Mr. Walter Jones  
April 19, 2000

Brian Shoemaker  
Interviewer

(Begin Tape 1 - Side A)

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BS: This is an oral interview with Mr. Walter Jones taken as part of the Polar Oral History Project conducted by the American Polar Society and the Byrd Polar Archival Program of The Ohio State University on a grant provided by the National Science Foundation. The interview was conducted at Mr. Jones' home in Grant's Pass, Oregon, by Brian Shoemaker on the 19th of April 2000.

WJ: OK. I'm Walt Jones and I was born in Connecticut in 1919 which makes me 81 years old now. And in World War II, I was not living at home, I was on my own. And I had just gotten married when the war broke out and I stayed home until the child was born in 1942. And so in 1943, I told my wife, I says, "I gotta get in the service. You can't go anywheres without you're around uniformed people. And I think it's for me to go." So what I did, I went to Boston, proud as a peacock, went into the Marine Corps and asked them, "Hey, I want to join up." They give me a half-way physical and they said, "No, your teeth are not - something about the teeth not being right." So I said, "Well what's the next roughest outfit?" Of course I was young then. You hear and remember that. And they said, "The Seabees," and I said, "OK." They took me over to the Seabees and before I knew it, I was on a troop train headed for Camp Prairie, Virginia, for my boot camp.
And that was a long ride, man! And so there, they put us through our paces and they give us a choice - when I joined, I joined the Seabees. When I got there, they wanted to know if I wanted to go General Service and that meant they could give me any US Navy shipboard type and I told them, "No, I wanted to stay with the Seabees."

BS: So this was at Camp Prairie?

WJ: Yeah, at Camp Prairie, Virginia.

BS: And that was boot camp.

WJ: That was boot camp.

BS: So they made you a Seabee there or did you have to go through some special training?

WJ: No, when I first enlisted, they wanted to know what my experience was. And I told them mostly driving equipment and trucks. And so that's - so I was made, I went for a Motor Mech Rate, that's what I did at that time. And so we stayed there a very short period and then we went from there to Port Hueneme 'til I finished the advanced training.

BS: That was even in World War II. Port Hueneme was the Seabee base then.

WJ: Yeah. This was in World War II. Yep. And we shipped out of Port Hueneme on a converted Army Transport - all Japanese crew and it took us 31 days to get to Newby? Bay, New Guinea from Frisco. And there was two meals a day and you'd stand up and eat
'em. And so then we formed the convoy at Pinchaven? and we went into the MP? Islands and that's where I ended up at, which is in the Bismarck Archipelago.

BS: Did you see combat there?

WJ: No. They were still around us but we didn't get into any combat situation.

BS: Already cleaned them out.

WJ: Yeah, they had them backing up, yeah.

BS: A few snipers.

WJ: Oh, you'd hear a shot now and then. Yeah. And when the war ended, that's where I was and I came back to the States.

(50)

BS: You based at Port Hueneme then?

WJ: Let's see. Where did they send me? My memory's not too good. OK, I got discharged in Boston, Mass., out of the Seabees and that ended my career in World War II. And the Korean deal came around and I got a little young again. Being gungy, I said, "Well, I'm going to join," so I went into the Seabees again at a Reserve Station down at Waterbury, Connecticut, and they sent me to Guam. Got to Guam and I put my name in to volunteer to go to Korea. Well, now one day a personnel man comes down, or messenger, and he said, "Personnel wants to see you." He told me at that time, that
"What are you volunteering for Korea for? You can have your family over here on overseas shore duty. You've got enough time in, you got the rate." And so, I said, "OK that's what I'll do." So I spent some time there with my family, came back from there to Frisco, got discharged and I found out that getting a job was pretty rough at the time, so I decided to go back in again and I went back in and I stayed until I got discharged in 1968 out of Dung Ha? at Nam. I had made two trips over there and they wanted me to make a third one and I'd made the hat (?) and they didn't promise me anything decent if I - oh, they wanted me to take the hat and spend two years and I said, "I'm not going over there again. That was a bad place." And they said, "Well, we'll send you to Camp Huard? There's nothing going on there." And I said, "Well, what happens after I've spent two years there? Do I get overseas shore duty or whatever?" And they said, "Well, probably you'll get some island." And I talked it over with the wife and she said, "Absolutely no." So I got totally discharged. That was 1968.

BS: OK. Well, how did you come to go to Antarctica?

WJ: I was doing a job, tearing down some bunkers at Ra__? Field in California. I had a crew of four men, and some dozers and endloaders and we were taking the bunkers down because they were going to do a lot of chopper flying in there and they wanted it cleared. And it came out in one of the news things that they were hunting for EOs. So I filled all the papers out and sent it in and figured that was the last of it. Matter of fact, I forgot about it. And then one day, a messenger calls me and says, "Exec wants to see you." And I went in and he say, "You know you're going to the Antarctic." I said, "I am?" and he said, "Yeah." Told me the date and so I went up to Davisville, picked up the Antarctic deal.

BS: So they picked you because you were an EO. They needed EOs.
WJ: Yeah. They were asking for different rates, they were asking.

BS: *What's an EO?*

WJ: Equipment Operator.

BS: *That was which year?*

WJ: That would have been 195 . . .

BS: *You were in Deepfreeze II?*

WJ: Wait a minute.

BS: *That's OK.*

WJ: I went to Davisville and they ran us through some terrific tests. We had what we called "headhunters" or whatever - "shrinks."

(100)

BS: *Psychiatrists?*

WJ: Yeah. Bunch of them and all of them asked different questions, and so forth. And then I got through that all right. And then they had me take a bunch of equipment that was coming in from Caterpillar that was going to go down there - Cats and so forth. And
they told me to take a crew out in the back pasture and see if we could tear them up. They wanted to find out if any defects were about ready to happen, we wanted to fix it there where we had the supplies.

BS: *Were these the LGPD8s?*

WJ: Yeah, the big 8s and all.

BS: *LGPD8 stands for? LGP - what's that stand for?*

WJ: That's uh . . .

BS: *Low pressure . . .*

WJ: Low ground pressure.

BS: *Yeah. LGP - low ground pressure D8 Cat.*

WJ: Yeah. And they were about, I forget how wide - I've got that written down somewheres.

BS: *So they had wide treads so that they wouldn't sink too deep in the snow.*

WJ: Yeah. You could take a Cat and run it where you couldn't walk.

BS: *Yeah.*
WJ: Because of that. As a matter of fact, well later on when we went to make the trip to Byrd, we had a runner break a hole through and that place underneath was as big as a hotel. Never knew what size it was.

BS: So you were out in the pasture in Davisville with these young kids.

WJ: Yeah.

BS: Trying to break them.

WJ: Yeah, that's right.

BS: Did you break them?

WJ: Very little. Caterpillar is a Cadillac.

BS: They're really tough.

WJ: So I helped get them loaded aboard ships.

BS: You were in charge of the D8s.

WJ: Well, not just the D8s, but any of the heavy equipment that was to go aboard the ship and make sure it was loaded right and so forth.

BS: What were you Second Class then? First Class? It doesn't matter, but you were in charge?
WJ: Oh yeah.

BS: *OK. So you were the guy that prepped all the D8s.*

WJ: Yeah. We prepped them all.

BS: *OK. And how'd you get from Davisville to Antarctica?*

WJ: OK. We rode a plane to Christchurch.

BS: *Did you get on it at Quonset Point?*

WJ: Yeah, Quonset Point. And then we flew down to Christchurch via Hawaii and we had a layover in the Fijis. We had some engine problems with the aircraft. And we... at Christchurch, some of the people going down, some went to one ship and some went to another ship and I got appointed to go on the *USS Glacier*.

BS: *That was the new icebreaker.*

WJ: Um-hum. That was the new icebreaker. That was the big one.

BS: *How was the ride?*

WJ: Hoo-oh. Yeah. It was rough. I was sleeping right at the border line and boy when they were breaking ice, man I tell you, there was no sleeping period until you got used to it. And it was interesting because I didn't realize how they broke ice with an icebreaker,
but a lot of people think they just cut the ice. Well they don't, that don't happen. They've got ballast tanks on them and they get the bow right up on the ice as much as possible and then they rock the ship by transferring the ballast and that's how they get through. And then, of course, the choppers - they had a chopper aboard, or two choppers aboard, and they would go out and look for cracks or any leads that would help them get through. And then I get down to McMurdo...

BS: You went there first.

WJ: Yeah. We stopped at McMurdo to dump off some fuel for them that we had. And then they put me aboard one of the cargo ships.

BS: Wyandott?

(150).

WJ: No.

BS: It doesn't matter. OK, so you stopped at McMurdo. You got off there. Stayed how long?

WJ: At McMurdo?

BS: Um-hum.

WJ: Oh, just... we got there in the morning and they pumped all that afternoon. We went the next day. We didn't hang around. Went down the next day.
BS: Was Chief Goodmanson with you?

WJ: You know, I don't remember. I don't remember.

BS: So you went from McMurdo straight to Little America, or did you go somewhere on the way?

WJ: No. We went directly to Little America.

BS: OK. And how'd you get off the ship there onto the ice front?

WJ: They were lucky, the ice wasn't froze so bad that the ship could get in close to the barrier and how did they put us aboard? I think we had built a ramp down to the sea ice. And it was no big deal. They had us aboard pretty fast. The biggest deal was trying to find us a place to sleep.

BS: This was 1956. About when in '56? Before Christmas? December?

WJ: Oh yeah. It was before Christmas.

BS: December? November?

WJ: Early November, yeah.
BS: **OK. So here you are. You're standing in Little America where Admiral Byrd stood. Was it cold? Was it stormy? Was it good weather? Bad weather? Do you remember stepping off on the ice there?**

WJ: Yeah, yeah. But see this time - this was summertime, so it wasn't really severe weather. The warmest I've ever seen it down there was 25 above and the water was running, so a lot of the work was done during the summer months. We'd have summer support help us and cargo handlers helped us and so forth. But I remember one thing. When I no more than got out there and they said, "Drop your sea bag" and they assigned me to a Cat and said, "Go down there and get a load off the ship." I didn't even know where anything was. I had to even ask, oh golly, what was his name? That Chief that was kind of in charge down there?

BS: **Verbancoeur? Was he there? Chief Verbancoeur?**

WJ: No.

BS: **Goodmonson?**

WJ: No. This guy was . . .

BS: **Tough old chief, huh? So you used the Cats to haul loads from the ship to the base.**

WJ: To the base, yeah.

BS: **Were they on sleds?**
WJ: Yeah, they were 20 ton sleds. And we pulled them in tandem. Oh, I remember I had taken one load and I noticed it was low on fuel and I went in and asked, "Where in the devil do I get the fuel at?" And he said, "Right out there outside. You look and you'll see two mounds of snow. And you drive in between them and you'll notice those tanks. So by gravity feed, you load your . . . you get your fuel." So that's how the fuel was handled.

BS: Did they already have some LGPD8 Cats there?

WJ: Oh yes, yes. Matter of fact, they all were. We didn't have any regular, you know, standard.

BS: Um-hum.

WJ: And there was no such thing a normal working hour. You worked until they'd tell you to get some rest.

BS: Was it light all the time?

WJ: Huh?

BS: Was it daylight all the time?

(200)

WJ: Daylight all the time. And I slept in the passageway for a week, on the floor. And I have to say the chow was pretty good. Then came the time when it was becoming the
time when the ships had to get out of there and this was on the end of the . . . when it started going toward wintertime and I think it was around February. The summer support people were to go back and I can remember one thing that they asked, they got us together and they asked us, "If any of you don't think you can handle this for all winter night, here's your chance to go home." And there was about 6 people said, no, they wanted to go home. And I thought it over and the thought through my mind was, 'You volunteered for it. Stick with it.' So you couldn't have got me to leave, period. Which was the best thing that ever happened to me, really.

BS: *Early on in the summer, you started talking a little bit earlier about tractor trains to Byrd. Was that in '56-'57 before the winter?*

WJ: Yeah, yeah.

BS: *Before the winter.*

WJ: That was in the summer months too. One trip in the fall at the beginning of our deployment and one just at the end of our deployment.

BS: *When the sun came up, after the winter?*

WJ: Oh we already had full sun.

BS: *Yeah. So the sun had come up again.*

WJ: Yeah.
BS: *OK. Now did you go on that traverse to Byrd Station?*

WJ: Oh I made two tractor trains, both of them.

BS: *You made two tractor trains.*

WJ: I volunteered for the second one. A lot of guys didn't want to do it, but I volunteered for it.

BS: *Did you get into the crevasses there?*

WJ: Well, yeah, we - a sled, I don't know if it was mine or I forgot whose it was - the last sled, left rear rudder broke a hole through the gall-darn ice and so we had to take some UC? charges and they blew it up. And before that, there was two Army experts. They went down inside with a tether on them to see how big it was - what they had to do to fill it up to get across. And then they got all that information and they went and they blew it up with C charges and filled it back in again and we continued on.

BS: *Were you there when Keel fell in the crevasse?*

WJ: That was the year before when Max Keel - yeah.

BS: *Max Keel. Did you know him before?*

WJ: No. I didn't know him. No, I asked around for the place that it happened and that was a sad thing.
BS: *Is he still in the crevasse? I mean, they never got him out, did they?*

WJ: No. If that part hasn't broken off, he's still in the same condition he was the day he fell. They sent - here's the way I understood. They were filling in a crevasse and he backed into another one which they didn't know was there. And I understand they sent the doctor down on a Wiesel cable and he went down and pronounced him dead. And then Chaplain Sower?, I think it was, went down and did his thing and - yeah, he was from the State of Washington or somewheres, up in this area.

BS: *So what did they call - you built a road, basically, to Byrd Station.*

WJ: No.

BS: *The traverse trail. Did they put out stakes?*

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WJ: Oh yeah. The aircraft, they dropped flags and they built little berms and then using 50 gallon drums sitting on top and then also flags, I got all that information in a book. So we had a navigator with us but we didn't even have to use him. But these drums, these flags, were spaced just so far apart - I forget just what the distance was now. But it was not so that it was hard for us to get lost. And, of course, the only time you were worried about that was when the white-outs happened.

BS: *This was spring of ’57 when you made that traverse. Like January, February or before? It was after you got to Little America and you worked there for a while unloading ships.*
BS: *When did they start the traverse? Was this traverse that you were on to the Byrd Station the first traverse?*

WJ: No, the Deepfreeze I made a trip and that is the one that Max Keel lost his life.

BS: *I see. So you . . . but you still have problems with crevasses on the second trip that you were on.*

WJ: Oh yeah. We had a crevasse detector we had with us and we used that quite a bit.

BS: *I see. What was the crevasse detector? Was this machinery?*

WJ: It had three pans and there was current run through the three pans and they had an amplifier in the Wiesel and any broken places they would record it wasn't showing nothing underneath and they could tell there was a crevasse underneath. But now they've got them so improved. We couldn't trust them, actually. We used them but we just hoped they were doing the job. But now I understand they're really top notch.

BS: *OK. And you arrived at Byrd Station, how many Cats pulled how many sleds?*

WJ: Well, each Cat pulled two 20 ton sleds and one Cat pulled two 20 ton sleds and a generator on skis for welding. It wasn't a generator. It was a welder, I'm sorry.

BS: *And so you had how many Cats? How many were there in the tractor train?*
WJ: About seven all together.

BS: *There were seven units like that. Seven units of two Cats and two 20-ton sleds so that would have made 14 sleds.*

WJ: Yeah. And I might also say that when we first started out on the first trip, it was summertime, or it was the early part of the season and we were into the snow pretty deep, and so it was working the heck out of the Cats.

BS: *This is the second trip?*

(300)

WJ: This is the first trip.

BS: *OK.*

WJ: And so we tried, we were going single file. One right after another. And we found out that was tearing up the equipment. The last unit to come across, it about tore it in half because it got so it was very, very bumpy, very hard on the equipment. And so we decided we'd - each Cat would make it's own path traveling in virgin snow and we had three in width in the front of the train and four in the back.

BS: *I see.*
WJ: Of course now one of them - one Cat was not pulling freight. It was pulling the sleeping and the messing wanigan and everybody got their turn at that.

BS: *So how many people were involved?*

WJ: OK. If I remember rightly, we had nine people all together, I believe, and we had - well we had to hot pad it, let's see. We had eighteen people all together because while one was doing the operation, the other guys were sleeping and we just hot padded it because there wasn't enough...  

BS: *So you hot bunked, huh?*

WJ: We hot bunked it, yeah. Some guys didn't like that because they didn't like the smell of the dirty socks. So when it was warm enough, they'd go up on top of the messing wanogan and take their sleeping bag and sleep up there.

BS: *Outside.*

WJ: Quite a few of them did. Yeah.

BS: *It wasn't too cold then.*

WJ: It wasn't that cold, no. No. Oh maybe around zero. But they didn't have no trouble sleeping up there.

BS: *So you got to - you did that all the way to Byrd Station.*
BS: Now you got to Byrd Station - what did you do? Did you leave the sleds there?

WJ: Well we parked them and Mr. Siple put us right to work helping put up buildings.

BS: Paul Siple was there?

WJ: Yeah.

BS: Paul Siple was there helping to build up the . . .

WJ: Yeah. He was in charge. I'll tell you, he was in charge. So, some of the guys . . .

BS: So you met Paul Siple at Byrd Station.

WJ: Yeah.

BS: And he was in charge of?

WJ: I guess he was the boss there, period. Except for the military people. But he was in charge. As a matter of fact, I got his book. Did you ever get his book?

BS: Yes. So you say he was really in charge.

WJ: He was really in charge. We didn't like it and a lot of the drivers really got teed off about we couldn't get a break after that long seven day ride, you know. But that was him.
And, of course, we had to wait anyway. We had time to spare because we waited for the Air Force to drop our fuel down in order to go back. And they dropped two or four 50 gallon drums on a padded, a kind of a padded, uh . . .

(350)

BS: *Pallet?*

WJ: Pallet - yeah. And they dropped them and they sunk quite a ways down into the snow.

BS: *From a parachute?*

WJ: It was a parachute, yeah. So the crew had to go out there and shovel them and get all the fuel in before we could go.

BS: *So the Air Force dropped the fuel to Byrd on four to a pallet and do you know what kind of planes? These great big fat planes?*

WJ: Yeah, the big ones.

BS: *C-124s? Great, great big ones.*

WJ: C-130s or uh . . .

BS: *C-124s.*
WJ: Was it 24s?

BS: Yeah. They were there then.

WJ: Well that was quite an aircraft too.

BS: But they dropped them with a parachute and they still sunk four feet into the snow, right?

WJ: Oh yeah.

BS: It was pretty hard to lift it out of the snow.

WJ: Well these kids had to dig by hand.

BS: So you had all this fuel. You dug the fuel out and you put it right into the Cats or you put it on the tractor sleds?

WJ: Yeah the tractors was empty coming back so we had plenty of room.

BS: Yeah. So you threw them on the sleds. Took sleds back empty?

WJ: Yeah. We didn't have no load going back, no.

BS: Did you have to help unload the sleds when you got there?
WJ: No that was all building material. I believe that we - if I remember, well we helped, I guess, but I remember the personnel at each station, they did most of that - because they knew where everything was supposed to go. And when we left, they had pretty well everything what Siple wanted.

BS: So did Paul come back with you?

WJ: No. No.

BS: Did anybody fly back from there?

WJ: No. I think everybody that was on the tractor train went back with us.

BS: Went back? OK, then you went back to Little America.

WJ: Yep.

BS: OK. So this would have been February or so, 1957 by then. Just before the winter.

WJ: Now we're talking about the . . .

BS: You got there in December.

WJ: We're talking about the first trip, aren't we?

BS: Yeah. First trip.
WJ: No, the first trip was made when it was warm.

BS: Yes.

WJ: OK, the second trip was . . .

BS: When it was cold.

WJ: We changed things then.

BS: OK. So you got back just before the winter when it was still warm.

WJ: Yeah. And they worked on the wanigans and so forth to get them ready to go for another trip. So just before we were due to come home, we made the last trip.

(400)

BS: OK. So, here you are. You get back from the first trip and you get ready for the winter, I take it.

WJ: Um-hum.

BS: Tell me a little bit about the winter. What did you do and tell me about the people and was it tough on you? The isolation? The darkness?

WJ: Well, the first thing I can tell you - when they unloaded from the ship, the ice was freezing up pretty fast and the ships had to get out of there, so what they did was allow
the fuel to come down in 50 gallon drums. It was kerosene, aviation gas, the whole works. And they dumped them. They got in front of the barrier and just dumped them in rows. So during the winter night, we had to go down there and in the dark - and that's when they started using the bladders. We pumped from the 50 gallon drums into the bladders. And we had to be very careful that we didn't hit an aviation gas can with a pick or we could have had a fire. We had to keep our eye out. The gasoline drums you could recognize by the rim. There was something about the rim that was a little different than the rest of them, so you could tell it. So we spent quite a bit of cold duty down there on the barrier doing that during the winter months.

BS: So your main job during the winter was to transfer fuel from 50 gallon drums to bladders further inland?

WJ: Take them to camp because these were out on the barrier.

BS: How far was the camp from the barrier?

WJ: Oh, probably a mile and a half. That's a wild guess, but I think that's . . .

BS: OK. And some of the stuff was av gas and some of it was diesel fuel and some of it was kerosene.

WJ: Kerosene for the heaters in the buildings.

BS: Did you ever spill cold fuel on your hands?

WJ: Oh I imagine, many a time.
BS: *Pretty cold.*

WJ: Yep.

BS: *Instant frostbite.*

WJ: Oh yes.

BS: *Well, so that was the chief job that you all had to do.*

WJ: That was to be done right away. We had other jobs, you know, we had to haul our own snow for the snow melter. And we had normal chores we had to do around the camp. And besides, of course, getting the fuel off the barrier, there were a lot of other materials that had to be brought up off the barrier into camp too.

(450)

And the only thing we, the drivers benefited from was they had a lot of beer down on the barrier and they discovered where it was stashed. So we'd get into the beer a little bit before it got transported out to the camp.

BS: *OK.*

WJ: And a note of interest, maybe.
BS: Tell me what you mean by the barriers? People aren't going to understand that. The barrier was the edge of the ice?

WJ: Yeah, it was the ice.

BS: The edge of the glacier.

WJ: The edge of the glacier, yeah. And it was the ice that there was more ice below the water surface than there was on top. That's how it was. I think, oh, one place where I was working. I think it was 700 feet and that's quite a drop that you can come up. Of course, that changed in different areas. But that was dangerous. And that could come loose pretty fast with the weight and the commotion. Oh by the way, when we was on that trail, we decided when we went across the crevasse area, that we'd wait a period of time between each unit going across to give the weight of that - give it a chance, for the structure of the ice and everything to settle down. And they figured that was safer. So that's the way they did it. And while the tractors were waiting, see we came from the camp to the crevasse area and then we'd pull? the barrier and then we did maintenance on our rigs and so forth while each unit was taking. When their time was to go, they went across to the other side. And I might say that the crevasses there - there was seven miles of it - of crevasses.

BS: That was on the barrier or inland?

WJ: This was where - this was on the barrier. This is where the ocean meets the land - Marie Byrd Land. OK. The action of the ocean water underneath hit the . . .

BS: You're going up to the glacier onto the land.
WJ: Yeah. And that's what caused - that motion there - that's what caused all the crevasses. And we had to be very careful in there. We flagged it pretty well and that was the hairy part. Once you got up on Marie Byrd Land, of course, you didn't have to worry about any crevasses because there was land beneath us.

BS: OK. I understand. Where the Ross Ice Shelf met the glacier coming off Marie Byrd Land, I see.

WJ: Um-hum.

BS: And that's where the crevassed area was where they lost Max Keel?

WJ: You know, I can't answer that really. Just where abouts it was. I think it was before they got that far because they didn't expect the crevasse.

BS: Yeah. So here you are in the middle of winter and tell me about your relations with the scientists. Did you have good relations?

WJ: Oh yeah. They were . . .

BS: Did you help them out?

WJ: Oh yes, we did. Yeah, I remember one incident - we were scolded a little bit about it. We had one scientist - as a matter of fact, he fell down. He went through a crevasse right there at Little America. He didn't even know it was there. And was injured pretty
bad. I don't know how he ever made out. They flew him out of there. I heard he was flown to the East Coast. He was a German guy and he was all excited about things. And so just joking one day, he'd be up in that tower over there studying the stars or whatever and we'd go out there with flashlights and just turn and boy did he come steaming in to the quarters. And of course it was a big joke, but we were told not to do that too often.

BS: *Just occasionally.*

WJ: Yeah. Our skippers down there were very good. I mean they didn't get all excited about anything. They realized you gotta have a little break in the game somewheres.

BS: *Who was your Skipper for the winter?*

WJ: Skipper at Little America was Orendorf. Matt Orendorf.

BS: *He was the head of the Seabee unit.*

WJ: He was the head of the . . . he was the, no, he was the head of the whole cotton-pickin' thing as far as I know.

BS: *You didn't have Captain Pat Mayer there then?*

WJ: No.

BS: *Who was the Chief Scientist in the winter?*

WJ: I couldn't tell you that.
BS:  *Was it Bert Crary?*

WJ:  *Who?*

BS:  *Bert Crary?*

WJ:  I've heard of his name. The only - to go back to that there - there was a scientist there that was running some gear that was very sensitive - Leyman?

(550)

Carl Lyman. Carl Lyman. He was from Long Island. At this time, I was taking - they had a little class on ham radio and I was taking - I joined that class and Carl Lyman helped me out with the code. I had always been interested in getting in the ham radio mess. That's really how I got started. And then when I got enough knowledge in me, I participated as one of the operators that run the phone patches for the ham radio.

BS:  *How important was ham radio?*

WJ:  Very important, very important.

BS:  *Important for morale.*

WJ:  Oh yes.

BS:  *Did everybody get to send messages home?*
WJ: That wanted to, yeah.

BS: *Have you continued your ham radio operations after that?*

WJ: No. After I came off the ice, I kind of - how would you say . . .

BS: *You kind of drifted away from it.*

WJ: See I got involved in that earthquake over in Aguadir? - I'm trying to think which came . . . Yeah, after I came off the ice, stationed at Kinetra? in Morocco, and that's when the Agadir earthquake happened, I was working on security and I got word that the Skipper wanted to see me and when I went in, he told me that me and Chief Wright? were to take - we had personal equipment, our own ham radio and we had the license to operate in Morocco, and

(600)

(End of Tape 1 - Side A)

____________________________________

(Begin Tape 1 - Side B)

(000)
BS: . . . operation. How did you make things work and how did people get a ham patch out? Did they have to log in and then wait their turn? Did you have a list of people to call and then call them and say, "Hey, your wife's on the - better get down to the ham shack?" Or did they come down and sit and wait and see if you could get through?

WJ: OK. We had certain operators in various parts of the States that liked to handle phone patches and were good. We'd get some people on there that, they weren't quite what we wanted, but we had very good luck with K1IP in Davisville and then we had WO6QPI right outside of San Diego. She was a woman pilot. She didn't pilot aircraft anymore. And Betty was great. She handled most of all our west coast stuff. Matter of fact, when a guy wanted a phone patch and he wanted to talk to his wife, he'd come down and he'd let me know. And then I would know, of course, how the chances were - the weather and so forth. And if I could get into that particular part of the country. Sometimes you couldn't duplicate, you know. And so I got so I would get a hold of them at that time or I would put it over the PA system in the camp that I was in St. Louis, Missouri, and if anybody wants a ham patch, come on down. Well a lot of people, I don't know why, but see ham radio was . . . the fact that the only thing it would cost the guy running the phone patch is from wherever I contacted - where that ham operator had to reach. In other words, say, for instance, as far as I could get was San Diego. OK. And somebody wanted in Salt Lake City, wanted a patch. Well I would personally try to get close as I could to save this guy money because that's where the money would come in. So if he lived in San Diego and I got a hold of Betty, it didn't cost nothing. And a lot of people was afraid it was going to ruin their budget, so they wouldn't do it. But a lot of guys were very, very thankful. A lot of guys said, "I don't care where, how far, you get me to the United States and I'll talk to my wife."
BS: Yeah. So you'd get through to Betty in San Diego and he'd pay a long distance charge to say, New York.

WJ: Yeah, he'd take what . . . and then I'd get an operator in New York - can't think of his name now - and he'd get jealous if I didn't. He'd say, "Why didn't you give me that phone patch?" And I'd say, "Well I didn't even know you were there listening." I said, "I would have loved to have got you." "But don't give 'em to her, give 'em to me." And he was in cahoots with that newsguy come down - what the devil was that?

BS: Walter Sullivan?

WJ: Blum? Blum? Was a Jewish name.

BS: Bloomberg, Blum.

WJ: Well he wrote an article in the NY Times, I remember that.

BS: About ham patching?

WJ: Yeah. About me personally. And . . .

BS: Oh, do you have that article?

WJ: I got it around here somewhere. I'll have to look.

BS: If you could dig that up, it would be nice.
BS: So he wrote a good article, huh?

WJ: Oh yeah. He said they called me the old man on the ice. Well that particular, when I was at McMurdo, I guess I was old.

BS: What was your call sign?

WJ: At McMurdo?

BS: No. At Little America.

WJ: KC4USA.

BS: KC4USA. OK. So anyway, ham was the lifeline for getting communications out, especially during the winter.

WJ: Oh yes. That was the only communication actually that was available. And during the winter months at Little America, I ran 1500 phone patches and you got to realize there was times when I was down because of magnetic storms, so I didn't always have a clear gettin' outta there. So, with all that, I still got 1500 phone patches out.

BS: Out of Little America.
WJ: Out of Little America. And operators would break in and tell me they were aboard, you know. I had good relationships with the people - the hams themselves.

BS: Did you ever meet any of them after you went back?

WJ: Oh yeah. I had, as a matter of fact, them come visit me when I got back, yeah.

BS: So you were KC4USA.

WJ: Yeah.

BS: Did you pick that call sign?

WJ: No. That had already been issued.

BS: So they issued it to you, just like your dog tags.

WJ: Well, McMurdo Sound - that was their call. Not my call - I had my own personal call, but that is for McMurdo. I mean Little America. McMurdo, now, is USB.

BS: OK. So here you are in Little America, middle of the winter, did anybody have problems with the darkness - withdrawal because of the darkness, psychological problems of any kind that were serious?

WJ: Not that I know of.

BS: So everybody held up pretty well.
WJ: Oh yeah, yeah.

BS: *Pretty motivated group - scientists and Seabees and . . .*

WJ: Oh yeah.

BS: *Everybody.*

WJ: At McMurdo where I was a solo operator, I had a lot more . .. what would you say ?. . . I was broke in pretty well from Little America because we had so many operators, you didn't - maybe you got to run it once a week.

BS: *How many operators were there total in Little America, do you remember, approximately?*

WJ: Let's see. There was Goody, there was a couple of radio operators - I can't think of their names now. Oh I'd say maybe six of us altogether.

BS: *So, anyway, mid-winter day. Do you remember mid-winter day? Did they have a party on June 21st half way through the winter?*

WJ: You know I don't remember. I know we had one when we came back off the tractor train.

BS: *Oh yeah. I'll bet you did. So they were all happy to see you back when you got back from the tractor train. You were happy to be back.*
WJ: Well, Byrd Station - I don't know if you've heard this one or not, but Byrd Station - supplies got loused up and all they had for meat was hamburger and they didn't have no booze. Period. And so they were keeping - they had a map in the galley and they were keeping track of our progress as we went along.

BS: *This is coming . . . going out to Byrd?*

WJ: Going out to Byrd, yeah. They were happy to see us and we busted a party that night. I'll tell you.

BS: *So they had a party at Byrd Station when you got there.*

WJ: We started opening stuff right away.

BS: *So they only had hamburgers and no booze.*

WJ: And I think it was salt, or pepper - they didn't have either. It was just a blunder with the supply deal.

BS: *And so they ran out during the mid-winter - during the middle of the first winter then.*

WJ: Yeah.

BS: *No booze. Did they happen to make any booze in the labs or distill any alcohol?*
WJ: Well, I don't know anything about that. They'd have to be in with somebody in sick bay in order to get that done. Not that I know of.

BS: *So, the sunrise. Tell me about - do you remember the first sunrise after the winter at Little America?*

WJ: Yeah. I can, yeah.

BS: *Did you go out and watch.*

WJ: I took pictures of it, yeah.

BS: *Everybody went out. They knew when it was coming and they all went out and waited.*

WJ: Well, not really. It was no big deal you know. But I was out there working anyway. And watching the first time it showed, it came up for just a few minutes and down it went again. And it kept increasing and increasing until it got completely daylight.

BS: *So a few minutes the first day and ten minutes the second and so on.*

WJ: Yeah and on through, yeah. During the winter, during those times, it seemed like the sun would stay right - now how can you say that? No it was the moon. It seemed that the moon would stay right in the same plateau all the time.
BS: *And just go around and...*  

WJ: Yeah and I remember. You know the Aurora Borealis's they have up North.

BS: *Um-hum.*

WJ: They got a different name for that one down there now. And that one's even more beautiful than the one up North.

BS: *You saw it up North?*

(100)

WJ: Oh no. I've seen pictures of it up North.

BS: *It's called the Aurora Strallis down here.*

WJ: Oh, OK. Boy that was a beautiful show!

BS: *So did you see a lot of auroras?*

WJ: No, just a period of them.

BS: *Just short periods.*

WJ: Um-hum. And we were talking about how people reacted to the winter night - we had no problems and I think the reason for that was that nobody bugged us. We all had
our job. We knew if you didn't handle your end, somebody got hurt by it. So everybody took hold and did their own.

BS: *Morale was pretty good.*

WJ: Yeah. Yeah. And the only thing that made me mad was the beer would freeze underneath the bunk. And we were allowed to have in our - those were canvas and plywood buildings, and there would be so many to each building. And we were allowed to have our own little bar - beer, except for some booze that somebody could pick from one of the officers or something. And that would be the only time we'd have hard liquor. Oh we never had no trouble then either. Everybody behaved very well.

BS: *OK. How long was it before you could leave? When did they come in and take you out from Little America after the winter?*

WJ: OK. I rode with Commander Flynn out of Williams Field with what you guys call 47s - we call it R4Ds. He flew us into McMurdo and then we picked up a C-130.

BS: *And that was about November?*

WJ: Yeah, it got us home just about Christmas. I know that. Just about Christmas.

BS: *And then how long were you in McMurdo? Very long at all?*

WJ: Full year.
BS: *No I mean when you flew out. You flew from Little America to McMurdo and got on a Herc.*

WJ: About three days, I guess. We had to hunt for a place to sleep and, yeah . . . about three days.

BS: *And how did you get home from Christchurch? Airline?*

WJ: By myself this time, on a C-130. I rode it all the way to South __?__ North Carolina.

BS: *OK. Where was your family while you were in Antarctica that first year?*

WJ: In Rhode Island.

BS: *In Rhode Island. Davisville?*

WJ: Right outside the gate.

BS: *Right outside the gate. OK. How did they do?*

WJ: They seemed - they handled themselves . . . the wife was a very strong person.

BS: *You got kids?*

WJ: Yeah. Had three kids.
BS: *Boys? Girls?*

(150)

WJ: Two girls and a boy.

BS: *Um-hum. They're grown now I assume.*

WJ: Oh yeah.

BS: *And you're a grand-dad?*

WJ: Oh gosh yeah.

BS: *How many?*

WJ: Ohhh .. let's see.

BS: *Lots.*

WJ: Yeah. Just put a lot. That's easier than counting.

BS: *So the kids, even with you gone all these periods of time, they held up well and became good people.*

WJ: Yeah.
BS: *Navy life didn't hurt them one bit. Made them tough. Did any of them enter the Navy?*

WJ: My kids? No, the only boy - he joined the Air Force.

BS: *I see. OK. You went - you got home and you went back to Antarctica. Which Deepfreeze was that? You went back the second time.*

WJ: I think we called it Deepfreeze '64, I think it was.

BS: *OK. Deepfreeze '64.*

WJ: '63-'64 was what they called it. Non-volunteer. By orders.

BS: *Ordered back.*

WJ: Yeah, right.

BS: *In 1963, and that was . . . . so you went back in 1963 and you stayed how long? Couple of seasons? You went back just for the summer?*

WJ: No. A full winter.

BS: *You spent another winter.*

WJ: One year both places. One solid year.
BS: OK. So you went in 1963 and came back in 1964.

WJ: Yeah. Right.

BS: OK. You went down in - did you fly this time?

WJ: You mean going down?

BS: Yes.

WJ: Flew all the way, yes.

BS: What kind of plane - C-130?

WJ: No, this was a civilian aircraft, I believe.

BS: Um-hum. C-121?

WJ: It could be.

BS: Big long . . . cigar?

WJ: Yeah.

BS: OK. So you. . . what was your job?

WJ: There?
BS:  *Yeah. What were you ordered back to do?*

WJ:  To operate amateur radio.

BS:  *So your only job was to be a ham radio operator.*

WJ:  Right.

BS:  *What was your call sign?*

WJ:  King Charlie 4 Arco Sugar Victor -KC4ASV.

BS:  *K . . .*

WJ:  C

BS:  *4*

WJ:  4

BS:  *US. . .*

WJ:  USV. Um-hum.

BS:  *Ham radio operator. And where was your operation located?*
WJ: Right next to the chow hall at McMurdo in a Jamesway hut. In a building by itself.

BS: *So you're there and how many hours a day did you operate?*

WJ: According to when that band was open. Some days you couldn't get anywhere because of magnetic storms and some days, oh, I would spend maybe from 6 o'clock GMT time - from 6 o'clock to oh six or seven hours, maybe. It was all according to what was going on.

BS: *OK. You don't know how many ham patches you made during that year, do you?*

WJ: 1500.

BS: *1500 that year.*

WJ: That's in the winter months.

BS: *In the winter.*

WJ: Yes.

BS: *About the same as you did in Little America.*

WJ: Oh. The other . . . that wasn't, no. That wasn't at Little America . . .

BS: *OK.*
WJ: This here I know because I was the only one operating.

BS: OK. 1500 ham patches during . . .

(200)

WJ: The winter months.

BS: OK. Where was your family while you did this?

WJ: In Rhode Island again.

BS: Again. OK. You could make your own ham patches home.

WJ: Any time I wanted to. We'd get _____ and I'd say, no, I'd turn them down. I'd just get through talking to her and you can only say so much. But you'd be surprised, the guys get on there and I'd kind of chuckle - the first thing they would do, they'd ask about is the car. How is the car?

BS: This is the ham operator.

WJ: Yeah. No, this is the people that's running the phone patch for him.

BS: That's what I meant in the States

(200)
WJ: Talkin' to his wife.

BS: *Yeah.*

WJ: How's the car? How are the kids? And she'd be the last one he'd ask about. That's always . . .

BS: *That was sort of standard. Some guy would come in - you'd make the hand patch for him. And he'd get on with his wife and say, "How's the car, how's the kids, how are you?"*

WJ: Yeah. But he'd get an answer for each one of them first.

BS: *Yeah.*

WJ: Yeah, it was kind of comical.

BS: *So that was kind of a standard patch, huh*

WJ: Car was the most interesting thing as far as he was concerned.

BS: *But the car was their lifeline. I mean, if they couldn't get the car . . . yeah. I see their concern. It's interesting psychological thing, isn't it? Tell me how a ham patch goes. A guy comes in, he's sitting there, and you call somebody in the States and what happens when you get somebody in the States? You say you've got this guy here, his name is such-and-such. He wants to call a certain phone number?*
BS: *Is that how you do it?*

WJ: No. Say, for instance, Joe Blow wanted a phone patch and I was in the area that he wanted, so I would patch him to a ham in that area and then he would - this particular guy running the phone patch was given the phone number of who to call and then he'd run the phone patch for him and we kind of held it to about, I forgot, about eight - if we had a load behind us, we'd limit it to about 10 minutes or a little less. If there was a crowd that wanted phone patching at that time. I've seen times when I had very good patchable weather, had a good strong signal and I put the word over the PA system and nobody would show. So, and like here now, trying to get up in this area was darn near impossible for me from down there for some reason. But I did - one time I worked the North Pole from there the signal went over backwards. It went the back way around the globe, so I read him good for a while but it didn't last too long. But I read him good. Boy, he was tickled to death when he heard the Antarctic.

BS: *He was on North Pole Station?*

WJ: Yeah. He was up in the North Pole.

BS: *On Deepfreeze?*

WJ: No, Deepfreeze. He was just up there and he had a ham radio.

BS: *Oh I see. OK.*
BS: *Did you have a ham radio where you had to say, "Hello Honey, how you doing? Over"?*

(250)

WJ: Oh yeah. I'd get a lot of kidding about that. Somebody'd run a phone patch. They would know how to do it before. But a green one, you had to tell them, they had to say "Over" so the other end would know enough to pick it up from there, you know.

BS: *But you had to listen to flip the switch.*

WJ: I had to listen to every conversation. That's why I had a sign up down there, "What you hear stays here." But I had to, like for instance, if it was a foreign language that was going to be, oh like the Russian scientists, I'd have to get somebody that could interpret what he was saying. That would be for any foreign language. And so I heard a lot of stuff that I'd rather have not heard, but it was OK. That's part of the game.

BS: *Who was the Russian exchange scientist?*

WJ: I don't even remember his name, but I remember he was with us for the winter night.

BS: *Who was the OinC of the base that year? In the winter?*

WJ: Oh, my immediate boss? From New Hampshire. Commander - he got a little teed off because he got passed over. Commander
BS: *Blades? Dusty Blades?*

WJ: No.

BS: *No.*

WJ: This guy was an awfully nice person. Commander Marvel.

BS: *Marvel.*

WJ: Yeah. He was from New Hampshire. He was a good guy. He was a very nice person as well as being my superior. And he'd come down to the ham shack, come walking in - "Hey, you think there's any chance you can get through to my wife today?" And I'd say, "Well, I'll try." "I gotta have a phone patch today," and I said, "Well I'll do the best I can, Commander. I'll get you one." So I didn't get him one sometimes and I'd tell him, the signal is not too good now. If you want to fight this stuff to get through to talk to your wife, that's fine with me, but this is not going to be a good one. And sometimes he'd want to talk to her that bad. He always wondered. He had a farm up in New Hampshire and he'd want to talk to her about the equipment, and so forth and so on to his wife. He was a quite a guy. He was a character. And there wasn't anything that I wanted that he wouldn't make sure I got. We got brand new equipment. We got tons of stuff we needed.

BS: *So essentially your career this whole year you were there, you weren't a Seabee, you were a radio man, more or less.*
WJ: Actually doing radio man's work, yeah. Up in Communications up in the Transmitter Building, where they had the pictures of the guys working up the whole structure, they had me down on one of the wings, way down of course - EORM-1.

BS: OK EO is equipment operator. What is RM?

WJ: Radio man. First class.

BS: So radioman is another rate.

WJ: Yes.

BS: And you were a pseudo-radioman, so to speak, as far as they were concerned.

WJ: Yeah, I guess.

BS: So they promoted you to EORM-1 and you were the only one in the Navy.

WJ: I guess so. I think Ed ___?___ was the one to come up with it.

BS: So that was a nice - EORM-1, Walter Jones. Well, of course, ham radio - everyone I've interview has said it was very important to morale. And it certainly was when I wintered over.
WJ: During the winter months, at McMurdo now we're talking about, we had a little trouble with - if the nuclear power would come on - the nuclear power plant and was furnishing us electricity, the noise level would get so high I couldn't do anything with the amateur radio, period. And we traced the lines and everything and tried to cure it and there was no way. So the only way I could run phone patches, I used a transmitter up there at the Communications and that's how I would run my phone patch. Where I was sitting, the transmitter was in another building and I was at the Receiver Building. So I'd get a hold of the guy up there and say, "Hey," how would I put it? In other words, "Give me a frequency and I'll run some phone patches." And the people were pretty good up there. They - I never knew . . . I got some - this was a funny thing too. You know those guys could load that transmitter and I didn't know how much they were loading and I was only allowed to run so much power, you know. And I knew darn well they were juicing it up a little bit so they could get a good phone patch. They had a beautiful antenna up there. It had a rhombic over the top of it, over the top of the ice and boy that was beautiful. And it put out a good signal. So in the winter months then sometimes I had to revert and go up there instead of going to the ham shack.

BS: Who were your radiomen then? Do you remember?


BS: Billy H. Baker?

WJ: I don't know. If I could see a full name. He was a clown. He was something else.

BS: Billy H. Baker. Half the articles in here were contributed by him because he picks them up.
WJ: That yours or mine?

BS: *No, that's yours. Down in the corner.*

WJ: OK. Let's see here. Martin.

BS: *Is he down in the corner?*

WJ: Here? I never heard him called these.

BS: *He might have tacked them on later. He's now Billy H. "Penguin" Baker. He changed his name to Penguin.*

WJ: Did he?

BS: *Yeah. He lives down in Pensacola. He's retired there. His wife just died. And he contributes half the articles to The Polar Times.*

(350)

WJ: Well, I'll be gall-durn. Well down there he was a first class. During the winter, he drank quite a bit. And during the winter months, he lived in the same building I did, and he'd take the disc out of the telephone and put a quarter in it and he'd call somebody. And then he'd make all kinds of ham noises and everything and he'd say, *"Do you know you're through a twenty-five cents?"* And the person on the other end wouldn't know who is was and they had people out hunting for him. They didn't know where it was coming from.
And even the old man knew about it. But, it was a laughable thing. We just got a kick out of it. Baker was a good man, though. Good man.

BS: *OK. The winter, was there any difference in the winter at McMurdo as compared to Little America?*

WJ: No.

BS: *You could get out and walk around.*

WJ: Oh yes, yeah.

BS: *Take hikes up the hills and . . .*

WJ: Well where I lived, it was about a walk from probably where you parked to here from the galley. If you got hungry after having a few beers at night - I'd go on down in my gall-darn shower shoes - this was in the middle of the night, the wind blowing, and go down and we were allowed to help ourselves. Anything we wanted to eat.

BS: *Good food?*

WJ: Oh yeah. I'll tell you, we had it made there in McMurdo. That was beautiful.

BS: *Lot better than Little America in that respect, huh.*

WJ: Not a lot better, but of course, you gotta realize a lot of supplies went through McMurdo, so you know where the bestest went, the mostest. I mean we had green salads.
BS: *Whether it was intended for McMurdo or not.*

WJ: There you go. That's part of the game.

BS: *Did you get over to Scott Base? The New Zealand Base?*

WJ: Oh yeah. I went over there. As a matter of fact, sometimes I'd monitor them when I couldn't get on I'd monitor them because our nuclear wasn't doing any damage to them. They were running their phone patches.

BS: *They had a ham operator there.*

WJ: Yeah. And that was a funny thing too. A guy, I'd run a phone patch for a guy to his wife in the States and I'd continue running phone patches, and I'd try to cross the dial hunting for somebody and here'd be the same guy running a phone patch and talk to his dear wife. And he's talking to a broad up in New Zealand, "Oh Honey, I love you."

BS: *So some of them had a second girlfriend in New Zealand.*

WJ: Yeah. Well I noticed when we went to New Zealand, going down, boy there was all kinds of girls there, you know, joined up with the troops. And you know, when we came back, the same bunch was there, but an awful lot of baby carriages.

BS: *Yeah.*

WJ: Well. They were swell people. I like New Zealanders.
BS: *A lot of marriages. A lot of Deepfreeers, Seabees and pilots and everybody that retired there from the service with their New Zealand wife.*

WJ: They're very nice people.

BS: *Liked Americans.*

WJ: What?

BS: *They liked Americans.*

WJ: Yep And you could be walking down the street, you know along the Avon River there on a Sunday by yourself or something and a car would stop and ask you if you wanted to go to church with them, you know. And then you were invited in their household.

BS: *That brings up a point. Did you go to church in the Chapel of the Snows?*

WJ: No. I never did. No.

BS: *Did they have a Chaplain wintering over?*
WJ: The Chaplain there, what was that fellow? Oh yeah, they had a Chaplain there, yeah. Captain Zoller? was one that was down there at Little America. I don't remember. I don't remember.

BS: *Did you, when the winter was up, when did you get out of McMurdo? Right away? November?*

WJ: Right around the first of the year. ____? ____tour all year from the time I got there.

BS: *Yes. So you got out about November.*

WJ: Probably, yeah.

BS: *And flew out?*

WJ: McMurdo? Yes.

BS: *OK. And have you been back since?*

WJ: Since McMurdo?

BS: *Since that time?*

WJ: No.

BS: *Never went back.*
BS: Did you have any work to do with preparing others to go to Antarctica? Any other Seabees come to you and say, "Hey, you've been down there. Should I volunteer?"

WJ: No.

BS: So you didn't get into the recruiting for that.

WJ: No.

BS: OK. Have you maintained contact with any of the people that you wintered over with or spent some time with down there?

WJ: Well, yes, a few. Havener? He was the one that loved Mr. Siple. He was at Byrd Station. Havener, now he gets in touch with me quite a bit. He's living down in Ft. Myers, Florida, right now, but when he got out the service, retired out of the service, he went into real estate and that's where he's been since. And there's a couple of guys, just stop by, don't remember their names, just stopped by, paid a visit, I took them to lunch and they went. Ed Ray is a guy I'm interested in finding. If you ever get over . . .

BS: Ray?

WJ: Oh yeah. Last name was Ray. He was a ham operator and he helped me a lot. Amateur radio and how to ham it and so forth.

BS: Tell me, Walt, would you do it again?
WJ: You're darn right I would. Yep.

BS: Was it one of the high points of your career?

(450)

WJ: I guess so. It was a challenge. That's the reason I wanted to go. It was a challenge. In them days. Now there's nothing to it. Them days, they didn't know what it was all about. Heck, they had a dietitian, paying good money up in New York to make out a diet for us to eat to make sure we were going to remain healthy, you know. Put us all through those head shrinkers and everything. McMurdo, nah - went in there like it was any other base because that was the difference in that ten years or so.

BS: Did you get to South Pole?

WJ: No.

BS: You never got down there.

WJ: No.

BS: So you'd do it all over again.

WJ: Yep.

BS: Would your wife let you do it?
WJ: She wasn't the boss. Yeah. She'd agree. She was a - I had no trouble with her. Why anything I wanted. The only . . . she would voice her opinion and let me know. Know she was kind of proud of the fact that I was participating down there.

BS: *How long since she's passed on?*

WJ: Oh she passed on, let's see, right after I came from Viet Nam, she - well this is another story, but it's personal. I don't know if you'd want it or not.

(End of Tape 1 - Side B)

END OF INTERVIEW