

LT. COL.
THOMAS
BELL

THE
WHEELS

ABOARD

WAS
CAPT.
C. W.
POWERS

We are indeed very fortunate in having Lt Col Thomas L. Bell as our Transport Commander...and although the Colonel is very reluctant to relate any of his many adventures in both World Wars, his exploits, to say the least, have been far from ordinary.

Colonel Bell enlisted in the Army as a private in 1916, and served on all five fronts in World War I with the 52d Coast Artillery. Although he was discharged as a Master Sergeant in 1924 he joined the National Guard in 1925, and returned to active duty in 1940 as a Major to serve as the Divisional Motor Officer of the 44th Division.

In 1941, Col. Bell transferred to the Army Air Forces as Chief of Transportation, then in Washington. Shortly after this, he left on a special mission to the Far East and did the impossible by organizing 6,000 trucks to open the "Back Door" to Kunning, China. He later went to Karachi as Base Transportation Officer.

Among his many other feats, Lt Col Bell held the world's ship unloading record by unloading an eight thousand ton Liberty Ship in 63 hours.

Colonel Bell has sailed around the world with the Transportation Corps, and has a great store of interesting stories to tell about the hurricanes and typhoons he has encountered in his travels.

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Chaplain Emmet Jones

The Richardson's Chaplain, Major Emmet G. Jones, has served as Chaplain aboard Army Transports since the very beginning of the War, both in the Pacific and Atlantic.

The United States is unique in its ministering to our spiritual needs. Every transport carrying more than 1200 men has a Chaplain permanently assigned. Originally the Chaplain had, among his many other duties, the additional job of providing the recreational facilities for the troops, which is a task in itself, especially aboard a transport as large as the Queen Elizabeth, upon which Chaplain Jones served. However, the recreational responsibility was later shifted to a separate

The master of the General Richardson has, in his position of traversing the seas, had a far from ordinary career.

Captain Powers started as a seaman in the Merchant Marine. A year later, he joined the United States Army Transport Service, and after working his way through the ranks, serving in every Army Transport in the Service, he became a Master in 1938.

The Captain is very proud of the ship of which he was master during the war-- the General James Parker.

Captain Powers' ship was threatened several times by enemy action, beginning in 1942, when he was engaged in evacuating women and children from Panama and Trinidad. His ship evaded the submarines, however, and they docked safely in New York.

Another time, when Captain Powers was transporting Canadian troops from Scotland to Sicily, the convoy was attacked by a flight of German torpedo bombers and several ships were destroyed. However, the General Parker came through unscathed, although a torpedo barely missed the stern.

Captain Powers is presently engaged in transporting troops to and from the ET.

Colonel Bell has had, without a doubt, a career packed with adventure and intrigue.

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department, allowing the Chaplain to spend his entire time and effort in religious affairs.

The Chaplain's task was made even more difficult when the transport was under the command of a nation other than our own, as they very often had different ways and means of conducting religious programs.

We of the United States Armed Forces have been very fortunate in that the Chaplain's Corps has been staffed by Chaplains as fine as Major Jones, and that we have been so well assisted in worshiping, each according to his particular sect. Well attended services throughout the voyage attest to his success in fostering religious feeling.