

*National Museum of the Pacific War*

*Nimitz Education and Research Center*

*Fredericksburg, Texas*

Interview with

**Mr. Harold Snider**

Date of Interview: March 28, 1987

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Interview in progress.

Frank Corwin: Good morning. This is Frank Corwin, and it's March the 28<sup>th</sup>, 1987, and we're here in the ... my lanai in Sun City, Arizona. I have a lot of aviation pictures and memoires around me here, and we have a gentleman, Harold Snider. Everybody called him Bucky (sp?), we grew up in the same town, went to the same schools, he brother of the ... my brother-in-law, Milo Snider who married my sister, Rebecca. What makes his story so unusual is that he got into action before the United States declared war against Germany and Japan, and he was part of a group of eight B-17s that took off from San Francisco the day before Pearl Harbor, December 6<sup>th</sup>, 11941, and this group proceeded to Pearl Harbor. Two of them had to turn around because of mechanical difficulties, six proceeded on, and they proceeded to land during the very first attack of the Japanese on Hickam Field in Honolulu, Hawaii. Now, here's Harold (pause). Harold, my first question is where were you born and where did you come from?

Mr. Harold Snider: I was born in Hunt City, Illinois which was about fifteen or twenty miles from Robinson, Illinois who ... at that place we graduated from grade school and also I graduated from Robinson Township High School in the class of 1935 and went to the University of Illinois from 1935 to '39 at Champaign Urbana, Illinois. And I majored in engineering. Ended up graduating from University of Texas in Petroleum Engineering. That was after the war.

Frank mentioned about my story going into ... flying into Pearl Harbor the morning the Japs attacked Pearl Harbor, and back to the beginning ... start

at the beginning, after I finished my flight training, we were assigned to B-17 Group with Seventh ... Seventh Bomb Group at Salt Lake City, Utah.

Frank Corwin: Now, before you go into that, tell us about how you happened to get into the Air Force in the first place. What was happening in the world at that time and what influenced you to go into the Air Force?

Mr. Harold Snider: Well, I was rooming with Dwight Rowland (sp?) at the University of Illinois. In our senior year, Great Britain and Germany were at war, and Dwight talked me into flying for the ... flying cadets in the Air Force and since he ... he ... his selling point was we were going to be in the war before long anyway, and we should be in on the ground floor. And I was ... really wasn't too interested at that point 'cause I only had a little bit more to finish at the University of Illinois and finally talked me into going up to Rantoul Air Force Base which was about fifteen miles north of Champaign Urbana to take a physical. We both went up there, and I passed the physical and he didn't. So, that's how I got in the Air Force, and maybe blame it on Dwight Rowland.

Anyway, I went through flight training and we were assigned to Seventh Bomb Group in Salt Lake City which was one of only three heavy-bomb groups in the Air Force at that time. That was in ... about November of 1941. We received the first B-17Es that were made, came in from Boeing plane in Seattle to see ... to Salt Lake and originally when we first got them, we ... we also at the time had orders to go to the ... Clark Air Force Base in the Philippines. But in the meantime, we had ... we had to fly gasoline consumption tests on this new-type plane to see if we had enough fuel to fly from San Francisco to Honolulu which was the longest leg of the flight from the United States to Clark Air Force Base in the Philippines.

Frank Corwin: How much, do you remember how much fuel that aircraft ... you could carry on it?

Mr. Harold Snider: Well, I ... I can't remember the exact number of gallons, but we had all the regular fuel tanks filled, we had two bomb bay tanks full of gas, and we

had a ... a rubber bladder tank in the radio compartment full of gas, and that ... that was complete, total amount of fuel to get on board. And the number of gallons, I can't remember that now, but we just barely had enough to get to Honolulu which was approximately twenty-three hundred nautical miles from San Francisco to Hickam Field at Honolulu.

Frank Corwin: Would you describe ... you said that there were two aircraft turned around; was that engine problems or what type of mechanical problems did they have?

Mr. Harold Snider: Well, let me ... let me go back to the beginning. After we started flying our fuel consumption test, we were on one flight on fuel consumption out of Salt Lake City, and we ended up having bad weather at Salt Lake City. We were flying about thirteen ... between thirteen and fourteen hours, and the weather closed in at Salt Lake City, and we had to land at Tucson, Arizona. Right after we landed, we had orders to fly directly to Sacramento Air Force Base to prepare the planes to go to the Philippines the next day, and that was on Friday, February, or no, I'm sorry, Feb ...

Frank Corwin: (Unintelligible).

Mr. Harold Snider: ... or Friday, December 5<sup>th</sup>. We got ... flew directly over there; all we had was our shaving kits, but they gathered up our luggage in Salt Lake and flew it transports and we started up there and we got our planes prepared at Sacramento, Friday, and Saturday morning. And Saturday afternoon, we flew on over to March Air Force Base in, no, I'm sorry, it was Hamilton Air Force Base at San Francisco; that was Saturday afternoon, December 6<sup>th</sup>.

That evening we were briefed by Air Force General, I can't recall his name, about our trip to Clark Air Force Base in the Philippines. I do recall the last thing he said before the meeting broke up was, "Good luck to you because I think we're going to have problems there." That I won't forget. And about ... that evening about seven, seven-thirty, we're eight B-17 in our squadron, we're to ... taking off individually to fly to Honolulu, the first leg to the Philippines.

We were the third plane to take off, and as I say, we flew individually at night. Everything went well, and of course, we knew we were going to be short on gasoline, and we tried to fly the best possible way using less fuel consumption. About after day light, we were letting down about, oh, I think we came down about ten thousand feet, and the radio operator called and said there was a flight of planes off to our right which we were coming in to Honolulu from the northeast, and this plane, large group of planes was flying in from the north. They were rather staggered, peculiar formation, they were about a ... the distance was such that the planes were about the size of ... of a buzzard. We never thought too much about it; we thought it was rather odd any of our fellows would be out flying that big a group so early Sunday morning.

But shortly after that, we sighted the island, we were happy to see that due to our gas shortage.

We came in, flew on into the island. As we came in we could see Diamond Head, so we thought, "Well, we'll circle off to the left a little bit and look at Diamond Head as we came over Honolulu." And at that point, we called the operation tower to get landing instructions. We kept calling and we didn't get any answer, and by that time, we could see the Japs bombing Pearl Harbor and Hickam Field.

Frank Corwin: Ah, just a minute. What ... what were ... do you remember some of the conversations that went along with the crew when this was going on? Could you recall what the comments were?

Mr. Harold Snider: Well, actually it hap ... it happened so quick, it wasn't any conversation among the crew. We was just trying to get the tower to get landing instruction. And finally, by that time, we were over pretty close to fuel, we see the bombing going on, and we saw some Jap planes, and we knew at that time what was ... what was going on. And the tower came back finally and said, "We're under attack, land the best way you can."

Frank Corwin: You fellows had ... did you have any armament onboard, any guns or any in place on ... on these B-17s or did you have them stored inside the aircraft?

Mr. Harold Snider: No, we didn't have any ammunition at all; we were loaded with gasoline, and had no ... we had guns, but no ammunition or no bombs, of course. Everything was ... bomb bays were filled with gasoline, so we ... we were unarmed when we came in.

Frank Corwin: Yeah. Well, go ahead now and tell what happened after that.

Mr. Harold Snider: Well, as ... as we came on in, we were practically over the field at that point, and it was quite a bit of smoke and ... from the bombing, and we came in (pause) to land. One of our planes, the first plane in had already landed and were getting their ... their luggage out of the airplane when the bombing started, and that crew was all killed. And then we ... we were the second and third planes to ... coming in, and we came in to the smoke around Pearl Harbor. Of course, the Navy's shooting at everything that moved, and they practically shot us down. But anyway, we got in the smoke and get ... they lost sight of us, and when we came out to land at Hickam Field, we came out of the smoke. And as we started the landing, another ... our other plane was right ahead of us with three Jap fighter planes on his tail coming in to land, so there was a parallel runway off to the left, and we ... we kicked over to that runway and landed. And we ... plane stopped rolling. We practically ... crawling out of it when it was still moving. We were on the opposite side of the hangar line at the airport from where the Japs are doing all the bombing there in Pearl Harbor. As we climbed out of the plane and these three ... three fighters that were on the plane ahead of us made a three-hundred-and-sixty-degree circle and came back and started strafing us. But, as luck would have it, there was a drainage ditch right out by the plane where we abandoned. We all got in this ditch; these three Jap planes strafed us; they were just above the coconut trees, and they're just like a bunch of hail coming through, but

none of us got hit. And we sat there and watched all ... all the bombing going on from our little private ditch.

Frank Corwin: Do ... do you remember any of the conversa ... can ... can you recall any comments you fellows had between yourselves and ... and this situation?

Mr. Harold Snider: Well, as we hit the ditch, one of the fellows ... we had ... the officers had forty-five pistols, and if you rolled in the ditch, one of the fellows pulled his pistol out and started shooting at ... at the planes coming out over the top of the coconut trees, and, "Well, I might get lucky," he said. And that ... that was about the only comical thing at that point. But from then on, we just watched the entire bombing out across the airport from the main hangar line.

Frank Corwin: Well, they didn't try to come back and destroy your aircraft then after they or ... or did they? Did your aircraft survive that?

Mr. Harold Snider: Yes, our ... ours ... the one ahead of us landed and got shot up some, and ours didn't get shot up too much. (Phone ringing), but (pause) but ...

Frank Corwin: Did ... did the fellows in that other aircraft escape?

Mr. Harold Snider: Yeah, none ... none of them got hit; the plane got shot up some. But they all got out okay without ... without getting hit.

Frank Corwin: Then you just lost the one aircraft in combat in this particular situation? The other five survived?

Mr. Harold Snider: Right, we just lost the first one that landed. And the other ... the two of us that landed at Hickam, and the one behind us, of course, they knew the attack was going on, too. One of them landed in a golf course, one landed at ... a little Navy strip up north of ... Honolulu at Barber ... Barber's Point, and another one landed along the beach in ... along the island. We were all practically out of gas when we came in.

After the first bombing raid which was around eight o'clock in the morning, local time, uh, it was about two hours before the next bombing raid started. In the meantime, we had a chance to refuel our plane, loaded up with bombs and ammunition. Our two planes that we had landed. Another fellow and I went into the ... what was left of the flight operations

at Hickam Field, and it was at that time a Brigadier General was the senior officer there, and we told him we saw the planes coming in from north of the island as we came in from San Francisco. And we also said that we had two planes refueled, loaded with bombs and ammunition ready to fly. And he said, "Well, I have no authority to send you out on a bombing mission because we're not at war." Which, imagine at that time, if we would have gone out to (unintelligible) carrier force, we'd have been shot down before we ever got there. So, that was good news to hear him say that even though we were getting blasted off the face of the earth. But we went back out to the plane and ... and taxied back over to where our little drainage ditch was, and then about ten o'clock they had a second attack, and they were at a higher altitude at that time. And they ... they bombed mostly Pearl Harbor and the hangar line at ... at Hickam Field and ... and Wheeler Field which is a fighter base right north of Hickam.

Frank Corwin: At this time, do you think the ... had the ... had the battleships been turned over and sunk at this time, or did this come with the second raid?

Mr. Harold Snider: No, the ... the first ... the first surprise attack at low ... low level, they were right down in to Pearl Harbor; that's when all the damage was done and all the ... all the Navy vessels were sunk. After the second bombing, it was high altitude, and it didn't ... did quite a bit of damage, but the first wave did all the damage and sank all the Navy ships at that time. Uhm, the ... like I say, the second ... second attack was high ... higher level and it did nothing like the original first surprise attack.

Frank Corwin: What ... what ... well, how long did ... did these two in time ... or how ... how long did they last, each one of these ... these two separate attacks?

Mr. Harold Snider: Well, actually, the first attack was just slightly before eight o'clock, local time, and it must have been, I would say, less ... well, I really ... thirty minutes or so probably by the time they came in in thirty to forty-five minutes they were gone near as I can recall. And the next one, they just flew over and dropped their bombs and returned to the carriers.



But in the meantime, they had the rumor on the island that the Japs were landing on the island, and we thought, “Well, we have our plane refueled and ready to fly, so if ... if they are actually landing, we’ll just fly over to the big island or some other island and get out of there.” But it ... it was just a rumor, and of course, everything was just mass confusion. Finally, the ... by evening the Army and Navy had gotten everything set up to ... what they had left, and I recall, it was a B-17 and P-40 took off, and about dusk they came in to land and there was a machine gun started firing and then everything else opened up, and it shot both of them down, which was their own planes. And that’s how ... how much confusion there was.

Frank Corwin: They were pretty trigger happy, weren’t they?

Mr. Harold Snider: That’s right. And it was, of course, everything was pretty well destroyed at that point.

Frank Corwin: Well now, what ... how long did you stay there and what was your orders after that?

Mr. Harold Snider: Well, we stayed there after the war started and war was declared the next day. We flew patrol out of the Philippines, I mean, out of the Hawaiian Islands, oh, for ... must have been ten days or two weeks probably or approximately. And then we had orders to go on down into Australia and into the Philippines.

Frank Corwin: Well, if you flew the ... these ... these aircraft, did you ever sight any of the Japanese during those ... those flights?

Mr. Harold Snider: No, they ... they never were around; there was ... there was submarines spotted, but never any Jap navy after the first attack. They came in and ... and got back out without any problem. But I think history will tell us maybe the ... we hope the reasoning why that attack should have been diverted a bit because of the ... the Navy breaking the code. And they traced the Jap navy coming out of Japan and then, for some particular reason, it was all called off, and there was ... prior to Pearl Harbor.

Frank Corwin: When was it called off? How long did it ... was this red alert on? Or when was it called off?

Mr. Harold Snider: The alert was on two weeks prior to December 7<sup>th</sup>. And on a Friday, December 5<sup>th</sup>, the alert was called off, and the attack was December 7<sup>th</sup>, Sunday morning.

Frank Corwin: That's a ... that's a ... that's really interesting to ... that should be in historical records because that ... that's very significant. I remember we were in Washington at that time, and all the gaff that went on was Short and Kimmel; they were in charge, they were the generals in charge out there and they were being criticized severely for this ... this negligence. But they had the whole fleet sitting there in Pearl Harbor, and they were sitting ducks when this thing happened. So, it ... it's strange they called off that red alert.

Mr. Harold Snider: Yeah, it ... of course, the fact, I think there's some history coming out at this time where it was pretty much of a proven fact that they new a Jap task force was moving out and the controls was called from Washington D.C., namely President Roosevelt, but perhaps history will get this all straightened out some day.

Frank Corwin: Okay. Then ... now, after you finished your patrols, what was your next move? What ... what were your next orders?

Mr. Harold Snider: We were ordered to continue on to Australia and the Philippines. We left the ... the ... Hickam Field in Honolulu, I think it was ... well, it was first part of January, and we flew from Hickam Field to Christmas Island south of Honolulu, refueled there, spent the night, and ... and our next stop was Canton Island which ... all it was was a coral reef just large enough for a landing strip and ... and planes. There was no radio or any type of communications at that point. The week before we started, there were three B-24s started out for Canton Island and missed the island; never did hear except one that found some Jap or some American Navy cruisers and destroyers and ... and ditched beside them, and they picked them up. The other two, they never did hear from.

Frank Corwin: Well, you had pretty primitive navigation at that time. I was wondering how were ... you were able to find it.

Mr. Harold Snider: Well, as we just ... we flew at night by celestial navigation across from Christmas Island to Canton and got there a little after daylight. There was no radios or anything on the island and ... except there was one palm tree, but we had no ... no radio or any of that type of navigation at all on ... on the ground. So, it was all by celestial and dead reckoning.

Frank Corwin: Boy, that's really something to hit a little spot in the Pacific, and ... and I know we flew from the Azores from Bermuda and it was ... it ... fin ... if you missed Bermuda, you were ... you'd of had to be because you had no ... not enough fuel to make the ... the Atlantic coast there, so I know what you were up against. Go ahead.

Mr. Harold Snider: Anyway, that was also the island that Eddie Rickenbacker missed and went down and floated around for about twenty-one or two days or something. But that was the ... the worst leg of our flight. We sweated that out more than anything as far as flying on into Australia.

Frank Corwin: Well, did your ... did your engines and everything work pretty well on this ... the mechanically, did the aircraft perform very well on this trip?

Mr. Harold Snider: Oh yes. We had ... didn't have any particular problems, however, we did fly through a real bad storm between Fiji Islands and New Caledonia. It was, I guess, classified as a typhoon, and it ... it was raining so much that all the cylinder head temperatures dropped down, and we really [were] quite concerned about that, but we made it through that okay.

Frank Corwin: Well, I ... I put ... on my tape, I'm doing a ... a little thing on tape. When we flew into the tropics through the inter-tropical fronts, I described the fact that we were ... we would run into these heavy rain storms our cylinder head temperatures would drop, of course, and I'd wonder how the engines would ... well, just like we were flying through the water, solid water or a fire hose was turned on the airplane. You just couldn't believe that the thing could fly with all that water.

Mr. Harold Snider: That ... that was the same case. Of course, all through the South Pacific the ... the weather was bad about ninety percent of the time we were flying; it was terrible fronts all through the South Pacific all the time we

were there. But now, continue on – we landed at Canton Island and just refueled and flew on to the Fiji Islands. And at that time, right after we landed, we got ... got word that they'd thought there was a Jap task force in the vicinity of Fiji Islands, so ... for about three or four days, we flew patrol out of Fiji Islands before we continued on, but we never did site any Jap task force at that time. And we flew from Fiji Islands on to New Caledonia, and this is a new airstrip they were building. And we flew that flight in formation during the day time. We came in to land in New Caledonia which was a French island, and we ... the runway was blocked with ... with fifty-five-gallon barrels. We couldn't quite figure out what was going on. We thought maybe the Japs had taken the island. So, finally one of the planes flew down and buzzed the airstrip, and they saw the American planes and they removed the barrels and we all came in and landed. But for about an hour we weren't quite sure whether we had any place to land or not. But fortunately enough, the Japs weren't there. So, from that point, we refueled and flew on over to Brisbane, Australia which was on the east coast, of course. And ... and never will forget the first ... right after we landed, it was on a municipal airport at Brisbane, and the first fellow that came out to greet us was a retired Air Force colonel, and the first thing he asked us, "What do you do with all the hoodlums you catch in Chicago?" (laughter)

Frank Corwin: (Laughter).

Mr. Harold Snider: We really didn't have a good answer for that one. But after we were in Brisbane, we spent the night there and then we were ... flew up to an Australian air force base in Townsville, Australia which is up northeast part of Australia, and that was, more or less, to become our headquarters while we were in Australia the first year of ... of the war in 1942.

Frank Corwin: Please go forward, fast forward, to the end of the tape and turn ... turn it around and start it on the other side. (recording stopped momentarily)

Mr. Harold Snider: Yeah, I wanted to mention the fact that when we went up to Australia, or Townsville, Australia, we were the first Americans in Australia. Of

course, they treated us like kings, and we ... we enjoyed that part of it. But it was quite some time before more Americans came over. At this point ...

Frank Corwin: Well, how many were there, how many planes, crews, did you have there?

Mr. Harold Snider: Just had six. And then we ... from this point, we had secret mission that we were called to ... we had to fly into Philippines. It ... it turned out at the ... after we found out what the secret mission as, we got all of our maps and briefings and so forth. It was a ... we were flying in to pick up General MacArthur. The Navy had brought him out of Corregidor under the orders of [the] President to come down to the little airstrip of Del Monte, Mindanao which is southeast of the island of Luzon. And we were to fly in there and pick he and his wife and his son and some of his staff and fly them back to Australia which we flew from Townsville up to Port More, uh, Port Darwin, the northern tip of Australia, from that point we flew into Del Monte, Mindanao which was approximately same flight we had to make from Honolulu to or I mean, from San Francisco to Honolulu. And we had ... we had, of course, take a full load of gas on that trip. Then we went in, picked ... picked, without any problems, there's two planes of us, uh, picked up the party of General MacArthur and some of his staff and flew ... flew him back to Port Darwin, refueled there and flew on down to Alice Springs, Australia which was the ... about the furthest north point of the railroad in Australia and they all got on the train there and went on into Melbourne which he established the headquarters in Australia.

Then back to our little base at Del Monte, we were back flying bombing missions out of this same place. They named it Del Monte because there was a ... Del Monte had a pineapple plantation and a ... and a canning plant and warehouse there. Of course, after the war started, they evacuated all the people and left the warehouses full of pineapple, canned pineapple. And all we had to eat there was canned pineapple and water buffalo which wasn't too bad. But anyway, the last day we were in Del Monte, we had three B-17s left and we had orders to ... to bomb a Jap

navy task force they'd spotted between Del Monte and ... and Mindin ... uh, Manila on the west side of the island. We started out, two planes had engine trouble and turned back, our plane continued. We never did spot any Jap forces, so we went in ... our second day target was to bomb McNichols [s/b Nichols ?] Air Base at Manila. At that time, of course, they still had Corregidor and they were fight on Luzon, on uh, Bataan, so that was on a Sunday, I think that was in April, if I recall properly. But anyway, we bombed the air base and was ... only had one ... of course, one plane. But we found out later that some Jap navy and army officials were having a conference at the air base there, and our ... our bombs hit the building they were having the conference in and killed quite a few of them. So, that was good news later. But anyway, we came back Sunday afternoon to Del Monte and we had our plane shot up some and we lost another two planes on the ground there; the Japs dive bombed them and set them on fire. And that was the afternoon that Bataan surrendered. That only left Corregidor in the Philippines and the little strip where we were. So, that night we patched up a plane and got all three crews and the command, Navy Commander that brought MacArthur out of the ... from Corregidor down to Del Monte in the PT-boats was there, so we ... we brought him out along with our three crews. And we decided to go on back to Port Darwin, Australia.

We took off Monday morning at daylight. Just as we started to takeoff, there was three Jap dive bombers bombing us as we took off; luckily, they didn't hit us. And just about the time we picked the wheels up, we lost one engine. We thought (pause) our best bet was to ... to continue on to Australia even though we had the three engines, but we'd picked out some islands where the radio operator was going to call if we had to go down for any particular reasons. On our route back, we had picked out some islands that we would radio back where we would be going down if ... if we had to, but fortunately enough, we flew back to Port Darwin on three engines without any problem.

We did have our tail wheel was ... the shrapnel from the bombs knocked the tail wheel out, but that wasn't any particular problem; we landed in Port Moresby, or ... at Port Darwin without any particular problem. And about ... everybody that got out ... the runway was about six inches of dust and everyone got out of the plane kissed the ground (laughter).

Frank Corwin: I'll bet they did (chuckles)!

Mr. Harold Snider: But anyway, that ... that was ... that afternoon ... we left that morning, and that afternoon we found out that the Japs landed there at Del Monte and took that little base. There was only a handful of fellows left and they were going to go back in the bush country if the Japs did land. But we left that morning, and they landed that afternoon and took that little airstrip, and that was the end of ... uh, Philippines except for Corregidor, and they surrendered at a later time.

But it was another interesting thing, Sunday night after we bombed Manila, there was a ... they had a flying boat, Navy, uh, amphibious plane, that flew into Corregidor that night to get General Wainwright and he was going to come out with us, and he said that he was going to stay with his troops. So, I thought it was kind of interesting that he had an opportunity to come out but refused it. Then the plane came on back that night and had a couple of nurses that were real bad with malaria and we brought them out with us that came off of Corregidor. So, that was about the end of the Philippines.

At that point, we started flying out of Townsville, and we still ... I think we had a total of about six planes altogether. We started going from Townsville up to Port Moresby refueling there and bombing the strong bases at that time that the Japs had was in uh, Rabaul, an island in New Britain, north of New Guinea, and across the island, over the (unintelligible) down the mountain range was the little port of Lay (sp?) which was held by the Japs; we'd bomb those places. And I remember the first bombing mission we went from Townsville to Rabaul, we took off and flew up at ... at night, and we were going to fly from Townsville to

Rabaul on New Britain, bomb the base there and then come back into Port Moresby, land and refuel. Well, they ended up ... there's six of us started out, three turned back with engine problems, and the three of us got over the target. Of course, the Japs had spotters on the southern part of the island where they could spot us and alert the fighters. They were up waiting for us every time we came in to Rabaul. Well anyway, we bombed ... bombed Rabaul, there was about, uh, twenty-five, thirty fighters on us when we came in to bomb, and we got one engine shot out and caught on fire. And we dropped out of the ... well, we had to drop out of the formation of three planes. Of course, then all the fighters came on us, but it was fortunately that we got the ... got the fire put out with the fire extinguishers that surround each engine. And we ... we dropped down, and with all the fighters on us, got down into the clouds and got away from them. At this point, we were low on gas, we were trying to get back into Port Moresby. There were ... our other two planes ran out of gas. One crash landed along the northside of the island near a swamp, and the second one landed on the south side of the island along the beach. We came into Port Moresby. As we came in on our final approach, we ... we ran out of gas, we didn't even have enough gas to taxi off the run ... runway. Anyway, we were there a few days waiting for some parts to be flown up to us. In the meantime, we didn't know exactly what happened to the other two ... two crews, but later we found out that the one crashed and landed ... north side of the island and one on the south side. But the interesting story about the one that landed in the swamps, the Australian air force is retrieving that plane today, and they're going to put in the Smithsonian (?) Institute.

Other Person: Is that right?

Mr. Harold Snider: Yeah, Australian air force is helping the United States to recover it.

Frank Corwin: Did they lose both those crews then?

Mr. Harold Snider: No, they ... both crews, of course, the ... one crew went down in the swamp, got connected up with some different New Guinea natives. And a



lot of the natives in New Guinea were, you know, regular headhunters, but this tribe on the coastline was friendly to the crew. They floated down this river, came to one crew, uh, one tribe and then they took them down to the next tribe and finally got them out to the coastline to a ... they got them out to the coastline to ... to this German missionary that was friendly to them also, and he had a two-way radio. They radioed in to Australia and gave them the information that this crew was there and then an American submarine came around and picked them up. In the meantime, we'd spotted the other plane along the beach and a submarine picked them up, so we saved both crews. But one crew uh, of course, along the beach were picked up pretty quickly, but the ones in the jungles were, I think, about six to eight weeks before they got out, and they all had malar ... malaria ... pretty bad shape when they came back, but they got back okay. But like I mentioned, it's rather interesting, they're going to recover that plane and put it in the Smithsonian Institute.

Then all the different bombing missions, of course, we flew out of there all the time, and later ... later on, our squadron was made a reconnaissance squadron. But in the meantime, we had the ... Coral Sea Battle came up which was right northeast of Townsville and south of New Guinea. At that point, there was more battle going on between the ... the U.S. Army and the Navy than there was the Japs practically because we never could get the ... the positions of our Navy. But when the Coral Sea Battle started, we were ordered to ... where they had ... the Navy had them spotted. We were ordered out to bomb the Jap navy which that afternoon we found the Japanese, and our first priority was the carriers. We bombed these carriers in this Jap task force one afternoon, and next morning we had orders to go back and first priority target would be the carriers. So, daylight ... before daylight, we took off and there was three planes of us is all we got able to fly. We go scooting out where we were bombing the carriers the night before and ... or the day before and meantime, that night, our Navy came up and got in a surface battle with the Japs and the Japs

moved north and our Navy was where they were the night ... the day before. Though, of course, we didn't know anything about that. So, we go scooting in and we couldn't find any carriers, but we found some uh, group of destroyers and cruisers, so we figured it must be Japs, we didn't know any difference. So, we started bombing them, they started shooting at us, and we damn near hit one of them, just barely missed it. We found out later it was the USS Chicago, and my first cousin was on the ... on this boat ... on this surface vessel.

Frank Corwin: My thought, it ... it ... that ... that's coincidence, isn't it? And ... and you ... what a com ... comparison to those thousand-plane raids they had in Europe. I mean, you're only three of you, that's simply fantastic.

Mr. Harold Snider: (Chuckle), yeah, you ... fortunate enough, we didn't ... we did get in there and missed on this USS Chicago, got three bombs right alongside of it, but it didn't do too much damage.

But then after the Coral Sea Battle, I mentioned that we were made into a reconnaissance squadron and we did all the reconnaissance flights in the South Pacific at that time which was in Rabaul and Solomon Islands. We flew all the reconnaissance for the ... the Marines landed at Guadalcanal, and it was a pretty strong base there the Japs had. And then the, of course, that was the beginning of the first offensive drive back towards the Japs from that part of the South Pacific.

Frank Corwin: About was ... about was ... was the date in this ... in this area here?

Mr. Harold Snider: When I ... near as I can remember, it was the summer of ... during the summer of ... our summer of '42 and the winter there, of course. I can't remember the exact month, but it was during our ... our summer months.

Frank Corwin: Well, you sure saw a lot of action in a short time envelope that you had left the States and gotten into the beginning of this thing.

Mr. Harold Snider: Well, we ... of course, we were the only ones there, and ... and later on it started building up, but main ... main supply line was going to ... to England fighting Germany - all the planes and so forth. But as ... as we flew reconnaissance, we'd go up, two crews would go up to Port Moresby

and one crew would stay on the ground and the others fly. We'd have to take off at daylight as the Japs came over and strafed the air ... airstrip every, practically twice a day. So, we'd take off at daylight, fly all ... all during the day and came back in the evening, and all the maintenance and refueling we had to do ... the crew did all the maintenance and refueling, and we had ... we fueled out of fifty-gallon barrels with hand pumps.

Frank Corwin: Did you have to filter the fuel?

Mr. Harold Snider: Yeah, we had a filter on it.

Frank Corwin: Yeah, we had to do the same thing. Go, and we even had to shammie some times.

Other Person: Right.

Mr. Harold Snider: Yeah. We had anything we could find. But anyway, one day we were ... we were in Port Moresby – rather interesting story that uh, we weren't flying that day, and Japs, of course, came over every day and strafed, and we happened to be down by the airstrip when they came over and strafed that day. And we had foxholes along the airstrip, and we were in this foxhole, and there was two or three emplacements the Aussies, a handful of Aussies were there, and they had about three anti-aircraft guns, and the Japs came in with the Zeroes strafing the ... place, and one pulled straight up and just fortunate that one of the anti-aircraft hit it dead center, and shot the Jap Zero down, and the pilot bailed out. He was directly over the airstrip and he came floating down, and we were in the foxhole, and all we had was forty-five pistols, so we got our forty-five pistols out and he came floating right down. About the time he got down to where he could see us, he started yelling, "Don't shoot, don't shoot!" So, he came on, landed right by us. We got to talking to him; he had graduated from Santa ... San Jose University in California (laughter), and he'd gone over to ... back to Japan to visit his folks, and they wouldn't let him come out, and then he got in the air force when the war ... before the war started. So, that was our first Jap prisoner we saw.

Then during the Battle of the Coral ... of the Guadalcanal, after the Japs, we flew all that reconnaissance until the Marines landed on Guadalcanal, and that ... that was a ... pretty fierce battle there to begin with. And we were ... that battle went on for a number of days. Then the Jap navy formed this task force to come from Rabaul down along the east side of Bougainville Island on around to the Solomon Islands to retake Guadalcanal. As it ... as it was coming out of ... out of Rabaul, we happened to be flying reconnaissance that day and we went over Rabaul and took pictures there, and of course, the fighter planes was waiting for us, and we got away from them, got in some clouds and we dropped down about ten thousand feet and there was a solid layer cloud formation underneath us, and it ended just ahead of us a little ways as we were coming south out of Rabaul, and just as we came up the edge of the clouds, all this anti-aircraft fire started coming all around us. We looked down and we were right over the ... the main Jap task force that was coming around to try to retake Guadalcanal. There were three or four aircraft carriers and battleships around them, cruisers and destroyers, and that's the biggest task force we ever ... had ever seen since we'd been in the Pacific. But that was the Battle of ... it ended up with our Navy in between Bougainville and Guadalcanal, and there was, of course, our Navy took a real bad beating there, too, but they did turn the Jap task force back. And I also found out the same USS Chicago we'd bomb ... bombed, got hit, my cousin was on it during this same battle on Guadalcanal, and they got ... they went through, at night went through the Jap navy. They were firing both, of course, both ways, and ... and got out of that, and the Jap navy started firing at each other he was telling (laughter) later on. So, we weren't the only ones to get screwed up.

Frank Corwin: You didn't ... you didn't have any bombs left to drop on that Japanese fleet, did you?

Mr. Harold Snider: No, we got out of there. Of course, we radioed in the ... the position and all the ... everything we could count, the whole task force, we rad ... we

radioed back to Australia to our radio operator, but we didn't spend any time trying to drop bombs on that mess 'cause they'd have shut us down real quick. But anyway, that was about the beginning of the American drive back towards the Philippines. After that battle they ... they started going from island to island and finally ended up in ... back in the Philippines taking them back. This was all during 1942, and the old ... this group we had was old Nineteenth Bomb Group, the original bomb group in the South Pacific.

Frank Corwin: Could I ask you right here – did ... did you have tail gunners on these planes yet?

Mr. Harold Snider: Yeah, the new B-17Es were the first tail ... first B-17s that had tail guns, and we had the first ones, and they did have tail guns. And they ... after they ran across the tail guns, the Japs started frontal attacks on our ... on our formations when we were bombing. And that ... that gives you a good thrill when you come (chuckles) head on with the fighters. The B-17 had pretty good fire power; we could ... and also they would take ... take a lot of fire power. We've had ... one of our planes had three engines shot out and got back; they happened to be enough altitude to ... (unintelligible) losing altitude and got back into the base there at Port Moresby. But there were about, I think these figured twenty-two Zeroes on that one plane; it was a reconnaissance plane that they just happened to get on that one plane. But the ... the crew got back. Of course, the plane was ... was never flown again once it landed. But the ole B-17 would take a lot of fire power before they'd go down.

Frank Corwin: I noticed your comment there about the Japanese attacking from the front. That ... that was the thing that the German Luftwaffe discovered, too, on the B-17 when they put the tail gunner on. They started coming in from the front instead of the back end of it, and it was ... it must have been pretty hairy.

Mr. Harold Snider: Yeah, right. I remember about the ... right after we heard, first heard of the kamikaze Japs, we had ... we were bombing Rabaul one day and they

... right after we heard the kamikazes, this uh, planes were coming head on. And this one particular plane came ... kept coming right straight into us, and we only had the three B-17s in the formation. We were off the right wing of the leader, and the ... the plane came straight ... I thought the Jap was going to try to ram both planes. And just before he got to us, he flipped the plane sideways and came right between the two wing tips.

Frank Corwin: My gosh! Boy, that was close!

Mr. Harold Snider: Yeah. That was ... that was going to be our last day, but we never did ... never did have any Japs ram our planes that ... you heard a lot about the kamikaze, but we ... we never did have any ... any of them ram ... ram our ... our planes in flight.

Frank Corwin: Well, you sure had a lot of close shaves during those years!

Mr. Harold Snider: Yeah, we did, really. But, of course, we were young then and didn't know any difference, I guess, but we ... wasn't any question in our mind we wanted to get through all of this. We had, oh, about three or four times that we thought we were going to have to bail out or be shot down and it all turned out that we got ... finally got back to base alright.

Frank Corwin: I want to say something about your mother here. One time she was at our house after you got in the Air Force, and I went out ... walked out to the car and talked to her, and of course, I was with TWA, and she was all worried about your flying. I said, "Well, just relax; he's ... Harold's going to do fine.," and I says, "He's going to get in there and get out," and we're real happy that all happened, but she was concerned.

Mr. Harold Snider: Yeah, I'm sure they were 'cause a lot ... like a lot of other mothers, but aft ... after the first year of the war, I might mention about ole Nineteenth Bomb Group. We all came back after ... in the first war, they started getting more planes and more groups of planes – B-26s and B-25s, B-17s and B-24s and P-40s, '39s and P-38s. At the end of the first war of '42 (?), our old Nineteenth Bomb Group was ordered to come back to the States as a ... the entire group was transferred back after we got quite a few replacements, and the old Nineteenth Bomb Group started out as a B-17

Group. It was one of the most decorated bomb groups in the World War II, and later it was transferred into a B-29 group with a lot of our fellows I was with went back to the South Pacific in the old Nineteenth Bomb Group in B-29s, and did a lot of the final bombing of Japan at the end of the war.

Frank Corwin: This is side 3 of an interview with Harold Snider. I ... continuing. Okay.

Mr. Harold Snider: One other thing I'd like to mention while we were over in South Pacific during the war. We, of course, being the only Americans there at the time, uh, the war correspondents came into Townsville at our squadron there. There was one from Time magazine, one from Life magazine and one from National Geographic. It ... it was rather disappointing to me, the National Geographic correspondent would interview fellows, and mostly personal things about where they lived and so forth, and where they'd been bombing and what not. But the correspondents from Time and Life magazines, I was rather disappointed. We ... we really didn't give it a thought about them being there at the time, and we'd talk them usually when we came back from bombing raids and we didn't say a whole lot about it; we talked a little bit about, but anyway, about three or four months later, we get these Time and Life magazines back that we saw that these two correspondents had written about our bombing missions. And it ... it was so bad it was just sickening. They were telling ... we didn't ... like I mentioned before, we'd never get over ... hardly three or four bombers over the target at this particular time, and the ... the stories they sent back to the States, and we got copies of the ... we saw later, had ... they had waves of B-17s flying over and destroying the Jap base at Rabaul and Lay, all these different places. It wasn't anything even ... actually the way it happened one iota. And this is where I lost my faith in war correspondents. It ... it was disgusting the information they sent back [to] the American people of what we were ... what they said we were doing and what we were actually doing. We were getting kicked out all over the Pacific, and according to their stories, we were knocking the Japs right and

left. But I ... I had to mention that, and I still have a ... a little bit of bitter feeling towards the press. And that ... that's the reason.

Frank Corwin: Well, we wonder about the reporting for Viet Nam sometimes, whether they weren't ... weren't exaggerating in so many areas.

Mr. Harold Snider: I ... I think probably so. Of course, you never know unless you're there in ... personally, but in due respect, the press covers a lot of good things that American public should know. But every time and see and hear different press reports, I think of this instance, and I wonder whether it's true or not true.

Frank Corwin: Right, right.

Mr. Harold Snider: Now, after we came back from ... our whole group moved back to United States, our personnel, the old Nineteenth Bomb Group, was ... was broken up and sent to all the different air force bases. The Second Air Force in the western part of the United States basically for training new crews. We were the key personnel to various bases where they had started building and built to train B-17 crews. I was sent to ... up to Casper, Wyoming at the air base there. And incidentally, we trained ... when Chuck Lager, uh, Chuck Yeager got in the Air Force and started his initial training, he came through the Air Force base at Casper, Wyoming, but we didn't realize who Chuck Yeager was till years later. But now everybody knows Chuck Yeager. But anyway, that was our main purpose.

And then, we started ... everybody had been overseas first year of the year; we're starting to be sent back a second time and I didn't mind the first round, but I wasn't looking forward to the ... the second combat assignment. In the meantime, there was a request came in for three field-grade officers to go to the Command General Staff School, and that ... a couple of friends of mine said, "That ... that would be a good ... good assignment," so we ... base commander sent us to that school at Fort Leavenworth, and that was for about three months. And the day we graduated from that Command General Staff School, we had a few days off for leave, and Dorothy Rae (sp?) and I decided we'd drive from Fort



Leavenworth up to Casper, Wyoming at her home to visit before we went back for our assignment at Barksdale Air Force Base in Shreveport, Louisiana. We had breakfast that morning and about ... started driving towards Casper and about ten o'clock or so we heard on the radio that the Japan had surrendered. And that was the end of World War II.

Frank Corwin: Well, you know ...

Mr. Harold Snider: Which we were very happy to hear.

Frank Corwin: Well, you know, I was coming across the Atlantic Ocean when we dropped that bomb on Hiroshima and Nagasaki. And our comments from the crew, we were coming from Europe back to the United States, and I said to the crew, I said, "I think the war is going to be over very shortly. That ... this ... this weapon's going to settle it." And we were ... a lot of people didn't believe it, but it certainly put a stop to perhaps saving a million or more American lives in trying to in ... invade Japan.

Mr. Harold Snider: Well, I had the first ... first crew that dropped the first atomic bomb, I had a real good friend that was on ... on that first crew. But as terrible as it was, I think probably it might have ... might have been a good thing really because it saved millions of lives probably. And I ... I wasn't too critical about our country dropping that bomb on Japan because what we saw never, you know, like maniacs really when it comes to fighting, they had no uh, no qualms about what they did or what they didn't do, especially prisoners. But anyway, after ... after the war ended, I was in Barksdale Field at ... we were in B-29s down there, and ... and a lot of my friends that I was with all the time decided to stay in the Air Force and make a career of it, but I decided I wanted to get out. We had ... we stayed in ... our twins were born at Barksdale Field, Larry and Linda (sp?) in New Year's Eve of 1945 and shortly after they ... they were born we got out of the service, and ... and I went back to the University of Texas and finished up Petroleum Engineering. And then we came back up to the Rocky Mountain area and I've been here in the Rocky Mountain ever ... ever since during my working career.

Frank Corwin: How did you get a job in the oil business?

Mr. Harold Snider: Well, after I graduated from University of Texas, I contacted some companies. Everything was pretty ... pretty slow at that point, and I wanted to get back to the Rocky Mountain area, and I ... I was interviewing at Sinclair Oil and Gas Company in Tulsa, and I told them that I wanted to go to the Rocky Mountain area, and they said, "Oh god, you're the one we want because we can't even get anybody to go up there!" So, that's how I got to the Rocky Mountains (laughter).

Frank Corwin: (Chuckles), isn't that something. Tell me how you met Dottie.

Mr. Harold Snider: Well, to begin with, well, we were sent to Casper Air Force Base in ... a training base and I had a ... this ... we were the first fellows from overseas that were stationed there at the base, and of course, we were kind of a novelty. And this ole base chaplain took a liking to us, and of course, he knew everybody in Casper and he would arrange ... have people ask us out for dinner and gets dates for us. And one ... one (unintelligible) came by and headquarters and said, "Bucky, what are you doing tomorrow night?" And I said, "Not a thing." Said, "Well, there's a cute little blonde home from college that uh, Easter time on Easter vacation," said, "how about a date with her?" And I said, "That would be great." So, it turned out ... be my wife's sister that I had a blind date with; she went back to college, and then my Dorothy Rae came back. She was out at Casper at that time, came back to Casper. And I ... I knew all of her family before I met her. And I thought so much of her mother that I thought well, the best thing I could do is just marry Dorothy Rae for her mother, and that's how it all came about.

Frank Corwin: Well now, that's very interesting. Now, what ... what did you do in your first job? I mean, how did you progress up in the oil business?

Mr. Harold Snider: Oh, originally we ... we came back to the Rocky Mountain area and we were on the Wyoming ... in Riverton, Wyoming near a place Barrow, Wyoming which was an oil camp. It's about as isolated as you can get. We worked ... I worked in the field, and then I was promoted to District

Engineer, the Sinclair Oil and Gas, and I was transferred from there over to Riverton, Wyoming. And then I was transferred back to Barrow, Wyoming the second time, I thought it was about time to do something different. So, I had an opportunity to go to work with Forest Oil Corporation which originally was headquartered, their home office, in Bradder (sp?), Pennsylvania. They were formed in 1916, and Mr. Forest Dorn (sp?) founded the company. In fact, how they got started, he was the first man in the oil industry to ever do any water flooding, and that's how Forest Oil Corporation got started. And I worked in Wyoming at Casper for about thirteen years, and then I was transferred down to Denver as Manager of the Drilling and Production Department. And I worked them about ... altogether about thirty years and I retired in Denver in 1982. And that's the best thing that ever happened since they invented the wheel, that retirement.

Frank Corwin: Isn't that interesting. You spoke of water flooding. My dad was involved in that up in the Bradford Field, Tidewater Oil Company, where they completely flooded that had been ... that had, so called paid out and they got some terrific recoveries. And Bob Wilson who was the uh, surveyor, I worked with him up there two summers, and we established the location of the oilwell and the four water wells around, and they ... they blanketed the whole area up there and they had some tremendous recovery in Pennsylvania oil in that same field.

Mr. Harold Snider: Yeah, you that's ... that's how Mr. Forest Dorn got the idea to, what you'd call the fire spot, where you drive, just like drilling four wells on a corner of a square, pump water down those four and then drill one right in the center of the square and produce it. And the water drives all the oil to each producing well. But Mr. Dorn, back in 1916 got the idea ... thought up the idea and he had a little field there at around Bradford he tried, and it worked so well that he went out and bought up all these different, depleted fields before they knew anything about secondary discovery or recovery rather. And ... and that's how Forest Oil got started; they got in on the

ground floor and bought up a lot of abandoned fields that they flooded, and the secondary would ... recovery sometimes more oil produced than the primary in a lot of these fields that were ... back in the early days.

Frank Corwin: Well now, that's interesting; that's what my father found out, too. And so, I know something about it. He wanted me to go into petroleum engineering, and I didn't care for it; aviation was my interest. So ... but it was fascinating. And now, tell us how you got to Scotland to the North Sea oil; you were up there for a while.

Mr. Harold Snider: Might ... might mention one thing. Uh, I was born and raised in oil fields back in southern Illinois, and of course, there's three boys and three girls in my family, and I'm the only one that continued in the oil industry. Our father worked in the oil business for a number of years when we were growing up. But ... back, uh, Frank mentioned about North Sea ... back in about 1968 to '75 our company had quite a few foreign operations. We had uh, operations up in the north slope; we drilled quite a few wells up in north slope, Alaska, wildcat well that is ... of course, most of them were dry holes. We made one gas discovery, but that was very interesting up there, and I ... my wife and I both, we just went back and forth to Alaska, we never did live there, but we always had a return trip ticket. But we really enjoyed Alaska. And then we finished up there, we started drilling in the North Sea off Scotland, and we drilled three ... three wells there. And we were ... went over to Scotland in May of 1975, spent six months there while we were drilling those wells, and we really enjoyed Scotland, Dorothy Rae and I both. We made a lot of good friends there, and some of them still come over and visit with us. But it was very interesting. Of course, the North Sea is ... it's a rough, rough, expensive area to develop and drill, but they had ... they found many good oil fields there.

Frank Corwin: You ... you mentioned this first getting out into the ... into the basic oil drilling and so forth when you went to work. How did the living conditions and how did Dorothy Rae adapt to these? Were they somewhat similar to what you found in the South Pacific?

Mr. Harold Snider: Well, Barrow, Wyoming was a much ... not quite so sure whether it wasn't worth ... worse than the South Pacific (chuckles), but Dorothy Rae, she's a real good sport, and she adapts wherever we go and enjoys people. But we were glad to get out of Barrow for sure.

Frank Corwin: Well now, you had three children. Tell us about what they ... you had three and what are they doing today?

Mr. Harold Snider: Well, we had ... our first, supposedly first child was, ended up twins and they were born New Year's Eve, 1945, and ... and presently, they are married. Larry, our oldest son, twin, is a doctor and practices in Denver, and Linda, our twin daughter, is married. Her husband was with IBM for about eighteen years, and then he bought a business in Denver there, and they live there now. And also we had a son, Kent, which is six years young than [the] twins and he was in the oil and gas business in Casper, and the ... when the oil business went *ca ... flew* just recently, why, it's such that nobody can make a living in the oil business now except the major companies, and so he ... he moved down to Denver and is now with EF Hutton at Denver, and we're really happy that we have all of our three children and their families there. We have three granddaughters and three grandsons; each of the children have two. Larry has boy and a girl – Jamie, 7, and Jordan, 4. And Linda and Mike have Brian, aged 12, and Bret, age 8. And Ken has Cassidy, age 3 and Bobby Brook, age 1 and a ½. So, we're real pleased, especially Grandpa to have all the grandchildren there.

Frank Corwin: Well, you should be; you're fortunate. Children today don't stay in one place. Ours are spread from Pennsylvania to Texas to the West Coast. So, we know it ... they don't stay close to home, so you're very fortunate.

Mr. Harold Snider: Yeah, we, of course, have been spending two months or ... in the winter down in Phoenix area at the Sun City with ... area where Frank is and Betty, and we really enjoy that. But I ... I'm always anxious to get back and see all the kids. They're the biggest part of my life.

Frank Corwin: Well, isn't that interesting. Well, Bucky, I should call you; I call ... I knew him by Harold as ... as I grew, and I know the whole family. And I want to tell just one story about his brother Milo. Milo had a Model-T Ford and one time he was back in the Bradford area where we spent our summers and he was wanting to see Becky. And the family wasn't coming back, and I asked him if I could ride back with him in ... in this Model-T Ford to Illinois, and he said, "Sure." Well, those hills out there in Pennsylvania are ... are rather steep, and that Ford wouldn't go up forward. We'd have to put it ... turn it around and back it up some of the steep hills. But before we arrived back in Illinois, Milo carried cans of oil, they'd burned a lot of oil, and he got things mixed up, and these ... this oil was in old maple syrup cans. And we had some fresh maple syrup that we'd bought ... aboard, and he dumped this maple syrup into the ... into the crank case of this Model-T Ford. Well, it got us back, but when ... when we turned the engine off, it never an again (laughter).

Mr. Harold Snider: Yeah, I never will forget; I remember that. It was frozen up pretty good (laughter) ... every ... every direction.

Frank Corwin: Uh, Bucky tells us about the ... how they had their own gasoline out there at the ... where they lived in the country, and they could ... they ... they manufactured their own gas for their Model-T Fords, and I thought that was interesting.

Mr. Harold Snider: Yeah, that ... that was during the Depression days; we had the Model-T, and Model-A Fords, but that free gasoline, when we were in high school was worth a fortune. When we went to ... to the point of no return, we'd always take two or three five-gallon gasoline cans and put them in the trunk and make sure we get back because we didn't have any money to buy gasoline in those days.

Frank Corwin: Oh, we were always jealous of those Sniders; they always had gas, and we (laughter) always had to go buy our gas. Well thanks a lot, Bucky. It was a ... it was nice ... to get this interview, and I'm sure the family is going to appreciate this.

Mr. Harold Snider: Yeah, I was glad to do it. I'm ... perhaps maybe can make another one sometime and get everything more logical and more better detail, but at least, that was the highlights of it anyway, and I enjoyed it, Frank.

Frank Corwin: Well, I think it's very important to keep this as a ... as a historical record for the family.

(end of interview)

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