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JUNE 2019

ESTABLISHED IN 1972

Volume 47, Number 6



## Leather Screens Functional and Decorative



By Anne Gilbert

Millenials are finding vintage leather screens the answer to their small spaced dwellings. Other generations have long found practical uses for many types of folding floor screens. While when we think of screens Oriental examples mostly come to mind, however many other types have a long history that began in medieval churches and were made of carved wood. By the late 17th century they were used in homes. The earliest were Coromandel lacquer screens imported from the east. Next were leather screens made in Spain and Holland. By the 18th century French paneled and carved screens were made. They were often covered with tapestry, embroidery or other textiles that matched furnishings or wall coverings. Also popular were screens of painted canvas that featured the then fashionable pastoral scenes.

CLUES: When you see leather standing screens at antique shows they look very, very old. So how old is old? Consider the earliest were popular as the mid 15th century. Beginning in 1600 and into 1800 they were made in England and the Netherlands. The most decorative examples were made in England in the mid 18th century. However, shortly thereafter London tastes changed and buyers were from overseas.

Leather screens continued to be made but the subjects changed to match the popular motifs of the day.

A revival of medieval designs during the Arts and Crafts period brought back the craft of making leather screens. This time around there were figures of knights and ladies. These are often sold as being hundreds of years old for thousands of dollars. However, Arts and Crafts motifs were also made.

Art Deco motifs were also created for leather screens.

Many vintage leather screens are reasonably priced while fakes, made in Spain and Mexico cost thousands of dollars. There are also bargains at Flea markets for a few hundred dollars. Look for signs of wear on the bottom and other signs of age.

PHOTO CAPTION: Leather screen. Art Nouveau tooled leather. from Danelaw Vintage, Etsy

## Hampden Street Antique Dealers Host June 14 Auction

By Jon DeStefano

Twenty-six year old Hampden Street Antique Market is hosting its first-ever auction.

"Our 120 dealers have come together to offer our customers a very special and unique auction," said Dmitriy Odnorolov, Hampden Street Antiques manager. "This is a great opportunity to get incredible items at auction prices. It is the sale of the year with many unique and hard to find items as well as the usual favorites."



*French Deco Side Board from the Estate of Bob Berkeley. Bob shipped this from France in the 1980s.*

"The auction is arranged for an exceptional shopping experience for our customers. Come and bid on fine antique furniture and collectibles, unique artwork, exceptional jewelry, vintage glassware, hard to find items, and much, much more."

The auction is Friday, June 14. Preview begins at 12:00 pm and registration is free. The auction begins at 2:00 pm. It is at the Hampden Street Antique Market at 8964 East Hampden Ave in Denver 80231.

Some of the great items featured are shown on this page.

Perhaps the strongest factor in our planning Dmitriy says "is the solid foundation Hampden Street Antiques has been built on. The incredible, quality dealers and our excellent reputation means a lot. At this auction you will find the same high quality, upscale goods, unique art, rare finds, fine furniture, and our always competitive prices make a difference."

"We've tried to keep the bar as high as we can in the overall quality of the goods in this auction. Our goal is to make it so good for our customers that we can repeat it four times a year and give our customers an exceptional and very special experience."

So put it on your calendar, June 14, the Hampden Street Antique Dealers Summer Auction. Plan to attend. You will be glad you did.



*Baccarat Crystal Falcon by Baccarat*



*Vintage Navajo Squash Blossom made from sterling silver and genuine turquoise.*

*Long rope necklace of garnet beads, gold plated spaces in the necklace.*



## Inside this Issue



**TRANSPORTATION  
TROLLEYS WERE KING**  
PAGE 9



**HISTORY REVISITED  
TUSKEGEE AIRMEN**  
PAGE 10



**ANTIQUE DETECTIVE  
UNIQUE PAPER ART**  
PAGE 13



**HOTEL DE PARIS  
BASTILLE DAY**  
PAGE 17

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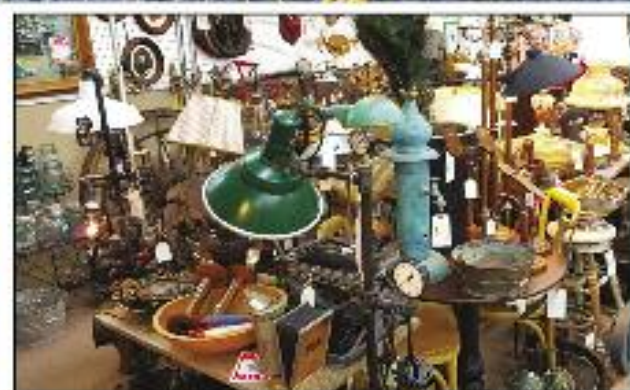
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There are lots of celebrations at the Gallery this month. Check out *What's Happening* and join us for food, prizes and special sales.

**HOORAY FOR DADS!** Find Dad the perfect *Mantique* for his office or man cave...sports, music or military memorabilia, vintage pocket or wrist watches, razors, lighters, comics, toys — the list goes on. Or get him a CAG Gift Card so he can choose.

Spruce up your outdoor spaces with trellises, arbors, wrought iron furniture, planters, yard art, watering cans and more. If you need a final touch to your BBQ — vintage and retro kitchen accessories abound. You're sure to find whatever you need in our *Miles of Aisles of Fabulous Finds*.

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### What's Happening

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**Saturday, June 15 2-4pm**

Mmmm... BBQ! Tasty brats and hotdogs fresh off the grill! Stop by for a bite while you shop!

**Saturday, June 22 2-4 pm**

**KOSI 101.1**

Murphy's back to kick off our 4th of July Sale! Burritos, drinks and the KOSI prize wheel.

**Saturday, June 29 2-4 pm**



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**When: Friday, June 14th  
Preview at noon  
Registration free**

**Where: Hampden Street  
Antique Market  
8964 East Hampden  
Ave., Denver, CO 80231**





## June Events

JUNE 1: **A PARIS STREET MARKET**, 19th SEASON, an open-air, vintage, antique and artisan market, 7301 S. Santa Fe Dr., Littleton, CO 80120, 8 a.m. - 2 p.m. rain or shine. Future dates: July 6, Aug. 3, Sept. 7, Oct. 5. 303-877-9457.

JUNE 8: **KNOTTY NAUTICAL TENT SALE** at The Nest Marketplace at 7265 Lowell Blvd., Westminster, Colorado, nautical themed items, vintage lingerie, Storewide Sale. Call 720-630-4203 for more information.

JUNE 7-9: **WORLD WIDE ANTIQUE and VINTAGE SHOW**, Denver Mart - Expo Building - I-25 & 58th Ave., Fri.-Sat.. 10am-6pm, Sunday 11-4pm. Get tickets at Find Your Antique.com. Future Show October 18-20. (See ad on page 5.)

JUNE 12: **THE HISTORY OF INK & PEN NIBS** Discussion led by Cheryl Miller at 2:00 p.m. in the L&M Cafe at the Brass Armadillo, 11301 West I-70, Wheat Ridge, CO. More info, or if you would be interested in doing a presentation in your area of expertise, call Dixie or Charlotte at 303-403-1677.

JUNE 15: **A PARIS STREET MARKET INAUGURAL SEASON**, an open-air, vintage, antique and artisan market, 8401 Park Meadows Dr., Lone Tree, CO 80124, 9 a.m. - 3 p.m. rain or shine. Future dates: July 20, Aug. 17, Sept. 21, Oct. 19, More info, call 303-877-9457 or go to [aparisstreetmarket.com](http://aparisstreetmarket.com).

JUNE 26: **DINING ON THE RAILS** Discussion led by Heather Eckels at 2:00 p.m. in the L&M Cafe at the Brass Armadillo, 11301 West I-70, Wheat Ridge, CO. More info, or if you would be interested in doing a presentation in your area of expertise, call Dixie or Charlotte at 303-403-1677.

## Upcoming Shows and Events

JULY 10: **EDITH HOLDEN** Discussion led by Suzanne Wingfield at 2:00 p.m. in the L&M Cafe at the Brass Armadillo, 11301 West I-70, Wheat Ridge, CO. More info, or if you would be interested in doing a presentation in your area of expertise, call Dixie or Charlotte at 303-403-1677.

JULY 19-20: **DENVER POSTCARD AND PAPER EPHEMERA SHOW**, Friday 11-6, Saturday 9:30 - 4 Postcards, bottles, books, photos, stamps, railroadiana, collectibles of all kinds at the Jefferson County Fairgrounds, 15200 West 6th Avenue, Golden, \$5 for both Days (\$1 Off with this ad.) [DenverPostcardShow.com](http://DenverPostcardShow.com)

*Continued on page 7*

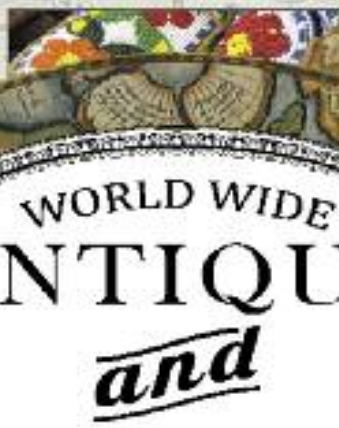


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Shows and Events Continued

Continued from page 5

JULY 24: **QUEEN ELIZABETH II** Discussion led by Gena Zerlan at 2:00 p.m. in the L&M Cafe at the Brass Armadillo, 11301 West I-70, Wheat Ridge, CO. More info, or if you would be interested in doing a presentation in your area of expertise, call Dixie or Charlotte at 303-403-1677.

AUG. 2: **35TH ROCKY MOUNTAIN BOOK & PAPER FAIR**, Friday, 2 p.m. - 8 p.m., Saturday, 10 a.m. to 4 p.m. at the Denver Mart, 58th & I25, 80 Exhibitors from across the U.S. selling Books & Ephemera. For more information, call Carol Mobley, Chairman, 303-761-3755 or [http://www.rmaba.org/rmbpf/2019/rmbpf\\_2019\\_GeneralInfo.html](http://www.rmaba.org/rmbpf/2019/rmbpf_2019_GeneralInfo.html)

SEPT. 13 and 14: **10TH ANNUAL TRI STATE DOLL SALE 2019**, Fri. 12 noon - 6 p.m., Sat. 10 a.m. - 4 p.m., Jefferson County Fairgrounds, 15200 West 6th Avenue (Frontage Road), Golden, Colorado 80401, The sale will feature antique and modern dolls, doll accessories, high-end collectibles, miniatures, bears and much more. Appraisals, doll repairs and doll stringing available. Sale Coordinator Lorella, 303-988-8591

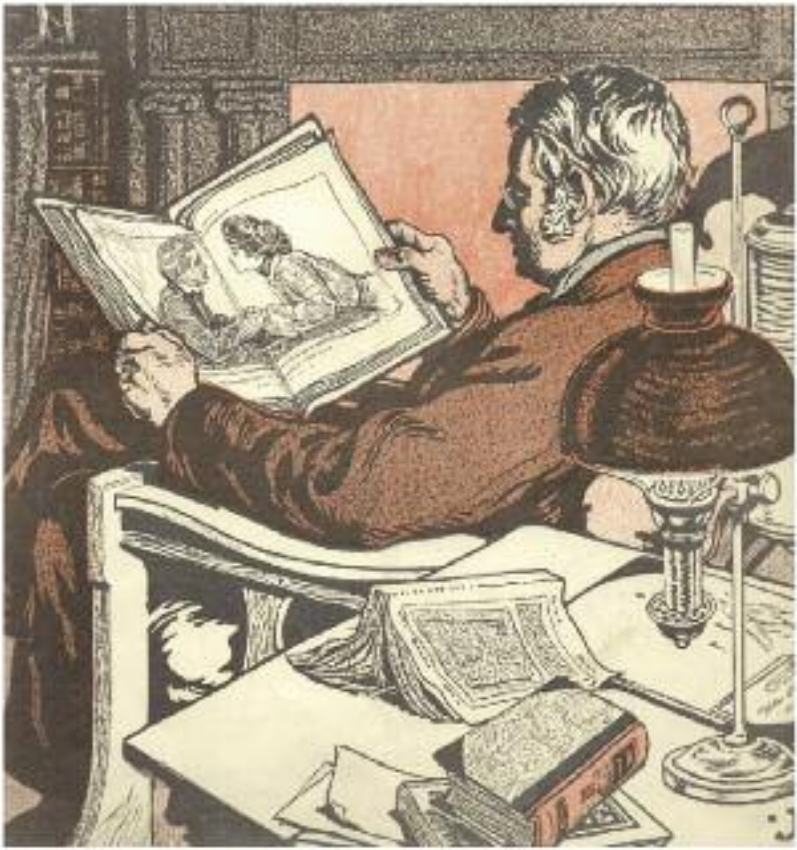
Auctions

JUNE 14: **HAMPDEN STREET ANTIQUE MARKET AUCTION**, 12 p.m. 8964 East Hampden Ave., Denver, Antiques, Furniture, Collectibles, Vintage Glassware, Art and much more. Call 303-721-7992 for more information.

JUNE 22: **SPRING ARCHITECTURAL AUCTION**, 11 a.m. at Bruhns Auction Gallery, 50 W. Arizona Avenue, Denver, CO. See ad on page 3. For more information, call 303-744-6505 or email Tom at Bruhnsauction@aol.com.



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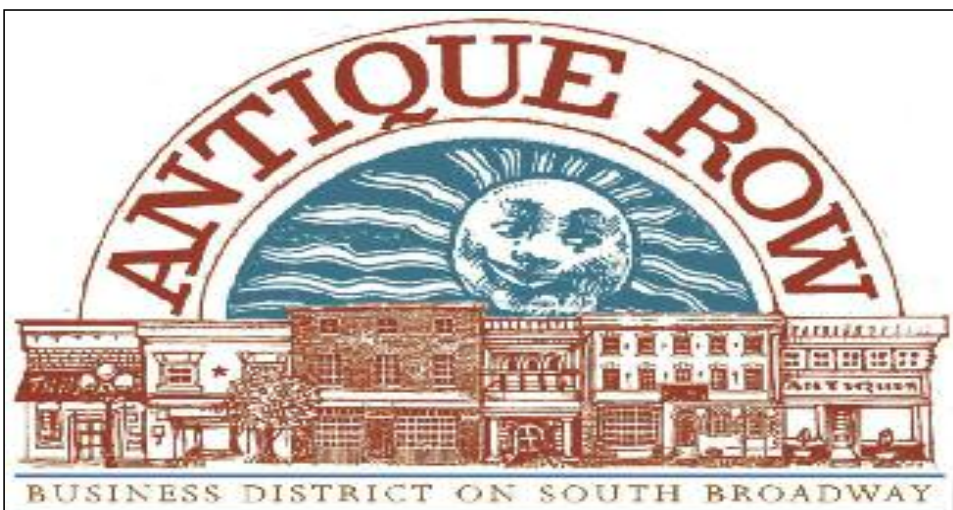
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# When Trolleys Were King of the Road

## 'Clang, Clang, Clang Goes the Trolley...'

By Joe Curreri

Remember when one could ride a trolley from one end of the city to the other, on a real sightseeing trip? For the price of a nickel? Street cars were the means of transportation that one never tired of. From horse-drawn streetcars of the late 19th century to little Toonerville-like electric trolley, they grew to huge 60-foot-long cars seating about 60 passengers with an additional 20-30 people standing and holding onto overhead leather straps dangling from the ceiling. They made imposing monsters that other street vehicles would not challenge.

My memories of trolleys in Philadelphia, then the trolley capital of the world, contains many highlights such as my daily ride to work from South to North Philly and back on the Rt. 23 Trolley; hearing the clang of the bell by the motorman stomping his heel on the metal disc in the floor; relaxing, reading the paper or advertising cards above the interior windows; whizzing by and glancing into windows at heart-warming family scenes; conductors stopping the car at crossings to switch tracks with a crowbar; the trolley arm that changed at the end of the line so the car could go in the opposite direction; the curtain the motorman used at night when the car was lighted; and the buzzer cord that you pulled to signal your stop.

As the youngest child of five boys born to immigrant parents during the '20s and '30s, my greatest thrill was the summer weekends when the whole family went for picnics at Willow Grove Park or Woodside Park on the outskirts of Philadelphia. Open-air trolley rides through parks gave every poor city family a chance to enjoy God's great pleasures. To this little kid, isolated in the vacuum of a teeming city, it was a fairyland. The clickety-clack of the rails, the fresh, cool breeze rushing through the open-air trolley, the smell of green foliage and summer flowers captured the imagination for all to enjoy.

And then, I remember the boyhood pranks: flattening a penny on the trolley tracks, popping firecrackers on the tracks, and hopping the trolleys for a free ride. (One time, I hopped a trolley and stared eyeball to eyeball with my English teacher sitting in the back of the trolley. Subsequently, on my report card, I received a big "P" for English.) Some mischievous kids—ahem—snafued the trolley

by running behind it and yanking the runner off the overhead wire. Then there were "trolley dodgers" (a street kid's game of playing "chicken" with trolleys).

It must have been even more fun when dinky streetcars were pulled by horses and mules. It was the network of street railways that more and more permitted workers in cities to commute to jobs beyond walking distance from their homes and shoppers to patronize other than local stores. By 1880 Philadelphia led all American cities in the length of its horse-car lines—some 264 miles of track.

By 1883, electricity transformed public transportation. Four-wheeled, 10-foot-long trolleys evolved, which often had a potbellied stove and two single-burner oil lamps.

The rolling stock gradually improved into bright, streamlined, graffiti-free, safe and reliable trolley cars, like the 1947 Presidents Conference Committee (PCC) trolley, now stationed on tracks below Philadelphia's museum—The Transit Museum.

"This 18-ton trolley," said Septa General Manager Louis Gambocini, "restored to its original beauty, is one of the finest transit vehicles ever designed."

Visitors can board the gleaming trolley and ride in the sunshine of the past. I climbed aboard, sat down—and cherished the nostalgia for an American way of life that may be gone forever. Why?...Because city isolation began to break down. The city streets became full. Everything seemed to go faster and faster.

So, "where's my trolley?" How do you say goodbye to an era? With a lump in your throat and tears in your eyes. How else? But there's hope! Practically every major city in the country is developing plans for a comeback of the trolley.

For More Information about Philadelphia Trolleys:

- The Transit Museum and Store in Philadelphia, 1234 Market St., is open Monday through Saturday, 10 a.m. to 5 p.m. Admission is free. A television monitor takes you by video on a trolley ride. Nostalgic photos of trolleys are on display, and the store offers a varied selection of merchandise for children and adults, tourists and railfans. There is an entire wall of trolley and train books. Another wall is lined with videos. You can enter the PCC trolley in the downstairs concourse.



*Freshly restored West Penn Railways curved-side car no. 832 breaks through a banner to celebrate its return to service. The car was built by Cincinnati Car Company in 1929 and was part of the museum's original collection when it was established in 1954.*

- The Pennsylvania Trolley Museum at 1 Museum Rd., Washington, PA 15301, is a museum dedicated to operation and preservation of streetcars and trolleys primarily from Pennsylvania, West Virginia and Ohio. It offers a trolley ride and provides a large photo exhibit of electric railway history along with souvenirs, videos, publications and trolleyana. In a 1984 episode of Mister Rogers' Neighborhood, where host Fred Rogers takes a ride on and operates Philadelphia streetcar #5326. The world-famous "Streetcar Named Desire" from New Orleans is also shown at the Pennsylvania Trolley Museum near Washington, Pennsylvania.



*Cincinnati Street Railway car 2227 passes through the bucolic scenery along PTM's route in western Pennsylvania. Car 2227 was built by Cincinnati Car Company in 1919 and was acquired by the museum in 2009 from the defunct Trolleyville USA collection in Ohio.*

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# The Legendary Tuskegee Airmen Share

Compiled by Peggy DeStefano

When my husband Jon was a new teacher in Denver Public Schools, we had the pleasure to meet Omar Blair. It was obvious that there was something special about this man. At the time we met him he was on the Denver School Board. Everyone soon learned that he had a history that couldn't be ignored. He was, after all, a Tuskegee Airman when he was a younger man.



Omar Blair, A Gentleman and a Scholar and Airman Extraordinaire

Here is what was said of Omar Blair when he passed away in 2004:

Omar Blair was born in Texas in 1918, and attended high school in Albuquerque where, as one of six black students, he was not allowed to sit with the other students at graduation. But in 1979 he was named the most distinguished graduate of the same school! Growing up he wanted to become a pilot, however at that time the United States Army Air Corps was not accepting Black candidates for pilot training. In 1940 he enrolled at UCLA, and during his second year there the USAAC relaxed its colored restriction, and after passing the required tests he was sent to Tuskegee, a small college town in Alabama to become one of the first Black pilots. Whereas white cadets progressed through their training at different bases, the black pilots did all their training (Basic, Primary, and Advanced) at Tuskegee at different fields around the town, and they became known as "the Tuskegee Airmen."

Blair proceeded with this 332nd Fighter Group to Italy, where they entered combat, originally flying P-40 airplanes, but later the most advanced US fighter, the P-51 Mustang. Their record for escorting bombers to the war zone was ex-

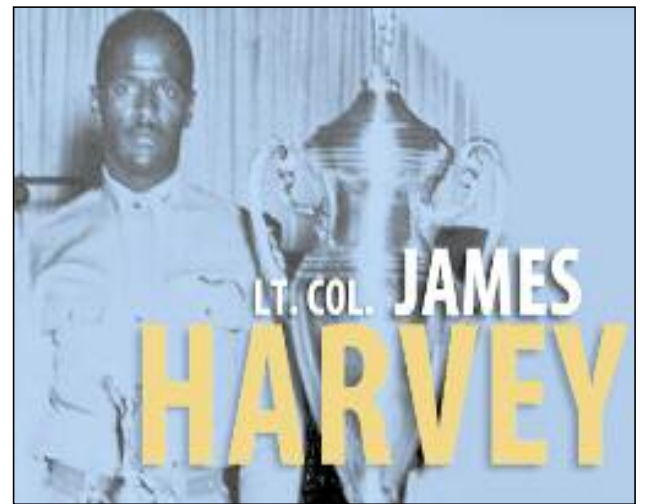
emplary. They claimed that no bomber they were escorting was ever shot down. As well Blair became known as "the Great Train Robber." When their base was running short of fuel he organized a convoy to hijack a train bound for another base and take the fuel tanks it was transporting to his base!

Following the war he spent some time in Albuquerque, but moved to Denver in 1951 where until 1969 he worked at The Rocky Mountain Arsenal, while remaining in the Air Force Reserve from which he retired in 1985 as a Major. In 1970 he moved to Lowry Air Force Base as the Equal Opportunity Officer, and while there in 1973 he ran for and was elected to the Denver Board of Education, where he served until his retirement in 1985. In 1975 he became vice president of the Board, and two years later he became its first Black president, serving until 1981. It was during this period that Denver was required by a US Supreme Court decision of 1973 to integrate its schools and begin busing of students to achieve this, although several of the buses were bombed during this time.

Blair also served as Commissioner of the Denver Urban Renewal Authority during the time that they initiated the Sixteenth Street Mall. In 1984 he received an Honorary Doctorate from Metro State College as a "Doctor of Public Service" for his many years of service to education. In 2003 the Blair-Caldwell African American Library at 2401 Welton Street was dedicated to him and Elvin Caldwell, the first Black member of the Denver City Council, and a manager of the Denver Department of Safety. In 2004 the Edison Charter School in Green Valley Ranch was renamed the Omar D. Blair Charter School, also honoring Blair's work in education.

Omar Blair died in 2004, and is buried near the center of Block 121 of Fairmount Cemetery. The information in the obituary was provided by Tom Morton.

It didn't register to me what exactly being a Tuskegee Airman meant until this past month when we had another



Tuskegee Airman share with my chapter of the Daughters of the American Revolution what a Tuskegee Airman was and what they had to go through to become the famous flyers that they were.

This is an excerpt from his presentation:

When most of us think about "Top Gun," we usually associate it with Tom Cruise's character during the '80s movie showcasing the Navy's F-14 Tomcat exploits and over-the-top maneuvers. But in reality, it was a Tuskegee Airman who took part and won the military's first "Top Gun" style competition.

Born in Montclair, N.J., on July 13, 1923, to a poor but proud family, James H. Harvey III served more than 20 years in the military and would go on to become of a member of the famed Tuskegee Airmen and the first African-American pilot to fly combat missions over Korean airspace.

Harvey is also one of two surviving Tuskegee Airmen who won the Air Force's inaugural weapons meet in 1949. The other survivor is Master Sgt. Buford Johnson.

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# Their Story Through Lt. Col. James Harvey

After being denied an enlistment in the Army Air Corps for cadet pilot training, Harvey was drafted into the Army in 1943 and boarded a train for Fort Meade, Md., where he took his physical and written examinations. Based on his written examination score, he was assigned to the Army Air Corps Engineers to be a bulldozer operator to clear areas for airfields.

"I decided this was not for me, so I applied for cadet training again," he wrote on his website. "This time, I was accepted and reported to Bolling Field, D.C., for my written test and

physical examination, which I passed with flying colors. There were 10 of us taking the examination, nine Whites and myself, and only I and one White passed the examination to attend Pilot Training School."

After passing his examination, he was accepted to attend pilot training at Tuskegee Army Air Field. While there, Harvey said he spent his primary training by alternating half his day learning to fly aircraft and the other half at the Tuskegee Institute where he and other cadets had classes in math; English; Morse Code; aircraft, ship

submarine identification; and navigation.

After he graduated his primary training, he said he went on to advance training on the AT-6 aircraft until he graduated as a second lieutenant Oct. 16, 1944.

Harvey's first duty assignment was the 99th Fighter Squadron at Godman Field, Ky. Four years later in 1949, Harvey competed in the first USAF Weapons Meet at Las Vegas Air Force Base, Nev. As a first lieutenant, he, along with Capt. Alva Temple and 1st Lt. Harry Stewart, represented the 332nd

*Continued on page 15*

## Mountain Rendezvous Chapter of DAR Presented Speaker James Harvey in May

"The Mountain Rendezvous DAR Chapter was honored to have James H. Harvey, Tuskegee Airman, 332nd Fighter Group, WWII and Korean War veteran, come to speak to our group today. What a story! They were the best because they were held to a higher standard. They were treated poorly until finally being recognized by the U.S. government in 1995 and were collectively awarded the Congressional Medal of Honor in 2007. James Harvey is almost 96 years old. I am glad I heard his story in person. It made it so much more real than reading about it. He was an excellent speaker and quite funny at times," said Nancy Noble DeGuire, member of the Chapter.

What most people don't realize is that, though the organization is based on lineage, the Daughters of the American Revolution take their responsibility to recognize and honor those who have served our nation from the beginning very seriously.

The group also contributes so much to their community in the form of volunteerism. They try to keep the spirit of patriotism alive and they do a good job of it. Keeping up the maintenance at burial grounds, standing by new citizens at their signing in, promoting literacy, educating people about how to be good citizens and how to honor the flag and our constitution are some of the things they do. Our chapter also brings food to the Pine Ridge Reservation annually. They remove fishing lines at Evergreen Lake and generally support community events.

The National theme this year is, "Moving Forward in Service to America," the Colorado State theme is "Moving Forward with Open Hearts and Minds." The Chapter Theme is "Bringing Commitment for Historic Preservation, Education and Patriotism into Our Communities."

*Pictured to the right is Peggy DeStefano with Lt. Col. James Harvey, Tuskegee Airman.*



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# Unique Paper Art, Old or New, Very Collectible

By Anne Gilbert

There is nothing new about paper art be it sculptures or dollhouses or furniture. It has existed in many forms and in nearly every culture for hundreds of years. For example the Vietnamese have never stopped turning it into vases and bowls. These days they make it from newspapers. Japan is known for Origami (the Japanese term for paper folding).

The Chinese are credited with inventing paper in the 2nd century. Korea began to make it by the sixth century. The Japanese put a different spin on it shortly thereafter creating sliding doors, fans, lanterns, toys and even clothing.

Papermaking progressed westward through Central Asia and Persia. By the early 16th century decorative paper was created. It was painted, speckled, marbled, colored and stenciled. Many of these types were later



adapted later in the West for books, box and drawer linings.

During the 18th century new machinery and fibers developed in Europe made it possible for new uses.

Paper cutting became an art form called "silhouettes" in France in 1757. In the days before daguerreotypes it was often into family images.

However it is the delicate and lacy scissors-cutouts that evolved into a unique art known as "Scherenschnitte," the German word for scissors cutting, that became trendy by the early 19th century. Rare examples sell for thousands of dollars.

By the late 19th century manufacturers were mass producing kits for making paper dollhouses, dollhouse furniture and figures, Chromolithographed paper over wood.

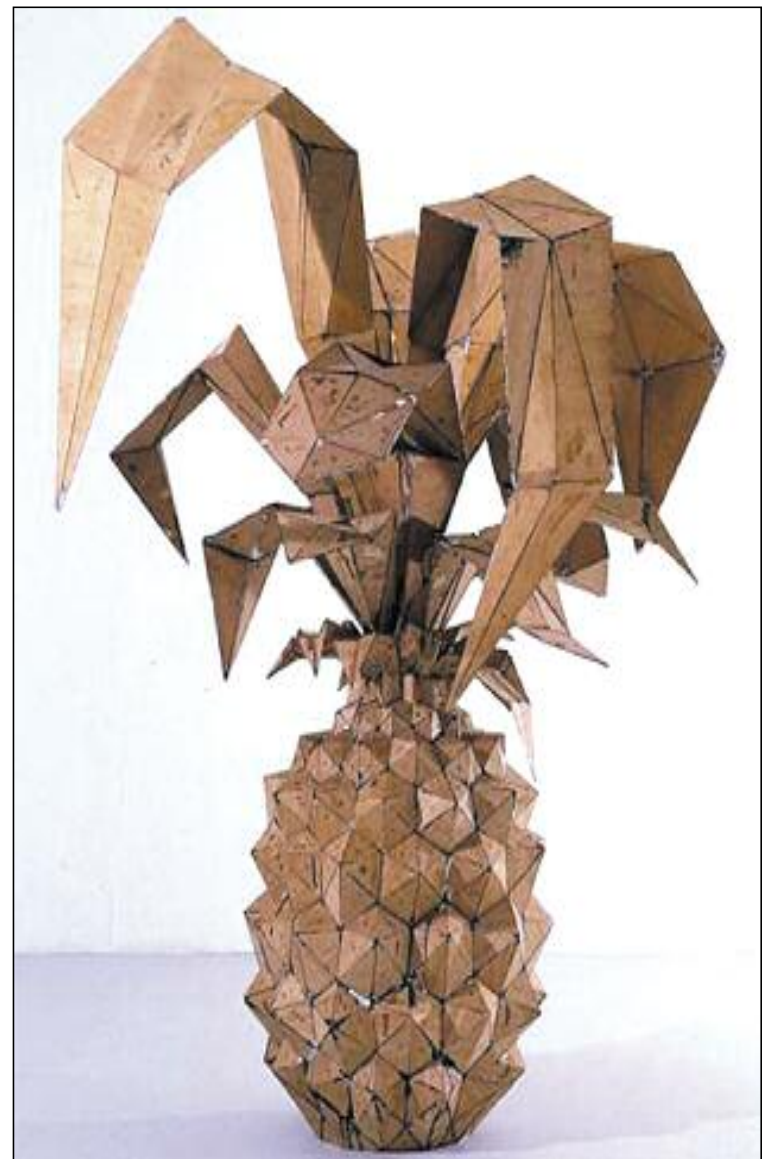
CLUES: In the late 1980s there was a revival of interest in handmade papers that spread into paper sculpture, jewelry and other forms. Scherenschnitte was revived and reproductions could be found in museum gift shops. However, the good news is that scissors art was always cherished. It can often be discovered between the pages of old books or scrapbooks.

Collectors can look for old marbled paper in secondhand bookstores and flea markets. They are being framed and hung as art.

Very collectible are examples of 1980s paper jewelry and sculpture. These days there are paper sculpture artists around the world. The most famous works are priced in the thousands.

PHOTO CAPTIONS: (1.) Scherenschnitte. Civil War. PHOTO CREDIT: Z and K Antiques

PHOTO CAPTION: (2.) Contemporary paper sculpture by Toby Ziegler PHOTO CREDIT: London Art News



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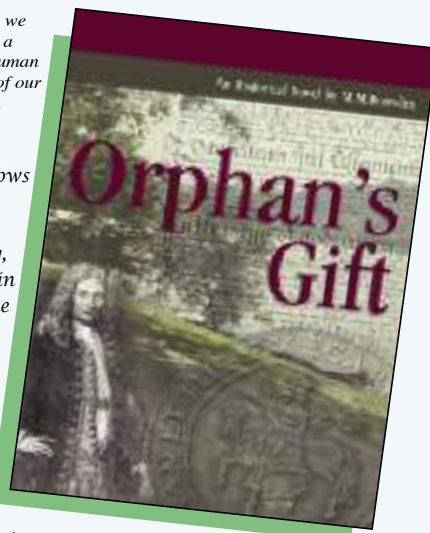


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*Orphan's Gift* is co-written by Margaret (Peggy) DeStefano, Mountain States Collector's Managing Editor. She and her sisters Mary Sikora and Sally Gronauer have captured the spirit of their Prather line of ancestors. The past has come to life in this historical novel. The book is a great example of taking your family genealogical research to a new level.

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# Tuskegee Airmen Deserve Recognition & Gratitude

Continued from page 11

Fighter Group Weapons Team where they won the competition flying their P-47N Thunderbolts. However, their victory wasn't officially recognized until April 1995, he said.

Later that year, he was assigned to Misawa Air Base, Japan, where he served as an F-80 Shooting Star fighter pilot. Harvey would retire from the Air Force as a lieutenant colonel May 31, 1965.

On August 6, 2011, Harvey received the Noel F. Parrish Award — the Tuskegee Airmen's highest honor at the Tuskegee Airmen 40th National Convention. This award recognizes outstanding endeavors to enhance access to knowl-

edge, skills, and opportunities.

Harvey also shared some of the behind-the-scenes situations that made training to be a pilot in Tuskegee presented with many more indignities than you can imagine. They were told that they really shouldn't leave their base because it was a time in American history that a black man could be abducted, castrated, lynched and burned. The airmen decided it would be better to stay on campus.

It is important to note that at the time African-American pilots trained at Tuskegee, the military was still completely segregated, which means the pilots' planes were serviced by African-American mechanics and other specialists. Armament specialists trained at Lowry Field in Colorado, radio specialists at Scott Field, Illinois, and mechanics at Chanute Army Air Field in Illinois.

An initial part of the Tuskegee experience was getting hazed by upperclassmen, a tradition brought over from the military academies and four national Black fraternities where many cadets had gone to school before enlisting in the Army Air Corps. Cadets were forced to "eat a square meal": they were only allowed to sit on one corner of their dining room chair, made to sit perfectly straight, and bring their forks from their plates to their mouths at a perfect right angle, without moving their heads. If food was dribbled, the cadet had to stand up and scream the humiliating phrase, "I am a sloppy dummy."

Pre-flight cadets were also awoken in the middle of the night, ordered to put on their rubberized ponchos and gas masks, and made to do various physical drills all night — while still being expected to do their full physical training regimen in the morn-

ing, which began at 6 a.m., as well as class all afternoon.

In addition to fighting for their country, the Tuskegee pilots knew that the future of African-American pilots in the military rested on their performance, quite a heavy burden for 18-year-olds. Though many commanding officers did not want to employ Tuskegee fighters, Colonel Davis, (Air Force's first African American general) a brilliant military strategist and lifelong military man, fought successfully for their chance to display their skills. The rest is history.

During the course of the war, 66 Tuskegee pilots were killed in combat, and 32 pilots were shot down and became prisoners of war. The Tuskegee pilots shot down 409 German aircraft, destroyed 950 units of



ground transportation and sank a destroyer with machine guns alone — a unique accomplishment. However, their most distinctive achievement was that not one friendly bomber was lost to enemy aircraft during 2000 escort missions. No other fighter group with nearly as many missions can make the same claim. Reflecting their superior performance, they were called "Black Birdmen" by the Germans, and given the nickname of "Black Redtail Angels" by the Americans (because of the vivid red markings on their aircraft tails).

"The character, courage and commitment of the Tuskegee Airmen paved the way for their military comrades of every hue and color, race and creed to serve their Nation in combat side by side. Their selfless sacrifices have taught each new generation of Americans the true meaning of the American spirit — Unity, Resolve and Freedom." — Charles S. Abell, Assistant Secretary of Defense

The "Tuskegee Experiment" was expected to fail. However, not only was the program a milestone in training African-Americans as military pilots, but the Tuskegee Airmen went on to succeed with flying colors. Tuskegee pilots garnered some of the most envied military records in history, and more importantly advanced the American Civil Rights Movement by setting the precedent that would force the American military to begin to fully integrate in 1948 — more than a decade before Martin Luther King Jr. marched on Washington.

The Tuskegee program also forged a group of men who would earn advanced degrees and make notable achievements in the fields of law, social policy, politics, medicine, education, and finance. Surprisingly, aviation was not on this list, as private aviation industries were closed at the time to African-Americans.

That the 926 service members who graduated from Tuskegee succeeded at a time when racist attitudes were officially sanctioned in the military is a testament to the men's extraordinary determination to succeed as pilots, which by its nature is one of the most academically and psychologically challenging areas of military service.

Thank you, Major Omar Blair and Lt. Col. James H. Harvey III. I feel so lucky and honored to have crossed your paths.



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On June 14, 1891, the Betsy Ross House in Philadelphia held a Flag Day celebration, and on June 14 of the following year, the New York Society of the Sons of the Revolution celebrated Flag Day. As a result, Dr. Edward Brooks, then Superintendent of Public Schools of Philadelphia, directed that Flag Day exercises be held on June 14, 1893 in Independence Square.

In 1894, the governor of New York directed that on June 14 the Flag be displayed on all public buildings. Inspired by these three decades of state and local celebrations, Flag Day, the anniversary of the Flag Resolution of 1777, was officially established by the Proclamation of President Woodrow Wilson on May 30th, 1916. While Flag Day was celebrated in various communities for years after Wilson's proclamation, it was not until August 3rd, 1949, that President Truman signed an Act of Congress designating June 14th of each year as National Flag Day.

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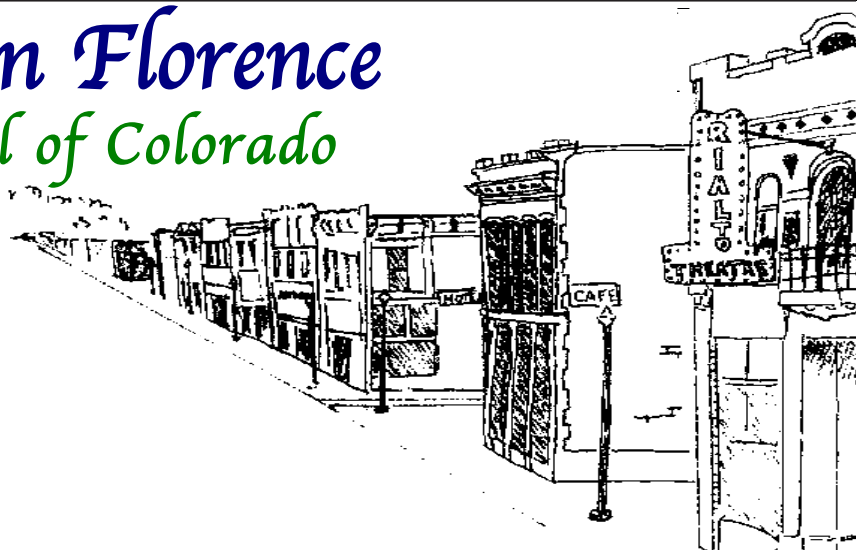
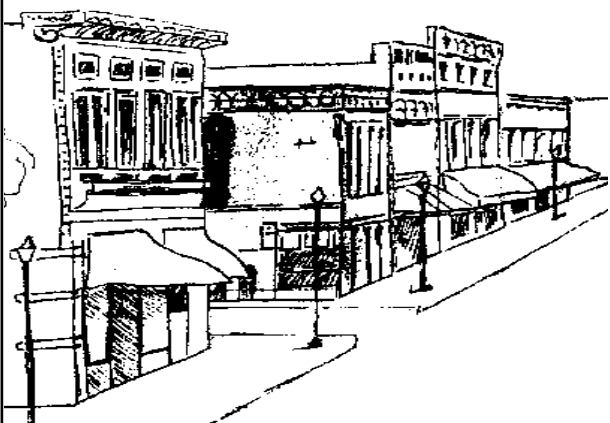




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## May Brings more than Flowers to Florence - June Blossoms, Too

By Paula Svincek

The little town of Florence was bustling with activity this past month. Whether visitors came to see the 18th Annual Florence Merchants' Association Car Show or the 2nd Annual Veterans Art Show, they weren't disappointed. There were almost 400 entries in this year's car show and when visitors weren't enjoying the vintage automobiles they took full advantage of perusing Florence's unique antique stores. Many of the stores featured artwork from area veterans.

Willie's Antiques and Collectables will be celebrating their Tenth Anniversary on June 8th, where you can spin the wheel for discounts! It would be difficult to find a more diverse collection of clocks in the area. If Architectural Salvage, Vintage and Mid-Century Modern, and Antiques catch your eye, you'll fall in love with Salvage, Antiques, Vintage, Etc. Come check out our many other great antique stores in June.



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## CONTEST

### May's What Is It?

Wow! Nothing like having the previous owner of this device send in his guess. Mark Schlesinger of Middletown, New Jersey wrote us, "In response to your May's What Is It" I not only know what the antique is, I was the second owner of this exact penny arcade machine. I bought it in the early 1970s from the Casino Arcade in Asbury Park, New Jersey. Unfortunately, I sold it 9 years later. This 1 cent (converted to a nickel) "Electric Pen" was made in 1933 by the International Mytroscope Co. in Long Island City, New York. It is a 9 floor model machine — the photo only shows the top half. After inserting a nickel in the coin slide, the lights start flashing and a fountain pen (between the towers) moves back and forth simulating writing a personalized fortune. After about 10 seconds the lights and pen stop and a "fortune" card is dispensed." Thanks, Mark, for helping us out here. And, thank you for sending us a fortune card that popped out of this very machine. It is fascinating!



Other correct guessers include: Terry Cook of Fort Morgan, Colorado; Bill McLaren, Anchorage, Alaska; and Elizabeth Puls of Boulder, Colorado who basically identified the machine as a writing device. That works! Thank you for your guesses. You have all won a year's subscription to *the Mountain States Collector*.

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Though this vehicle is converted to use as a barbecue kitchen, we are interested in what you think the vehicle is and what it was used for.

Send your answers to the What Is It contest, postmarked by June 20, to *the Mountain States Collector*, P.O. Box 1003, Bailey, CO 80421. At least three winners will be drawn. Winners will receive a year's subscription to *the Mountain States Collector*.



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