VETERANS HISTORY PROJECT

Preserving Stories of Service for Future Generations

Interview with

David Baruch

Conducted by Deb Barrett

January 7, 2006

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in partnership with the Library of Congress

(Note: Corrections made to original transcript by interviewee are noted in parentheses.)

Part 1: Introduction:

This interview is being conducted on January 7, 2006, at the Indian Prairie Public Library in Darien, IL. My name is Deb Barrett, and I'm speaking with David Baruch. Mr. Baruch was born on October 12, 1926, in Barcelona, Spain and now lives in Elmhurst, Illinois. He is a retired clinical administrator at Loretto Hospital, and learned of the Veterans History Project while giving a presentation on his experience on the USS Franklin at the Library. Joining us also is Kevin Haney, another interviewer on this project. Mr. Baruch has kindly consented to be interviewed, and here is his story.

Part 2: Entering the Military:

So, David, where were you living at the time you entered the service? What were you doing?

I was living in New York, and I was working for the *New York Times*. I was a clerk in the photo-engraving department, and had been working there for about a year when I made a decision to enlist in the Navy.

What prompted you to make the decision to enlist?

Well, there were several things. One was the fact that my [tape pauses and Mr. Baruch starts again]. I was working at the *New York Times*. I was very much aware of what was happening in Europe and in the Pacific – typically what the Japanese were doing in Manchuria and the Far East, and the…war in Europe. That, and a lot of people from the *New York Times* were enlisting also. And I felt I should. I also had very strong feelings about the war, because I lived with my grandparents in Spain – Barcelona – and they were very old. And they died as a result of the civil war. And I have always felt that Hitler was responsible, because he was the one who provided the weaponry to Franco to carry out the civil war. He used Spain as a proving ground for much of the weaponry that he used throughout World War II.

How old were you when you enlisted?

I was just 17.

That was very young to be working and then to make a decision to enlist. Why did you pick that service branch – why did you pick the Navy?

Well, I always had a special feeling for the Navy. When I was a youngster in Spain, a favorite uncle of mine used to take me down to the harbor and to visit Navy

ships. And there was something enticing about ships and about traveling around the world. And I thought that was the way to go.

So you joined at 17. Where were you inducted?

I was inducted at New York City and sent to Sampson Naval Training Center for my boot training.

What were your first days like?

Well, they were different. It was all pretty bewildering, at first, trying to make sense of the orientation and what all was required of us – trying just to fit in. I was a quiet kid. I was sort of a loner and all of a sudden I'm thrown in with hundreds of people. So it was a different thing than what my life was like before.

Okay. How long was your boot camp?

It was about fourteen weeks, I think.

Okay. And what helped you get through it – you said it was a difficult adjustment for you; a little bit of an adjustment. How did you get through it?

(Mr. Baruch laughs) I'm not sure! I think that – I don't know. I guess I just decided I had to fit in and make a go of it if I wanted to stay in the Navy. Somehow or other I managed to make it through basic training.

So it was just pretty much that you made yourself do it.

Right, right.

Okay. What do you remember about your instructors, your training? What type of training did you get?

Well, the training was seamanship. I think one of the experiences I had in basic training is probably what saved me on the [USS] Franklin. Because we had to prove we could swim. We also, as part of that, had to jump off a twenty foot platform, which sounds like a lot but is really not that much; and how to jump to survive jump from a high place. That came in very handy on the Franklin. I didn't realize at that point that would play a part in saving me.

So what did they tell you about how to jump – how were you supposed to jump?

Well, you had to jump in such a way that you made a clean hit into the water – you had to make yourself very rigid. And you had to…grab your pant legs so that your arms didn't flay out, and you had to tuck your head in so that your head wouldn't get snapped backwards.

From the force of landing.

Right. And lock your feet together at the ankles. And all these things just came, click, click, click – automatically and without thinking – when I needed to depend on them.

So that training paid off.

That training paid off, yeah.

What other things did you learn besides – you said you had to be able to swim, you had to know how to jump. What other things did you have to learn?

Well, we learned about different ships. But it was also a time when we were indoctrinated into the war itself in terms of Japanese atrocities in the Pacific and Far East, and what was happening in Europe. It identified who we were dealing with and in very practical ways. A lot of it was newsreels, I know, that they incorporated into the training program.

Were there any instructors that kind of stand out in your mind? What was your impression of your instructors?

There aren't any that stand out. They had us tow the line, but I don't recall ever having any difficult experiences or moments with instructors. They seemed to know what they were doing, and it was okay.

Okay. Were you in contact with your family during your training?

Yeah, yeah. Of course, we couldn't leave during basic training, so I wasn't connected with my folks during basic training. Well, they asked us to write, so I guess I wrote cards [both laugh].

Not into writing, huh?

[both laugh] Not much of a writer.

Cards and phone calls.

And phone calls. I didn't feel I had to go running home or anything like that.

When your fourteen weeks were up did you get any kind of leave?

I got short leave, and then I went on to school in Bainbridge, Maryland – to gunnery school, where we were trained in the workings of all types of Navy artillery

weapons from small arms to large canons. Then how to repair and maintain artillery equipment.

At that point did you know where you were going to be going?

No, I didn't. I didn't know where I was going until I was shipped to California – San Diego. I don't remember when I learned where I was going. I'm not sure that I knew until I was on the Franklin.

Okay. So you went from New York to Bainbridge, Maryland gunnery school. How long was gunnery school?

I think from January – I think about three months.

Okay. So this was 19 …?

1944 – the early part of 1944.

So a couple of months – about three months of gunnery school. And from there you went to …

From there we went to San Francisco – Treasure Island – where we were kept until they made a decision as to where the sailors were going to be sent; different places. I mean none of us knew where we were going. All we knew is we were waiting to be assigned to a ship or station.

Okay. You said you were always a little bit of a quiet kid. What was it like when you were in gunnery school? That's kind of a loud activity for someone who is a little quiet.

Well, I went to a technical high school. So I liked working with my hands – I liked mechanics. And that fit in with what I was doing – the mechanical kinds of activities. So the work fit in very well for me. It was one of those occasions when the Navy made a good decision to send me to school where mechanics was part of my training.

Okay. You said you went to San Francisco – to Treasure Island. How did you go across country?

Cattle trains! [Both laugh] It was a long, long trip. It seemed like it took forever and a day. We had the mistaken impression that we were not priority cargo because we [continually] were being sidetracked to let other priority trains go by. Also, they were coal burning engines, and it was dirty and sooty – it was a yucky trip [both laugh]. And like I said, it took forever and a day, and we were so glad when we got to San Francisco.

It was my first time on the west coast, and my first experience in San Francisco, and it was very nice. I liked San Francisco.

When you were taking that trip to San Francisco – how long did that take?

It just seemed forever. Days and days it had taken – I don't know – a week maybe.

How did you – first of all, was this just a troop train?

Yes; all sailors.

All sailors. What did you do to pass the time?

Mostly cards, shoot dice, tell stories, come up with creative scenarios of what we were getting into, where we might wind up – you know, shoot the breeze and all that sort of thing. I guess there had to be some reading material – I don't remember too much reading.

Were there any official duties you had while you were on the trip?

No, no – just a very boring trip. It was interesting in that we were seeing part of the country that certainly I was unfamiliar with – going through the Midwest and the plains; the vastness – I enjoyed the scenery. That was probably the most interesting aspect of the trip.

From sea to shining sea?

That's right.

Okay. When you got to San Francisco, what were you doing?

Well, then we were on the base. We were free to go into town and pretty much on our own – we had to be back by certain times. Aside from basic responsibilities for maintaining our spaces – keeping clean – I think that was my first encounter with prisoners of war. Because at Treasure Island they were using German prisoners as kitchen help – they were doing the serving in the dining room. I used to kid about that – the enemy in our backyard. But aside from that I enjoyed San Francisco because I liked new areas – I liked visiting, I liked learning about – . It's such an appealing city, there's just so much to see. I liked the movies, the theater; I liked eating out. And the piers – there was just so much to see. It was very engaging until finally we were "locked up," because at a certain point we could no longer leave because they were getting ready to assign us, and they wanted to be sure everybody was there and present when orders were issued. And it was there that I learned I was going to go to San Diego, and I don't remember that I knew I was going to go to an aircraft carrier. I may have known I was going to go to an aircraft carrier, but I didn't know which aircraft carrier – they didn't identify it. So it wasn't until – . And then when we got to San Diego, of course we were

put up in Balboa Park, which was a Naval holding area, until we were taken to our designated duty stations, and mine was the Franklin.

So you were in San Francisco. How long did you have that relatively free period before you were locked down?

I don't know. Maybe a week. And from there on we were shipped by train down to San Diego.

You said the German prisoners of war were the kitchen help – the servers and things. What were the rest of your living conditions like – what were your barracks like?

They weren't any different than what we experienced in basic training.

Like how many men in a room?

Well, okay, that part was different. Because in basic training we had dormitories. Here we had – gosh – I think we had four to a room. I know that in Balboa Park – it was a huge place; it was like a huge hangar with these bunks that were five high all over. And we just had to climb over each other to go up and down. It was just an immense place.

So you went from San Francisco, you had about a week of freedom, and you were locked down about how long before you got to San Diego?

Maybe 48 hours.

Okay. Just like a few days?

Correct.

How did you get from San Francisco to San Diego?

By train.

Another train?

Another train. And that was a fun train because we went along the seacoast and we got to see a lot of the Pacific Ocean and the beautiful coastline there. That's a long trip, by the way, from San Francisco to San Diego. It's several hundred miles.

So you got down to San Diego and then you were telling us about this dormitory.

Balboa Park.

Balboa Park. Five high?

Yeah. Five high. My Lord. I mean they really had to accommodate an awful lot of people, because that became a central staging area for assignments.

About how many men were in a dormitory?

I'd say several thousand.

Wow.

It was a huge, huge place.

So you had your bunk and you had your locker – like a footlocker or something?

I don't even know if we had a locker then or if we were just living out of our duffle bags – the old Navy duffle bags; sea bags. I still have mine.

What did you do with your time while you were there? Was it just a matter of waiting?

It was just a matter of waiting. And there again, we had an opportunity to visit San Diego, to get acquainted. It was an interesting city. (laughs) I had a very funny experience there, because I was always looking for people with my namesake – I was always looking to make contact with possible relatives. My mother used to say that all the Baruch's were related. I thought maybe that was true. And I would look up in the phone book for Baruch's. I'd say I was a sailor. And people were pretty pleasant and nice. It never amounted to anything. It was kind of a lonely time, because I was no longer with the people I was familiar with from basic training or in school. I was pretty much on my own. But one time I was walking downtown and I saw this Marine, this woman Marine, who was looking at windows at clothing. And I just went up and said, "Hi." And she said, "Hi." And somehow I got around to asking if she would like to go out for dinner and to a movie. And she said, "No, I'm waiting for my mother." (both laugh) It was like saying, "Little boy, go away." And I suppose I looked like a little boy to her, but I sort of sloughed away.

Okay. (both laugh) I guess that would be a little bit hard. So how long were you waiting to be assigned to go to your ship?

I don't know. I arrived there in May, 1944 – on the…[21st] of May. And I was assigned to the Franklin on the…[28th] of May, 1944.

Okay, so not even a week.

Well, I was transferred. On the 29th of May I reported to the Franklin.

So you mentioned you were not with anyone from your training or basic – there was nobody you knew there?

No.

Everybody had gone to various places and no one was at the same place.

No one was at that place.

What did you feel like when you first got your – did you know anything about the Franklin?

No. I had no idea. I knew about aircraft carriers because I saw pictures of them. But it's one thing to see pictures and suddenly to see an aircraft carrier. I was just taken aback – amazed – it was such a huge, huge ship: four stories high and three football fields long, and just this massive ship. I wondered how the thing could float! And I thought, "Wow, this thing is great. We're safe on an aircraft carrier. Nothing could do us in there."

Unsinkable ship, huh?

Yeah. Unsinkable ship. That was my impression.

When you first set foot aboard ship and you got your assignment for your cot or wherever you were going to sleep. What was that like? What were your living conditions like? How was it finding your way around this big thing?

It took a long time to find my way around because it was so big and there were so many compartments and so many gangways, and so many ways of getting to places. And nothing is close, because the battle station I was assigned to – the guns I was assigned to; responsible for their maintenance and upkeep – was at the forward part of the ship toward the bow, and our living compartment was way three decks below, way aft – the after part. So it was quite a distance to get back and forth. So, it was just an awesome experience, wondering if I would ever get to know every aspect of this ship. But I found it fascinating.

[Question from Mr. Haney] About how many men were on the ship?

The basic ship's complement was 2,500. And the air group consisted of another 1,000. So altogether there were 3,500 people.

Tell us a little about what your living experiences were like. What were your sleeping arrangements? What was your dining like?

The quarters themselves were three bunks or four bunks high. Of course everybody had their own locker. The bunks fold up during the day. It's stuffy – it's

stuffy in those quarters; it got really stuffy when we were out in the Pacific, the south Pacific around the equator. But it was okay. We became buddies – friends. And the people who served in the work area – that is, the gunnery section I was assigned to – we were together as a group. You never got to know everybody on the ship. I mean, you couldn't do it. It was like a small city, so that your interest was just in being able to work with the people you lived with in your immediate quarters and in your work areas. Although we did do other kinds of duties occasionally and we'd meet someone else.

What was your primary duty?

My primary duty was the maintenance and the upkeep of the 20mm guns on the forward part of the ship – the starboard side of the ship.

[Question from Mr. Haney)] Were they basically anti-aircraft guns?

Yes, 20mm anti-aircraft guns. And, of course, to see that they were maintained, and when they weren't working during battle and jammed up, I got to un-jam them; to do whatever I could as soon as possible.

Did they jam up on you?

Occasionally they did. But usually they jammed up because sometimes the gun involves a loader and someone who shoots the gun, and it would usually jam up if the loader didn't put the magazine in properly. Under battle conditions people would get excited and anxious. They'd hurry to replace one – when one magazine is empty they'd pull it off and take another one [but] they don't put it in right and it can cause a jam up. And sometimes, too, when you're firing a gun for a period of time, and the barrel heats up, you can get a jam up that way, and you'd have to take the barrel out, which is not an easy thing to do, and dump it over the side because you don't want to put a shell inside – it could go up any time. And then put a new barrel on the gun.

[Question from Mr. Haney] How many shells were there in a magazine?

Oh gosh. I'm not sure whether it was thirty shells.

[Comment from Mr. Haney] They were pretty heavy. [Question from Ms. Barrett] How much would they weigh?

I'd say a magazine would weight at least twenty pounds. And after a while you'd get used to it. I remember an experience where we would get a new crew assigned to us – just to be there to shoot the guns or loaders, one or the other – and I we'd do dry runs in shooting the thing until they were comfortable. One of these young fellows – it's funny for me to say young fellow (laughs) since I was 17 years old. I can think of one time I'm [the gunner for]…this new person loading the gun, and suddenly my gun stopped shooting. And I'm looking around – oh, I know what it was – I asked him to take some part in becoming acquainted with the actual shooting of the gun because that was

eventually what he was going to have to do. And I was loading. And when we were doing this dry run shooting and the magazine was empty, and I went to get – I'm messing this up (pause in tape).

I was the shooter and this kid was the loader. It suddenly stopped firing – it was out of shells. And I looked around, and I couldn't find this kid to put a new magazine on. And I saw him cowering down on his haunches with his hands above his head, and so I told him to get up. He said, "It's too loud. It's scary." So I said, "Of course it's loud and noisy – it's a gun!" He said, "I don't know if I can handle it." So I said, "Just a minute." I knew we had a first aid kit in the ready room, and there was cotton in it. I took some cotton out and I said, "Put this in your ears, and that will reduce the noise some." Now I knew that the vibration was going to knock the cotton out of his ears, but I wasn't going to tell him. So he put the cotton in and he was fine. He said, "Thanks." I said [after the exercise], "Take the cotton out of your ears." It wasn't there! So (laughs).

Sort of mind over matter. [Question from Mr. Haney] What was the crew on one of these guns – like one barrel or two barrels?

The 20mm – all these 20mm were one barrel. Unlike the 40mm which were double-barrel or quad. So, each of the 20mm was a single.

Okay. How long were you on the Franklin? What was your timeframe?

Well, I was there [from May 1944] until … March 19, 1945 that the Franklin was hit and I went over the side.

So, tell us. You were working with the…[20MM AA] guns there and you were helping the other younger guys get through this. At that point what was your rank?

I was Seaman First Class.

[Question from Mr. Haney]. What does that mean to me?

You start out as a Seaman Apprentice – basic seaman – Seaman Second Class, then First Class, then you go to Petty Officer.

[Comment from Mr. Haney]. So you were almost like a Sergeant.

Right.

Okay. So we're talking about a year or so. So, in that year before the ship was hit, was there anything that happened, anything unusual, anything interesting that really comes to your mind before the big hit?

Well, first of all, the Franklin was involved in the Pacific during the major part of our efforts to recapture many of the islands the Japanese had overrun. So, starting with the Marshall Islands, Guam, Saipan, Tinian, and then we went on to Iwo Jima, Ha Ha

Jima – a lot of those islands that we were taking island by island we were providing air cover for the invasions.

[Comment from Mr. Haney] Now you were one of the first ships to be hit by kamikaze.

Then in October of 1944, October 13th I think it was, when we were involved in the preparation for the invasion of the Philippines, during the second battle of the Philippines. See, when the Japanese realized that we were practically in their backyard – we had destroyed a lot of their ships, their aircraft carriers, already – our guys were carrying the war to their doorstep practically, so they decided to use the kamikaze as a way to stop the use of aircraft carriers. Without the aircraft carriers then we didn't have the coverage and ability to carry out the invasions. I don't know that they ever thought they could really stop us, but…they could certainly make an effort at it.

So, then the first time was Japanese planes that came at us and one just scraped the flight deck. He was just a ball of fire. Like when a Japanese plane gets hit, he'd just direct like a missile against the ship and hope that they can hit before it blows up.

[Comment from Mr. Haney] Now, a kamikaze, for our listeners here, is a pilot who was trying to ram the ship, so he's not planning on coming back.

Right. When a kamikaze pilot takes on that responsibility it means he's – but then if they did return it was because they ran out of ammunition, felt they couldn't waste it and go for another try at us, or else they couldn't get to us because we got out of the area before they could reach us. Sometimes the weather conditions would cause them to turn back. So, if they did return, they'd try again another time. But in the process a number of kamikaze pilots…didn't get another chance.

What did you think when you witnessed your first kamikaze attack?

The thing that was interesting – first of all, the kamikaze seemed to always go for the after part of the ship – the flight deck – because I'm sure their intention was to destroy the flight deck in an area where it would make it impossible for planes to take off or land, and that would nullify the ship as a fighting ship. And I always thought how lucky…[I was] to be in the forward part of the ship where we were so far removed from the actions that were taking place back there.

As I said, the first one came at us was on fire as it came…from the port side, skimmed…[us] and landed in the water on the starboard side. Another one came in and just splashed down in the water just feet away from us, and so we weathered that particular attack – three different attacks with only minor damage to us.

What did you think when you saw the first attack?

I thought, my God, they're crazy!

Were you afraid? What did you think it was going to do? Did you think it was really going to cause significant damage?

I guess I didn't think that – I thought we could weather it; I thought we could manage it. I mean, with our anti-aircraft weapons, and the anti-aircraft guns of all of the other ships in the surrounding area were also putting up a terrific barrage against any planes. And then our own combat air patrol, whose job was to continually fly around the task force to intercept and shoot down any intruders – we felt pretty safe. So it was amazing any of them got through.

[Question from Mr. Haney] Now had you undergone any attack by the Japanese prior to the kamikaze attack?

Yes, we did.

(tape turns over)

There was an incident where several Japanese bombers got through. And one of them got close enough to drop three torpedoes right for the Franklin. One of them just missed the tail end of the ship. Another one somehow went underneath the mid-ship. The third was going straight for the bow of the ship. The captain made a maneuver that practically put the ship on its side and turned it around, and it skimmed right…[past] the front of the ship.

Wow. So it sounds like one, two, three – the length of the ship, back-to-back.

Yeah. And of course he was shot down. He couldn't come that close without being shot down. But if those torpedoes had hit it would have been the end for the Franklin.

How many ships were around the Franklin? How many ships were in this group?

Well, there was always a slew of ships around because we were a part of a task force. And every task force had several aircraft carriers – large and then some small ones. And then you have a group of cruisers and then some destroyers. Destroyers are there to provide cover for us – anti-aircraft cover. I don't know how many, total ships…, although in some instances there would have been hundreds, maybe thousands of ships, depending on what the particular undertaking was – the military objective.

While we were involved in the Philippines we were part of several task forces. We were only one of several and altogether we were several hundred. And then later on, when we were preparing to tackle Okinawa and attack the Japanese mainland, there were over a thousand ships all over the place.

[Question from Mr. Haney] So you were hit by the kamikaze. How much damage was there?

On October 30, a kamikaze got to us and rammed right through the flight deck, right by the aft elevator – slammed right through and just blew that whole area up. At that point we lost about 70 guys. And that put the Franklin out of commission, because it…no longer could land or take off planes.

And that was when you ended up jumping off the ship?

No. This was in October, 1944. We went back to Bremerton, the Navy yard in Bremerton, Washington, to be rebuilt. And then we went back out again in January of 1945.

What did you do while the ship was being repaired?

We worked. We had jobs. We were assigned to different kinds of duties. I had fire watch – where there welders working there had to be someone standing there with fire extinguishers – so I kept watch there. And there were other duties we were assigned.

So while the ship was being repaired you had these other duties. How long was that time?

Well, that would have been maybe two months, possibly three months.

[Comment from Mr. Haney] So pretty much part of November and December.

January. We went out in January. And of course we went through sea trials again to check everything out. We got a new air crew, and they had to qualify to be accepted into the group.

[Question from Mr. Haney] Was there a kind of a change in the mood of the crew after that – after you had taken fatalities like that?

Not that I was aware of. Because, again, we were in the forward part of the ship; we weren't affected by what happened in the after part of the ship, so we had the same crew. There were some replacements. Well there replacements for the men who were killed, of course, but there were some replacements of some of the other people who were taken off – I don't know why – I just continued to be part of the crew.

So you didn't really know the people who had been killed.

No. Most of the people who had been killed were gunners who were assigned to those guns in the back, in the after part of the ship, and whatever other crew people were in that area, both on the flight and on the hangar decks. So that was it.

Then when we came back out again and…[after our shakedown], we…headed out for Japan.

For Okinawa?

…We were part of a task force in preparation of what was expected to be the invasion of Japan itself. So our job, our group, was a task force command ship – we had the admiral on our ship – was to get to within striking distance of Japanese military installations and fortifications on the island of Kyushu.

What was striking distance?

About sixty miles.

[Comment from Mr. Haney] So you were planning on doing direct bombing attacks on the main island.

Right, right – air fields, naval facilities, barracks, factories.

Military installations, or military related industry.

Anything that had any connection to military operation, directly or indirectly.

And what happened on that trip?

Well, so we were…[hitting Kyushu]. And then at the same time they started the invasion of Okinawa. So were also providing some coverage of Okinawa – air coverage. So it was between the 17th and the 19th of March we were at full combat status continually, because we were continually under attack.

[Comment from Mr. Haney] This was the Battle of Okinawa.

Well, the Battle of Okinawa, yes, we were involved in it. But being sixty miles away from the Japanese mainland, you were parking on their doorstep. Those guys could practically throw their planes at us.

So, like I said, we could not leave our battle stations – we could not go to have a hot meal or wash up or anything like that; sandwiches were brought up to us, coffee and things like that. On the morning of March 19th, someone got the notion that maybe they could go to a semi-alert – a lesser alert status – in order to open up parts of the ship so that a certain percentage of the crew from different areas of the ship could go and freshen up – clean up, shower and get a hot breakfast. So I was part of that group – the first group – and that was before 7:00 – 6:45 I think it was. And I went down to our quarters and changed and got cleaned up and then went to breakfast. The breakfast line – the chow line – forms on the hangar deck and goes down a hatch to the mess hall. So when I got to go to breakfast there was this huge long line. And I thought, "I'm not going to stay in this long line." I didn't like being just standing in that closed area. I thought I'd go up topside. And since I was already in the after part of the ship when I went up, I wound up being in the upper part, in the topside, on the port side. And all the airplanes were loaded up on the flight deck – loaded up with their bombs. We had one strike out already, and we just finished loading up a whole group of airplanes with their fuel and their rockets

and their bombs. So, I was just standing on the catwalk right below the flight deck back there, where there's another 20mm gun section nearby. And it was a sunny day with just groups of clouds, bursts of clouds. It was cold – probably in the 50's – a cold time of year. And while I was standing there, all of a sudden there was a huge explosion, and then another one. And I didn't know what was going on because we had got no warning of anything about to happen. And at first I thought maybe one of the planes may have dropped its bombs – that happens, it doesn't get locked up and the vibration can loosen it and it will drop. And if it hits in another objective it can go off. Or even those rockets. So soon I was enveloped in gasoline fumes, fires and explosions. I decided to go into the gun shack.

Now, every gun group has a gun shack, which is the area where we do our repair work and maintenance work. So I went in there and I locked the door. I went on the sound powered phones and I got a lot of static – I couldn't reach anybody. All of a sudden I realized we also stored ammunition in this compartment. I thought, my God, I can't stay in here. If the fire gets in here or an explosion breaks in here this thing is going to go up. So I stepped out. I turned on the sprinkler system and I didn't even check to see if it went on and locked the hatch. But then I was back out on the catwalk with all that was going on. And I'm trying to decide which way I should go, because I was surrounded by smoke and fire. And pretty soon this fellow comes up from the aft part towards me – he was burned up. And I said, "My God, you look like hell." He said, "I feel like hell." I asked him where he was heading. He said he was going forward. I said, "Forward! You're going right into all the explosions and the fire that's coming up." He said, "I don't have any choice." He said, "If I were you I'd get the hell off the ship right now." And then he disappeared. And I thought to myself, yeah, I guess that's the only choice I have.

The thing that's remarkable about this is, that, after I made the decision, I can't remember the exact spot that I was at when I jumped off. I know it was up somewhere on that catwalk, but what I did was, I did all the things that I was trained to do in boot camp to make myself the least amount resistance when I hit the water.

Surface impact.

Surface impact, yeah. And that was a long drop! But what was even scarier – I mean, as scary as being on the Franklin was, when I hit the water I went down far. And two things scared me about that. One was that I could get caught by the screws of the ship, which are huge – they're huge. There are four of them – there are two on port and two on starboard. And they could just tear you to pieces. And I said, "I have to get up to the top." The other thing that was scary was that I was right next to the Franklin, and if the Franklin blows up it's going to just suck me down. So I got up as fast as I could to the top – it seemed like forever and a day – and I'm at the top and I'm right next to the Franklin.

Now, if you think you're small when I was looking at it from the dock, it looked like I don't know what – the Empire State Building right next to me. And here's all the smoke billowing and everything.

[Comment from Mr. Haney] You would have been jumping from the equivalent of a four or five-story building.

Right, right. So, then I said, "I have to get the hell away from here." I started swimming away. I didn't have a life jacket, but I knew I just had to get away from there. And I didn't know how many other people had been in the water.

Did you see any?

No. No. It's amazing, but, you know, the combination of the vastness of the ocean and when you're in the water like that, the wave movement limits your vision, greatly. You can't see very far. So I couldn't see very far. The only thing I could see was the Franklin. And so I'm treading water and all of a sudden I see the Franklin start turning. I didn't realize then, but the Franklin was dead in the water. The engines were out. The tide was turning it and it was [heading] right towards where I was at. So I had to gauge which way it was going to turn and swim away in the opposite direction. So I did that. And I don't know how long I was in the water – swam, treaded water. Then I heard somebody shouting, and I was trying to figure where the sound was coming from. And it turned out it was a pilot. And he had been standing on the elevator that protrudes out from the side of the ship on the port side. And that elevator, from what he said, just flipped up in the air. He was standing way at the end of the airplane and it just flipped it up in the air. Fortunately, he had a "Mae West" on, so he inflated it.

[Comment from Mr. Haney] Now by elevator we mean these elevators used to get the plane out, not the little office building elevator.

Right. Each elevator was going to bring up a plane, one at a time.

You said he had on his "Mae West." I'm assuming that was an inflatable vest. (laughs)

A "Mae West" is what they had on airplanes. You had to have your Mae West and put it on and inflate it. So I got up there and said, "Boy am I glad to see you." He said, "Where's your life jacket." I said I didn't have one. He said, "Hang on mine then." And then another thing. He was grimacing, and I asked him what was wrong. He said, I think I shattered my ankle. Apparently the force of the explosion had resulted in the impact on the ankle. So he couldn't do anything but just float. Fortunately he had the Mae West. So we floated for a while and still didn't see anybody around.

After I don't know how long we heard a lot of shouting and screaming somewhere in the distance. I said, "I think we better head for that." So I grabbed him by the collar of his Mae West and just swam with him to where this floating device was loaded with guys who were screaming. I got him a close as I could. I had to let go of him. I said I didn't know if I had the strength to get to that floating device, but I've got to go for it and have somebody come out and bring you in the rest of the way. And I just about made it. In fact, if someone hadn't reached out and grabbed me, I wouldn't have had the strength to pull myself up. They just flipped me on top of this floating device.

And then I said, "Somebody go out and find him." And they did.

We were picked up by the USS Marshall, one of the destroyers. One of the five destroyers that picked up and rescued some 1,400 guys in the water. And it was amazing that we didn't see anybody until we ran into this floating device with all these guys piled up on it. Anyway. By the time we got picked up, as I recall, we were taken down to the crews quarters and given their bunks. And I looked up at the clock on the wall. It was about 11:00 – it was about four hours since I went off the Franklin.

You were an old man of…18 ½ at that point. [Mr. Haney comments] You and the pilot basically saved each other's lives. [Ms. Barrett speaks] Right. His inflatable vest helped you get a little bit of rest and strength, and you were the one who pulled him along. [Mr. Haney comments] You said he couldn't swim.

Yeah. He couldn't. The thing was, the whole thing is so remarkable because if I had gone to breakfast I wouldn't be here because the whole hangar deck became a steel casket. Everybody had burned up. We had airplanes on the hangar deck, some of them were all loaded up with bombs and fuel waiting for the planes that were on deck to take off so they could bring up the rest of them. So there were some being worked on, so they had all these repair crew people shattered. It's hard to imagine what that looks like – what that hangar deck looked like.

David just handed me a photo of what the hangar deck looked like after the attack, and it looks basically like one large room of twisted metal. All shapes and sizes. And this is from your ship. This is from the Franklin: March 19, 1945. I think we should make a copy of that. As a…18 ½ year old who has just basically, your life was just spared by the circumstances. But you witnessed all this. What were you thinking? What were your thoughts? How did you take all this in? This is an amazing thing for someone that age to take in.

I don't know. I don't know. I think that my adrenaline must have been going a mile a minute during all of this. It had to have sustained me. I must have been on automatic pilot, you know. I mean, how does one comprehend something of that magnitude. All I can say is it was an overwhelming thing. I wasn't out of it, I was just functioning.

It was just hard to take it all in.

Yeah. Yeah.

Do you know the name of the ship that rescued you?

The USS Marshall. [DD 676]

The USS Marshall. How many men did they rescue, do you know?

They rescued some 200. That one ship.

How many were rescued altogether?

About 1400.

[Question from Mr. Haney] Do you know the number of fatalities?

The number that were killed, that died [on the ship] that morning, was close to 800.

[Comment from Mr. Haney] And that's out of the 3500 that were on the ship.

Yes. Another 600 or so were transferred to the Santa Fe, which is the cruiser that came alongside the Franklin to help fight the fire – they used their hoses to help fight the fires and also to take…off the casualties.

When you were taken by the USS Marshall, where did you go from there?

They took us and the other destroyers that picked up other crew [to the island of Ulithi].

Did you all go to the same place?

Let me go back a second. When I said 1400 went over the side, a lot of them were killed when they went into the water. So, besides the 800 that died on the ship itself.

[Mr. Haney speaks] Okay, so we're talking 800 that died on the ship.

Yeah. I don't know how many died, but there were a lot of people picked up dead from the water.

[Question from Mr. Haney] How many survivors were there?

Well, on the Marshall there were 200 survivors. I don't know about the other ships.

So, we were taken to…[Ulithi]. …[Ulithi] as a major staging area. And from Ulysses we were put on a troop transport to go back to Pearl Harbor where the Franklin went. After the fires were out it was taken under tow out of that area, and they [restarted the engines and] went to Pearl Harbor. And we were [also] taken to Pearl Harbor. We thought we were going to be put back on the Franklin, but they could not repair it at Pearl Harbor because it was too seriously damaged, and they did not have the resources there.

So that was its last mission.

That was its last mission -- the last mission of the most heavily damaged ship in naval history without sinking.

[Mr. Haney comments] So no other aircraft carrier was hit in any way comparable to what happened to the Franklin.

No, in no way comparable. There were carriers that were sunk by torpedoes, in the Coral Sea. And there were other carriers that were hit by kamikaze planes and some of them lost a few hundred guys. But no ship was …[damaged] to the extent as the Franklin [and survived].

And you were at Pearl Harbor.

And we were allowed to go back and salvage personal items. The captain decided – somewhere along the line it was decided the Franklin should go back to the Brooklyn Naval Yard to be rebuilt. And the captain decided that he would …[use only] the remaining crew on the ship to take it back. And that's another story.

[Mr. Haney speaks.] Now there were two Medals of Honor awarded for action on March 1945.

[Yes, our Chaplain Fa Joseph T. O'Callahan and Cmd. Donald A Gary].

…The Franklin also had the most decorated crew in Naval history. There were Navy Crosses, Silver Stars, Purple Hearts – hundreds [of commendations].

[Mr. Haney speaks] That's probably more fatalities than the Navy sustained in the whole of the first World War on the Franklin that day. [Ms. Barrett speaks] How long were you in Pearl Harbor?

We were there for – I really don't remember. I don't think we were there very long… .

A week, two weeks?

Maybe a week. Then we were taken back to the States.

Where did you go in the States?

That's a fog, these details.

That's fine. Did you go to the California coast?

We went to California and then of course we dispersed and went all over the country. I don't really remember how I got to New York, whether I flew. Now, my folks didn't know about anything that happened on the Franklin.

Had you been communicating with them at all while you were on the ship?

I had been. The thing that's amazing is that my mother was sure that something had happened because March 19 happened to be her birthday. And she said I never forgot her birthday.

But she didn't hear from you that day.

So, when I went up into the naval receiving station up in the New York, up into New York Harbor – the shipping facilities they had turned into receiving facilities for [Navy] personnel – I was given leave home.

How long a leave did you have?

I think I got a month.

When you went home, did you have any injuries?

No. Not a thing.

That's amazing! So you went home so your Mom at least could see that you were okay. [Mr. Haney speaks] Now what precisely happened to the Franklin classified at the time from reporting?

They did not allow any news to come out about it – any Japanese, any suicide attacks. Because they were devastating, and they didn't want two things: They didn't want the Japanese to know how much damage they were causing, and of course they didn't want impact on Navy crews.

Demoralize.

Demoralize, yeah. I'd say that if the Japanese thought that if they did enough damage they would sue for peace. And of course nothing like that occurred.

So, when you got home, when did your Mom know you were coming home? I mean, did you call from the Harbor and say, "I'm here." How did she find out you were coming home and how much notice?

I think I called home when I got to New York…to say hello to them. But I didn't know [when] we were going to be released to go on leave. But it wasn't long after that I was able to go home.

[Mr. Haney speaks] Were you given any instruction at all about what to tell people at home about what had happened? [Ms. Barrett speaks] Or what not to tell them?

Well, you now, by this time it was all over.

So photos did come back. Wow. This is Friday, May 18th. David just showed us a headline from the *San Francisco Chronicle* showing a photo of the Franklin, and the headline says, [Mr. Haney reads] "First Photos: Flaming Carrier Franklin Saved, War in the Pacific, Flattop is Set Afire Off Japan, 1,000 Casualties." Okay. So the news got back, even though things were supposed to be kind of quiet.

Yeah. I suppose.

(Mr. Haney speaks) It's interesting. The sub-headline after this is, "Army planes strike Tokyo, Heroic Crew Keeps Flaming Ship Afloat and Japs Glooming Over Allied Air Might." So that headline gives good and bad news, obviously.

Yes.

Okay. So you were home for about a month.

About a month, yeah. Then I reported back to the naval facility in the New York Harbor there, where they kept me until I…[shipped] to the Philippines to help maintain operations with a Seabee unit, a naval construction battalion on the islands of the Philippines. And that was preliminary to…[being reassignment to another ship].

And when you went there, what ship did you go on?

I remember it was a terrible trip, because it was one of what they called [an LSD] landing ship dock. It's a huge ship, and it's a flat-bottom ship. And it's used to repair [small] ships. You sink it down when a ship comes in and the water gets sucked out and they can repair it. And we were taking a group of GI's, and you never saw a sicker group of guys. You know with a flat-bottom you don't cut through the water, you continue flopping up and down. Even I got sick the first day. It was a long trip – it was my first slow trip to the Philippines from California.

Were you doing some zig-zagging, too, on the course there?

[No, the war was over].

Well, this was in October – Oh, November 7, 1945 I was assigned to the Philippines. Of course, that was a rough crossing [on the LSD].

Being in the Philippines was an interesting experience in itself. It was different from anything I had experienced before.

How was it different?

(Chuckles) The showers we had were just wood platforms with the pipes coming out and a showerhead. And the area is wide open – no gates or anything. I'll never

forget, this one time I was taking a shower – I'm all sudsed up, I had soap in my hair and I couldn't see – and all of a sudden I hear this voice, this female voice, saying, "Joe, do you want to buy any bananas!" (All laugh) And the only thing I could think of was, "No, I don't have any money." (All laugh)

So it was a little different than your accommodations aboard ship!

Yeah. And when I was assigned to the Seabee outfit we were in tents – four-man tents on this island, on a beach area. And I arrived there on a Saturday. And I thought, "This is great if I can sleep over on Sunday." And Sunday morning the blankets are being pulled off of me and they're shouting, "Rise and shine, sailor, rise and shine." And I said, "Go away, I'm not getting up." But they were insistent, "Rise and shine." And I looked up – they had trained a parrot to say, "Rise and shine," and a monkey was pulling the blankets! This little monkey is pulling the blankets and jumping up and down, and this parrot is yelling, "Rise and shine, rise and shine." (All laugh)

(Mr. Haney speaks) Was this a joke?

And the guys were…[hiding] – this tent…[outside] and the sides were rolled up part of the way – and they were waiting for me and they all burst out laughing. That was my initiation to this outfit (all continue laughing).

(Mr. Haney speaks) The Philippines had been occupied for four years by the Japanese. Did you get any sense of what that occupation was like?

No. The Filipinos were grateful that we were there.

I had one very strange experience. The island that we were on, the part that we were at was on a site that did not have a good beach for swimming. But if you went around the island – it was a small island, so it didn't take much to get around to the other side – there was a beautiful beach. And there was another Seabee outfit that had been there, and we go over there to go swimming. And apparently that Seabee outfit had been disbanded, so there was nothing there – it was just an empty area with living quarters. And one day after some time that we hadn't been there, we went there and ran into guards. There were gates and guards. And they stopped us and asked us where we were going. We said we wanted to go swimming at the beach there. And they wanted to know where we were from and they wanted to see our ID cards and everything. We saw a lot of commotion and activity going on, but they said okay. And then we decided we wanted to go for lunch, and we went up and saw the lines going up to what we assumed was the mess hall. And the people on the line looked kind of strange. But we didn't know. There were so many different people – different cultures, ethnic groups – so we got in line and these people were looking at us strangely and we were looking at them. We had MP's come up and grab us by the neck and want to know where we were going. We said we were just going to get something to eat. They said, "You can't stand here, this a prisoner of war camp. These are prisoners of war!" (All laugh) We had never met Japanese prisoners of war before, so who's to know who was Chinese, Japanese, different mixed Filipino background. That was such an experience.

Do you know what island you were on?

It was a very small island. I'm tempted to say Luzon, but I'm not sure.

So how long were you in the Philippines?

Not very long, actually. I was there from the beginning of November to the early part of January. I would say maybe two – two or three months. And that's when I reenlisted in order to be able to accumulate the maximum number of points to be discharged. So they discharged me from there and assigned me to USS Macon.

Out of what port?

Out of the…[Philadelphia] Navy Yard.

Much closer to home.

Yes.

(Mr. Haney speaks) Seabee would stand for construction battalion.

Right.

So what did you do on the Macon? What was your responsibility there?

Well, I went on as a gunnery to start with, but they needed people more in supplies – the war was over already and they needed supplies. So they asked if I would run that department, so that's when I ended up running the gedunk stand.

(Change to tape 2)

You were operating the gedunk stand.

I was working in the supply department and running the gedunk stand.

Would you explain what gedunk is.

The gedunk stand. I don't know how that term ever came about. It's an old Navy term, going back to the old sailing ships. But the gedunk stand is where you sell all kinds of things for the crew, like candy of all kinds. Someone said to me once, back in the old Navy sailing ships they used to carry goods so they would give it to the natives when they visited islands -- like trinkets or something. How old names continue, huh.
I took care of that and working in the supply office until I completed my stint.

How long was that stint?

That was until November, 1947. I went on the Macon in January of 1946, and I was there until November, 1947.

Were you discharged at that point?

Then I was discharged. And since I knew I was going to go back to school, I went to the Naval Reserves. Because I figured besides the GI Bill, I'd put away some extra money.

So when was your discharge? You said it was in November, 1947?

From active duty, and then into the Reserves.

And what was your rank upon your discharge?

I was just a storekeeper – striker they called it. Then I went back to school.

(Mr. Haney speaks) How long were you in the Reserves?

Well, what happened is when I was at Bradley University doing my undergraduate work, the Korean War broke out in 1950. And there five of us who were all called back to active duty. And we went back up to Great Lakes and were waiting to be assigned. [When] I heard I was going to be assigned to the…[Lexington], which was another carrier just like the Franklin – raised all kinds of questions in my mind. So we're waiting there for the official orders to come through, and suddenly a bulletin was issued by the Navy Department that people who had four or more years of active duty, and who were pulled out of college, could return to school to continue their studies, with the proviso that if they needed us…[badley] they could call us back again, or if the war went on too long and we graduated, we had an obligation to go back on active duty.

So being in school kept you from going back.

Yeah. But we had an Air Force ROTC unit on the campus. There was a sergeant there who was a real go-getter – an old time sergeant who was eager to get guys like myself who were old Navy – old Navy (Ms. Barrett chuckles), then tried to sell us on the idea of joining the Air Force ROTC. And I thought, "Well, why not. At least it would assure I go on and finish my studies at Bradley." And this was…[toward] the end of 1950. So I told the sergeant, "Look, I can't join the Air Force because I'm in the Naval Reserves." He said he would take care of that. So then, in January, we all got telegrams to report back immediately to the Navy – all five of us. And I went up to the sergeant, and I said, "Sarge, I just got this letter." And he said, "Oh. I just got you discharged from the Navy today." (All laugh) So I wound up being in the Air Force ROTC. The other four guys had to go back to active duty.

Timing is everything!

Yeah. And so I graduated and got commissioned in the Air Force.

What did you graduate – what degree?

In industrial psychology. My specialty was administration in the Air Force.

So you graduated and you were in the Air Force Reserves. For how long?

…[Eighteen] years.

(Mr. Haney speaks) Did you get pulled up again for active duty in Korea?

No, not for Korea. The unit that I eventually became the Executive Officer of, the 91st air terminal squadron that was stationed at O'Hare, which was part of the Military Airlift Command [MAC]. And our job was to go around and set up the air fields and terminals.

We were activated during the Vietnam War. And I don't know how we did not go, but we were put on alert and ready to go but never got the official word. Then I just retired.

So you never really got that far away from the military.

No.

So, you are now not in any type of reserve situation now.

No. I'm retired from the Air Force.

How long have you been out of the military?

Well, I retired in 1968.

And what was your rank when you retired?

I was a Major.

What did you do when you got out – well, in the Reserves you were still …

Well, I had a variety of jobs before I was assigned to the 91st Air Terminal Squadron and became their [executive]officer. …[I was also] involved in…discussions…looking into what differentiated prisoners of war in Vietnam who caved in to the Vietnamese – capitulated: What differentiated those who did from those who didn't – who were able to hold up under whatever torture or punishment they got. What were the factors. The military was looking for ways to prepare men to bear – hold up – under similar kinds of conditions in future wars. Essentially, the important things

that sustained individuals who were able to hold up, were a sense of family, strong sense of country, strong belief in the values of what America was about. And some had [strong] religious beliefs. But having strong feelings about family – good positive feelings about family, and being able to think about that, and relive that within themselves, were the sustaining forces. It's a remarkable thing.

(Mr. Haney speaks) So the military was aware that US prisoners were being tortured.

Oh, my God, yes!

Do you have any comparisons between your experience in World War II and what you know of the active military men in Vietnam – what they were going through?

No, I can't really make the comparison because it's…[very] different [wars and my roles changed] first being an enlisted man in combat under direct war conditions, and experiencing those aspects and the consequences of that. Then as an Air Force officer, I was an officer. I was living in quite different circumstances. And my duties and responsibilities were so very different And I was relating to the people I worked with on a very different level.

You were in the military during three different wars.

Yeah

After you left the military, what type of work did you get into?

Well, I went into industrial psychology. And worked in industry. But I was not enjoying it. I chose to go into psychology rather than to go back into some aspect of mechanical. My experience just affected me that way – the human aspects of war and how people deal with it, and who survives and who doesn't. The human elements and human factors played a part in my decision to go into psychology. So that's what I did.

I didn't like industry because it really didn't deal with people in the way I felt they ought to be dealt with. And I went to work for the State of Illinois – the Department of Mental Health. And I was working with a clinic for children who had experienced severe forms of retardation – that was what it was called back then; now it has various names and conditions. Then, after a year, they offered me a scholarship to the University of Chicago to do graduate work.

I continued my studies there and I graduated from there – the University of Chicago – and continued working with the Department of Mental Health…[in a psychiatric] teaching and research hospital at the west side medical center.

Then I wanted to make a shift from working in hospitals to working in a community clinic. Then Loretto Hospital was just one of the few hospitals that was starting a new health clinic, and it was suggested I look into it. I did, and I got hired. I started working there in…[1962] and was working there until 1990 when I retired.

Have you kept in touch, or did you make any close friendships when you were on active duty?

No. I said it early on that I was kind of a loner. I didn't drink, I didn't smoke – that just was never my thing. It was funny. When we were on the Macon we would visit a lot of ports when we were in the Caribbean. And when… – the ship had gone to New Orleans – which is a great place to go for liberty because it has such great restaurants and good music. There was a group of us – it was one of the few times there was a group of us who sort of went together, and we'd go to restaurants together. One guy was quite a musician – he was a very good accordion player and piano player. And he went to bars because he loved to play music. And he wanted us to be with him. Because what would happen was the operators of the bar would just feed him drinks while he was playing, and pretty soon he was just tanked out – he'd never get back to the ship on his own, so we had to carry him back to the ship each time (all laugh).

(Mr. Haney speaks) A different kind of shore duty! (Ms. Barrett continues) So, are you part of any veterans organizations?

Well, no. The Franklin started a reunion group back in 1965, I believe it was. I didn't know anything about it until many, many years later when I was looking through a …retired officers magazines where they…[list] the reunions. And I saw Franklin Reunion listed on there. And that was about four years ago. And I made contact. And since then I've been to about three different reunions – one in San Diego, one here in Chicago, another one in the east.

But it's interesting. The people who make up this group formed a very close [bond]. First of all, they were part of the 720 guys who [survived on the ship and who] came back – they formed their own knit group, their own family. And guys like myself were not part of that. … So when I brought my wife with me, she felt kind of alienated. The guys would get together and drink and horse around, and they told stories, and this kind of thing – [as old buddies do].

(Mr. Haney speaks) Was there a documentary made on the Franklin back in the …[1960's] or something like that – made for TV I think?

Yes. Narrated by Gene Kelly. A great movie. It's one that I show whenever I make presentations. And it's based on the first reunion, so there are interviews with a lot of crew members who served [and survived] on the Franklin – their experiences. And they spliced in large footage of the official Navy photos and narration. It's a good documentary.

How did your military experience really influence your thinking? How did it really impact the decisions that you make in your life now?

Well, I think it made me much more – I don't know – conscious of people as people; what makes people what they are. It's hard to answer your question because my

whole training and education is so geared into the dynamics of human behavior, and I did post-graduate work in human systems.

(Mr. Haney speaks) Do you think you would have gone into that were it not for your war experiences?

[No. I may well have returned to the New York Times where I worked up until I joined the Navy especially since college was never in the picture].

No. First of all, I came from a very poor family – a very poor family. My father had…[a] newspaper/candy store. I worked there from very early on. And there was no [way they] … could afford it. I was the oldest of six. I couldn't afford it.

And I was an unmotivated student. I'm sure that my father thought that I [wasn't smart to get]…out of the Navy to want to go to college, especially to study psychology when I could go back to the *New York Times* and I would be set for life. Because I'd have a job in which there was security with lifetime benefits and so forth. And he pressured me [to change my decision to no avail].

(Mr. Haney speaks) Do you think there was something of generation gap between the guys who got through the war versus their parents who kind of were holding on to things and you were probably more ambitious?

Yeah, I think so. I think so.

Is there anything else you'd like to add before we go off the record here?

I don't know. There's not much left to talk about that I can tell you.

The *New York Times* had a plaque put up there – the Honor Roll – of all the people who from the staff who went into the military.

(Mr. Haney speaks) From World War II.

Yeah.

I have a friend who works at the *New York Times.* I'll have to ask him to tell me about the plaque. That's great. Thank you very much for sharing your story with us, David.

I don't know if you want this here – this commemorative stamp.

I think she took pictures of it. Okay. We'll go off the record now.