

seas requisitions are heavy.”⁷¹ Accordingly, it was suggested to depot commanders that they requisition Wacs, and a combined requisition for 340 WAC officers was placed with the Army Service Forces, which by mid-1944 had netted some 100 WAC officers. These officers ordinarily required no training other than a brief orientation course, although some were admitted to the depot course at the Quartermaster School and at the Columbus ASF Depot. A WAC staff director, Maj. Laura Asbury, was eventually employed.

The only available strength figures indicated that the Quartermaster Corps eventually employed at least 250 enlisted women and 125 WAC officers on its own installations. An unknown number, probably much larger, was also employed on posts, camps, and stations by local quartermasters in offices, warehouses, and sales commissaries—these being under the jurisdiction of an air or service command or overseas theater, and not counted apart from the rest of the overhead. In 1944, The Quartermaster General stated:

Personnel of the Women's Army Corps have become an integral part of this [QM] organization, and we now have unfilled requisitions from QM installations requesting more WAC personnel.⁷²

The Transportation Corps

Early pessimists feared that ports of embarkation were no place for Wacs, who would undoubtedly be invalidated by the rough physical work or seduced by the transient combat troops. Actually, the Transportation Corps proved second only to the Medical Department among Army Service Forces agencies in the number of Wacs employed, and first in the number

employed on its own Class II installations. With a peak strength of over 5,000 women, some 6 percent of its total enlisted strength, the Transportation Corps was able to maintain large WAC detachments in the eight major ports of embarkation—New York, Boston, Hampton Roads, Charleston, Los Angeles, San Francisco, Seattle, and New Orleans. Each port had one or more WAC detachments and its own WAC staff director, whose work was co-ordinated by a senior staff director, Lt. Col. Mera Galloway, located in the Office of the Chief of Transportation.⁷³

These 5,000 women were obtained by the Transportation Corps by means of enthusiastic pursuit along every possible avenue of recruiting. Since most ports were in labor-short areas, they were hard hit by the ASF's directives that general service men be replaced by Wacs and civilians. Civilians were scarce, and Wacs were at once requisitioned for every manner of duty. Some of these uses were approved, while some, involving ship-board service, were at the time considered too unusual.⁷⁴

The number thus acquired proving insufficient, other women were obtained by transfer from commands which found

⁷¹ (1) Ltr, Gen Munnikhuysen, OQMG, to CG Boston Depot, 12 Feb 44. QM 210.31 WAC. (2) Ltr, OQMG to 20 QM depots, etc, 21 Mar 44. QM 210.31 WAC. (3) Memo, OQMG for TAG, 2 Mar 44. QM 210.31 WAC.

⁷² ASF WAC Summary.

⁷³ Unless otherwise documented, this section is based upon: (1) History of Hampton Roads POE, *The Road to Victory*, Vol. II, pp. 174 ff. Copies in OCMH. (2) Intervs with Capt Jane Engleman, WAC Stf Dir TC, 1945-46; Capt Fay Foushee, WAC Pers Off TC, 1946-Oct 1947; Lt Key, WAC Pers Off TC, Oct 1947-48. (3) ASF WAC Summary. (4) STM 30, Strength of the Army, 5 Jul 45.

⁷⁴ Ltr, TC to Dir WAC, 16 Dec 43; also 1st Ind and Ltr, Dir WAC to CofT, 28 Feb 44. SPTPM 220.3 WAC, in SPWA 320.2 (8-18-42)(1) sec 6.