

**I'M IN THE ARMY NOW**

By  
**Cpl. Whitt N. Schultz**



**Troop Train!**

Special to the Highland Park Press

**EN ROUTE OVERSEAS**

Off in the distance, just outside the camp's fence, I could see the long, black cars of the troop train. Before the sun peaked its head over the tall, snow-capped mountains that morning, we were up, dressed in olive drab with leggings, fed, and waiting for orders to board the train with white flags flying from the engine.

**"FALL IN!"**

Out in front of the barracks band members were warming up their instruments, preparing to march us to the train. "Fall in!" the drill sergeant bellowed.

Minutes later... "Attention! Forward march!" The band blared forth. We felt proud as we marched from the barracks area up the road and to the train.

This was it. This was the beginning of a great, new adventure in strange lands. We were finally leaving for a port of embarkation. We were ready for overseas duty.

**WE WERE PROUD**

We passed through the gates of this great overseas replacement depot where we'd spent long, arduous hours in training. Over that gate was a sign.

It read: "THROUGH THESE GATES PASS THE BEST DAMN SOLDIERS IN THE WORLD!"

Unconsciously smiles spread across our faces and our chests expanded another inch. We knew we were the best fed, clothed, housed, equipped, and trained soldiers on earth. We knew we were off to fight a rugged fanatical foe. And we knew we would beat him decisively.

**A PLEASANT TRIP**

When we reached the tracks we were marched aboard the Pullmans in a most orderly fashion. Minutes later the whistle blew twice and the train chugged away.

The Army's Special Service division supplied us with the latest periodicals which were placed on our chairs. It was not long before we were all reading.

It was a pleasant trip—the first I had made aboard a troop train. Before when traveling for the Army, I was either in my own automobile or on special orders to travel alone on a regular passenger train.

**CHOW TIME**

Not long after we left camp, the mess sergeant came through the cars saying: "Let's go men. Chow time!"

Again in an orderly manner, we walked to the troop kitchen car where we were handed plates, paper cups, forks, and wooden

spoons. When we filed back through the kitchen this is what mess attendants placed on our plates: hot, boiled potatoes, carrots, fresh tomatoes, bread, butter, jam, and the best roast beef I've ever eaten. It was a larger piece and a far tastier one than that slice of beef I ate at the Drake's Camellia House not too long ago. We drank hot cocoa.

**IS THIS TRIP NECESSARY?**... Back to our cars we went, joking, singing, laughing. A private with me kept saying, "Is this trip really necessary?" The remark seemed to amuse the troops.

Of course we were all curious as to our destination. But that remained a secret.

Some of the lads tried to pry the information from black-faced porters who went along with us. But they always answered: "Sorry, General. This here's my first trip on this line. I don't know where we're headed."

**SLEEPS (?) IN A LOWER**

The sun was down now and the cheerful, white-coated porters came through the cars and began making our berths.

I landed in a lower—with a 200-pound corporal the first night and a 250 technical sergeant the second night. True, it was a little inconvenient trying to sleep this way especially when these big lads decided they'd like to change their position in the middle of the night. When they did I landed in the aisle. But it was fun. And we did get a lot of laughs.

**DREAMS OF HIGHLAND PARK**

During the day fellow soldiers read, played cards, told stories, bragged about their girls, wives, and hometowns. Or, they slept. Others just looked out of the window and dreamt of the folks back home. I dreamt a bit, too, and thought much about my loved ones, and about Highland Park.

We were on that train for many hours; but somehow time raced by. I guess the beautiful scenery kept our eyes from our watches.

Soon we were at our port of embarkation, awaiting further orders from Washington...

**2nd Lt. Homer Smith A Slippery Prisoner**

2nd Lt. Homer "Pee Wee" Smith, liberated Nazi prisoner, arrived in town last week, and from all accounts the Nazis must have had a hard time keeping track of him, for he twice eluded them, only to be discovered and brought back.

Shot down over Metz, on Nov. 8, it was four days before he was found and captured by the Nazis. Eighteen days of solitary confinement with constant questioning followed. During a march from Sagan, near Berlin, to Nuremberg, he escaped, in company with Lt. George Greene, of Highland Park, but was recaptured when within five miles of his own lines. During a second transfer of prisoners he again gave his captors the slip. It was during this interval of freedom that the prison base was taken over by the Yanks, and the lieutenant, being AWOL, was not included in the list of liberated prisoners.

The Nazis supplied a fine reducing diet for their Yankee prisoners, about 10 gallons of thin soup to 150 men, plus one very thin German bread daily.

The Red Cross packages finally arrived to save the day and the waning strength of the starving Yanks.

With recapture by the Americans, good care and plenty of food, Lt. Smith regained his lost weight, and, thanks to the resilience of youth, is now as good as new.

Former residents of Highland Park, his parents, Mr. and Mrs. Homer Smith, Sr., now live in Chicago. His sisters, Mrs. Naomi Clappitt and Mrs. Ruth Connolly, live in Deerfield and Highland Park, respectively.

**Lt. George Greene to Honeymoon in Texas**

Lt. George I. Greene, former Nazi prisoner, who arrived in town last week, plans to leave for Texas next week, with his wife, Celeste, Y 2/c, of the Waves, who is stationed at Great Lakes. They will enjoy a long-delayed honeymoon there.

Lt. Greene feels that the end of the European war came just in time to prevent the men of his unit being used as hostages. He feels that American prisoners received better treatment than those of other nationalities, although they seem to have used their Yankee ingenuity, at times, to foil their more plegmatic captors. Ordered to spread out, they would spread too far, thus allowing some to escape. But sealed in box cars, with no food or water for 30 hours at a time, and no facilities of any kind, the situation got pretty grim at times. Twice, while on march, Lt. Greene escaped, in company with Lt. Homer Smith, but was recaptured. At one time even Red Cross rations were withheld in punishment for the escape of one prisoner. The cars containing prisoners were invariably placed side-tracked. Undoubtedly wishful thinking on the part of the Nazis.

Mrs. Greene will have a 30-day furlough and the lieutenant 60 days.

Mr. and Mrs. George Greene, Sr., live at 504 Gray avenue.

**Ronans Represented 100% In the Pacific Theater**

Lt. Perry Ronan, ground force officer of the 8th air force, now in England, hopes for a trip via the States with stopover furlough on his way to the Pacific theater,

for which he is slated. With his transfer, the Frank J. Ronans, Sr., 324 Park, will be represented there 100%.

S/Sgt. Jack, USMC, a veteran of Saipan, is taking part in the campaign of Okinawa, and Capt. Frank, with a headquarters corps, is stationed in Hawaii.

The former mayor, himself, is a veteran of the Spanish-American war and World War I, retiring from military life with the rank of major.

**T-Sgt. Philip Scully Home from So. Pacific**

T/Sgt. Philip R. Scully, radar observer with the 13th air force, is spending a 30-day leave with his parents, the Philip Scullys, Sr., 944 Chestnut, Deerfield, having served for one year in the southwest Pacific.

During this time Sgt. Scully completed 30 missions, and is the possessor of the Air Medal, two oak leaf clusters, a Philippine liberation ribbon and three battle stars. On June 22 last, he celebrated his 21st birthday "on the equator." (Sounds like a hot time.)

Sgt. Scully's plane was a B-24 Liberator, called "Gremlin's Deceiver." He speaks of the "old girl" and says she must have completed 108 missions by now, and is due for a long rest. Stationed on Morotai, of the Dutch East Indies, he has little to tell of the natives, who were not encouraged to come too close.

A graduate of the 1941 graduating class of Highland Park high, he feels like all veterans that it is "wonderful" to be back. At the end of his leave he will report to Santa Ana, Calif., for further orders.

**UNITED STATES WAR BONDS BUY THEM... KEEP THEM!**

**Honorable Discharge Due Bomber Pilot Veteran**

Capt. Carl Johnson, dive bomber pilot, arrived last week from Miami, Fla., with his bride, the former Inez Warfield of Evanson, to visit his mother, Mrs. Anna Johnson, 641 Glenview.

Veteran of 101 dive bombing missions over Europe, at one time the captain shot down three enemy craft within five minutes. He possesses the Distinguished Flying Cross and the Air Medal with 17 oak leaf clusters—and 156 discharge points. He expects to receive an honorable discharge from service very soon. He is 29 years of age.

From David learn to give thanks for everything.—Every furrow in the Book of Psalms is sown with the seeds of thanksgiving.—Jeremy Taylor.

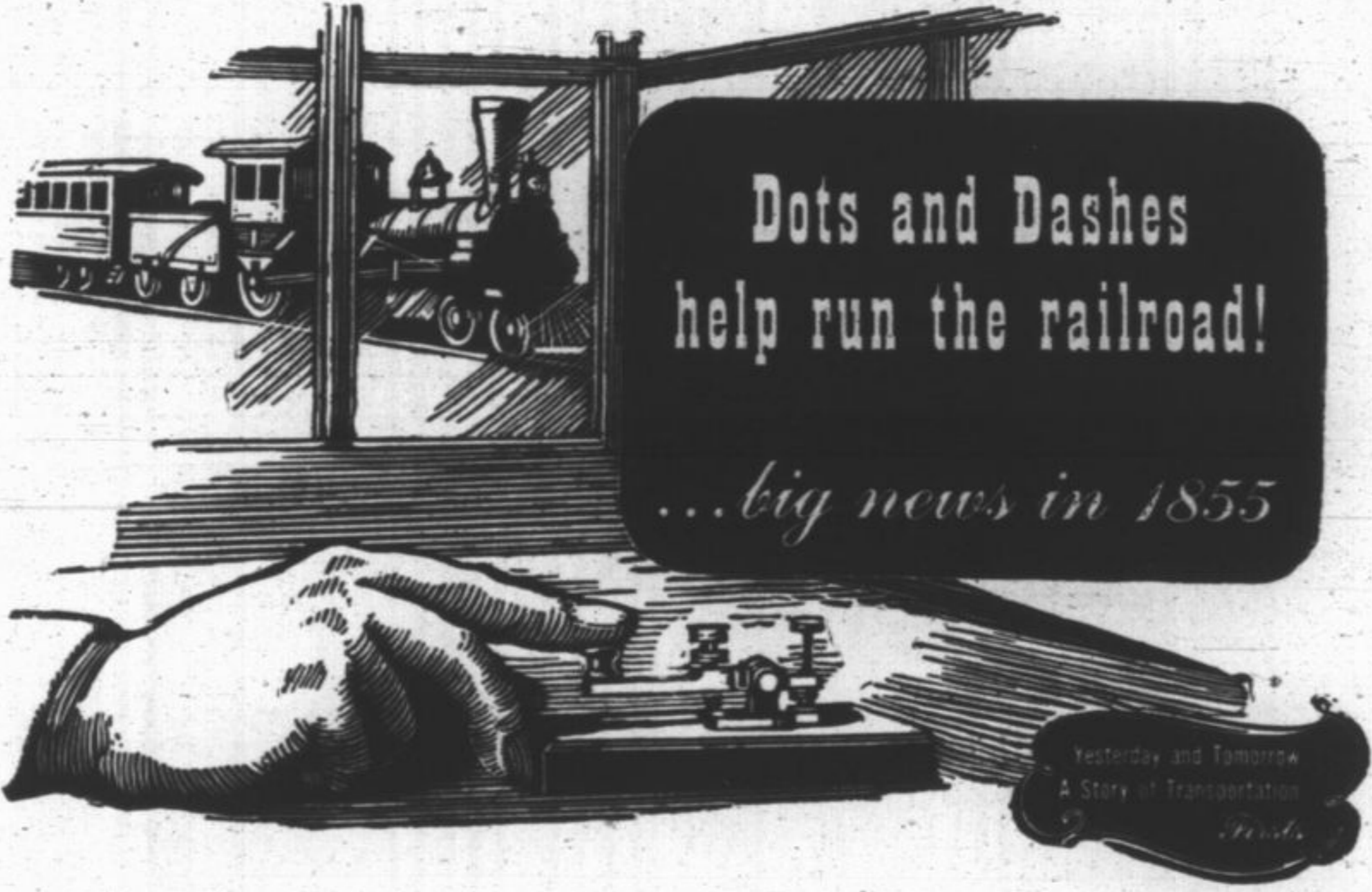
**GLENCOE**  
THEATRE 630 Vernon Ave.  
Highland Park 605

**THU., FRI., SAT., June 21-23**  
Dorothy McGuire, James Dunn  
**"A Tree Grows in Brooklyn"**

**SUN., MON., TUES., WED.**  
June 24-25-26-27  
Laird Cregar, George Sanders,  
Linda Darnell  
**"Hangover Square"**

**THU., FRI., SAT., June 28-30**  
Faye Emerson, Helmut Dantine  
**"Hotel Berlin"**

Coming—**"Tonight and Every Night," "Lost in a Harem," "National Velvet," "Music for Millions," "Thirty Seconds Over Tokyo."**



**IN THE NATION'S SERVICE**

Joseph Carani, SK 3/c, USN, home from the Pacific theater, is spending a leave with his parents, Mr. and Mrs. Charles Carani, 585 Glenview. A member of the 1944 graduating class, he joined the navy 15 months ago, and has since participated in two major engagements aboard a destroyer. He is 20 years of age.

Sgt. Alfred Fiore, 23, serving with an amphibious truck company on Luzon, has been promoted to the rank of staff sergeant. Inducted in February, 1943, he left for overseas the following August.

His brother, Sgt. John, formerly stationed in the Aleutians, is now at Will Rogers field, Oklahoma City, Okla. He is with a ground crew of the air forces. They are the sons of Mr. and Mrs. Charles Fiore, 49 Prairie, Highwood.

Daniel Murphy, 18, seaman 1/c, is serving aboard a destroyer in the Pacific. Since entering the service in March, 1944, he has taken part in six major engagements. He is the son of Mr. Lyman Murphy, of Highland Park, who has for the past year been serving with an engineers' utility company in the Aleutians.

Arriving by air transport command planes, in ever increasing numbers under the army's redeployment plan, scores of overseas veterans were clearing air transport command's Miami army air field.

Among the latest arrivals to have been speeded this far by the ocean-spanning ATC planes is a local man Master Sergeant Harold A. Kroncke, 41, who served 18 months in Burma. He wears the American Defense ribbon, the Asiatic campaign with two stars and the Good Conduct ribbon.

Sgt. Kroncke's only comment regarding service with the corps en-

gineers was that the battle of Myitkina "was very exciting."

Sgt. Claude Vander Bloomen, son of Mr. and Mrs. John Vander Bloomen, 213 North, Highwood, has been transferred from the Stimson field, Texas, to the army air base at Columbus, Ind. He is one of three brothers, aged 23, 25 and 27, who left all within the same year, 1942, to enter service.

Pfc. Howard is now serving on Okinawa, a member of a pigeon signal corps. He has not been home since he reported to Ft. Sheridan 29 months ago, as he left soon after for Hawaii.

S/Sgt. Jack, stationed in India, wrote his parents last month that he is sure of a furlough soon. His parents are expecting him within two weeks' time.

One of the four sons of Mrs. Diana Volpendesta, 219 Llewellyn, Highwood, Rocco, aviation medal-smith 1/c, is now home on leave, with his wife, who has been staying with him in San Diego, Calif. His work is servicing B-29's.

A brother, Adolph, S 1/c, USN, is stationed in the Pacific theater, having taken part in the Philippine invasion. Pvt. John is in Germany and Pfc. Dominic, M.P., now stationed in California, is expecting an early leave.

2nd Lt. Allan T. Mann, son of Mr. and Mrs. Charles A. Mann, 360 Park, was one of the 20 student officers to graduate on June 9 from the Quartermaster Subsistence school, Chicago, after specialized study in all phases of army food supply, storage and distribution. On entering the service in 1942, Lt. Mann's first assignment was with a ski troop training unit. Later graduating from Officers' Training school, he served as instructor until selected for special training. His wife and baby live in Chicago.

**THE year 1855 was significant in the annals of western railroading. In a history of early transportation, the report was brief of an event of tremendous importance. "This year," it read, "a telegraph line was built alongside the road between Chicago and Freeport and the trains were operated by it."**

**Thus was the telegraph first used in the west as an aid in train operations. Its use brought new safety and efficiency to train movements... was vital in the rapid expansion of railroads and the development of communities in the west.**

**The union of telegraph and rail operation is taken for granted today. But there were skeptics, back in the 50s, who thought messages in the form of electrical impulses would never run a railroad!**

**CHICAGO and NORTH WESTERN SYSTEM**  
SERVING AMERICA IN WAR AND PEACE FOR ALMOST A CENTURY

In the 97-year growth of the Chicago and North Western System the new has constantly replaced the old. "5400" Freight Diesels, recently placed in service and illustrated here, are examples. These new power plants are capable of pulling a train of loaded freight cars 500 miles without a stop for fuel. They are geared for safe speeds up to 70 miles an hour! In the peace days to come "North Western" will continue its policy of progress, providing better and better transportation service.