

RADIO DIARY

(Continued from page 4-H.)

Keya Paha counties as well as Holt.

The missing airman has been found. He is M. B. Larimer, a cub pilot, who was missing last night after failing to return from a mercy mission out in the Southwest corner of the county.

Mr. Larimer, who voluntarily came in from Omaha to assist with the miniature airlift, had been on the job several days and airport officials says he had been doing a bang up job. The official temperature here at one o'clock was one degree above zero. The wind velocity is estimated at 35 miles per hour.

Plans are being made to open an airlift headquarters at Stuart. Others are contemplated elsewhere in the region as soon as arrangements can be made. Communication difficulties harass this relief work at almost every turn . . . but there seems to be emerging a pattern. We're concerned, of course, with the old problem of too little too late.

All highways in the O'Neill region are blocked. The state plowing equipment is in the O'Neill garage waiting for the storm to subside before any attempt will be made to open the roads again.

On the Omaha to Chadron main line of the North Western railroad, all trains have been annulled until the wind subsides and plows can be sent out to open the line.

Attention: All Atkinson telephone subscribers. Arrangements have been made to open distress headquarters in the American Legion hall in Atkinson, phone 8891. A crew is available at 24-hour periods. Distress calls from people served by the Atkinson exchange should be routed to Atkinson at the number mentioned, 8891.

When army engineer crews were attempting to unload three giant bulldozers from a rail flat car they frankly confessed they wouldn't be able to use this magnificent machinery when they get it unloaded. This free-flying snow would fill up any path they would be able to open, they declared. There is another factor: These 'dozers weighing in the neighborhood of 22 tons apiece, would crash through an ordinary county road bridge, except the sturdier, more heavily traveled ones. But once they got into action, they believe they can move a lot of snow . . . and there's a lot of snow to be moved.

We've just learned that an urgent appeal for help has been made by the Holt county board of supervisors in a statement signed by Andy Clark, chairman of the board. The appeal was in response to a request for a general statement for the Associated Press.

"We feel Governor Peterson has done what he could do. An American Red Cross representative has arrived and is doing everything possible. This is not enough. If the Army and the national Guard are vigilant and are standing by in peace as well as in war . . . if the scheme of reclamation is worthy of its tremendous costs . . . then we, in Holt county, Nebraska, and our neighbors, believe that the time has come for action from one of these agencies. Our crisis began a month ago. This was signed by the Holt county board of supervisors, Andy Clark chairman.

This is the news until now from O'Neill. Your announcer has been Bill Beha.

SUNDAY, JANUARY 30—WJAG (Norfolk), 9:45 p. m. Good afternoon, everyone. This is Bill Beha greeting you

once more from O'Neill with a special broadcast concerning blizzard relief activities in this region.

The distress headquarters at the courthouse has just informed us that J. P. Murphy, who was driving 200 head of cattle Southwest of Dora Lake at the time this last storm began, has not been heard from for more than 24 hours.

Well, O'Neill's miniature airlift has been doing a terrific job out there . . . conveying food, fuel and medicine to scores of distressed persons in the O'Neill area. The same can also be said for a small army of volunteer airmen who are flying distress missions throughout this territory.

Let me tell you about O'Neill's Cliff Adkins. Cliff is an easy-going sort of a fellow. He's on the sandy-complexioned side, a veteran of World War II, and served in the Navy air corps in the Caribbean theater.

Cliff has been a fixture at the O'Neill Airport for many months, now. Folks sort of took Cliff and his aerial service for granted, just as has been done in scores of other towns and communities where one or two airmen have been standing by to haul some one here or there . . . to rush in emergency parts . . . or for any one of a dozen other purposes.

Then came November 18th. Fresh in our minds is what has happened since and what is happening right now. Cliff Adkins has been flying every flyable hour of every flyable day. Many of his landings and takeoffs have been hazardous, tricky propositions in which utmost skill has been required.

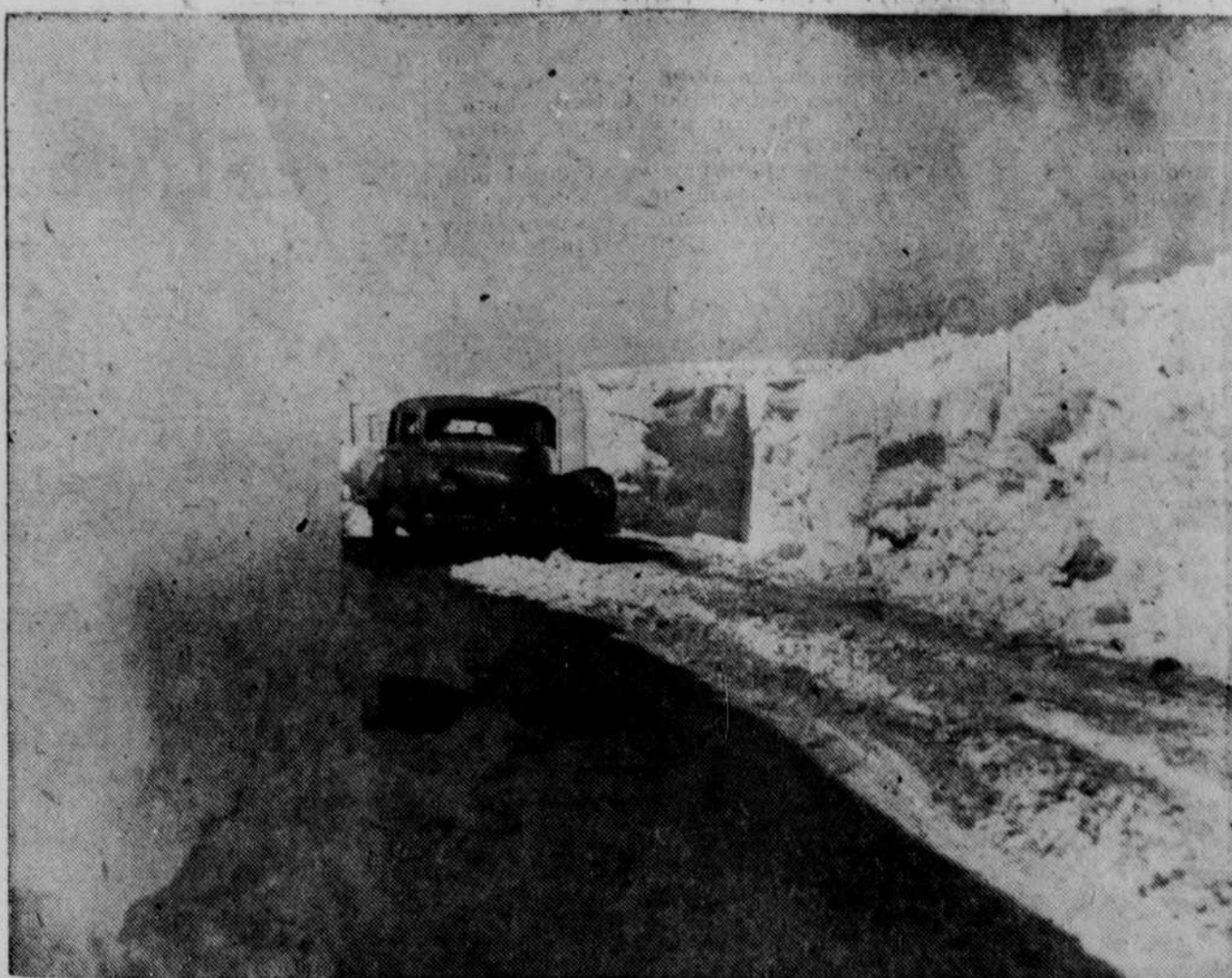
As I understand it, an hour's flying time is roughly equivalent to six hours of work on the ground. Last night . . . after Cliff had set his yellow two-seater down after completing his eighth mission of the day . . . we asked Cliff how many days he had been flying this month. He didn't know . . . he hadn't kept track . . . but he thought he'd been flying about 22 days already this month. Figuring eight hours of flying time on each of these twenty-two days . . . and I think that's a modest figure . . . Cliff Adkins has actually logged 176 flying hours! I know of several private flyers who have been at the flying business for years and haven't accumulated that much flying time.

Then, for the benefit of a city town and city dwellers who think they've been hard-pressed during these past few weeks . . . and I'm including radio announcers among them . . . let's multiply Cliff's 176 flying hours by six. Remember, one hour in the air is equivalent to six on the surface. Already this month Cliff has been hard at work . . . treacherous, tricky and even historic work . . . 1,056 hours.

I want to nominate Cliff Adkins for some sort of a special award. We mention Cliff because he is one of a small but determined band of mercy messengers who, I think, reflect the spirit of America and the highest credit upon aviation.

Distress headquarters in the Holt county courthouse basement here are running very smoothly, and scores of emergency errands are being made. A network of distress headquarters has been established and virtually every town has its own. The O'Neill headquarters has been in constant contact with distress centers at Spencer, Atkinson, Butte, Stuart, Bassett, Ainsworth and others.

Glen D. Custer, special field representative of the American Red Cross, has his headquarters in the Holt courthouse and is administering the entire Red Cross relief operation for 22 storm-stricken Nebraska counties.



OL' MAN WINTER DIES HARD . . . March proverbially goes out like a lamb. Not this year. The old cower added misery with a snow and blow that left these drifts on highway 20, just West of O'Neill. This 1,000 foot

drift tried up traffic on the transcontinental route for two and one-half days. Deepest drift was 8½ feet high.—The Frontier Photo by John H. McCarville.

We're going to repeat an appeal that is being made for caterpillar tractors. Holt county farmers and ranchers are in desperate need for caterpillar tractors to draw sleds over the snow with fuel, food and other necessities for people and for hay and feed for livestock.

Rough sleds have been made. They somewhat resemble a mortar box in which cement is mixed. They have a flat bottom.

These caterpillars must be rated from 20 to 40 horsepower at the draw bar. . . . Now that is important and I'm going to repeat: They must be rated from 20 to 40 horsepower at the draw bar.

Owner of tractors of this type are urged to send them to O'Neill immediately. Do not even attempt to telephone O'Neill. Send your machine as soon as you can with an operator.

A load of foodstuffs and fuel was dispatched about noon today for the Middlebranch community East of O'Neill. The destination of the caterpillar-drawn sled is the Middlebranch store. We have not learned as yet whether it has arrived.

Another tractor-drawn sled is being dispatched to the Opportunity vicinity in Willowdale township and is ready to leave O'Neill now.

We have been asked to repeat the telephone number for the distress headquarters at Stuart. The number is Stuart 2-4-5-1. The place is the Stuart light plane.

THURSDAY, FEBRUARY 3—WJAG (Norfolk), 4:15 p.m. Good afternoon, everyone. This is Bill Beha speaking.

Well, the bulldozer army is moving into high gear out here in the Second district area, which comprises Holt, Boyd, Rock, Brown and Keya Paha counties.

I've just come from the sub-area headquarters in the Holt county courthouse building and, believe me, there's a hum of activity up there. In the few, short days the Fifth army has been in town there is a well-oiled, smoothly running efficiency in the headquarters, and I'll miss my bet if these Army people don't get the job done—in a hurry!

Six giant Army 'dozers reached Atkinson today and six others have reached Ainsworth. Three more have reached O'Neill and eight are going to Stuart.

Somewhere between Norfolk and O'Neill is a North Western special train on which there are 20 'dozers to be unloaded in O'Neill.

Most of these 'dozers coming in will have to be serviced before they start bucking the ice and snow in this portion of the disaster area.

Slow transportation has harassed the Fifth army in getting Operation Snowbound underway.

But the 'dozers and rotary plows that are at work are moving a tremendous amount of snow! Three of the Army Engineers' largest 'dozers have been slashing through drifts up to 12 feet in depth in the Stuart vicinity.

Progress of these 'dozers is kept up-to-date on a large map on the wall in Fifth army sub-area headquarters at the Holt courthouse. Red lines are drawn on roads that have been cleared.

Army personnel, Army engineers and private contractors are working 'round the clock in this big peacetime operation—which has called upon all the resources . . . military and civilian . . . that can be mustered.

Although a state of emergency has existed in Holt and adjoining counties for nine days now, the region still is virtually paralyzed. There is a three-foot blanket of snow, ice and residue . . . and the average farmer or

rancher, who has been watching his supplies of fuel and food dwindle, and his livestock suffer from lack of feed from a nearby haystack, can rightly assume that the job has only just begun.

We can assure the people in the Chambers and Amelia communities that they haven't been forgotten—even though . . . to them . . . this isolation and hardship seems capable of going

on forever! At the Fifth Army sub-area headquarters here a few moments ago, we were told that Chambers and Amelia definitely will have more equipment down here soon—equipment off this train that is somewhere between Norfolk and O'Neill. At least two giant 'dozers have been earmarked for both communities . . . others for Ewing. More equipment is coming into the

county area hourly. But the five-county area is large . . . there are over 2,400 square miles in Holt county alone . . . and the job ahead staggers the imagination.

Many outsiders coming in have no concept of the job at all. The other evening we watched a handful of men and two 'dozers set out to open a two and one-half mile stretch out of O'Neill. These men, accustomed to their heavy machinery and the rigors of mid-western weather, were supremely confident that to open this particular road would be little more than a routine matter. The men returned to O'Neill . . . many hours later. The job had not been routine.

From the Chambers community today comes another urgent plea for help. County Supervisor H. W. Hubbard explained to us a few moments ago that his supervisory district is comprised of 13 townships. Up until now there are only three bulldozers and one caterpillar with a plow in that big territory.

He explained that residents in that community have suppressed their desire for help—but farmers and ranchers cannot hold out much longer.

Certainly by some time tomorrow the Army's offensive in Operation Snowbound will be in high gear. Officers in charge say that, barring any further disruption in communications, 50 'dozers will be at work in Holt county alone.

We've told you about a smooth-running efficiency that has been developed by the Army in a few, short days.

The distress headquarters in the Holt county courthouse basement—as well as other

similar headquarters throughout the county—have had the mercy mission business on a routine basis for many days now. The only thing that disrupts the miniature airlift is that old bogey—the weather.

The backlog of orders has been pretty well taken up at the O'Neill airport.

A big problem arising there, now, however, is maintenance of the aircraft. The personnel at the airport has been going at full tilt for many weeks now . . . and maintenance is a man-sized job.

Several planes that have been brought in here from other towns have been forced to return to their home base for repairs.

The Army has requested us to ask residents to help guide 'dozers where they can. If you see a 'dozer working—offer them your services in your neighborhood. The operators are strangers in this part of the country.

Weasels and caterpillar-drawn sleds crew also have been hard at work. Stock piles have been built at strategic points. One "train" of sleds carried nearly 13 tons of supplies.

FRIDAY, FEBRUARY 4—WJAG (Norfolk), 9:40 a.m.

Good morning, everyone. Your announcer is Lyle Ohrmund.

This is the day that Operation Snowbound is supposed to get underway. There's activity aplenty in O'Neill this morning.

Fourteen bill bulldozers are being unloaded, having arrived by rail during the night.

Four of these . . . as soon as they are serviced . . . are being dispatched to the Chambers community, according to word we received from Fifth Army sub-area headquarters.

(Continued on page 8-H.)

happy Anniversary O'Neill!

We're privileged to bow . . . to salute O'Neill . . . the Queen City of North Nebraska . . . on the occasion of her Diamond Jubilee Year. We sincerely wish for her many, many more happy anniversaries.



NOTHING SO COOL as this "peek-a-boucle" mesh dress in bird feather print. So superbly tailored by Jean Lang with color contrast in the collar, sash and buttons. Styled with a full sweeping skirt.

22⁹⁵

under sun or stars . . .

This breeze-cool shantung leads a double life! Just whisk off the jacket, and a smart summer suit becomes a delightful sun-back dress.

19⁹⁵

The Shop of finer fashions
The Apparel Shop
ONEILL, NEBRASKA

It's O'Neill's

75th Anniversary

1874 to 1949



Whether It Is:

- Breakfast
- Lunch
- Dinner

It's Been the BEST Meal You've Had if You've Dined at the ELITE!



You'll Enjoy Tasty Sandwiches to Delicious Dinners at the . . .

ELITE CAFE

On the South Side of Douglas St in Downtown O'Neill