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CRGANIZATIONAL STRUCTURE OF SOVIET MOTOR PCOLS (AVTORHOZYAYSTVO)

Motor pools are classified according to the purpose and character of their operations and according to their size.

Purpose and Character

Classified according to purpose and character, there are the common-carriers type motor pools and the department motor pools. The common-carrier type, i. e., motor pools of general service (obschevo izpol'zovaniya) are those which come directly under the Ministry of Motor Transport and are neither a part of nor are they attached to any other ministry or department but haul for any consumer through contract and demand. In other words, this type of motor pool is called on to guarantee the transport requirements of organizations and enterprises of all ministries and departments.

The department (vedomstvennyy) motor pools, on the other hand, are subordinate to departments or enterprises of ministries other than the republic ministries of motor transport and haul for these specific departments or enterprises. This type of motor pool can be either an independent organization operating on a cost-accounting basis within a given enterprise, or it can serve as an enterprise transport service of separate enterprises.

Whether the motor pool is the common-carrier or the departmental type, it has the following responsibilities:

- 1. To accomplish its hauling operations in conformance with an approved hauling plan.
- 2. To organize storing, technical service, and repair of its vehicles and trailers and thus assure a highly technical and efficient motor-vehicle fleet.

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- 3. To organize the work and establish the wages of its personnel and to develop socialist competition and the Stakhanovite movement among drivers and mechanics.
- 4. To operate the motor vehicle fleet most profitably and thus reduce hauling costs and effect savings.
- 5. To supply its vehicles with fuel, lubricants, tires, units, parts, and other operating and repair materials which will assure the continuous productive and economical activity of the motor pool and thus accelerate the return of profits.
- To carry out the planning, statistical, and bookkeeping accounts of the motor pool's productive and economic activities.
- 7. To organize the management and supervise its productive and economic activities.

In line with these responsibilities, each motor pool has three services, namely, an operational service which does the hauling; a technical service which is responsible for the maintenance and repair of rolling stock: and an administrative service whose functions are to direct the pool's activities, the motor pool.

Depending on the size of the motor pool, these services are either organized into independent departments and production subdivisions or their functions are performed by individual persons.

Size

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In size, motor pools are classified as small, medium, large, or extra large, depending on the number of vehicles in the pool.

A small motor pool is one which has up to 25 vehicles. Its operational service is directed by a dispatcher, and its technical service is directed by the pool's supervisor of technical works through the mechanic and technician. The senior bookkeeper is responsible for planning and accounting, while the warehouseman is responsible for material and technical supply. All office work and account of personnel is handled by a clerk.

A medium pool is one having up to 50 vehicles and all its services or functions are directed or carried out by a special person. The operational service is directed by the senior dispatcher, and the technical service is and accounting is the responsibility of the senior accountant. Tehnical and material supply is the responsibility of the supply technician. There are no departments in this motor pool.

In the large motor pool, which has up to 100 vehicles, the operational, bookkeeping, and supply departments are separate departments. Technical service is handled by the storage garage responsible for safe storage of vehicles, by the lubrication station, and by the repair garage. Sometimes, there is a technical department in this size motor pool. The administrative service includes the manage: of the pool and an inspector for personnel and special work.

In the extra large motor pool, i.e., one having more than 100 vehicles, the operational department is composed of the freight crew, dispatching crew, road-control crew, and a special loading and unloading crew. In addition to

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this department, there are found in this size motor pool the planning department, department of labor and wages, department of personnel, administrative and economic department, a technical department, and the department of the chief mechanic. The rolling stock is distributed among motor columns.

The following gives the table of organization for common-carrier motor pools of various size and character. The pools are divided into five classes, according to the number of vehicles in each.

Motor Pools Having Up to 50 Vehicles

	Number of Persons			
	Pirst Class (10-15 vehicles)	Second Class (15-30 vehicles)	Third Class (31-50 vehicles)	
Duty				
Chief Technical director Economist Senior mechanic Mechanic Technician Senior dispatcher Dispatcher Senior bookkeeper Bookkeeper Accountant-treasurer Supply technician Warehouseman	1	2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Secretary-typist		1	1	
Total	6	11	16	

Motor Pools Having More Than 50 Vehicles

	First Class (51-75 vehicles)	Second Class (76-100 vehicles)
Duty		
Chief Chief engineer Senior engineer	1	1
Technician Senior economist Inspector of new personnel	1-2 0-1	1 1 1
and special work Motor pool manager Secretary-typist	1 2	1
Timekeeper	- -	1
Department of Operations Department chief Senior dispatcher Dispatcher	1 1 2	1 1 2-3

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