Maine Maritime Museum in Bath.

We highly recommend a trip to this area.

New England Lighthouse Lovers: you can earn a donation every time you search the Internet

Think a penny can't make a difference? Instead of your usual search engine, use GoodSearch and a penny will be donated to NELL.

Check out their website and see how much has already been given. Register today and start donating to NELL by doing what you do every day!

Search the web with Yahoo-powered GoodSearch.com and they'll donate about a

penny to your cause each time you search!

Shop at more than 1,300 GoodShop.com merchants including Amazon, Best Buy, Toys R Us, and others, and a percentage of each purchase will go to your cause!



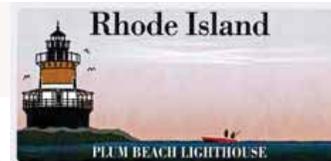
Plum Island Lighthouse

By Mike Boucher

In July, the State of Rhode Island issued a lighthouse license plate. Featured is the Plum Island Lighthouse in Narragansett Bay. The plates cost \$41.50 with \$20 going to the Friends of Plum Beach for upkeep and maintenance of the cast iron lighthouse. The 54-foot cast iron tower had a 4th order Fresnel lens.

The death knell for the lighthouse was the building of the bridge between Kingston and Jamestown in 1941. The lighthouse has sat vacant since then and the only visitors have been the birds.

The Friends of Plum Beach Lighthouse Group was organized in 1988 to prevent a Massachusetts group from buying the lighthouse. It took 10 years of legal fighting before ownership of the lighthouse was given to



Rhode Island, who in turn gave it to The Plum Beach Lighthouse group the following year.

They started restoring the rusty looking tower and removed 52 TONS of bird guano from the inside of the building. In some places it was four feet deep. The interior was damaged by the acidic property of the guano to the point that it could not be rebuilt. The group replaced the glass windows and portholes, making the structure weather tight and bird proof.

The monies saved by not replacing the interior, gave the group money to replace metal railings, support columns and the metal roofline. Once the tower was painted, it looked like 1899 again. In 2003 the light was reactivated as a private aid to navigation.

Nine Mile Point Lighthouse – Ontario, Canada

Jim and Nancy Cope

After a thoroughly enjoyable NELL Spring Trip to the St. Lawrence Seaway and the Sunday morning meeting in May 2010, we set out on our own afternoon adventure to photograph Nine Mile Point Lighthouse across the border in Canada.

This lighthouse is situated on the western side of Simcoe Island, a remote island consisting of mostly farmland at the point where the St. Lawrence River meets Lake Ontario. The lighthouse was built in 1833 on the lake arm of the island as the first in a series of lights along the shipping route from the eastern end of Lake Ontario to the western end of Lake Superior.

Nine Mile Point Lighthouse is a 41-foot white cylindrical stone tower with a focal point of 53 feet. It has a red cap and red door. Next to it is a white clapboard barn with a red tin roof and a cupola on top. The lens appears to be a plastic modern optic. The white light which once flashed every 10 seconds could be seen for 17 nautical



miles. The last keeper left in 1978 when the light was automated and it was deactivated in 1994. It is one of the 480 lighthouses, which the Canadian Coast Guard has declared as surplus to its needs, and like here in the US is interested

in selling these historical structures. Residents of Simcoe and nearby Wolfe Islands are in the process of exploring ways to preserve this stately beacon, which is considered the oldest working lighthouse on the Canadian side of the Great Lakes.

Reaching the lighthouse is an exciting adventure and well worth the trip. We left Alexandria Bay, NY and crossed the Interstate 81 bridge into Ontario, Canada and then drove west to the city of Kingston. Next we took the free 20-minute car ferry to Wolfe Island, the largest of the Thousand Islands. In the town of Marysville, we made a right turn onto "Highway" 96. What a beautiful time of year to make this approximately 3.5-mile drive! The paved road is lined on both

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- *Nine Mile Point Lighthouse, cont.*

sides with the most magnificent lilac bushes in white and various shades of purple from lavender to deep purple – all in their peak of bloom. We left the paved road for a short distance on a gravel road to the cable ferry dock. The small, 2-3 car ferry costs \$5.00 (U.S. or Canadian – they’ll take anything!) and operates on demand. It was easy to follow the main road (unpaved) to the gate where one can photograph the lighthouse, which stands on private property.

Retracing our path to the cable ferry back to Wolfe Island, we followed signs to the USA.

The approximately 7-mile drive on a paved road passed a number of windmills (Wolfe Island Windmill Farm) before reaching the ferry to Cape Vincent, NY. The approximately 10 minute ferry costs \$15.00 for a car and two people. On our way back to Alexandria Bay, we stopped to revisit Cape Vincent Lighthouse, which is just a short drive from the ferry.

During breakfast Monday morning, we all enjoyed sharing our individual Sunday afternoon excursions with other remaining group members before beginning our drive home with the usual fond memories of a NELL trip.

MASSACHUSETTS BAY RAILROAD ENTHUSIASTS ‘STEAM ON THE NAUGY’ SPECIAL CHARTER

By Doug Scott

Lighthouse people really do look at and photograph other things besides lighthouses. Quite often, the subject matter is maritime related, but there are many who look to railroads to ride and photograph. There is also a lot of interest in the railroad hobby involving maritime and lighthouse events. I have seen many model railroads in which lighthouses are prominently displayed as part of the scenery, my own included.

On Sunday, May 30, 2010, Bob Kerber, Bob Granoth and Doug Scott ventured out to Thomaston, CT to ride behind an operating steam locomotive on part of the trackage of the Railroad Museum of New England (RMNE) between Thomaston and Jericho Bridge. The trip we rode was a special charter of FLAGG



COAL 0-4- 0T #75 built by Vulcan in 1930. The 0-4- 0T was built for Flagg Coal Company of Avoca, PA in December 1930 by Vulcan Iron Works of nearby Scranton. Originally numbered Flagg 2, the 0-4-0 became 75 when it was sold in 1935 to Solvay Process Co. to work in a quarry near Jamesville, NY.

After Solvay Process dieselized, 75 went to the planned Rail City Museum in Sandy Pond, NY, where it sat unused until 1991. John and Byron Gramling of Ashley, IN purchased it that year and spent a decade restoring it. It now moves from place to place on a heavy-duty flatbed truck.



We backed down 4.1 miles south toward Waterbury, CT to Jericho Bridge and almost everyone detrained from the three coaches. Two run-bys were staged after photo lines were set up so that everyone who wanted to was able to get clear, unobstructed views of the

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- *Railroad Enthusiasts, cont.*

train as it came past us 'full steam ahead.' Once the passengers/photographers were re-boarded, we headed north to the WhyCo Chroming crossing and set up another photographic opportunity. At this run-by, we had the added attraction of a 1930 Model A Ford truck to include in the scene.



Upon our return to Thomaston, the locomotive blew off excess steam and her bunker was refilled with coal from buckets passed up to the engine crew.

The RMNE does not normally run steam; so coaling facilities are not present in Thomaston, headquarters of the Naugatuck Railroad.

The Massachusetts Bay Railroad Enthusiasts (MBRRE) is a railroad group that runs special charters throughout New England to ride and photograph trains. MBRRE has been running fan trips since 1934 and does an excellent job.

For more information go to <http://massbayrre.org/>.

Kathy's Kitchen: Sausage and Potatoes

From Kathy Santucci

Ingredients:

- 24 baby potatoes (mix red and Yukon gold)
- 2 sweet potatoes
- 3 carrots
- 1 large yellow onion
- 1/8 to 1/4 cup olive oil (enough to coat)
- 2 tbs. salt
- 1 tbs. fresh black pepper
- 2 tbs. Italian seasoning
- 1 tsp. red pepper flakes (if desired)
- 1 large mixing bowl
- 1 large baking dish
- aluminum foil
- 12 links (about 5-6 inches long) of sweet and hot Italian sausage.



Cut sausage links into thirds. Each piece should be about 1-1/2 inch (kitchen scissors work well). Skin and cut sweet potatoes, carrots and onion into small chunks about the same size as the sausage pieces. Wash and dry baby potatoes, do not skin, slice in half.

Everything goes in the large mixing bowl. Gently mix together with the olive oil, salt, pepper and Italian seasoning (and red pepper flakes if desired). Place mixture in baking dish and cover with foil. Poke holes in the foil to release steam as it cooks.

Bake for about an hour to 90 minutes, stirring occasionally until sausage is browned and vegetables are tender. Variations: red and green peppers, Brussels sprouts may be added. Leftovers are good for sandwiches warmed up on crusty rolls.

Preheat oven to 350 degrees.

Faux Lighthouses

By Mike Boucher

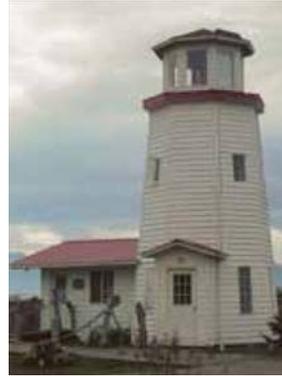
As we know, lighthouses come in many different shapes and colors. Likewise, faux lighthouses come in different shapes and colors. Over the years, besides shooting photos of the real thing, I've been shooting the fake lighthouses. Here's just a few of these unusual building from around the county.



*Private Community
Lake Havasu City, AZ*



*Marginal Way
Ogunquit, ME*



*Lighthouse Village
Cabins in Homer, Alaska*



*Motorcoach Clubhouse
Everglade Isle, FL*



*Outhouse
Cape d'Or, Nova Scotia*



*A private home in Port
Huron, Michigan*



Ice Cream Shop, Holland, MI



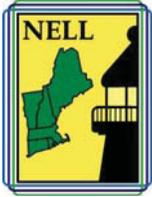
*Welcome Center, between
New Brunswick & Nova Scotia,
Highway 2, Cumberland, NS*



*Radio Tower
Staten Island, NY*



*Private home on the beach
in St. Petersburg, FL*



The **NELL Beacon** is a publication of the **New England Lighthouse Lovers (NELL)**
A Chapter of the American Lighthouse Foundation



We'd love to publish your stories. If you have an article to submit, please send it to one of the NELL Beacon co-editors:

Lynne Kerber at:
lighthousecats@comcast.net

- or -

Mike Boucher at:
lighthousemikesi@yahoo.com

New England Lighthouse Lovers
38 Lime Kiln Road
Tuckahoe, NY 10707

As most of you know, the NELL Beacon is online at: www.nell.cc.

It is formatted as an Adobe PDF file. Click on "NELL Beacon," look at the top of the screen and you'll see a box with a % sign and a + (plus) or - (minus) sign.

Click on the + sign and you can increase the size of the newsletter for easier reading.

For your enjoyment, we are also archiving the older copies of the NELL Beacon on the site.

Don't forget to order your NELL Race Point Little Light of Mine, the first replica in the NELL New England Lighthouse series. Race Point model (HL LLOM 304) is in stock and ready for immediate shipping.

Please send a check made payable to "New England Lighthouse Lovers" or "NELL" to Pat Bandoek, along with the form at right. Cost is \$25.00 for the lighthouse plus \$4.00 shipping to mail (\$29.00 total for each lighthouse ordered). All orders must be paid prior to shipping.

If you prefer to save the shipping cost, you can pick up your order at a NELL membership meeting or event. As a reminder to those who have reserved the full series of six, your \$50 payment is a deposit held in escrow that will be applied toward the price of the final two models.



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Pat Bandoek
108 E. Linden Ave.
Collingswood, NJ 08108

- Previously ordered Race Point LH
- New order for Race Point LH
- Enclosed is my check for \$_____

Please mail lighthouse(s) to:

Name: _____
Street: _____
City/Town: _____
State: _____ Zip: _____

Enclosed is my check for \$_____. Please hold the lighthouse(s) for me to pick-up at the next NELL membership meeting.

I will pick up the lighthouse(s) at the next NELL meeting and pay for it at that time.